



*World Ship Society
Southend Branch*



News and Views

*Newsletter Edition 47 Edited
31 st December 2021*

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Notes

Happy New Year

*The Next edition will be published around 24th
January 2022*

Thanks go to Tony, Stuart, f Stuart Wendy and Andrew for their contributions

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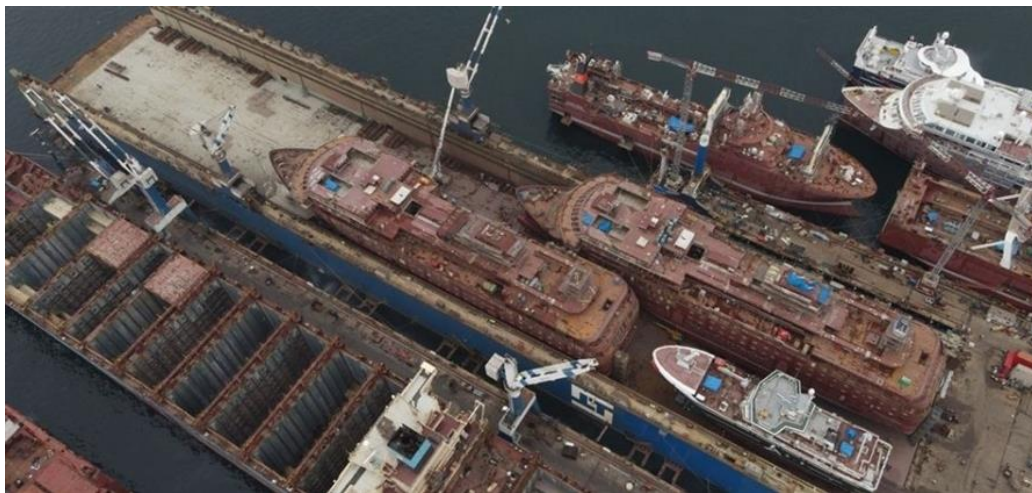
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News

Tersan Shipyard launches Havila Polaris and Havila Pollux



TERSAN SHIPYARD

Tersan Shipyard in Turkey has launched passenger vessels Havila Polaris and Havila Pollux to its floating dock.

The two ships are the shipyard's third and fourth new vessels for Havila Voyages, following the completion of Havila Capella and Havila Castor. The new ships were designed by HAV Ship Design and are being built under the supervision of DNV. They will be ready in 2022.

Powered by Liquefied Natural Gas (LNG) and battery, the vessels will produce low emissions. A statement from the shipyard explains: "Each vessel will have 6500 kWh battery capacity which means they will have the record of highest battery capacity in a vessel so far."

Havila Polaris and Havila Pollux will have a self-propelled modular transportation system (SPMT), which has been used by Tersan Shipyard on previous vessels. With the vessels now moved into the shipyard's floating dock, final work is being done, including the installation of piping, cabling and ventilation.

Tersan Shipyard launched the ships alongside Polar Bay, a longliner factory fishing vessel built for Polar LTD from Spain.

Wan Hai Lines to invest \$320m in second-hand boxships



Taiwan-based Wan Hai Lines says it is going to purchase several second-hand container vessels at a total cost of no more than \$320m.

[Katherine Si](#) | Dec 14, 2021

The vessel purchase is expected to be placed by Taiwan headquarters and its branch in Singapore.

Earlier this month, Wan Hai acquired two 1,774 tea containerships from Bremen Trader Shipping Limited and Sinou Shipping Pte Ltd, respectively.

Cash rich container lines have been seeking expand their fleets via second-hand tonnage despite the dearth of available ships and sky high prices.

Costamare Inc. announces dry bulk vessel acquisitions

Costamare Inc. has announced the acquisition of seven dry bulk vessels.

The company has already taken delivery of m/v Soho Trader, 2015-built, 63 473 DWT and has agreed to acquire the following second-hand dry bulk vessels:

- m/v Soho Merchant, 2015-built, 63 800 DWT.
- m/v Star Damon, 2012-built, 63 227 DWT.
- m/v George P, 2012-built, 81 569 DWT.
- m/v Egyptian Mike, 2011-built, 81 601 DWT.
- m/v Belnor, 2010-built, 58 018 DWT.
- m/v Belstar, 2009-built, 57 970 DWT.

The ships are expected to be delivered between December 2021 and January 2022 and the acquisitions are expected to be financed with cash on hand and debt.

Unilever in four-year supply chain partnership with Maersk

Unilever has inked a four-year freight supply chain partnership with AP Moller - Maersk starting from 2022.

The partnership between Unilever and Maersk marks a major shift in the short term and annual contracts under which ocean freight is normally booked and managed.

Under the agreement Maersk will operational management of international ocean and air transport for Unilever underpinned by its NeoNav platform.

It will also see the development and management of Unilever's International Control Tower Solution, which will consolidate the execution of its global ocean and air transport.

Almost a quarter of tanker orderbook LNG-fuelled



There are 20 VLCCs, 41 Aframax/LR2s and two Suezmax tankers, as well as 40 'LNG-ready' tankers on the orderbook, according to the firm, which notes the advance of LNG dual-fuel technology across many ship types.

Gibson highlighted the world's first VLCC to be fuelled by LNG. The 319,000 dwt *Yuan Rui Yang*, built by Dalian Shipyard for Cosco Shipping, successfully completed sea trials recently and is due for delivery about now.

The vessel's original 2017 shipbuilding contract specified standard propulsion, but Cosco chose the LNG option by way of a supplemental agreement early in 2020. The 333m-long tanker has a WinGD XDF main engine consuming about 60 tonnes of fuel a day, and two 3,500 cu m Type C fuel tanks.

Whilst LNG is proving popular as a bridging fuel, Gibson notes other developments that are likely to lead to a multi-fuel future. The broker reported the imminent first voyage of the liquid hydrogen carrier, *Suiso Frontier*, which will load a cargo of hydrogen in Australia. The vessel is capable of reliquefying cargo and although it has not been designed to use boil-off cargo as fuel, subsequent vessels could well have this capability, Gibson said.

Australia Launches First Of 12 Arafura-Class OPVs



The first Arafura Class Offshore Patrol Vessel to be built in Australia was launched in an official ceremony at Osborne Naval Shipyard in South Australia on 16 December 2021. In long-held Navy tradition, the vessel was blessed and formally named by the ship's sponsor, Ms Nova Peris OAM, before being launched into the water for the first time. (LAC Stewart Gould/RAN picture)

Arafura class offshore patrol vessel (OPV), NUSHIP Arafura, was launched today at the Osborne Naval Shipyard in South Australia – the first in a fleet of 12 OPVs being built for the Royal Australian Navy to replace the Armidale and Cape class patrol boats.

The first two OPVs are being constructed by Luerksen Australia at Osborne Naval Shipyard in South Australia, setting the foundation for continuous shipbuilding before the Hunter Class frigate program progresses through prototyping to construction.

The 10 remaining OPVs will be built by Luerksen Australia at the Henderson Maritime Precinct in Western Australia.

Havila Capella sets out on maiden voyage from Bergen



HAVILA VOYAGES

Havila Capella in Bergen, ready for her first voyage

Havila Capella started her first sailing on the coastal route between Bergen and Kirkenes in Norway on 12 December 2021.

As Havila Capella is Havila Voyages' first new ship in 18 years, with three more to come, this marked a 'historic' day for the cruise line and the Norwegian coastal route.

Havila Voyages has spent around NOK 500 million (\$55 million) to make its four new ships environmentally friendly. The plug-in hybrid vessels have been fitted with the world's largest battery packs ever designed for passenger ships.

"The batteries allow us to sail for four hours without noise and emissions, and we can sail quietly and sustainably through world heritage fjords and pristine nature," said Havila Voyages in a press release.

Havila Capella's environmentally friendly features reduce nitrogen oxide and carbon dioxide emissions by around 90 and 25 per cent respectively.

Havila Voyages will also offer table service, which will mean that less food is wasted in comparison to the 60 tonnes of food waste caused by buffets per year.

Visitors



MSC Leanne Built 2017 195259 GRT Liberia

Current Position en route to Tanger



Yasa Pelican Built 2019 29681 GRT Marshall Islands Owner Thule Ship Management

Current position Antwerp



Team Hawk Built 2008 17822 GRT Malta Owner Team Tankers

Current Position En route Immingham



Stavanger Pride Built 2020 29914 GRT Norwegian International Owner DSD Ship A4 AS

Current Position En route Lagos



Stav Viking Built 2009 11935 GRT Norwegian International Owner Meling Tanker AS
Current position Immingham



Potomac Express Built 2008 75579 GRT United States Owner Wilmington Trust
Current position en route to Antwerp



Phi Built 2021 499GRT Malta Owner -



MSC Krystal Built 2008 66399 GRT Panama Owner Krystal Naveira

Current Position En route West Africa



Chem New York Built 2014 12219 GRT Liberia Owner Ace Quantum Chemical Tankers

Current Position



Ansac pride Built 2013 22863 GRT Hong Kong Owner Jade Bulkship

Current Position En route to Iskenderun Turkey

WSS Quiz Questions Edition 47

Tony

MARITIME QUIZ ANSWERS TO WHAT QUESTION?

1. BRP SIERRA MADRE
2. NORMAN TRADER
3. MEGHNA LIBERTY
4. VALENTINE
5. RUSLANA
6. HMS DARING
7. CALAIS SEAWAYS
8. SSG MICHAEL H OLLIS
9. SILVER NOVA
10. KARIN HOEJ
11. YASAM ROSE
12. BONTRAP AMSTERDAM
13. PROVORNY
14. SYMPHONY OF THE SEAS
15. EVOLVED CAPE CLASS

Weather Sayings of the old Sailors



DEW INDICATES A GOOD DAY AHEAD: A DRY MORNING IS SIGN OF SHOWERS.



DISTANT SHORES LOOM UP "NEARER" BEFORE RAIN BECAUSE OF THINNING OF THE AIR.



LARGE HALO AROUND THE MOON INDICATES CIRRUS CLOUDFORM & WARM FRONT RAIN.



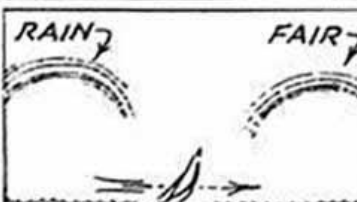
A VEERING WIND IS SIGN OF FAIR WEATHER: BACKING WIND MEANS RAIN.



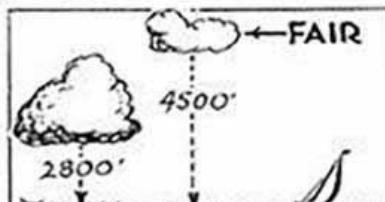
FALLING BAROMETER INDICATES NEARING "LOW" AREA, WITH WINDS AND RAIN.



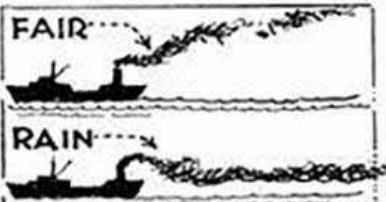
RAIN IS MOST FREQUENT AT THE TURN OF THE TIDE (IF AIR IS HUMID)



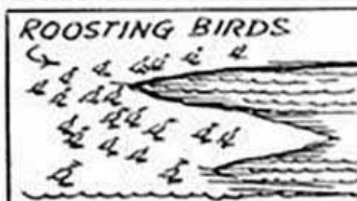
RAINBOW TO WINDWARD, RAIN AHEAD. RAINBOW TO LEEWARD, RAIN END.



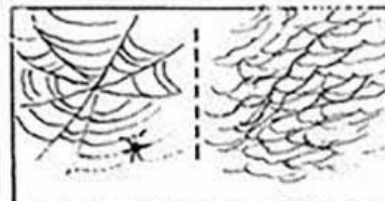
HIGHER THE CLOUDS, FINER THE WEATHER. LOWERING CEILINGS FORETELL A RAIN.



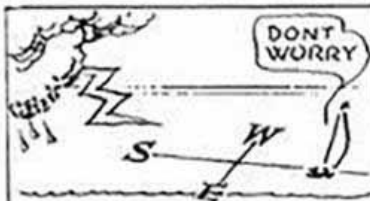
SMOKE THAT CURLS DOWNWARD AND LINGERS, MEANS A NEARING STORM.



THINNING AIR IS HARDER TO FLY IN. BIRDS "SIT IT OUT" BEFORE A STORM



SKY FULL OF WEBBY CIRRUS FORETELLS DISTURBANCE AND RAINS ON ITS WAY



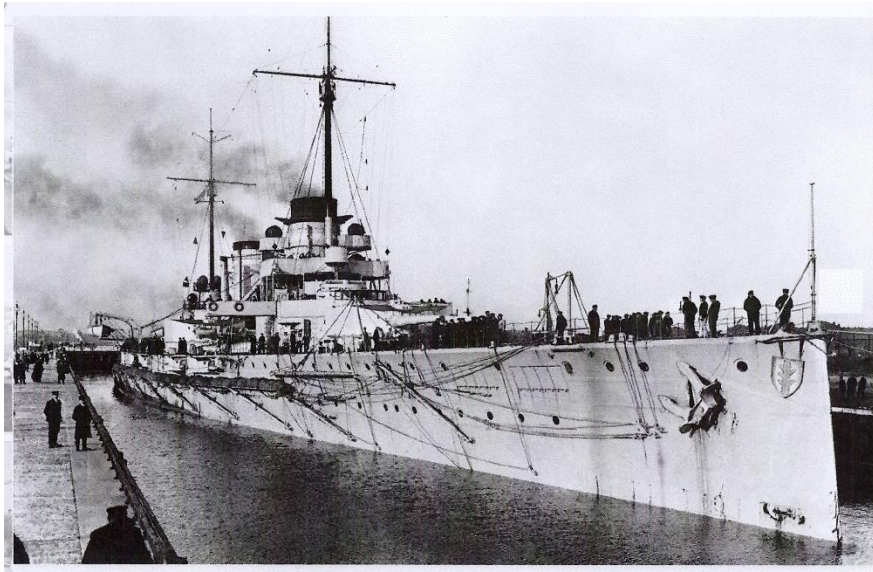
LIGHTNING FROM THE W. OR N.W. WILL REACH YOU; FROM S. OR S.E. WILL PASS

THE ESCAPE OF THE SMS GOEBEN



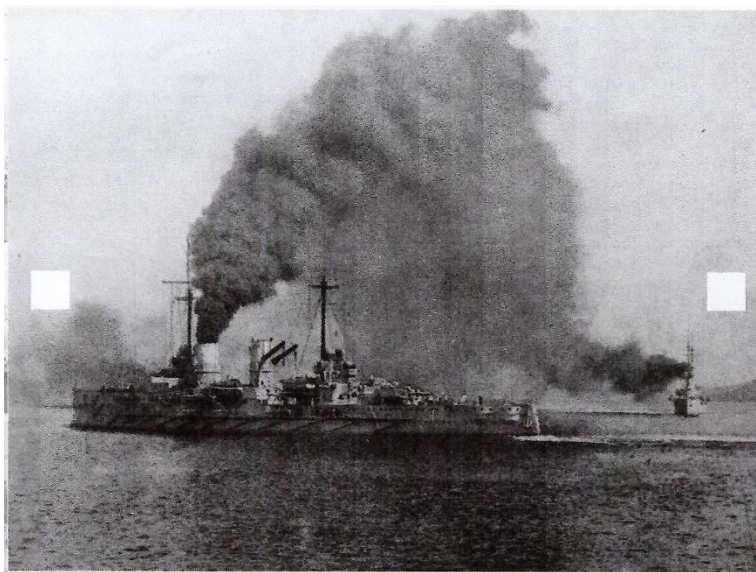
The Goeben was the second ship in the two ship Moltke class of German battlecruiser. She was built by Blohm & Voss in Hamburg, being laid down on 28th August 1909, launched on 28th March 1911 and commissioned on 2nd July 1912. Displacing 22,979 tons, with steam turbines giving her a speed of 25.5 knots and a main armament of 10 x 11.1" guns, she was the state of the art in German capital ships at the start of hostilities. Blohm & Voss had used Krupp hardened steel in her construction, which made her lighter, and hence faster, for a given amount of armour protection. The Goeben and Moltke were significantly larger and better armoured than the comparable British Indefatigable class battlecruisers.

A few months after commissioning, the Goeben, together with the light cruiser Breslau, was designated the German Mediterranean Division, and were despatched to Constantinople, arriving there on 18th November 1912. The two ships visited some 80 Mediterranean ports before the start of WW1. Rear Admiral Souchon assumed command of the squadron in October 1913.



The German Admiralty had planned to replace the Goeben with the Moltke, but the assassination of the Archduke Ferdinand on 28th June 1914 made this impossible. Souchon took the ships to the Austria-Hungarian port of Pola, on the Adriatic for repairs. The ship had been plagued by defective coal-fired boilers that leaked water, causing a loss of power. Engineers were brought in from Germany to work on the ship. Whilst there the 24 coal-fired Schulz-Thornycroft water-tube boilers were replaced with new Babcock water-tube boilers, but the work had not been completed when Souchon had to leave.

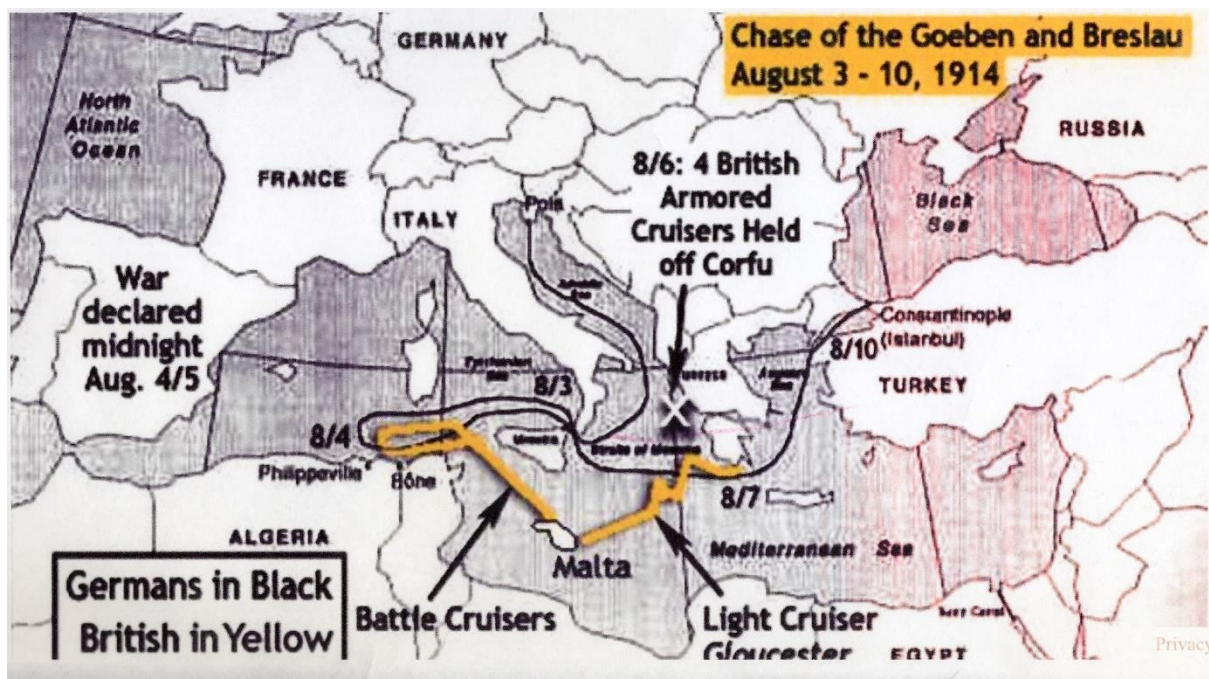
Kaiser Wilhelm 11 had ordered that, in the event of war, Goeben and Breslau should either conduct raids in the Western Mediterranean to prevent the return of French troops from North Africa to Europe, or to break out into the Atlantic and attempt to return to German waters, at the Squadron commander's discretion.



On August 3rd, when Germany declared war on France, the two ships were en route to Algeria. Goeben bombarded Philippeville and Breslau bombarded Bone, in accordance with the Kaiser's orders. Tirpitz and Admiral Hugo von Pohl then transmitted secret orders to Souchon, instructing him to sail to Constantinople, in direct contradiction of the Kaiser's instructions, and without his knowledge.

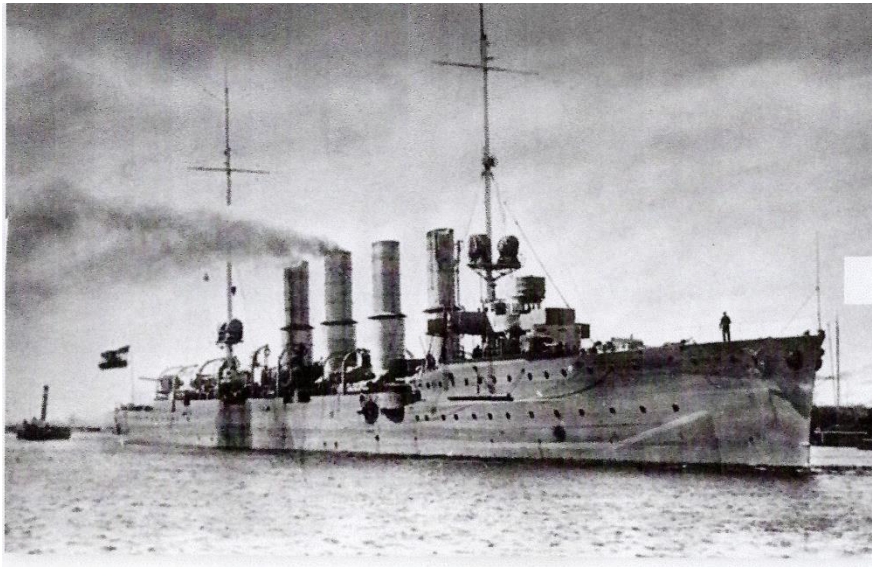
Since the Goeben could not reach Constantinople without coaling, Souchon headed for Messina. The Germans encountered the Indefatigable and Indomitable, but war had not yet been declared between Britain and Germany and neither side opened fire. The British ships turned to follow the Germans, but the Goeben and Breslau were able to outrun the British, and arrived at Messina on 5th August, by which time Britain was at war with Germany.

Refuelling in Messina was complicated as Italy was a neutral country, so theoretically the two ships could only remain 24 hours in port. Sympathetic Italian naval authorities allowed the stay to be extended to 36 hours, whilst the two ships took on coal from a German collier. Despite this, Goeben's fuel stocks were not enough to get to Constantinople, so Souchon arranged a rendezvous with another collier in the Aegean Sea.



The commander of the British Mediterranean Fleet was Vice Admiral Sir Berkley Milne, very much a "social" admiral, being a friend of Queen Alexandra. His previous title was Flag Officer, Royal Yachts. Milne is supposed to have said "they don't pay me to think, they pay me to be an admiral". Milne had placed the Indefatigable and Indomitable to the west of Messina, thinking that Souchon would try to break out into the Atlantic. Only the light cruiser Gloucester had been posted at the exit from the harbour. Gloucester sighted the Germans by the light of the full moon and reported to Milne that the Goeben and Breslau were heading east. For the rest of the night Gloucester shadowed the German ships. Milne ordered Gloucester to close and fire on the Breslau to slow the escape. By morning shots had been fired by both sides but without scoring hits. Maintaining full speed, Souchon did not want to waste time and fuel by firing on the Gloucester but tried unsuccessfully to jam the British ship's radio-telegraph transmissions to Milne. Souchon broke off the encounter and

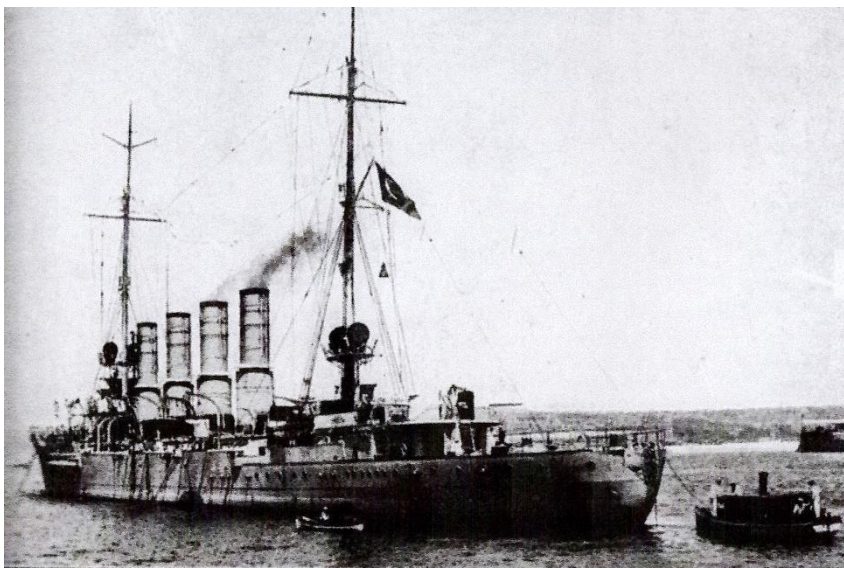
continued eastward, hoping to shake off the Gloucester and meet his next coal ship in the Aegean Sea.



BRESLAU

Near the west coast of Greece, the pursuit of the Goeben and Breslau was taken up by the 1st Cruiser Squadron, under the command of Milne's second in command, Rear Admiral E.C. Troubridge. The squadron consisted principally of 4 armoured cruisers, Defence, Black Prince, Duke of Edinburgh, and Warrior, with a light cruiser, Dublin, and a few destroyers.

Troubridge ordered the Dublin and 2 destroyers to make a torpedo attack, but in the dark, once again the Germans were able to evade their pursuers. Troubridge broke off the chase early on 7th August, convinced that any attack by his four old cruisers against the Goeben would be suicidal, and confident that he now had the German ships trapped in the eastern Mediterranean. Milne sent some ships to guard the Suez Canal, never suspecting that Souchon might be headed for Turkey.



MIDILLI

Troubridge's fear of his squadron being wiped out by the Goeben was borne out the following November when a similar squadron under Admiral Craddock was annihilated by the German Scharnhorst and Gneisau.

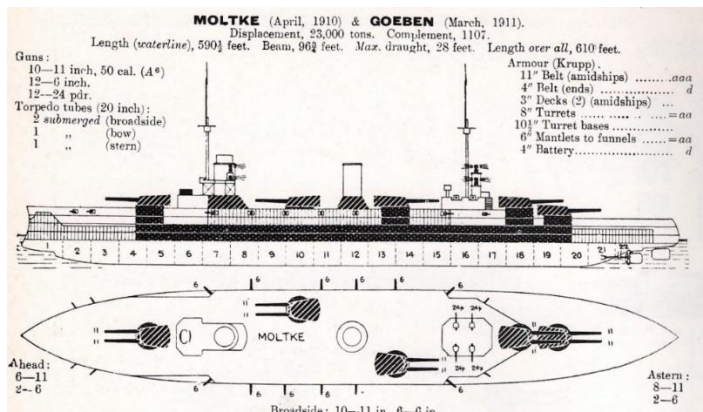
The Goeben refilled her bunkers near Naxos, and on 10th August, the two ships entered the Dardanelles. They were met by an Ottoman picket boat which guided them through to the Sea of Marmara. To get round the neutrality requirements, it was proposed that the ships should be transferred to Turkey. On 11th August the Ottomans announced that they had bought the two ships. On 16th August the ships were commissioned into the Ottoman Navy. On 23rd September, Souchon was appointed commander of the Turkish fleet. Goeben was renamed Yavuz Sultan Selim and the Breslau was renamed Midilli. The German crews adopted Ottoman uniforms.

The escape of the Goeben was instrumental in bringing the Ottoman empire into the war on the German side. Britain had already caused huge ill-will in Turkey by requisitioning two battleships building in Britain for the Ottomans. The Agincourt had been building in Newcastle upon Tyne by Armstrong Whitworth, and the Erin had been building by Vickers in Barrow in Furness.

During the remainder of WW1, the two ships operated primarily against Russian forces in the Black Sea, including several inconclusive engagements with Russian battleships. She made a sortie into the Aegean in January 1918 and sank a pair of British monitors, but was herself badly damaged by mines. The Midilli too hit several mines and sank at this time.

In 1936 she was officially renamed TCG Yavuz, and she remained the flagship of the Turkish navy until she was decommissioned in 1950. She was finally scrapped in 1973, after the West German government declined to buy her back as a museum exhibit.

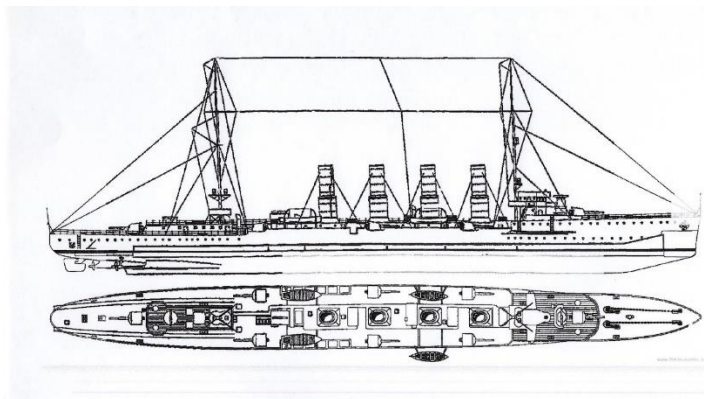
THE GOEBEN



Moltke class battlecruiser. Built by Blohm & Voss in Hamburg, being laid down on 28th August 1909, launched on 28th March 1911 and commissioned on 2nd July 1912. She displaced 22,979 tons and was powered by four Parsons steam turbines on 4 shafts, with steam provided by 24 coal-fired Schulz-Thornycroft water-tube boilers giving a total of 51,289 shp and 25.5 knots. Her range was 4120 nmi at 14 knots. At full speed her coal consumption was 48 tons of coal per hour, but at 15 knots it was 16 tons per hour. Her complement was 43 officers and 1010 enlisted men. She was armed with 10 x 11.1", 12 x 5.9", 12 x 3.5" and 4 x 20" submerged torpedo tubes.

She was transferred to Turkey (the Ottoman Empire) on 28th August 1914, decommissioned on 20th December 1950, stricken on 14th November 1954, and finally scrapped in 1973.

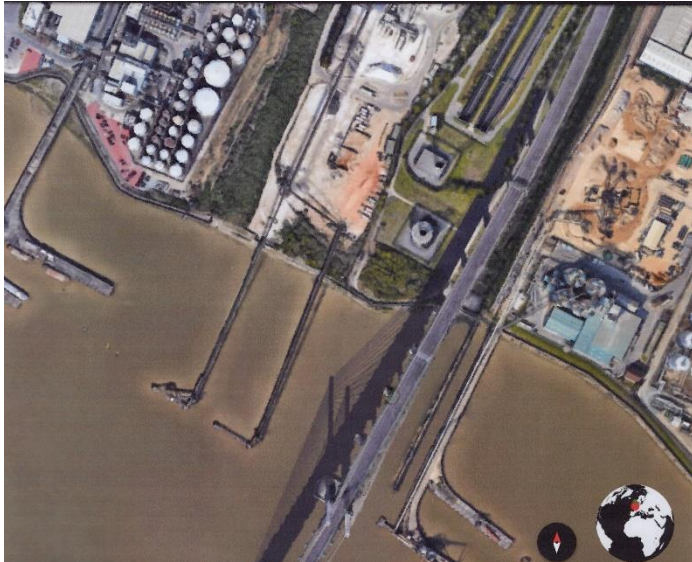
THE BRESLAU



The Breslau was one of four Magdeburg class light cruisers. She was built by A.G. Vulcan at Stettin, being laid down in 1910, launched on 16th May 1911 and commissioned on 20th August 1912. She displaced 4564 tons, and her dimensions were 455' 1" x 44' 3" x 14' 5". She was powered by 2 pairs of AEG-Vulcan steam turbines with steam provided by 16 coal-fired water-tube boilers giving 25000 shp and 27.5 knots. Her range was 5820 nmi at 12 knots. Her complement was 18 officers and 326 enlisted men. Her armament as built was 10 x 4.1" guns, 120 mines and 2 x 19.7" torpedo tubes. In 1917 her guns were changed to 8 x 5.9". She hit several mines in the Aegean Sea on 20th January 1918 and sank with the loss of 330 o

CIVIL & MARINE JETTY, WEST THURROCK

Just upstream of the Q.E.11 Bridge on the Essex side is the Civil & Marine site. Civil & Marine are part of the Hanson Group, which is part of the huge Heidelberg Cement concern.



The site has two “L” shaped jetties, referred to as the Upper and Lower berths, each with a dolphin. Both have receiving hoppers with a capacity of 1800 tonnes per hour, each with marine discharge conveyors, one serving Civil & Marine and the other Hanson Aggregates, both concerns having sites inland of the jetties. The hoppers and conveyors are for self-discharging vessels. The berths offer 11.98m at MHWS and 5.4m at Chart Datum. The facilities specialise in Ground Granulated Slag and Marine Aggregates.

Regular callers at the jetty recently are a series of smallish self-discharging bulk carriers operated by Aasen Bulk, of Mosterhamn, in Norway. Ships shown up on the AIS have included AASVIK, AASFJORD and AASTUN. They are fitted with an excavator secured to a travelling gantry and are capable of discharging up to 600 – 700 tonnes per hour. Their normal freight is blast furnace slag, which is ground on the site as a component of certain types of cement.

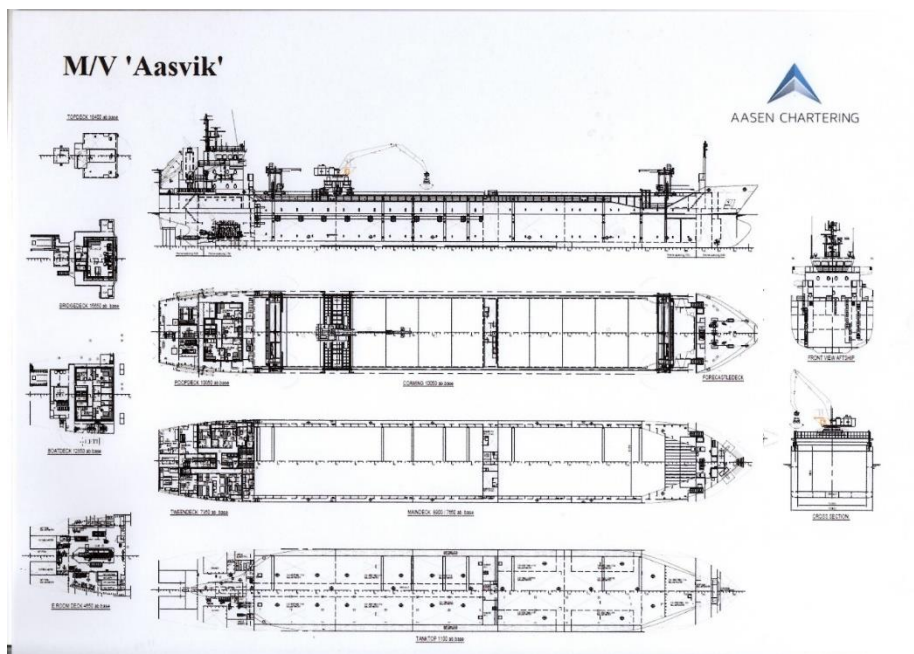
AASEN SHIPPING CALLERS



© Peter aus Holtenau
MarineTraffic.com

AASVIK

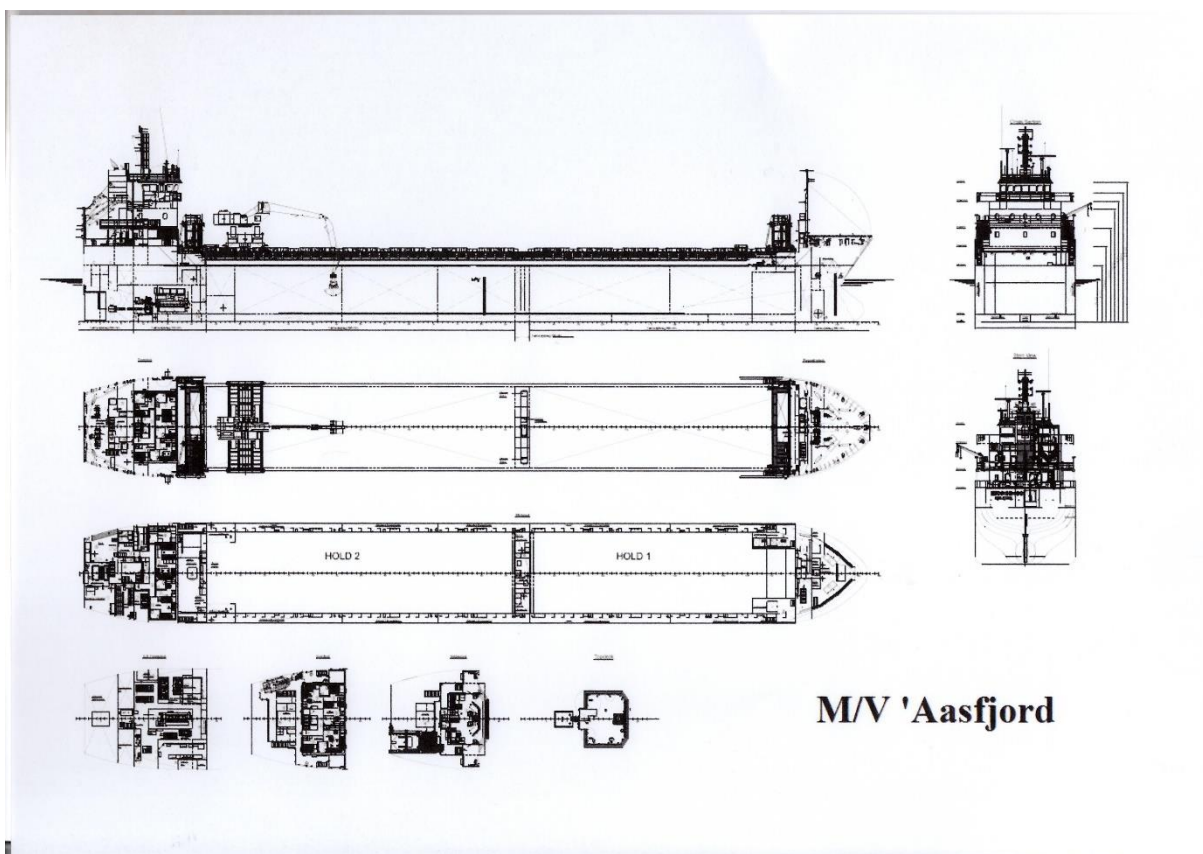
AASVIK: She was built in 2011 by Bodewes Shipyard in the Netherlands as the ARKLOW BRIDGE. She is of 7200 dwt, with dimensions 116.08m x 15.8m x 6.4m. She is powered by a MAK 6M32C engine of 2999 KW. She is Ice class 1A. She is Madiera flagged.





AASFJORD

AASFJORD: She was built in 2006 by Maritim Sp. Z.o.o., Gdansk, Poland as the HUMBERBORG. She is of 6300 dwt, with dimensions 113.76m x 14.6m x 6.569m. She is powered by a Wartsila 6R20 four stroke single acting six-cylinder diesel of 3000 KW. She is Gibraltar flagged.





AASTUN

AASTUN: She was built in 2006 by Niestern Sander Delfzijl in the Netherlands as the HUDSONBORG. She is effectively identical to the Aasfjord above. She is of 6300 dwt, with dimensions 113.76m x 14.6m x 6.569m. She is powered by a Wartsila 6L32 diesel of 2999 KW. She is Gibraltar flagged.

Cruise the Atlantic Islands Shipspotting on Queen Elizabeth with Wendy and Andrew Gallaway- Part 2

ARRECIFE



Situated in Lanzarote's capital, Arrecife started life as a fishing harbour. Over time, it has become the Canaries' third goods port.



Queen Elizabeth

The Port of Arrecife in Lanzarote is an economic development pole for the island and will acquire even more importance over the next few years, with new plans for using the port spaces, basic enlargement projects and implementation of special development plans for its precinct. The port's enlargement projects are associated with improvements to its infrastructure for containers, tourist cruise ships and nautical sports. In total, more than 3 kilometres of berthing line will be made available.

The location, together with its inland economic development, has set it up as a port enclave for container traffic. Every year, more than 65,000 TEUs pass through its terminal, which has three gantry cranes.

This port receives each year around 423,000 cruise passengers, making this the most sought-after port by tourists and the second port in the Canaries in cruise ship reception. Once the new infrastructure works are completed, its docks will have the capacity for receiving up to eight ships simultaneously and for becoming a home port.

Lanzarote port is noteworthy in fishing for its proximity to the African fishing grounds and for its infrastructures. It records annual movements of 1,600 tonnes of fresh fish and 5,500 tonnes of frozen fish. It has an ice factory in place, situated on an area of 3,500 square metres, supplying the European artisan fleets that operate in the nearby African fishing grounds. Its storage capacity is for as much as 80 tonnes of ice.

This port has a plant for processing farmed fresh fish, with maximum production capacity of 12,000 tonnes of bass and bream per year, of which 95% is exported. For this purpose, it has an area of 320,000 square metres and 33 cages located in waters having some of the highest quality in the world. In addition, situated right in the heart of the Port, it has an internationally renowned maritime-fishing training centre.

Marina



The Marina of Arrecife has 360 berths afloat and 72 dry-dock places. It services boats of lengths ranging from 4 metres to 60-metre superyachts.





Azamara Journey





La Belle Des Oceans



Lina

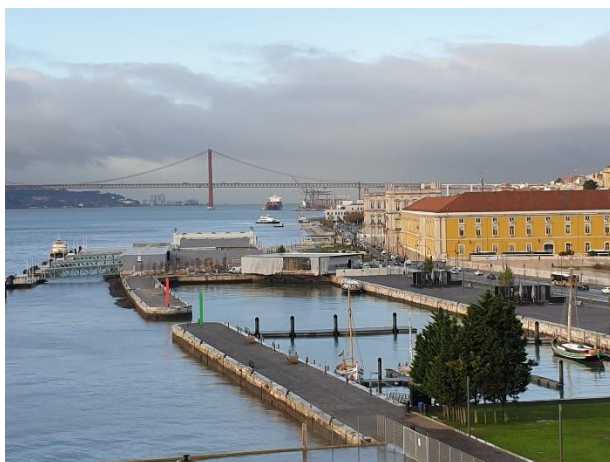


B Gas Jupiter

LISBON

The Port of Lisbon is the third-largest port in Portugal, mainly on the north sides of the Tagus's large natural harbour that opens west, through a short strait, onto the Atlantic Ocean. Each part lies against central parts of the Portuguese capital Lisbon. Due to its strategic site between Europe, Africa, and the Atlantic, it is one of the most accessed and used in Europe. For container ships it begins with a 1080-metre mooring, with cranes, south of a thin, rectangular, pleasure boat marina. It is north-east of the centre of the strait-spanning suspension bridge, the Ponte 25 de Abril. Continuations are to the north-east. These are a bank-side cruise ship terminal next to the old Alfama district, followed by multi-use harbour-side terminals at Xabregas, Grilo, Beato and Braço do Prata, Marvila

Denser military docks are beyond a headland to the south-east – Lisbon Naval Base, long colloquially synonymous with Alfeite, a slightly wider, once royally-owned, district.





Sacor II

AT SEA BAY OF DISCA





HMM zhanul

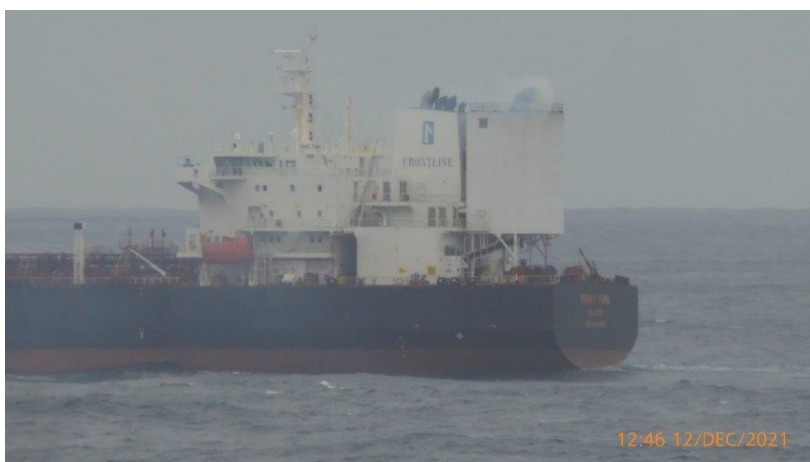




Jay Bound for Denmark



Queen Mary overtaking **Queen Elizabeth**

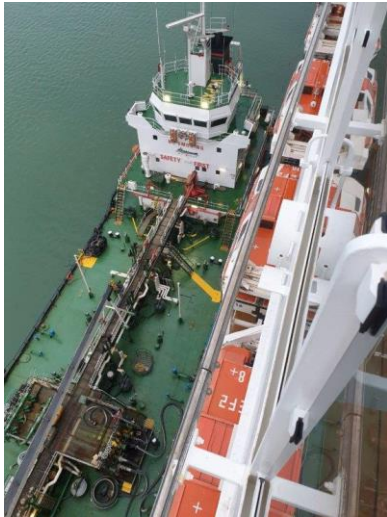


Front Puma

SOUTHAMPTON



Barzan



Krispens View on November Part 2



Bow Fortune



Di Matteo



Ferro



Heinrich



Karl Jakob K



Maria Grazia O



Pride of Burgundy



Sea Shanon



Stenheim



Vita



Torm Gyda

Colins Pictures



Cape Akritas Felixstowe



Columbus Mein Schiff 3 Thorpe Bay



Costa Luminosa Singapore



Natchez New Orleans



Sea Mullet Gravesend



Sloman Discharger Gravesend

Sunderland Built Ships -Austin Pickersgill -PART 3 1968-1972

In October 1968 Austin & Pickersgill took over Bartram & Sons Ltd, whose South Dock yard was also in Sunderland. In 1970 London and Overseas Freighters bought out the other members of the consortium to take 100% ownership of Austin & Pickersgill.

1968 Essex Trader for Trader Navigation 13393 GRT

1971 Vancouver Trader

1979 New Future

1982 Future

1986 Broken up Alang

1968 Tamworth for R & S Dalgeish 11126 GRT



1978 Lugano

1982 Brembo

1983 San George

1987 Union

1987 Prinartitis

1994 Broken up Alang

1968 Syrie for Mavrolean Bros 9024 GRT



1987 Akri

1980Athena

1983 Abandoned

1968 Degedo for Aegnor Shipping 9097 GRT

1976 Aegis Island

1980 Good Patriot

1984 Antwerp

1986 Liberator

1988 Lord Venkata

1988 Captain Hikos A

1992 Broken up Alang

1968 Venturer for Aegnor Shipping 9070 GRT

1977 Aegis Venture

1980 Good Venture

1984 Princess

1986 Dimi

1986 Nikos A

1997 Ekimogun Star

1995 Ghulam

1996 Broken up Gadani Beach

1969 Nicola for Mavroleon Bros 9034 GRT

1979 Avlaki

1979 Glasgow

1986 Broken up Kaohsiung

1969 Nicholas D L for Ionmar Nav 9038

1979 Kaptamichalis

1984 Eurco Banner

1986 Banner

1988 Armonia

1988 Lucky Carrier

1990 Argo Carrier

1991 wrecked Piraeus

1969 Carina for Fairsail Carriers 9072 GRT

1978 Alioussa

1980 Hymetus

1986 sank

1969 Ariadne for Libramar 9038 GRT

1981 Michelle C

1985 Pheasant

2004 Deleted

1969 Janey for Mavrolean Bros 9072 GRT

1978 Argolis

1980 Anavissos

1983 Mariner

1986 Pigeon

1990 Susan Sea

1991 Vivari II

1992 Armas

1994 Crest

1995 Broken up Chittagong

1969 Rupert de Larrinaga for Larrinaga SS 9268 GRT

1975 vergray

1978 Atheras

1986 Afovos

1986 Atheras

1986 Agia Efymia

1991 Virginia

1991 Stranded and boke in two

1969 Lawrentian for Oregon SS 14807 GRT

1977 Lake Maracaibo

1981 Capetan Michalis

1986 Sangita

1994 Broken up Alang

1970 County Clare for Counties Ship Management 16458 GRT

1974 Al Taha

1987 Broken up Alang

1970 Armadale for Australind SS 10328 GRT



1981 Dido

1984 Teti

1989 Abandoned on fire

1970 Miguel de Larrinaga for Larrinaga SS 9247 GRT

1975 Vergstar

1978 Vardiani

1986 Atrotos

1987 Nissos Kefallonia

1989 Hae Gum Gang

1996 Citi Venture

1996 Broken up Alang

1971 Moldova



1971` Santa Vassiliki

1971 Santa Katerina for Colcontronis 9038 GRT



1975 Thomas Roth

1984 Golden Antwerp

1987 Rainbow Pride

1992 Merrytrans

1997 mandarin Ocean

1996 Broken up Calcutta

1971 Santa Artemis for Colcontronis London 9038 GRT



1072 Sank

1971 San George for M J Lemos 9084 GRT

1991 Caught fire off Thailand

1971 Nefos II for G & G Pateras London 9093 GRT

1980 Giannis M

1985 Simoon

1987 Trinity Sierra

1997 Nimbero

1997 Broken up Alang

1971 Belle Isle for Mauritius S N 9327 GRT



1984 Saine Marthe

1986 Sarah H

1987 Allma

1987 Beiyuan

1988 Yuang Guang

1999 Vast Ocean

1993 Missing

1971 Dunelmia for Metcalfe 9177 GRT



1976 Ardenhall

1981 Moolchano

1989 Mashco Star

1992 Delta II

1993 Broken up Bombay

1971 Dorthe Olendorff for Egon Olendorff 9079 GRT

1988 Sinfa

2002 Broken up China

1971 Cosmonaut for Felix Scheder Beischin 9234 GRT

1980 Lady Isabel

1985 Isabel Maria

1991 Dea

1994 Dora

1995 Amore

1996 Broken up Chittagong

1971 Cosmokrat for Felix Scheder Beischin 9234 GRT

1980 Durban Carrier

1981 Irini II

1985 Avanti

1999 Broken up Alang

1972 London Grenadier for London & Overseas 9210 GRT



1979 First Jay

1986 Simara Express

1994 Tian Yuan Xing

1996 An Shun

1996 An Tai

1997 Foundered

1972 London fusilier for London & Overseas 9210 GRT



1979 New Whale

1985 Her Loong 1987 Broken up Valencia

1972 Ocean Envoy for Chittagong SS

1997 Dewan 1

2002 Broken up Chittagong

1972 London Cavalier for London & Overseas 9210 GRT

1979 Aian Liner

1980 Silagag

1987 Socrates

2001 Broken up Alang

1972 Cosmopolit 9241 GRT for Felix Scheder



1976 Heinrich Arnhild Schulte

1977 Parna Star

1978 Heinrich Arnol Schulte

1988 Lake Huron

1990 Agios Markos

1991 Kos

1992 Konarak

1003 Yue Yang

2006 Broken up China

1972 Ramon de Larinaga 9181 GRT for Larrinaga SS



1972 Jade Bay

1994 Sangita

1994 Grounded and broken up Alang

1972 Irme Olendorff for Olendorff 9077 GRT



1987 Lady Aryette

1992 Ivyeverett

1994 Techmat pioneer

1997 Bin Lootah

1999 Broken up Chittagong

1972 Cosmostar for Felix Scheider -Bieschen 9281 GRT

1974 Star

1976 Star-1

1991 Star
1991 Cedar Hill
1992 cormorant
2000 Broken up Alang

1972 Natal for Coclcontronis London 8849 GRT

1977 Jocasta
1978 Tibati
1984Topega
1985 Aliadrikni
1995 Harmony Breeze
1997 Broken up Alang

1972 Hille Olendorff for Olendorff 9077 GRT

1987 Lady Trude
1991 Lake Tahoe
1991Pantokrator Corfu
1993 Feax
1885 Sybille
1995Genesis Pioneer
1999 Broken up Mumbai

1972 Tanganyika for Coclcontronis London 8927 GRT

1977 Juventus
1978 Niger Basin
1981 Integrity II
1983 Concordia I
1986 Damaas
1987 Lia P
1997 Broken up Alang

Short History of a Line- Port Line

Port Line was initially founded as the Commonwealth and Dominion Line in 1914 and continued until 1982

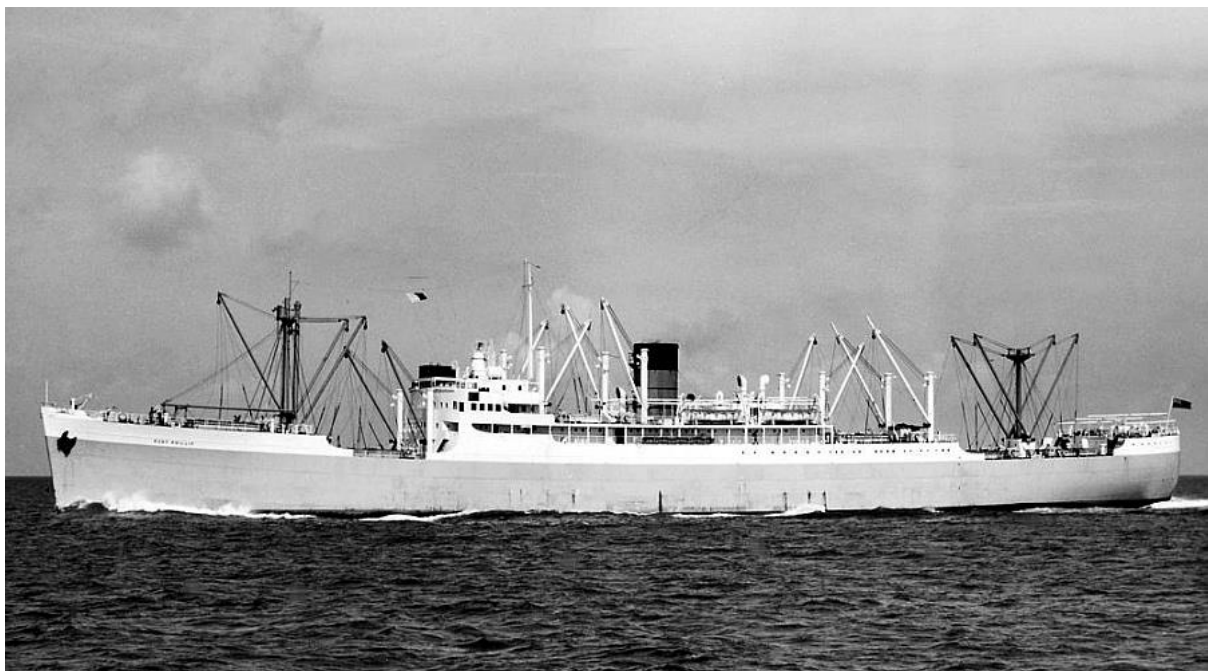
The Commonwealth and Dominion Line was formed as an amalgamation of four shipping companies on 23 January 1914, J. P. Corry & Company, Wm. Milburn & Company, Thos. B. Royden & Company and Tyser & Company. All four companies had operated routes

to Australia and New Zealand, and together formed a new shipping line of 23 ships. Milburn & Co brought nine ships, Tyser & Co. eight, Corry & Co. five and Royden & Co. three. The company's head office was at Tyser & Company's former offices at 9-11 Fenchurch Street in London. The board of directors was drawn from the directors of the constituent companies and was under the overall chairmanship of Walter Tyser. Representing Thos. B. Royden & Co. was Thomas Royden, later chairman of Cunard.

The ships of the new line adopted a varied arrangement of existing styles. The ships flew Tyser's house flag but had Corry's funnel colours of buff with black tops. The overall scheme followed Tyser's patterns of grey with white superstructure and masts, while Milburn & Co's practice of naming ships with the prefix 'Port' was extended to new ships then under construction for the company, and then expanded further in 1916 by renaming all existing ships under this style. This practice led to the name 'Port Line' coming into unofficial use.

Commonwealth and Dominion was taken over by the Cunard Line in June 1916, at the initiative of Thomas Royden, who was already a director of Cunard. Several Cunard directors joined the board of Commonwealth and Dominion, now renamed Cunard Line Australasian Service, Commonwealth & Dominion Line Ltd, and in exchange several Commonwealth and Dominion directors joined Cunard's board. After the war the line took Cunard's funnel colours, but otherwise remained largely autonomous within the Cunard structure. There were a number of losses to enemy action and accidents during the remainder of the First World War, with ships also being requisitioned for government service during and immediately after the war. Several new ships were ordered to replace wartime losses and to modernise the fleet. The line was particularly active in transporting frozen meat and vegetables between Australia, New Zealand and Britain.

The company remained profitable during the Great Depression, and between 1927 and 1932 shipped steel girders from Middlesbrough for use in the construction of the Sydney Harbour Bridge. In 1932 Commonwealth & Dominion moved their head offices to Cunard House at 88 Leadenhall Street in London, sharing space with the Cunard Line. Also in 1932 Commonwealth & Dominion entered partnership with two other shipping companies, Ellerman & Bucknall and the New Zealand Shipping Company, to form the Montreal, Australia & New Zealand Line, to take over the Canadian National Steamship Line's services to Australasia.



Port Phillip 1942



Port Napier 1947



Port Ackland



Port Sydney



Port Melbourne



Port Brisbane



Port Caroline 1969

Commonwealth and Dominion officially re-branded itself 'Port Line Limited' on 18 November 1937. The company suffered a number of losses during the Second World War to a variety of causes, including accidents, submarines, surface raiders and air attacks. In total thirteen ships were sunk, and another building programme was begun after the war. Port Line entered another partnership in 1957, combining with the Blue Star Line, Shaw, Savill & Albion and the New Zealand Shipping Company, to form the Crusader Shipping Co. Ltd., to trade between New Zealand, the Far East and the Pacific coast of North America.

With containerisation increasing, Port Line, Blue Star Line, Ellerman, Ben Line and the Charente Steamship Company formed Associated Container Transportation Ltd. on 12 January 1966, incorporating a subsidiary, Associated Container Transportation (Australia) Ltd., which would eventually supersede the Montreal, Australia & New Zealand Line. However a process of retrenchment at Cunard in 1968 saw the incorporation of Blue Star Port Line (Management) Ltd, also known as 'Blueport', to cut costs.

The process continued with Cargo Equipment Service Co. Ltd. (CESCO) being formed in New Zealand to take over the equipment of Blueport, Shaw, Saville & Albion and the New Zealand Shipping Co., while in Australia the offices of Port Line and Blue Star were amalgamated with those of Ellerman & Bucknall to form Joint Cargo Services Ltd. New jointly operated shipping companies were created by the constituent companies to continue to operate shipping routes, including the Atlas Line and the Compass Line, which operated

both Port Line and Blue Star Line ships. The Actanz Line was formed in 1969, consolidating all remaining conventional Port Line, Blue Star and Ellerman Lines ships under the title of Blue Star Port Lines (Management). Further management changes followed throughout the 1970s, with the fleets being steadily reduced in the face of containerization. Port Line withdrew from the now unprofitable Crusader Shipping in 1972, and in 1973 Joint Cargo Services Ltd was divided into two.

The joint cargo service operated by Port Line and Blue Star ceased to operate in 1974, and Blue Star Port Lines (Management) Ltd closed. The last remaining conventional cargo ships still owned by the group at this point were transferred to Cunard-Brocklebank's control, ending Port Line's existence as an autonomous business entity. The remaining fleet was steadily reduced, and Cunard took over the crewing of ships. The Port Line name was subsumed into Associated Container Transportation in 1978, the remaining ships were transferred or scrapped over the next few years until the last Port ships were transferred to the Brocklebank fleet in 1982, ending the last vestiges of the Port Line.

Two of Port Line's UK-Australia service freighters, both built in 1954, were later converted into cruise ships by 1974: the Port Sydney and the Port Melbourne, which became known as the Princess Daphne and the Princess Danaë, respectively. Uniquely, the Princess Daphne was the first cruise ship since 1959 in service between New Orleans and Cuba in 1977. The Princess Daphne was scrapped in Alang, India in 2014 while the Princess Danaë" trades for a Portuguese company Portuscale Cruises and was renamed Lisboa. Princess Danae was broken up 1n 2015 at Aliaga, Turkey.

Answers to Quiz 47

MARITIME QUIZ JANUARY 2022 QUESTIONS

1. BRP SIERRA MADRE: An ex US WW2 Tank Landing Ship grounded deliberately in 1999 by the Philippines navy at the Second Thomas Shoal. Philippines marines have been living onboard recently as a military outpost in the South China Sea. China is demanding removal of the ship. Late Nov.
2. NORMAN TRADER: UK flagged ferry, 22,152 grt built in 1998, blocked from entering St. Malo Port from Jersey by French fishing boats. Late Nov.
3. MEGHNA LIBERTY: A Bangladesh flagged bulk carrier of 55,907 dwt. The chief cook arrested in Mauritius for killing the captain.
4. VALENTINE: Ro-Ro ferry acquired by Rederi A.B. Gotland from Cobelfret, and bare-boat chartered for running between North and South Islands of New Zealand. Early Dec.
5. RUSLANA: Russian flagged freighter of 7750 dwt, built in 2007 detained in Poland after getting dangerously close to

grounding. The captain and 3 crew members were found to be drunk. Early Dec.

6. HMS DARING: Arrived at Cammell Laird for her Power Improvement Project (PIP). She is the second Type 45 to undergo this work, the first was HMS Dauntless. Late Nov.
7. CALAIS SEAWAYS: A 28,883 grt ferry built in Belgium in 1991 sold by DFDS to Irish Ferries and to be renamed ISLE OF INNISFREE. She is to be used on the Calais to Dover run in competition with DFDS.
8. SSG MICHAEL H. OLLIS: Said to be the largest ferry in the world, she is the first of three to be delivered by shipbuilders in Florida for the Staten Island Ferry Service in New York City. She can carry 4500 passengers and is 450' x 70'. She is powered by 4 EMD 12-710 diesels driving cycloidal propellers at each end for double-ended operation.
9. SILVER NOVA: Steel cutting ceremony took place in December at Meyer Werft. The ship is scheduled for delivery to Silverseas Cruises in Summer 2023. She will be of 54,700 grt with capacity for 728 passengers. LNG will be her main fuel, and when in port she will use fuel cells and batteries to be fully emission free.
10. KARIN HOEJ: A Danish motor hopper of 492 dwt built in 1977 was in collision with the British flagged bulker SCOT CARRIER, 4789 dwt built in 2018 off the Swedish coast on 14th December, and capsized, with both her crew lost. Scot Carrier was detained in Sweden with one Brit suspected of Gross Negligence, Causing Death through Negligence and Marine Intoxication.
11. YASAM ROSE: 1020 dwt, built in 1983 as the BOISTEROUS for Crescent Shipping has been sold by Thames Shipping Ltd. to ENISCO Shipping of Liberia.
12. BONTRAP AMSTERDAM: A self-discharging bulk carrier of 59,960 dwt built in 1984 arrived at Tilbury 2 with a cargo of

stone from Norway on 14th December. She is the first bulker to unload at the new facility.

13. PROVORNY: A Russian guided missile corvette of 2500 tonnes displacement under construction at Severnaya Verf shipyard at St. Petersburg was badly damaged by fire. The superstructure was destroyed, but the hull is apparently undamaged. Mid Dec.

14. SYMPHONY OF THE SEAS: 228,081 grt, the largest cruise ship in the world by gross tonnage had an outbreak of Covid on a cruise. 6 guests disembarked during the cruise, and a total of 48 people tested positive out of 6091 passengers and crew on board.