



World Ship Society
Southend Branch



News and Views

Newsletter Edition 57

Local without Mystery

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Next Edition 22nd August

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Notes

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News

Emerald Cruises christens Emerald Luna in Amsterdam



Emerald Luna will be Emerald Cruises ninth river cruise ship

Emerald Cruises has christened its newest ship, Emerald Luna, in a ceremony in Amsterdam, the Netherlands.

Emerald Luna will have capacity for 180 guests and will feature an indoor swimming pool with a retractable roof and a cinema on the ship's aft. She is the ninth in the Star-Ship class of ships in the cruise line's fleet, joining Emerald Sun, Sky, Star, Dawn and Destiny in sailing on the Rhine, Main and Danube Rivers.

Royal Caribbean Group acquires Endeavor for Silversea Cruises



Royal Caribbean Group has acquired former Crystal Cruises' vessel Endeavor after receiving court approval. The ship, which will be renamed Silver Endeavour, is scheduled to join Silversea Cruises' fleet in July.

The ship was purchased for \$275 million, financed through a 15-year unsecured term loan guaranteed by German export credit agency Euler Hermes.

Silver Endeavour has been designed to PC6 polar class specifications, enabling it to operate all of Silversea's current expedition itineraries. It can accommodate amenities including a fleet of Zodiac boats and offers a high space-per-guest ratio.

Royal Caribbean Group will also protect the deposits of guests who were originally booked on Crystal Endeavor and allow them to make a new booking with one of the Group's global brands. It will also refund an amount paid on their new booking up to the amount of any lost deposits not received back from Crystal or other sources.

Silver Endeavour is scheduled to begin its inaugural season in Antarctica starting from

Harland & Wolff wins \$65 million deal to fix up ex-British ship for Lithuanian Navy



The £55 million (U.S. \$65 million) deal will see the company reenter the defense sector for the first time in decades. However, the shipbuilder is not carrying out the work at its Belfast yard, famous for building the ill-fated Titanic cruise liner. Instead, it will perform the work at its Appledore yard in southwest England.

Harland & Wolff purchased the Appledore location in 2020, which Babcock International had closed after completing an order for offshore patrol vessels for the Irish Naval Service. The company has also acquired two maritime fabrication sites in Scotland.

The regeneration of the mine-hunting ship, which went by HMS Quorn while in service with Britain, will see the installation of new engines, sonar, weapons and other systems as part of the fixed-price contract expected to conclude 18-24 months after the ship enters the yard in August. That upcoming labor is the first significant work to go into the Devon-based yard since the acquisition two years ago.

Harland & Wolff Appledore, as the yard is officially known, is partnering with BAE Systems to regenerate the Hunt-class mine countermeasures vessel, originally sold to Lithuania in 2020 for £1 million. BAE signed up to oversee the delivery and integration of some of the more complex engineering tasks.

SH Vega sets sail for Norway following christening



Swan Hellenic's new ship SH Vega has set sail for Tromsø, Norway, after it was named in a christening ceremony at Helsinki Shipyard in Finland.

The vessel was named by Patrizia Zito, wife of Swan Hellenic's CEO Andrea Zito, in a ceremony attended by executives of Helsinki Shipyard, the media, and members of the worldwide cruise and travel industries.

SH Vega is the second in a series of three expedition cruise vessels being built for Swan Hellenic by Helsinki Shipyard. The ship features a five-megawatt diesel-electric propulsion system with selective catalytic reduction and a Polar Class 5 ice-strengthened hull. It is also equipped with exhaust gas cleaning, advanced wastewater treatment systems and storage facilities, and will be able to accommodate up to 152 guests in 76 staterooms and suites.

The ship is sailing to Tromsø for an 11-day maiden cruise exploring the Svalbard Archipelago that will depart on 20 July 2022. SH Vega will then sail an inaugural season of voyages visiting Arctic destinations, before travelling down the East Coast of the United States during the Autumn to offer cruises of Antarctica from November 2022 to March 2023.

SH Minerva and SH Vega will be joined in early 2022 by the slightly larger SH Diana, which is already under construction at Helsinki Shipyard.

Stena Line introduces second large E-Flexer to fleet



STENA LINE

Stena Ebba has a capacity of 3,600 lane metres and space for 1,200 passengers

Stena Line has introduced Stena Ebba, the second of its two large E-Flexer-class vessels to join its fleet.

Stena Ebba and her sister ship Stena Estelle are the two largest of the E-Flexer class, 36 metres longer than Stena Edda, Stena Embla and Stena Estrid, the other three E-Flexers operated by Stena Line. The two new ships have a capacity of 3,600 lane metres and provide space for 1,200 passengers. The ship will join Stena Estelle on the route between Karlskrona in Sweden to Gdynia in Poland in December 2022.

Visitors



Maratona ex Helia, Heli , Arkonia Built 1993 2735 GRT Panama Owner Straway Ltd

Current Location En route Drogheda



Arklow Arrow Built 2021 5078 GRT Ireland Owner Abbey Shipping

Current Position Nirthfleet



GsL Nicoletta ex NYK Libra Built 2002 75201 GRT Liberia Owner Global Ship Lease

Current Location En route Rotterdam



Czech ex Hanjin Czech Built 2015 94684 GRT Malta Owner Minsheng Zhi Qian

Current Location En route Hamburg



Chem Silicon Built 2018 11918 GRT Liberia Owner Ace Quantum

Current Location En route Rotterdam



Kathy C ex Karen C Built 2010 4151 GRT UK Owner Carisbrooke Shipping

Current position En route Lisbon



Sil Jeske B Built 2015 130 GRT Owner BMS Sea Towage

Current Position En route Vlissingen



Cepolis ex Maersk Miyajima Built 2011 28777 GRT Malta Owner Clymene Shipping
Current Location En route Port Said



Berge Annupuri Built 2016 21530 GRT I o M Owner Berge Bulk Maritime
Current Position En route Rotterdam



Arklow Vanguard Built 2017 2999 GRT Netherlands Owner Ferrybank Shipping

Current Location En route Immingham



Silver Exrema Built 3026 29375 GRT Marshall Owner Tongfu International

Current Position En route Rotterdam



Hafnia Danube ex BW Danube Built 2007 43797 GRT Singapore Owner BW Aldrich

Current Position En route Gibraltar



Leopold Built GRT Owner Belgium Navy



W Klaipeda ex P & O Nedlloyd Stuyvesant, Maersk Kingston, Maersk Klaipeda Built 2001 80609 GRT Marshall islands Owner Kimmei Shipping

Current Position En route Oman



Viking Venus Built 2021 47842 GRT Norwegian International Owner Viking Ocean Cruises

Current Position Bergen



Silver beam Built GRT Owner

Current



Duchess Built 2021 321 GRT Jersey Owner Ports of Jersey

Hebo lift 9 Built GRT Owner

Current position Stavanger



Thun Liffey Built 2020 11826 GRT Netherlands Owner Thun Tankers

Current Position en route to Pembroke



Onex Phoenix Built 2021 63134 GRT Panama Owner Onex Phoenix Inc

Current Position En route Port Said



Fjordnes Built 2021 26756 GRT Antigua & Barbudas Owner Fjordness Shipping

Current position Jelisa Norway



Atlantis Allahambra Built 2009 4276 GRT Malta Owner Alahmbra Shipping

Current Location En route to Rotterdam



Adriaticborg Built 2011 11885 GRT Netherlands Owner Wagenborg

Current Position En route to Kemi Finland



Hamburg Built 1997 15067 GRT Bahamas Owner Columbus Conti

Current Position off Norway

Ships in the south west

Photos taken by Ron Pratt on Gladys and info from Tony Atkinson etx

Dartmouth Ferry



Built in Deest Netherlands.and fitted out by Pendennis Shipyard Falmouth Entered service 2009

Warship F221



Built by Nordseewerke, Emden, Hessen was the third and final ship of the Sachsen class to be launched and then commissioned into the German Navy. She is based at Wilhelmshaven with the other ships of the Sachsen class as part of 2. Fregattengeschwader, which itself forms part of the Einsatzflottille 2.

Hercules



Port tender



HNoMS Maud

NoMS Maud was built by Daewoo Shipbuilding & Marine Engineering (DSME) in South Korea through the Project P2513 new logistics vessel program. The ship was taken over by the Royal Norwegian Navy in November 2018 and arrived in Norway on 29 March 2019. On 21 May 2019, Maud was christened and commissioned. In December 2019, Maud was banned from sailing after global risk-assessment firm DNV GL revealed several safety hazards, deeming the vessel too unsafe to sail. The ship returned to operational service in mid-2021 following fixes to the issues. HNoMS Maud can load up to 200 tons of ammunition, spare parts, 30 tons of supplies, boats, vehicles, and over nine million liters of fuel. With a crew of 68, the vessel can accommodate up to 48

injured people and an additional 99 soldiers. The replenishment oiler has a length of 183 meters and a displacement of 27,500 tons.

Thanks to the a 25-ton crane, HNoMS Maud can hoist onboard over 60 containers that can be transported on deck. The 750-square-meter helicopter deck can board the NH90, of which two of them can be stored in the hangar.

RFA Tide Force



Tideforce, along with her three sister ships, was built by DSME in South Korea. As the fourth and final Tide-class vessel, her steel was first cut on 2 December 2015 prior to being laid down on 24 December 2015. Around nine months later, the ship was fully assembled and floated out by 12 September 2016. A series of builder's sea trials subsequently commenced and, in June 2018, the ship left South Korea for delivery to the United Kingdom via San Diego and the Panama Canal. The ship arrived in Falmouth for fitting out on 22 August 2018. This involved the installation of communications equipment, defensive systems, a floating helipad and refueling rigs.^[7] Following fitting out, the ship carried out capability assessment trials, replenishment at sea (RAS) trials and first-of-class flying trials. Her first RAS was carried out with RFA Fort Victoria (A387) off the Isle of Portland and a RAS with her sistership RFA Tidesurge (A138) occurred shortly thereafter. In July 2019, she achieved further milestones, carrying out her first RAS with the aircraft carrier HMS Queen Elizabeth (R08), as well as her first RAS with a foreign vessel, HNLMS Friesland (P842) of the Royal Netherlands Navy.

Port Aven



MV Pont-Aven was ordered by Brittany Ferries from the Meyer Werft shipyard on the river Ems, at Papenburg, Germany on 22 February 2002. She was laid down on 9 April 2003, launched 13 September the same year and completed on 7 February 2004, ahead of schedule. She completed sea trials and was handed over on 27 February, making her maiden voyage on 24 March, from Roscoff to Santander.

Pont-Aven experienced a number of technical problems in her first year of service. Most serious was the flooding of an auxiliary engine room in August 2004 caused by a faulty sea valve leaving the ferry unable to move from the Plymouth terminal for two days. Many services were disrupted at the height of the holiday season, many passengers having to be transferred to services from Poole and Portsmouth. The problem occurred at the same time as a major breakdown on the Irish Ferries vessel M/V Normandy, which serves on the Rosslare - Cherbourg route. This situation left no passenger ferry link between Ireland and France and as a result many holidaymakers were forced to use the so-called Land-Bridge route, travelling from Ireland to Wales by ferry and driving to Plymouth or Portsmouth to board a ferry for France, or vice versa. Other problems included the bow door jamming shut and the unusual roll when travelling at high speed even in calm weather. However most faults have now been corrected and the vessel has become a popular member of the Brittany Ferries fleet.

On 22 May 2006 Pont-Aven sustained damage en route to Santander from Plymouth. Several forward windows were smashed by a 9-metre wave which resulted in a number of cabins flooding. She was forced to divert to Roscoff where passengers disembarked.^[4] On 26 May 2006 Pont-Aven returned to service, while refurbishment was carried out on board throughout the voyage. The windows were covered by metal. These windows were later replaced with smaller, round porthole windows in late 2007 - early 2008.

On 18 August 2008 the ship experienced problems opening the bow door in Santander for cars to be off-loaded. As a result of this the ship had to re-dock, aft into the port first, and the vehicles had to reverse off. This led to further delays and the problem was not fixed before the next crossing to Plymouth later that day; meaning that vehicles had to reverse or make a U-turn to disembark.

At around 04:00 on 29 April 2019, a fire in the engine room caused the ship to divert to Brest whilst en route from Plymouth to Santander.



Seven Sisters Built 2008 5275 GRT



Severn sea Built 1947 147 GRT



Gryn Maritha

Gry Maritha was built by Moen Slip in Norway, in 1981.^[1] The ship was named after the daughter of the first captain, Tor Sevaldsen.^[2]

Purchased in 1989 by the Isles of Scilly Steamship Company, she is a lifeline to the communities on the Isles of Scilly as she provides the only method of bulk freight transport from the United Kingdom mainland.^{[3][4]} She carries just six passengers and was acquired for all year cargo and winter passenger services, as Scillonian III is laid up through the winter.^[5] Between 12,000 and 14,000 tonnes of cargo a year are normally carried by Scillonian III and Gry Maritha.^[6]

Most notably, Gry Maritha carries all the fuel requirements of the Isles of Scilly, using transportable fuel tanks on her deck. These are loaded and unloaded by the deck crane. Towards the stern, the deck can accept standard freight containers.



Maybe



TS Maybe has a rather famous history, built in 1929 and owned by Jan Jacob Van Rietschoten, father of the flying Dutchman, Cornelis 'Conny' Van Rietschoten, the only skipper to win the Whitbread Round the World Race twice. In the hands of the Rietschoten family, TS Maybe spent many years sailing around the world

Scillonian III

RMV Scillonian III was built for the Steamship Company by Appledore Shipbuilders Ltd of Appledore in Devon and was christened by H.R.H. Prince Charles, Duke of Cornwall. She is the third passenger ship to carry the Scillonian name and made her first trip to Scilly on 19 May 1977, sailing from Bideford to St Mary's.

Scillonian III has a length of 68 m, a beam of 11.85 m, a draft of 2.89 m, a gross tonnage of 1255.25, and a service speed of 15.15 knots . Due to the number of tidal currents which meet off Land's End, and the need for a shallow draught to allow access to the Islands, the sea journey can be rough, causing sea sickness. For this reason the ship is fitted with a "Flume" antiroll stabiliser system. The ship is also designed to have a shallow draft and can sit on the seabed when there is insufficient water.

Scillonian III is in service for passengers and cargo 8 months of the year, carrying up to 485 passengers .

In 1998, faced with the cost of building a new ship, the Company decided to give Scillonian III a major refit, during which over 50 tons of steel were used to increase the standard of the ship. The ship also had three new generators and a new bow thruster fitted.

During the winter of 2012–13 the ship underwent a £2 million overhaul which refurbished the passenger accommodation and extended the ship's service life to 2018

BMT have been appointed to prepare designs for a replacement vessel for both vessels . BMT, together with the ISSG, will be working hand-in-hand with the community through public consultation to develop future designs that will benefit and support the residents of the Isles of Scilly for years to come.



Jorgen Amundsen was built in 1966 and stationed at Nordland



SC Tegen Moor

Solent Visitors



Anthem of the seas with hythe ferry jenny wren



Anthem of the Seas with Red Funnel



Anthem of the Seas



gran Canaria Anthem of the Seas



Hawaiiin Highway Morning Lisa



Rig



Aida Prima arc Defender Asian Empire



Asian Empire Theben



Don Quiote MSC Virtuosa

Anthem of the seas & Red Falcon



Don Quiote



Molengracht Grande Detroit Italia

Weymouth



Maran Gas Achillies



Celtic Mariner celtic Venture



Celtic Venture

THE AEGEAN ODYSSEY



An unusual visitor to the Tilbury Landing Stage recently was the small cruise ship AEGEAN ODYSSEY. She is Panama flagged, and owned by Aegean Odyssey Maritime Co. Ltd. Since Voyages to Antiquity closed in October 2019, she has been chartered for 3 years by Road Scholar Cruises of Boston, Massachusetts.

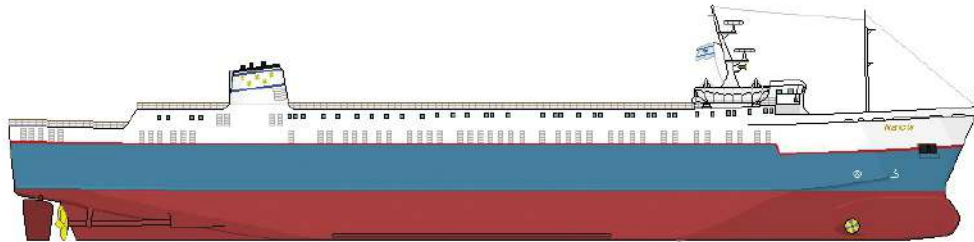


NARCIS

She was built by Santierul Naval Galatj, in Galatj, Rumania as the NARCIS, a Ro Ro ferry for the Zim Israel Navigation Company. She was laid down as far back as the 18th June 1971, launched on 18th June 1972 and completed on 22nd August 1973. As built, she was of 8221 gt, with dimensions 111.51m x 20.5m x 6.52m. She was powered by twin 14 cylinder Pielstick – Crossley diesels of 10,154 kW, which gave a service speed of 18 knots.



Israel, MV Narcis
Ro-Ro (Ferry), 1973
ZIM Shipping Co
(olekt24)



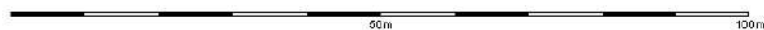
In 1985 she was bought by Dolphin Hellas Cruises. After a conversion to cruise ship in Chalkis, Greece, which included lengthening her by 29 metres, she entered service as the Greek flagged AEGEAN DOLPHIN in 1988. She was now of 11,906 gt, with dimensions 140.51m x 20.5m x 6.1m. Her passenger capacity was 570, with 180 crew.



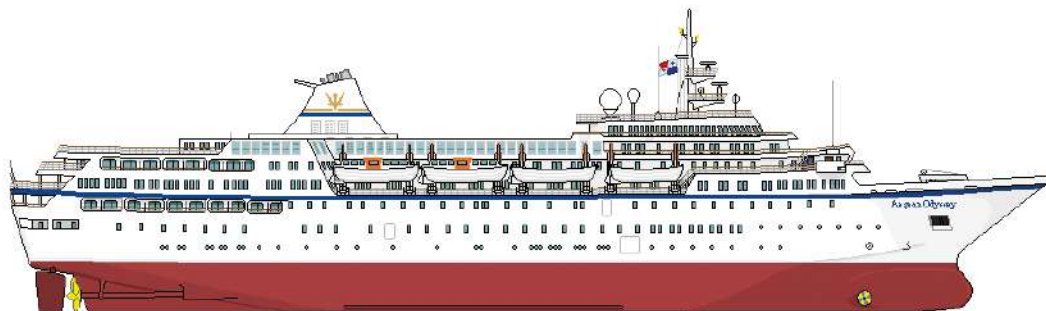
By 1995 she was operating for the Epirotiki Line. In 1996, whilst on charter to Renaissance Cruises she was renamed AEGEAN 1. In 1997-98 she was still owned by Dolphin Hellas but chartered by Golden Sun Cruises for cruising in the Mediterranean.



In 2009 she was bought by Voyages to Antiquity for cruises in the Greek islands. In 2010 they renamed her AEGEAN ODYSSEY and refitted and renovated her, at the time reducing her passenger capacity from 570 to 380, in effect moving upmarket. From 2009 to 2016 she was Malta flagged, but since then she has been Panama flagged.



Panama, MV Aegean Odyssey
Cruise liner, 2015
Dolphin Hellas Cruises
(oleit24)



At the end of October 2019, Voyages to Antiquity ceased trading, and the ship was chartered by Road Scholar Cruises, and given a refit. Road Scholar Cruises provide luxury cruising and educational experiences, particularly in the Greece, Turkey, Israel and Egypt area.

WSS Quiz Edition 56 - Answers

These are the answers to our ships in the news quiz, but what were the questions?

1. GLOBAL KING
2. MILLENNIAL SPIRIT
3. SACHSEN
4. HMS QUORN
5. GLEN SANNOX
6. VEGA
7. USS BENFOLD
8. WESTERDAM
9. USS BONHOMME RICHARD
10. TEAL BAY
11. STAR PISCES
12. CUNARD PRINCESs
13. BIBBY WAVEMASTER 1
14. CORAL PRINCESS
15. RFA ARGUS

THE 1957 NAVAL COMMAND SAILING CHAMPIONSHIP

The Championship was a competition between the five Naval commands:- Nore, Portsmouth, Plymouth, Scotland and Fleet Air Arm. In 1957 it was Scotland's turn to host the event and it was to be held at Rosyth in RNSA dinghies sailing in teams of four, taking it in turns to sail against each other.

The Nore team, for which me and my helmsman, Leading Seaman Singer were selected, consisted, unusually, entirely of ratings. We were led by the Chief Shipwright who was in charge of the Chatham sailing depot. Then there was his sidekick, a Chief Electrician, a Gunnery Instructor, a Signalman, two Wrens and us two Seaman ratings. We were to discover, later that the other teams consisted entirely of officers, apart from a couple of National Servicemen, who wanted to be officers.

But first there was a hurdle to be overcome in the shape of our own Chief Petty Officer. This gentleman could spend a whole morning explaining to a rating why he should not have leave and I wanted a whole four days sporting leave. I duly appeared before the great man.

"Sailing, eh," was his response, "I know more about sailing than you ever will."

"Yes, Chief," I meekly replied.

"You and I," he snapped, "are sailing a Naval whaler. I go mad and throw the rudder away. What do you do?"

"Sail the boat by trimming the sails, Chief."

"I see, cleverclogs, eh. I'll put your request up to our officer but how the hell I'm going to run this outfit with half the staff going bloody sailing, I don't know."

Singer followed me in and was greeted with a passionate cry of "Oh! Gawd! Not another one!" Later our Officer sent for us and said how pleased he was that we had been selected for the team and wished us luck. Very different from the Chief.

A long railway journey including a brief look at Edinburgh, took us to Rosyth on the Sunday. There we found things very different to Chatham. As the minibus conveying us from the station approached the main gate, the sentry on duty stubbed his fag out and picked up his rifle before giving the driver directions.

The majority of the team had only one desire: - to obtain their daily tot of rum, to which they were entitled. They went off on this errand, leaving me and the two Wrens, who were more interested in getting something to eat.

A cook was found, who had obviously had a few, and had a large tabby cat perched on his shoulder. Nevertheless he produced an excellent helping of egg and chips, both for us and the rum seekers. Much better than the same meal at Chatham.

The next day, having met the other teams we were introduced to the boats. Rosyth Dockyard had about six RNSA dinghies, which were properly looked after, but at least sixteen were needed for the competition. Fortunately the Home Fleet was in Rosyth and their dinghies could be borrowed.

However there was a snag. If someone aboard an RN ship was interested in sailing then her dinghy would be looked after. If not the dinghy would be used for operations such as painting the

ship or delivering stores. Therefore not all the dinghies from the Home Fleet were in prime condition. Rosyth Dockyard did their best with them but it still looked as though gear failure was going to be a factor in the racing.

Then the system was explained to us. We would sail against the other teams in turn, decided by a draw. As there were five teams, four would sail in two pairs while the fifth acted as race officers, controlling the races. As luck would have it, Nore Command was the first team to act as race officers.

To help us in this task, we were provided with two Motor Fishing Vessels with Naval pensioners as crews. On board the bigger of the two was our equipment:- a cannon, a set of code flags, writing equipment and the material to make a Dahn buoy which would mark the limit of the starting line.

The Gunnery Instructor promptly grabbed the cannon, saying that was his department, while, for the same reason, the signalman took the flags and the two Wrens offered to do the paper work. That left the Dahn buoy. Everyone looked at me and Singer, their eyes saying "You're the seaman ratings, supposed to know about such things. Get on with it!"

True. All seaman ratings were given a basic knowledge of Dahn buoys but, unless involved in minesweeping, had little practical experience of them. So we fiddled around for a bit, while our colleagues encouraged us with some not too useful suggestions and the competitors kept sailing in to ask when the start would be.

Eventually the wheelhouse door flew open and this tiny, grizzled member of the civilian crew emerged. In no time at all he had the Dahn rigged and over the side.

"Ah wasna the Dahn laying champion of the 17th minesweeping squadron for nothin'" he offered as he retreated.

After that there were no further snags to our race-officering, but the actual racing intrigued me. At home team races were very often won by each helmsman just sailing his own race but this was all about tactics. For example if one team's entries were lying first and third while their opposition held second, the leading boat would endeavour to sail no2 out of the way, thus letting no3 become No1 while he retained 2nd place, improving his team's overall performance. This way several boats got sailed right the way across the Forth.

Then we sailed our first race but I don't remember much about it except that we did not do very well. We had a problem the next day as the wind deserted us as we were waiting for the start.

Singer surveyed the situation. "We need an anchor" he announced. (Anchors were not a normal part of an RNSA dinghy's equipment.) Singer got me to paddle the boat over to the Committee Boat. He went aboard her for a while and eventually returned with two lumps of ballast and a coil of rope.

"Our anchor," he explained, "Rig it up,"

Unfortunately it was not needed as the wind filled nicely shortly afterwards, but it worried me that Singer had probably done some deal to obtain the 'anchor' which had almost certainly cost him some cigarettes or other currency

Both this race and the one that followed it passed without incident except that Team Nore were falling further behind on points. In the last race gear failures became apparent, causing several retirements. In our case it was the gaff jaws, which held the gaff, to the mast that parted but we finished the race with me standing up forward, holding the gaff jaws on. A feat worthy of our Chief, back at Chatham.

The event finished with a tea for the competitors. For this we were still dressed in our sailing clothes with officers and ratings mixed up. I was seated next to a dear old boy who was very interested in my sailing both in and out of the Navy. I found out, later on, that he was a full admiral.

After that it was time to return to the South of England in my case, since I was owed 48 hours leave, to Leigh-on-Sea to do: - more sailing!

G.E.D.

World Yachts Part

Yachts of the World- Marala



Marala was built for Montague Stanley Napier, born in 1870, who took over the family engineering business. Napier's health began to fail in 1915 and he decided that spending time on a yacht would help with his convalescence. So he contracted Camper & Nicholson, a Gosport, UK-based yard to build a yacht which was launched in February of 1931. He had died the previous month, so she was launched as number 388,

Nicholson, owner of the yard and designer of No. 388, was keen to find an owner for the vessel, and did so in Charles Fairey, founder-owner of Fairey Aviation. He called the yacht

Evadne, after Poseidon's daughter, . Fairey was a central figure in British sail racing during the 1930s and entertained Crown Prince Olaf of Norway aboard Evadne during the 1937 Coronation Regatta. In 1932, when aviator Amelia Earhart failed to make her intended destination in France on a flight from the US and was forced to land in England, Fairey offered her and her husband George Palmer Putman, the use of Evadne .

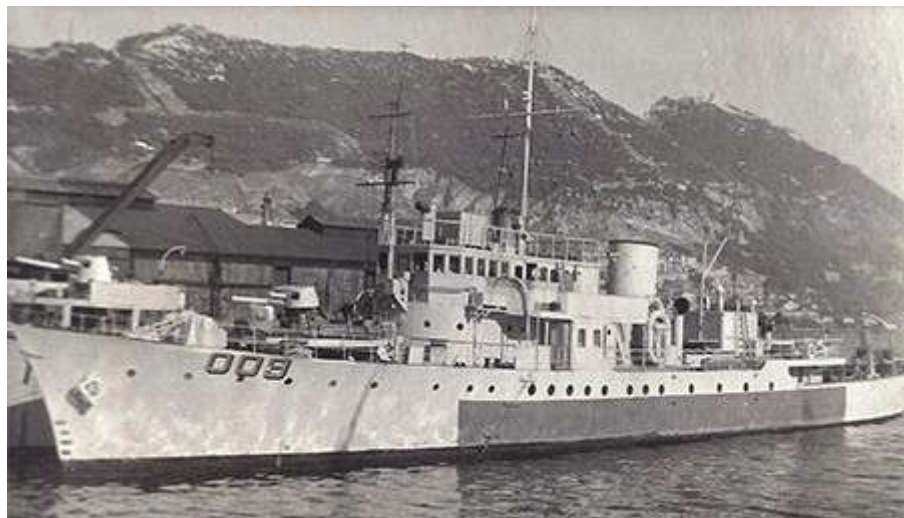
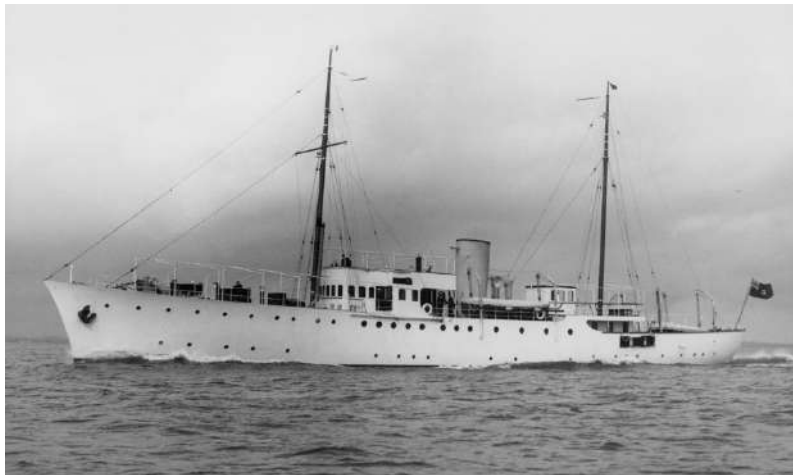
With the outbreak of war Fairey handed his yacht over to the Royal Navy and she became HMS Evadne. After undergoing conversion for anti-submarine duty, the vessel saw convoy service in the Irish Sea based in Liverpool and the Atlantic from Bermuda.

Evadne was able to use the anti-aircraft guns to down a German Heinkel III aircraft and later, in the Strait of Gibraltar, used depth charges to disable a U-boat, which sank three days later. Fairey retook possession of his vessel in October of 1945.

When she came onto the market in 2016, it was for the first time in over 50 years and was bought by Robert de Balkany who set about having her meticulously restored. Her Captain remarked "Marala's new Owner recognised the rare opportunity to own a Camper & Nicholsons classic motor yacht but understood that her essential structural requirements would impact her interior, meaning it would be wise to address engineering updates at the same time. With a determination to remain sympathetic to her heritage and original design, the decision was made to bring the yacht to Pendennis to complete a restoration and preserve her spirit for many years to come."

A comprehensive programme of works will see upgrades to the yacht's domestic and electrical systems that will harness modern engineering methods. The steelwork of the hull will be renewed, and amendments to her profile will undo some of the modifications made over the decades. As much of her original timber as possible will be kept and refurbished, including the beautifully aged floorboards in the dining area and saloon. Her recently rebuilt original engines have been kept, but the power train is being refurbished to upgrade the propulsion down through into the water.





In 1951 Fairey decided to sell Evadne which he did to R.J. Reynolds, Jr.,. Reynolds was having his own yacht built in Gosport at the Camper & Nicholson yard and, faced with delays, bought Evadne to use while waiting for his own vessel to be launched. He renamed the yacht using the original Spanish name of the island his family owned off the coast of Georgia, USA, Sapelo.

Two years later, the vessel appears in the ship registries as Gaviota IV (Gaviota is 'seagull' in Spanish), under the ownership of Arturo Lopez-Willshaw, Lopez-Willshaw cruised extensively, including to Scandinavia and the Caribbean, but his major imprint on Gaviota IV involved the hiring of noted French architect George Geffroy, who carried out a redecoration of all the public spaces and a number of the cabins aboard the vessel.

The yacht was sold again upon Lopez-Willshaw's death in 1962. De Balkany renamed the yacht Marala, combining the given names of his first two daughters, Marina and Alexandra. Under his ownership, de Balkany cruised regularly from Marala's base in Piraeus, Greece, and Marala was seen in Venice and on the southern coast of France every year. Notable guests aboard included Frank Sinatra, King Juan Carlos of Spain and Princess Alexandra of Kent.



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A comprehensive programme of works saw upgrades to the yacht’s domestic and electrical systems that will harness modern engineering methods. The steelwork of the hull was renewed, and amendments to her profile undid some of the modifications made over the decades. As much of her original timber as possible has been kept and refurbished, including the beautifully aged floorboards in the dining area and saloon. Her recently rebuilt original engines have been kept, but the power train is being refurbished to upgrade the propulsion down through into the water.

THE GEORGE SMEED



The George Smeed is the oldest full-sized barge that is active today, dating from 1882, although admittedly she was rebuilt in 1922. She was built at Murston in Kent of Elm and Oak by Smeed Dean & Co, for their own use, for carrying bricks from their brickmaking yards mainly to London. As built, she was of 59 tons, with dimensions 80.2 ft. x 18.5 ft. x 5.75 ft, and reportedly, she was tiller steered.



In 1922, whilst still in Smeed Dean's fleet, she was rebuilt, her tonnage rising to 64, and her dimensions to 80.8 ft. x 20.6 ft x 6.4 ft. Looking at these dimensions, this must have been a major exercise, rebuilding what was then a hull that was 40 years old. Her rig was not changed, and she was said to be under-canvassed for the rest of her time trading under sail.



In 1933 she passed to the Associated Portland Cement Makers (APCM), mostly in the cement trade, but in 1933 she was sold again, this time to Francis & Gilders of Colchester.

Francis & Gilders were taken over by the London and Rochester Trading Company (LRTC) in 1951, and for a short while was operated by them, still under sail alone.



THE LATE 1950s

HEYBRIDGE BASIN IN

In 1955, she was derigged when she passed to Brown & Son, who used her as a lighter. She was one of a number of unrigged barges used as unpowered lighters to carry timber from ships moored off Osea Island to Heybridge Bason. Their cargoes were transhipped at Heybridge into canal barges and taken along the Chelmer and Blackwater Canal to Chelmsford. Apart from the George Smeed, other barges still active that were used by Brown & Son as lighters were Centaur, Dawn, Edme, Kitty and Mirosa.



MIROSA

AS TIMBER LIGHTER AT HEYBRIDGE

In 1965, the lock at Heybridge was enlarged to 130 feet long, so the timber ships were able to enter the basin themselves, so the ex-sailing barge lighters were redundant and were sold. The George Smeed was acquired by the London Borough of Newham in 1965, and resold soon after to M. Connell, who lived aboard her at Heybridge Basin. In 1977 she was bought by Ken and Carol Greenhalgh. The Greenhalghs had her moved to Cook's yard at

Maldon, where her refurbishment began in earnest with them living on board, taking until 2017 to complete, nearly 40 years of single-minded endeavour.



As of July 2022, following the unfortunate death of Ken Greenhalgh, the George Smeed is for sale fully rigged at Maldon for £325,000. She is engineless apart from a small diesel used as a generator.





There is an ongoing joke in Chez Weber that as we have sold the narrowboat, we should take up proper barging and snap up the George Smeed. Unfortunately, even if the house and the Weber millions were added to the fund, we could never afford to own and maintain the barge. Quite a dream, but no doubt Maggie will get over her disappointment in time.

S.S.Port Bowen. A wreck with it's weight in Gold, another tale from the "Land of the Long White Cloud"



Whanganui is a small town at the mouth of the Whanganui River on the west Coast of the North Island of New Zealand the sometimes treacherous Whanganui River estuary has claimed around 25 ships since the 1840s

On 15 July 1939, the *Port Bowen*, 8227GRT, powered by 6 turbines driving 2 shafts via a direct reduction gear box. Built in Belfast by Workman Clark in 1919 and operated by the Commonwealth and Dominion Line Ltd ([Port Line](#) from 1937), became stranded just off Castlecliffe near Whanganui. The master was later blamed for the stranding in the inquiry, but didn't lose his Certificate, the error of judgement felt to be from lack of local knowledge rather than a culpable act. All attempts to tow the vessel off failed, and she was abandoned

as a total loss. The area near Castlecliffe had a reputation already, before the *Port Bowen* incident. Another ship, the *Cyrena* had stranded near the same spot in May 1925 -- also a total loss.

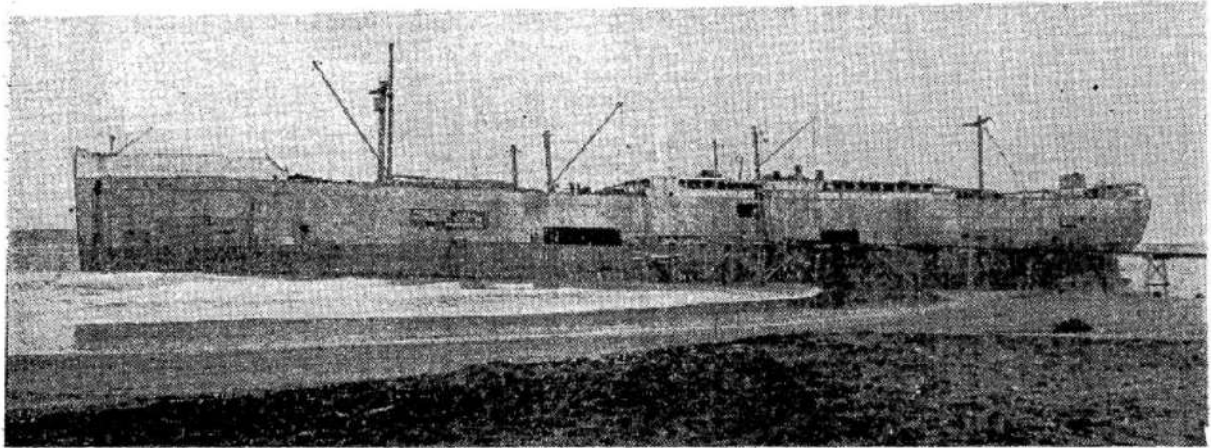
At five past midnight on 19 July 1939, the ship *Port Bowen* ran aground on a sandbank, just north of the North Mole. The refrigerated ship was carrying wool and 31,417 carcasses of mutton and lamb for the English market. All attempts to tow the vessel off the sandbank failed, the load of carcasses and wool was retrieved, the ship was abandoned, handed over to the New Zealand government and the following year a salvage operation began, the frozen meat carcasses were successfully unloaded from her hold, apparently undamaged, and ready to be conveyed to storage ashore. A valuable consignment of wool salvaged from her, however, was reloaded onto another ship, the [Doric Star](#) -- which sank on 2 December 1939, after being struck by gunfire from the *Admiral Graf Spee*. While the *Port Bowen* was adrift close to the shore, she became a local tourist attraction, providing a mini-boom for the town

William Cable and Co., Ltd., of Wellington, undertook the salvage, the preparations for which had already begun. The Public Works Department built a gangway to facilitate the passage of workmen to and from the vessel at any tide. A jetty for the use of motor-lorries and a landing stage was also built by the Department. Already a certain amount of material had been deposited on the beach preparatory to this work being put in hand.

Timber, steel, non-ferrous metals, the refrigeration plant, winches, shipping equipment; everything was of value in a wartime economy where resources of all kinds were in short supply. The ship's instruments and twenty-two winches were handed over to the New Zealand Navy. Other machinery, such as generators, went to hospitals, including Whanganui. Timber was taken by the Public Works department. Copper piping and other metals such as the bronze propellers were salvaged for munitions manufacture. Part of the refrigeration plant was reinstalled at the new Waiouru military camp. Some of the steel was reused in the construction of the Tekapo hydro-power station tunneling shields which was underway at the time. Other steel was used to repair damaged ships. Altogether three thousand tons of steel, iron and machinery, was salvaged.

In February, 1941, a young police constable was guarding the wreck during the night and fishing at the same time. At the 2am low tide he went to retrieve a snagged line, got into difficulties and drowned. His body was found at the high water mark in the morning.

By 1943 the ship had been stripped of everything that was regarded as useful and the remainder was left stuck on the beach where it gradually became covered by the sand.



The Port Bowen today is a very different sight, with funnel and top hamper gone. Steel and machinery recovered are brought ashore by a narrow-gauge railway along the 600ft jetty to the shore. Notices on the side of the hull proclaim the Port Bowen a "prohibited area."

THE AEGEAN ODYSSEY



An unusual visitor to the Tilbury Landing Stage recently was the small cruise ship AEGEAN ODYSSEY. She is Panama flagged, and owned by .Aegean Odyssey Maritime Co. Ltd.

Since Voyages to Antiquity closed in October 2019, she has been chartered for 3 years by Road Scholar Cruises of Boston, Massachusetts.

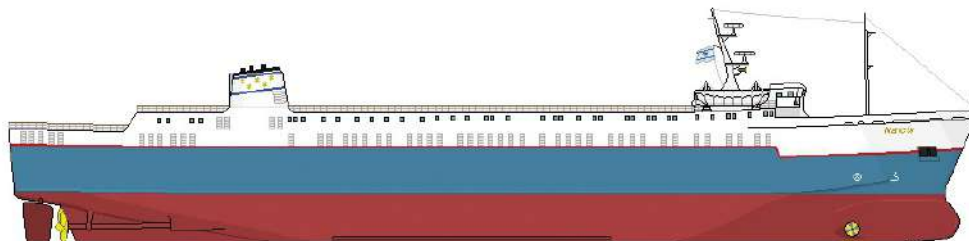


NARCIS

She was built by Santierul Naval Galatj, in Galatj, Rumania as the NARCIS, a Ro Ro ferry for the Zim Israel Navigation Company. She was laid down as far back as the 18th June 1971, launched on 18th June 1972 and completed on 22nd August 1973. As built, she was of 8221 gt, with dimensions 111.51m x 20.5m x 6.52m. She was powered by twin 14 cylinder Pielstick – Crossley diesels of 10,154 kW, which gave a service speed of 18 knots.



Israel, MV Narcis
Ro-Re (Ferry), 1973
ZIM Shipping Co.
(olekt24)



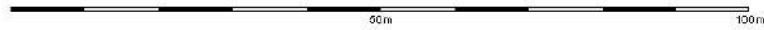
In 1985 she was bought by Dolphin Hellas Cruises. After a conversion to cruise ship in Chalkis, Greece, which included lengthening her by 29 metres, she entered service as the Greek flagged AEGEAN DOLPHIN in 1988. She was now of 11,906 gt, with dimensions 140.51m x 20.5m x 6.1m. Her passenger capacity was 570, with 180 crew.



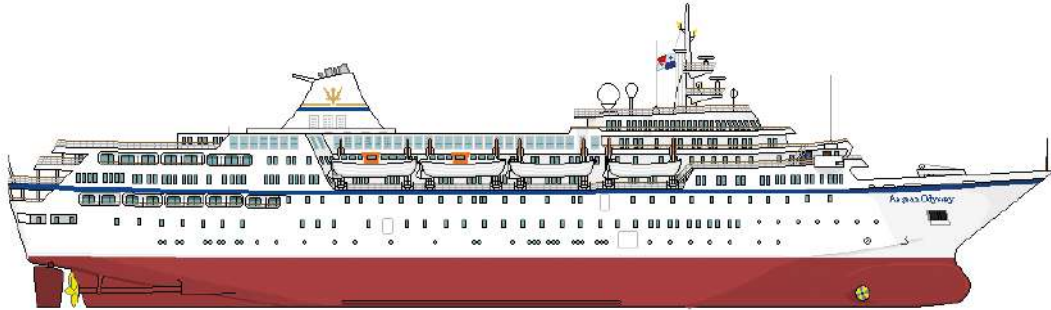
By 1995 she was operating for the Epirotiki Line. In 1996, whilst on charter to Renaissance Cruises she was renamed AEGEAN 1. In 1997-98 she was still owned by Dolphin Hellas but chartered by Golden Sun Cruises for cruising in the Mediterranean.



In 2009 she was bought by Voyages to Antiquity for cruises in the Greek islands. In 2010 they renamed her AEGEAN ODYSSEY and refitted and renovated her, at the time reducing her passenger capacity from 570 to 380, in effect moving upmarket. From 2009 to 2016 she was Malta flagged, but since then she has been Panama flagged.



Panama, MV Aegean Odyssey
Cruise liner, 2015
Dolphin Helios Cruises
(01/01/24)



At the end of October 2019, Voyages to Antiquity ceased trading, and the ship was chartered by Road Scholar Cruises, and given a refit. Road Scholar Cruises provide luxury cruising and educational experiences, particularly in the Greece, Turkey, Israel and Egypt area.

BLACK WATCH



In the news recently was the rather sad news that the Black Watch had finally arrived at Alang, India for breaking. She has had a long and illustrious career that has finally come to a close.

She was built by Wartsila Helsinki Shipyard as the ROYAL VIKING STAR for Royal Viking Line. She was laid down on 1st July 1970, launched on 1st May 1971 and completed on 1st June 1972. She was the first of three ships known as the Royal Viking Star class.



ROYAL

VIKING STAR

As built, she was of 21,847 gt, with dimensions 177.7m x 25.2m x 7.3m. She was powered by 4 Wartsila – Sulzer 9ZH40/48 totalling 13,240 kW onto 2 shafts, giving 21 knots. She was aimed towards the top end of the cruise market, with a capacity of 539 passengers.



After a major refit and lengthening at Bremerhaven in 1981, her tonnage was increased to 28,221 gt and her dimensions 205.5m x 25.2m x 7.55m. Her passenger capacity was increased to 758.

In 1984 the Royal Viking Line was acquired by Kloster Cruises, the forerunner of Norwegian Cruise Lines. The Royal Viking Line kept its separate identity, however. In 1988, after a corporate re-structuring, the ship was managed directly by Kloster Cruises.



In 1991, she was transferred to the Norwegian Cruise Line and renamed WESTWARD, being used for cruising from New York City to Bermuda and the Caribbean. In April 1994 she was again transferred to a subsidiary company, Royal Cruise Line and renamed STAR ODYSSEY.

In October 1996 she was sold to Fred Olsen Cruise Line and renamed BLACK WATCH, entering service for Fred Olsen on 15th November 1996.



During another refit in 2005 at Blohm & Voss in Hamberg, her tonnage was increased to 28,613 gt and the passenger capacity upped again to 820. She was re-engined at this time to 4 MAN 7L32/40 diesels of 14000 kW giving 22 knots. She was again refitted by Blohm & Voss in 2016.

On 21st August 2020, Fred Olsen announced that BLACK WATCH and BOUDICCA had been sold for use as accommodation ships for workers. In May 2022, lawyers for Fred Olsen

tried to block the scrapping of the ship, now renamed ODIN, in India, as it would violate a clause in the sale requiring a green scrapping. The action caused a month's delay, but she arrived at Aland, India for scrapping on 18th June 2022.

Colins Pictures



Vistamar



Terra



Stena Germania



Stella Polaris



Star Flyer



Solve



Sivona



Saudi Splendour



Pavel Kochagin



Nordsundey

THE S.S. RICHARD MONTGOMERY



The Richard Montgomery was a Type EC2-S-C1 “Liberty” ship that dragged on its anchors off Sheerness and sank in August 1944. Her wreck remains there containing half of her cargo of munitions, causing ongoing nightmarish concerns to the authorities ever since.

She was built by the St. Johns River Shipbuilding Company, the 7th of the 82 Liberty ships built by the shipyard under a Maritime Commission contract. She was, and presumably still is, owned by the American War Shipping Administration. Overall, a total of 2710 Liberty ships were built at a total of 18 US shipyards. The yard itself operated between 1942 and 1945 exclusively for the emergency wartime service. The Montgomery was laid down on 15th March 1943, launched on 15th June 1943 and completed on 29th July 1943.

She was of 10,856 tons deadweight, with dimensions 441' 6" by 52' 0" by 27' 0". She was powered by 2 oil fired boilers and a triple expansion steam engine by Springfield Machine & Foundry Co. of 2500 horsepower onto a single shaft giving a top speed of 11.5 knots. She was armed with a 3" gun near the bow and a 4" gun aft together with a number of smaller anti-aircraft guns.

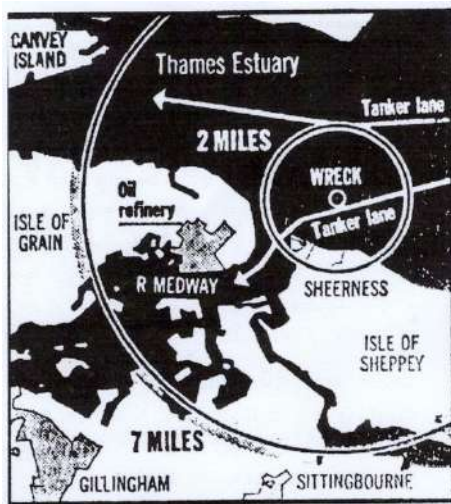


A RECENT VIEW OF A PADDLE BOARDER IGNORING THE EXCLUSION ZONE

In August 1944, the Montgomery was loaded with 6,225 tons of bombs and other explosive war material in Philadelphia. She sailed in convoy HX-301 to the Thames Estuary, where she was to join another convoy in order to deliver the munitions to the US Air Force at Cherbourg. On board was a crew of 52 seamen and 30 gunners.

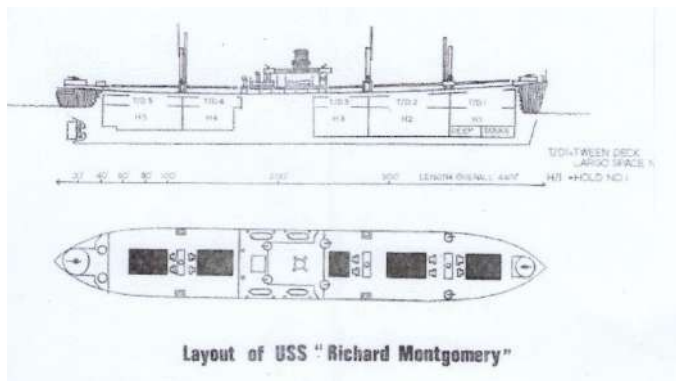
When she arrived, the Montgomery came under the jurisdiction of HMS Leigh, which was the shipping control centre on the head of Southend Pier. She was ordered to drop anchor at Sheerness Middle Sand, in about 10 metres of water at low tide. On Sunday 20th August 1944 in a gale, she dragged her anchors and ran aground on a sandbank. As the tide ebbed, the ship's hull plates began to crack with loud noises. Her crew took to the ship's lifeboats and headed to Southend, where they obtained lodgings.

The wreck lies about 200 metres north of the main shipping channel into the Medway, and about 5000 ships pass the site each year. It is some 1.5 kilometres from Sheerness.



NOTE: SITE SHOWN AS OIL REFINERY IS NOW A HUGE LIQUID NATURAL GAS STORAGE PLANT.

On 23rd August, salvage operations began. The salvors started unloading cases of bombs using the ship's derricks powered by a steam line from the tug ATLANTIC COCK, which was assisting the salvage vessels EMPIRE NUTFIELD and FLATHOUSE. A few days later, a Board of Enquiry met for 6 hours in the saloon of the Montgomery. On 24th August, a crack opened at the fore end of hold No.3, which led to the flooding of holds 1 to 3. Salvage was concentrated on holds 4 and 5, towards the aft end of the ship, which were cleared of most of their munitions.



On 8th September, the ship broke her back leaving holds 1 to 3 permanently submerged. After the removal of the cargo from holds 4 and 5, the Admiralty tugs FIRM and EMPIRE BEN tried to drag the Montgomery off the sandbank, but she was stuck fast. The clearing of holds 4 and 5 increased the buoyancy of the aft section, which led to its separating from the fore section, and it moved some 15 metres away from the rest of the ship, as well as slewing about 12 degrees clockwise.



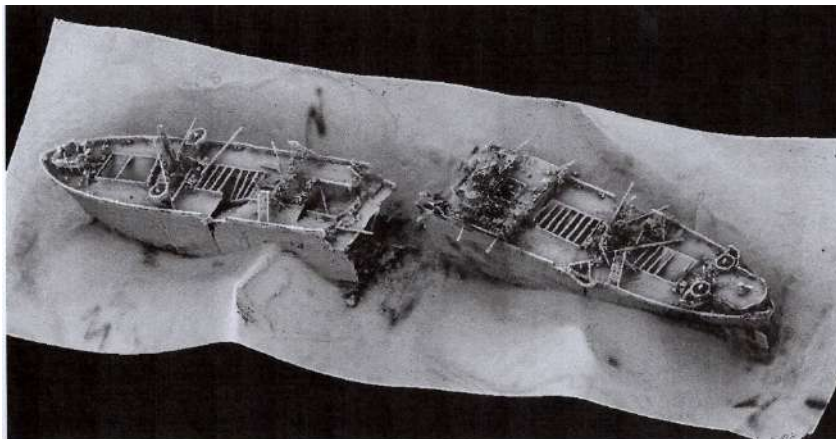
On 25th September the salvage operations were abandoned, as being too dangerous to continue. By that time around half of the cargo had been removed, leaving 14,571 bombs weighing 3105 tons in situ, mostly in the forward three holds. The figures about the numbers of bombs etc. remaining in holds 1 to 3 varies considerably in different reports on the wreck. Since then, little has changed apart from the gradual deterioration of the ship. She lies in about 15 metres of water, with her masts and derricks and occasionally her bridge structure visible above water level.

In 1948 and 1967, the US government offered to make the wreck safe, but the British government turned down both offers. For the first 20 years, the presence and condition of the Montgomery was covered by the Official Secrets Act. From 1944 until 1973, the surveillance of the wreck was the responsibility of the Port of London Authority. After the Protection of Wrecks Act of 1973, the UK Inland Revenue became responsible. 20 years

later, responsibility passed to the "Receiver of the Wreck", based with the local coastguard. The wreck is monitored around the clock by the port authorities, and there is an exclusion zone around the wreck marked by hazard buoys. The only other wreck with an exclusion zone is the BRAER in the Shetlands.



In the 1990s, it was decided to conduct annual surveys by divers of the wreck, but for some years, several of the reports from these were suppressed. Recent surveys make use of the latest technology, including high-resolution multi-beam echo sounder, laser scanning, GNSS positioning systems with powerful software.

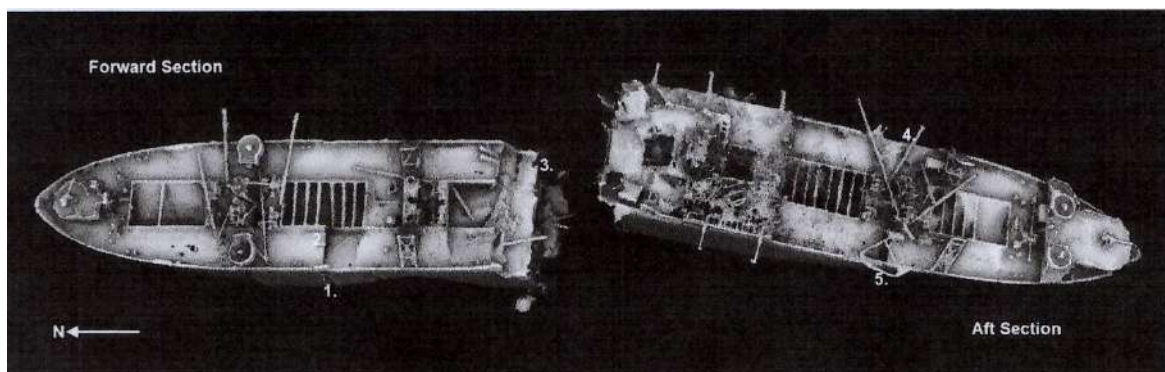


The steelwork has continued to corrode steadily, and in one or two places, the deck has locally collapsed. Cracks have in many cases extended and got wider. Some bombs are now on the seabed beside the ship. Ultra-Sonic testing of the hull plate thickness is also carried out at intervals, and on several occasions, hand scraping of the steel has gone right through the plating.

Phosphorus has escaped due to the disintegration of wooden cases. After floating to the surface and drying out in contact with the atmosphere, it has caught fire. Over 40 such instances have been reported to the authorities.

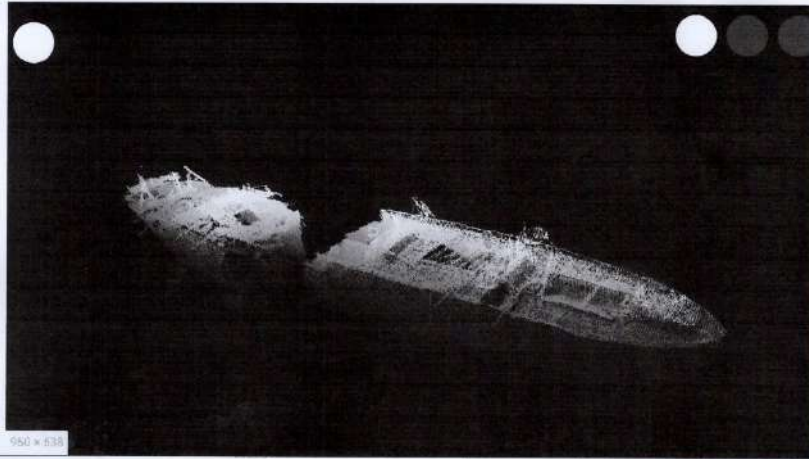


The wreck is close to the Medway Approach Channel, and about 4 kilometres to the southwest are the 4 huge Liquid Natural Gas storage tanks together with 18 smaller gas storage tanks. The presence of the Montgomery was one of the main reasons why the “Boris Airport” project was scrapped. A risk assessment on the Montgomery was conducted in 1999, but it remains a classified Secret Document.



There have been a number of studies on the damage that would be caused if the remaining munitions exploded. Such studies vary considerably in their findings, partly because the state of the bombs and even their quantity are unknown.

The worst case scenario is the explosion of the entire cargo, resulting in a 3000 metre high column of water and debris, and a 5 metre high tsunami. Sheerness would be overwhelmed, and the water would reach the LNG facilities with possible catastrophic consequences. All the experts agree that the above scenario is highly unlikely to happen, but they may be under-estimating an act of deliberate sabotage by terrorists or an accidental collision by a ship.

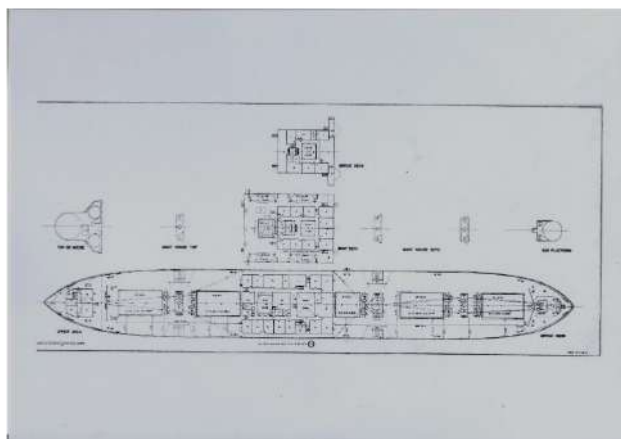
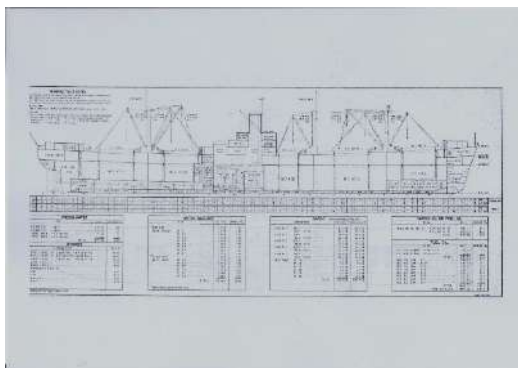


An explosion at low tide would be the most dangerous, but experts estimate that the damage radius of the blast would be 2.5 kilometres, encompassing Sheerness but not the Isle of Grain. Whether structural collapse of the ship, physical deterioration of the bombs, collision by a ship, deliberate detonation by terrorists or other causes are involved, no one doubts that serious risks remain. The solution to the problem to date has been to do nothing except surveillance, in effect kicking it into the long grass.

In 2020, contractors were sought to remove the above water masts, as it was feared that if one collapsed, it could trigger the cargo to explode. The Department for Transport said in February that contractors are undertaking surveys etc. before any removal takes place. Both Southend and Sheppey have requested that those parts of the masts and derricks that are removed should be presented to them for display purposes.

None of the obvious solutions are very appealing. The normal controlled demolition approach to unexploded ordnance is out of the question in view of the quantities involved. The construction of a sarcophagus around and over the wreck, or a coffer dam right round it could well cause the detonation they were built to avoid. Extracting each bomb and rendering it safe would take over six months, and, if normal procedures were followed, would require the evacuation of about 40,000 people in Sheerness for that period. It would be a hazardous operation requiring different technologies for different types of bombs. A task that would have been difficult enough in wartime conditions has after nearly 80 years become almost impossible.





HMS BRONINGTON



HMS Bronington was one of the numerous "Ton" class minesweepers. She was built by Cook, Welton & Gemmel at Beverley in Yorkshire, being laid down on 30th May 1951, launched on 19th March 1953 and commissioned on 4th June 1954 under the name HMS Humber. She was renamed Bronington in May 1958. She was of 440 tons displacement, with dimensions 152' 6" x 28' 0" x 8' 0".



LAUNCH DAY

She was largely constructed from aluminium and other non-ferromagnetic materials, with a hull composed of a double layer of mahogany planking.



She was powered originally by a pair of Mirrlees-Blackstone diesels of 1830 kW each, but these were replaced in Rosyth Dockyard in 1958 by twin Paxman Deltic 18A-7A diesels of 2200 kW each. Her cruise speed under one engine was 13 knots, and her maximum speed under both engines was 16 knots. Her range was 2500 nautical miles at 12 knots. Her complement was 32 officers and men. She was armed with a single 40mm Bofors gun.

She was converted into a minehunter at Rosyth Dockyard between December 1963 and February 1965. This involved the removal of the sweeping gear and the installation of Type 193 mine hunting sonar with its low level dome, and active rudders. Her open bridge was also enclosed at this time.



STILL AFLOAT BUT

TREE GROWING THROUGH HER DECK

Her time in the navy was long and largely uneventful, but Prince Charles commanded her between February and December 1976. She was decommissioned on 30th June 1988, and bought by the Bronington Trust, a Registered Charity whose patron was Prince Charles himself.

The trust berthed her at Old Trafford on the Manchester Ship Canal, where she was open to the public. On 11th July 2002 she became part of the Warship Preservation Trust's fleet, and was moored in Vittoria Dock in Birkenhead. The Trust folded in 2008 mainly due to a long dispute with the Mersey Dock & Harbour Board, she remained in the Birkenhead Docks, although few years. She was during this time under the reluctant responsibility of Peel Ports, being moved to the West Float after a few years.





SUNK IN WEST FLOAT

On 17th May 2016 she sank at her moorings, aground on the dock floor. A survey carried out soon after her sinking found that her hull was reasonably sound, but her deck planks had not been caulked since her naval days, allowing rainwater to accumulate below.



As of February 2022, the recently formed Bronington Preservation Trust Ltd. Is trying, as a final push to avoid her being scrapped, to raise £5000 for a dive survey. The survey is the first stage in a plan to refurbish her for an active role. If the Trust was unable to raise sufficient funds for this, she would revert to being a static exhibit. Cammell Laird has agreed to take her into one of their dry docks for restoration under their apprenticeship scheme, if funding can be found.



In June, the dive survey was carried out by Briggs Marine, and the initial findings were very positive. The divers found two holes in the port bow, but the rest of the hull planking and the aluminium frame appeared sound. The lead diver stated that salvage appeared eminently feasible. The full survey report is awaited.

History of Chatham Dockyard Part 3 1900-



1902 Prince of Wales



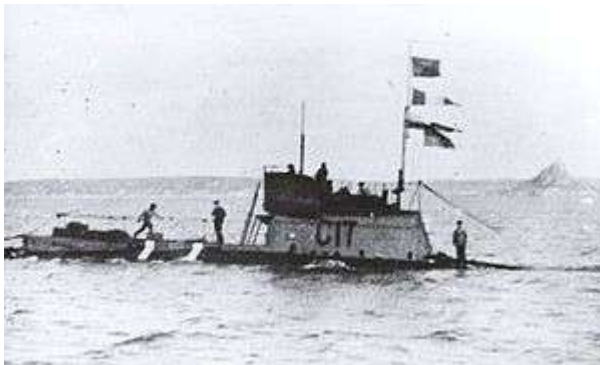
Plate-bending roller, installed in No 5 Machine Shop in 1913 and now preserved at the Historic Dockyard.



HMS Africa 1905

The first battleship to be built on the new No 8 Slip was HMS Africa, launched in 1905; however it also proved to be the last, Proposals were made for a fourth Basin of 57 acres), together with additional large docks of up to 800 ft to cover the remaining land on St Mary's Island; but these were soon superseded by plans to build a new dockyard at Rosyth.

Light cruisers and other smaller vessels continued to be built at Chatham during the first half of the 20th century.



HMS C17

The first submarine to be built at a royal dockyard was HMS C17, launched from the covered No 7 Slip in 1908 and then fitted out in No 2 Dock; five more of the same class followed, C18, C19, C20, C33 and C34. During World War I, twelve submarines were built here, but when hostilities ceased, uncompleted boats were scrapped and five years passed before a further ship was launched. In the interwar years, eight S-class submarines as well as X1 were built at Chatham but this was a period of decline. Production ramped up during World War II with HMS's Umpire, Una, Splendid, Sportsman, Shalimar, Tradewind, Trenchant, Turpin, Thermopylae and Acheron being constructed.

February 1958 it was announced in Parliament that Sheerness Dockyard would close in 1960, with Nore Command (and its Chatham-based Commander-in-Chief) to be abolished the following year. At the same time, it was made clear that at Chatham "the dockyard will be retained; but the barracks and other naval establishments will

be closed" (In the event, the barracks were reprieved and repurposed rather than being closed at this stage.)



Rennie's No 3 Dock of 1816–21; today it contains HMS *Ocelot*, the last Royal Navy vessel built at Chatham.

The final boats constructed in Chatham were Oberon-class submarines – *Ocelot* was the last vessel built for the Royal Navy, and the final vessel was *Okanagan* built for the Royal Canadian Navy and launched on 17 September 1966.

In 1968, a nuclear submarine refitting complex was built between Nos 6 and 7 dry docks, complete with refuelling cranes and health physics building. In spite of this in June 1981, it was announced that the dockyard would be run down and closed in 1984.

Following the 1982 invasion of the Falkland Islands; the dockyard was heavily involved in preparing ships for the South Atlantic, and in repairing damaged vessels on their return. The dockyard closed, on 31 March 1984.

At the time of its closure the dockyard covered 400 acres .



[HMS *Gannet*](#) at [Chatham Historic Dockyard](#)

80 acres the 18th century core of the site, was transferred to a charity called the Chatham Historic Dockyard Trust.

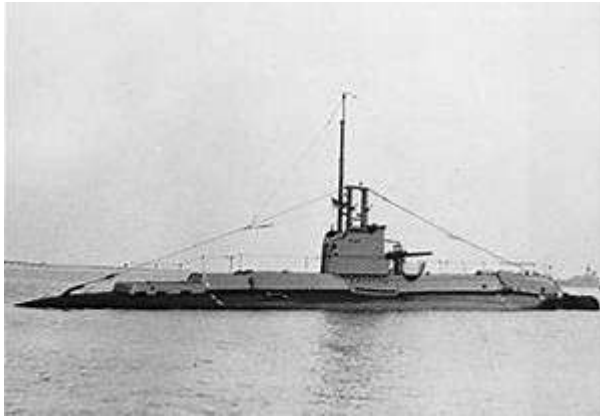
The easternmost basin (Basin No 3) was handed over to the Medway Ports authority and is now a commercial port (Chatham Docks). It includes Papersafe UKⁱ and Nordic Recycling Ltd. In 2013 Peel Ports, which owns and runs Chatham Docks, announced that it was set to convert a 26-acre (0.11 km²) portion of the commercial port into a mixed-use development (incorporating offices, an education facility, apartments, town houses and a food store (Asda), as well as landscaped public areas). The development is called "Chatham Waters".^[43] In 2019 Peel announced that Chatham Docks would close in 2025 with the loss of 800 jobs.^[44]

The remaining 350 acres were transferred to English Partnerships. Under its remit, the westernmost (No 1) Basin was turned into a marina, part of the former factory

area to the south was transformed into an entertainment and retail complex ('Chatham Maritime') and the former Barracks (HMS Pembroke) became Universities at Medway St Mary's Island, a 150-acre largely undeveloped area to the north of the three basins, was transformed into a residential community for some 1,500 homes.

Ships Built at Chatham Dockyard Part 3 1939-

1939 HMS Seal submarine



1945 Scuttled

1940 HMS Tigris submarine



1943 Scuttled

1941 HMS Euryalus cruiser Last cruiser built at Chatham



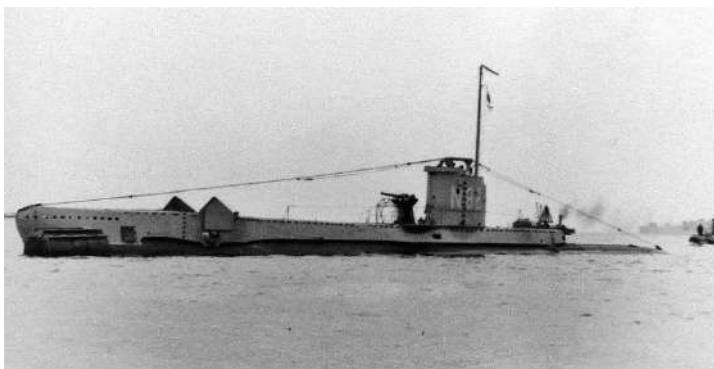
1959 Broken up Blyth

1941 HMS Torbay submarine



1945 Broken up Briton Ferry

1941 HMS Umpire submarine



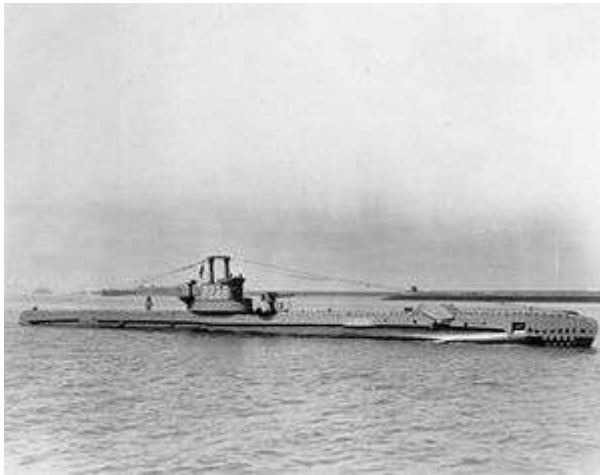
1941 Rammed in error by trawler off Blakeney

1941 HMS Una submarine



1949 Broken up Llanelly

1942 HMS P-228 (Spelndid) submarine



1943 Sank off Capri

1942 HMS P- 229(Sportsman) submarine



1952 Foundered

1943 HMS Shalimar submarine



1950 Broken up Troon

1944 HMS Nereide Black Swan Class Sloop



1958 Broken up Bo'ness

1948 HMS Acheron submarine



1972 broken up Newport

1954 HMS Vidal survey vessel first small ship to carry a helicopter



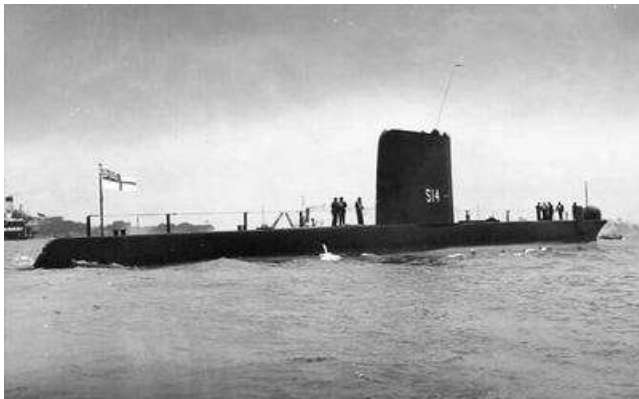
1976 Broken up Bruges

1961 Oberon submarine



Broken up Grimsby

1962 Onslaught submarine



1991 Broken up Aliaga

1964 HMS Ocelot submarine



1992 Preserved Chatham

1965 HMCS Ojibwa for Royal Canadian Navy



Preserved

1967 HMCS Onondaga for Royal Canadian Navy



2009 Museum exhibit Rimouski

1968 HMCS Okanagan for Royal Canadian Navy



2011 Broken up Port Maitland

Answers to Quiz 56

MARITIME QUIZ QUESTIONS AUGUST 2022

1. GLOBAL KING: A 6694 dwt product tanker abandoned and adrift off India and assumed to be sinking. All 22 crew taken off. Early July.
2. MILLENNIAL SPIRIT: Moldovan flagged tanker of 2200 dwt is drifting in the Black Sea after being hit twice by missiles. Early July.
3. SACHSEN: The lead ship of the three German 124 class air-defence frigates was used for a demonstration of a laser weapon off Kiel. Early July.
4. HMS QUORN: Harland & Wolff have won a £110 million contract to refit the ship for the Lithuanian Navy. The work includes new engines, sonar, and weapons, and will be carried out at their Appledore yard.
5. GLEN SANNOX: Emergency diesel generator + associated systems run for the first time at Ferguson's at Port Glasgow. The ship was then towed to Greenock for dry docking. Mid July
6. VEGA: A new 10,500 gt expedition ship for Swan Hellenic was christened by Helsinki Shipyard, the second of three. Mid July.
7. USS BENFOLD: An Arleigh Burke class destroyer sailed near the Paracel Islands in the South China Sea in a "Freedom of Navigation" operation. Mid July.
8. WESTERDAM: Holland America 81,811 gt cruise ship had an azipod failure during an Alaskan cruise. Experts were flown in, but the cruise had to be shortened. Late July.

9. USS BONHOMME RICHARD: Punishments were issued to 27 people in response to the ship's fire in 2020.
10. TEAL BAY: Chief officer was killed in a deck mooring accident in August 2021 in a Russian port. The UK Marine Accident Investigation Branch has published its report giving recommendations on the safety issues raised. Late July.
11. STAR PISCES: Cruise ship of 40,012 gt formerly owned by Genting HongKong Star Cruises arrived at Alang, India for scrapping. She was built in 1989 in Finland as the Kalypso. Late July.
12. CUNARD PRINCESS: The former Cunard cruise ship arrived at Allaga, Turkey for scrapping. She dates from 1977 and was of 17,500 gt. Late July.
13. BIBBY WAVEMASTER 1: a ship normally used to service wind farms has served as a test bed for a new closed-loop fuel solution that can apparently deliver a 92% reduction in greenhouse emissions. She is UK flagged and is of 6241 gt and was built in 2017.
14. CORAL PRINCESS: 91,627 gt Princess Cruises ship unable to dock at Brisbane because of sea conditions, delaying cruise by over 24 hours. Earlier in July, 120 passengers on board were infected with Covid. Not a good month for the ship!
15. RFA ARGUS: She will be extended in service beyond 2030 and will be upgraded to perform the Littoral Strike Ship role. She was completed in 1981 as the container ship CONTENDER BEZANT.

