



**The  
World  
Ship  
Society**



**Southend Branch**

## *News and Views*

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### **NOTES**

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

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## **NEWS**

**Wärtsilä to carry out methanol conversions on Stena Line ferries**

Converting ferries for methanol fuel will enable them to comply with various existing and upcoming regulations

Stena Line has contracted technology group Wärtsilä to convert several of its ferries to operate on methanol, marking an important step in the Swedish operator's journey towards sustainable shipping.

During the conversion projects, which are scheduled to take place in 2025, engineers will modify the fuel supply system and engines, including adding automation for the engine control room. The new installations will be integrated with the ships' existing systems.

The conversions will enable Stena Line's ferries to comply with various existing and upcoming regulations, including the Carbon Intensity Indicator (CII), FuelEU Maritime and the International Maritime Organization's target to reduce greenhouse gas emissions by 50 per cent by 2050.

### **Portland Port opens new £26 million deep-water berth**



Portland Port in Dorset, UK, has opened a new deep-water berth that can accommodate two 350-metre-long cruise ships at the same time.

Following the project, the port also has 16,000 square metres of additional quayside space – including a 75-metre extension to the port's Outer Coaling Pier.

The port hosted a joint ceremony with managing contractor Knights Brown to celebrate completion of the project, which is part of a £26 million redevelopment. Angus Campbell, Lord-Lieutenant of Dorset, unveiled a commemorative plaque in front of port employees, tenants, dignitaries and other invitees to mark the occasion.

Work began on the redevelopment in September 2022 and had to be completed by April 2023 for the beginning of the cruise season, during which the port will receive a record 130,000 passengers.

### **Albatros Expeditions debuts new ship, Ocean Albatros, in Norway**



Albatros Expeditions has debuted its newest vessel Ocean Albatros, which will operate in the Arctic for its first season.

The ship departed on its maiden voyage on 15 June from Tromsø to Longyearbyen in Norway.

Like sister ship Ocean Victory, the new Ocean Albatros was designed by SunStone Maritime Group to reduce the operator's carbon footprint and minimise environmental impact through its X-Bow hull design, which adheres to Ice Class 1A and Polar Code 6 standards. Its dynamic positioning systems and zero-speed stabilisers also help to reduce fuel consumption.

The vessel features cabins furnished in a Scandinavian style, as well as a panorama sauna, open-air Jacuzzis, 360-degree outside decks and hydraulic observation platforms. It will also have its own expedition team onboard to host immersive and educational experiences for guests and to teach them about the importance of sustainable tourism.

The ship will now operate on Arctic itineraries to destinations including Svalbard, Iceland and Greenland.

## **Fincantieri to build second cruise ship for Four Seasons Yachts**



A

**Italian shipbuilder Fincantieri is to build a second ultra-luxury cruise ship for Four Seasons Yachts.** The firm will deliver the €400 million (\$ 436.2 million) vessel in 2026.

Fincantieri is already working on Four Seasons Yachts' first ship, which is due to be delivered in the fourth quarter of 2025 and will feature an exterior and guest suites developed by lead architect Tillberg Design of Sweden. The 207-metre-long ship will have 14 decks, 95 suites, restaurants, lounges, bars, a full-service spa, a salon and a canoe-shaped stern to enable it to accommodate a large pool on the fifth deck. It will also have a port-to-starboard transversal 'dual marina' that will bring guests to sea level for activities and transfers to shore. The space will also transform into a floating dining experience.

London-based Martin Brudnizki Design Studio will design many of the guest areas, while Prosper Assouline will provide creative direction for the ship.

## **Cruise Saudi launches new cruise line, Aroya Cruises**





Cruise Saudi, a subsidiary of Saudi Arabia's Public Investment Fund, is launching its own cruise line Aroya Cruises.

The name 'Aroya' combines the word 'Arabian' with 'roya', which means 'vision' or 'dream'. The line will aim to showcase Arabian destinations to Saudi nationals, expatriates and regional guests, supporting Cruise Saudi's goals of welcoming 1.3 million cruise visitors by 2035 and providing 50,000 direct and indirect jobs.

The launch of Aroya will be led by Ghassan Khan and will be managed as a separate business unit to the rest of Cruise Saudi.

Aroya is currently developing its cruise itineraries, which will be announced at its commercial launch in the coming months.

### **New Stena Line ferry for Rosslare to Cherbourg**



Stena Line's newest addition to its expanding Irish Sea ferry fleet, Stena Vision, has left Gdansk Shipyard in Poland after a major refit.

The ship is now sailing to Rosslare, Ireland, where it will begin servicing the Rosslare-Cherbourg route.

This additional vessel increases Stena Line's service frequency on the route to six departure days providing 12 sailings per week, the most frequent ferry service between Ireland and mainland European. It will also increase capacity, with space for 1,300 passengers and 485 passenger cabins ranging from standard cabins to deluxe suites, as well as 42 pet-friendly cabins.

## **Ambassador Cruise Line: And then there were two**



Ambassador Cruise Line launched its first ship Ambience in April 2022 and expanded its fleet with the arrival of Ambition on 12 May 2023.

Ambition, which previously sailed as both Costa Cruises' Costa neoRiviera and AIDA Cruises' AIDAmira, was delivered to Ambassador in March 2022 and was originally intended to debut in March 2023 after an extensive renovation.

However, this project was delayed after the vessel was chartered to the Scottish Government between September 2022 and March 2023

As part of the project, Ambassador incorporated its own branding into the spaces onboard Ambition. Ambition was previously refurbished in 2019, when an extensive modern upgrade was carried out at a total cost of \$55 million, so it was already in excellent condition.

For example, the brand added a new Mediterranean-style dining venue called Lupino's, which pays homage to Michelle Lupino, the late head of destination management who passed away in October 2022. Lupino's features natural colours and textures and natural light from floor-to-ceiling windows to evoke a feeling of alfresco dining where guests can share platters of Mediterranean salads and mezze.

Other restaurants onboard Ambition include the Buckingham and Holyrood Restaurants, which mirror the design concepts onboard Ambience and offer traditional British dishes via both buffet and à la carte dining experiences. Meanwhile, Borough Market features buffet stations serving an array of global cuisines, allowing guests to create their own combinations of foods. Saffron provides an Indian fine-dining experience and Chef's Table experience offers guests the chance to enjoy a multi-course à la carte menu with wine pairings, while listening to an executive chef talk through the inspiration behind each course.

Another new design concept is the Clifton Lounge, a cocktail bar fitted with a stage for classical duet performances.

Following its naming ceremony at the Port of Tyne in Newcastle, England, on 11 May 2023, Ambition departed for its inaugural 14-night voyage on Ambassador's 'Hidden Gems of France and Spain' itinerary

### **Hurtigruten Norway to launch first zero-emission cruise ship in 2030**



Hurtigruten Norway is to launch its first zero-emission cruise ship in 2030 and also plans to convert the entire fleet to operate without emissions over time. Codenamed Sea Zero, the new 500-passenger ship will be fully electric and operate with 60-megawatt batteries that will be recharged with energy derived



from renewable sources while berthed in port. In addition, the 135-metre-long vessel will have 164-foot retractable sails with solar panels, contra-rotating propellers, multiple retractable thrusters and a manoeuvring system powered by artificial intelligence.

The new AI manoeuvring system will enable Hurtigruten Norway to significantly reduce the size of the ship's navigation bridge, while insights from the data it generates will help to improve docking operations. Meanwhile, the vessel's streamlined shape will help to reduce both air resistance and energy use, which will also increase passenger comfort.

Onboard highlights will include 270 cabins, public spaces with expansive windows and ample outdoor space. Guests will be able to use an interactive mobile application to operate their cabin ventilation system and also measure their water and energy consumption while onboard the ship.

Hurtigruten Norway is also working on what it describes as "one of the most extensive environmental upgrades in European maritime history". To date, it has converted two of its existing vessels to operate with battery hybrid power and will upgrade a third ship this autumn. It is also outfitting five vessels with various technologies that will cut emissions of carbon dioxide by 25 per cent and nitrogen oxide by 80 per cent.

### **Amadeus River Cruises to introduce next-generation ship in 2024**



Amadeus River Cruises is to introduce the first of a new generation of river cruise ships, Amadeus Nova, on the Rhine and Danube rivers in spring 2024.

The vessel will be equipped with a hybrid diesel-electric drive, which will significantly reduce the ship's emissions compared to its predecessors. It will also be equipped with solar panels which will feed energy into the ship's circuit, as well as heat recovery systems which will recycle heat from the engine room and public areas. Autonomous control and positioning systems will also be installed onboard, enabling a semi-autonomous cruising option that the cruise line says will improve fuel efficiency and safety.

Amadeus Nova will have four decks, including 12 suites with balconies and 67 exterior cabins. The ship will feature wind-protected lounge areas, Café Vienna, a spa and fitness area, and a heated pool on the sun deck.

### **Marella Cruises officially names Marella Voyager in Malaga, Spain**



Marella Cruises officially named its newest ship, Marella Voyager, during a christening ceremony held in Malaga, Spain, that featured a surprise performance by British singer and songwriter Becky Hill.

Marella Voyager is the fifth and biggest ship to join the Marella Cruises fleet and is designed to cater for a variety of guests. The 77,302gt vessel offers 17 restaurants, a new menu of 150 dishes, 10 bars and 952 cabins. New venues onboard the ship include Silver Fork, a British-themed specialty restaurant, and The Arts House, an art-themed bar where guest can play shuffleboard or do arts and crafts in the daytime, before watching live singers and musicians perform in the evening.

The vessel, which was originally built for Celebrity Cruises in 1997, underwent a 36-day renovation at Navantia shipyard in Cadiz, Spain, with a collective effort of 11,460 dry dock working hours to prepare it for its launch. Its new name signifies TUI Group's rebranded cruise line, Marella Cruises, which debuted in 2022.

The ship will homeport in Palma for the summer season, offering four different Mediterranean itineraries including 'Magic of Spain', 'Highlights of the Mediterranean', 'Mediterranean Secrets' and 'Cosmopolitan Classics'. It will then reposition to homeport from Barbados during the winter.

### **Chantiers De l'Atlantique delivers MSC Euribia to MSC Cruises**



Shipbuilder Chantiers De l'Atlantique has delivered MSC Euribia to MSC Cruises at its shipyard in Saint-Nazaire, France.

MSC Euribia is the fifth and final Meraviglia-class vessel to be built for MSC, and the second in the cruise line's fleet to be powered by LNG fuel. The ship is equipped with environmental technologies such as onboard wastewater treatment systems and waste management handling, and will emit up to 19 per cent less greenhouse gas emissions per passenger per day than its sister ships while in service.

Though MSC Euribia will initially be powered by LNG, the ship's design can also accommodate other potential renewable fuels after retrofits, such as green methanol.

MSC Euribia will now complete a [net-zero greenhouse gas emissions voyage](#), sailing from Saint-Nazaire to Copenhagen in Denmark using bio-LNG fuel.

The coin ceremony for the third LNG-powered ship in MSC Cruises fleet, MSC World America, also took place at the shipyard. The new ship is due to be delivered in 2025 and will feature technology that allows methane slip – unburned fuel emitted from engines powered by natural gas – to be largely eliminated from LNG when in operation. The two godmothers for the maritime ceremony were MSC Cruise Divisions’ Silvia Turbia and Chantiers de l’Atlantique’s Séverine Blandin.

### **New Irish Ferries ship begins sailing on UK-Ireland route**



Irish Ferries’ new ship, Oscar Wilde, has begun operating on the Irish Sea, sailing twice a day between Pembroke in the UK and Rosslare in Ireland. The ship has capacity for 2,080 passengers and features 134 cabins, along with over 2,380 lane meters for cars, coaches, and freight vehicles. Oscar Wilde can reach a top speed of 27.5 knots, which makes it the fastest cruise ferry operating on the Irish Sea, according to Irish Ferries.

The interiors of the Oscar Wilde are intended to evoke classic and modern ambiance, while the exterior features Irish Ferries' signature colours and branding. The ship provides a range of facilities to accommodate passengers, including a Club Class lounge, a self-service restaurant, a café, and a bar, as well as a dedicated lounge for freight drivers.

A children's play area is included onboard for families, while the ship’s open deck will provide views over the Irish Sea. The vessel also offers extensive shopping space, allowing passengers to buy from duty-free outlets.



# VISITORS



**Aquagemini** Built 2016 34323 Liberia

Current Position Nordenham



**Viking Venus** Built 2021 47482 GRT Norway

Current Position En route Honningsvåg



**Antares** Built 2019 25267 GRT Bahamas

Current Position En Route Balbao Panama



**MSC Denmark VI** Built 2002 65772 GRT Liberia

Current Position En Route Las Palmas



**The World** Built 2002 45558 GRT Bahamas

Current Position Antwerp



**Chauhtemoc** 1982 Mexico 1755grt

Current Position Atlantic





**Hafnia Exceutive** Built 2016 42869 GRT Singapore

Current Position En route Arzew



**Pelicana** Built 2009 39258 GRT Norway

Current Position En route Riga





**Grande Abidjan** Built 2015 71543 GRT Italy

Current Position En route Casablanca



**Spirit of Discovery** Built 20189 58119 GRT UK

Current Location En route Iceland



**Silver Eburna** Built 2016 21375 GRT Marshall Islands

Current Position En route New York



**Maersk Camden** Built 2022 149499 GRT Liberia

Current Location En route Suez Canal



**Sea Cirrus** Built 2017 27659 GRT Marshall Islands

Current Location En route London



**Lapisland** Built 2013 4358 GRT Portugal Owner

Current Position En route to Sevilla



**Amwaj** Built 2023 33000 GRT Saudi Arabia

Current Position Bahrein



**Mirai** Built 1923 26583 GRT Marshall Islands

Current Position Brunsbittel





Picture by Krispen Atkinson at Southampton

**Great Antwerp** Built 2023 89575 GRT Italy

Current Position En route Tema Ghana



**Australia Built 2012** Owner Clive Palmer

Current Position Copenhagen



**FPMC 31** Built 2019 28891 GRT Liberia

Current Position En route



**One Manhatttan** Built 2015 153535 GRT Japan

Current Location En route Singapore



**Glen cove** Built 2008 16360 GRT Marshll islands

Current Position En route Las Palmas



**Nowowiejski** Built 2016 24771 GRT Cyprus

Current position Amsterdam





**Aidauara** Built 2003 41571 GRT Italy

Current Position En route



**T Adalyn** Built 2019 12539 GRT Turkey

Current position En route Lavera France





**MSC Roshney** Built 2007 55487 GRT Liberia

Current Location En route to Antwerp



**Patria Seaway** 1991 Built 18302 GRT Lithuania



**Hafnia Petrel 2016** Built 299765 GRT Singapore

Current Position En route Buenos Aires

## PICTURES FROM THE SOLENT



**Shieldhall**



**Ionia Antares leader Azamara Pursuit**



**Frontier Leader**



**Celebrity Silhouette**



**Hurst Point**



## **SOUTHAMPTON CAR CARRIERS**



### **ARC Commitment Hoegh Manila**



### **Hoegh Manila**



**ARC Commitment**

## **LYMINGTON MARINA**





**AMSTERDAM CANAL**



**Proteas**



**Proteas**





**Proteas**



**HMM Copenhagen**



**HMM Copenhagen**



**Safeen Elizabeth off Amsterdam**

## SOUTHAMPTON



**Svitzer Ferriby**



**Sky Princess**





**Shieldhall**



**MSC Virtuosa**



**Morning Carol**



**Mein Schiff 3**



**Celebrity Silhouette**



**Torrente**





**Bouzas Built 2002 off to Pasajes**



**Aida Prima Patriot Morning Camiilla**



**Shieldhall**



**Norwegian Pride**





**Drive Green Highway**



**Dive Green Highway**



## **WSS Quiz Questions Edition 69**

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

### **MARITIME QUIZ JULY 2023 – ANSWERS**

1. ALFA NERO
2. AMBITION
3. PABLO
4. MSC RITA
5. GALATA SEAWAYS
6. HURRICANE
7. PRIAZOVYE
8. QUEEN ELIZABETH CLASS
9. HMS TRIUMPH
10. St. PINOT
11. OS 35
12. KARPATY & ELENA VE
13. BOTNIA SEAWAYS
14. VOLTAIRE
15. Zr. Ms. KAREL DOORMAN

**GRAHAM**

## **PICTURES FROM STUARTS BALTIC CRUISE ON AMBIENCE JUNE 2023**



**Sorlander anchored off Skagen**



**MSC Rochelle leaving Klaipėda**



**Gabriella ( Viking Line ) MSC Poescia and Ambience at Vsbj**



**Finlandia arriving Tallinn**



**Christian I Grotiinum ( Faroeses pelagic purse seiner ) at Skagen**



## COLDHARBOUR JETTY, RAINHAM



N S

Coldharbour Point is a significant navigational feature on the north bank of the Thames, where the river changes in direction from the north / south Erith Reach to the east / west Erith Rands. The jetty is located some 400 metres upstream of the point.



FROM UPSTREAM

VIEW

It was designed by Bullen & Partners and built by Costain in 1984 as a temporary structure and a totally enclosed unloading dock to handle domestic refuse in containers, in effect, a waste transfer station. The outer jetty gave 7 m at MLWS and 15m at MHWS. There are mooring piles upstream and downstream of the jetty itself and a pontoon on the downward side of the jetty.

The containers were brought downriver in barges from central London under a contract awarded to Cleanaway by the GLC in the 1980s. In 2006, Cleanaway UK was acquired by Veolia. The waste once unloaded was transported by road wagons to a nearby disposal site.

The jetty complex was put up for sale in 2016, after Cory Environmental won the waste contract renewal, and opted to take the domestic waste to their new plant Riverside Energy from Waste plant at Belvedere. It was bought by Land and Water Services in 2018, who were to use the site for receiving spoil from the Thames Tideway Tunnelling project. The spoil was to be utilised to create a new wetland area nearby for the RSPB. Planning permission was later obtained for a permanent terminal able to handle other freights.

The spoil was mainly carried in barges up to 1600 tonnes deadweight handled partly by S. Walsh & Sons and partly by Bennetts Barges. Typically, the jetty handled 6000 tonnes per day. As the tunnelling work finished during 2022, the quantities of spoil arriving at the jetty will have reduced hugely.



ANFIELD, THE FIRST SHIP TO BERTH EARLY 2023

PEAK

The jetty was strengthened and repaired by Land and Water, and the outer berth (i.e., Berth 3) was dredged to cater for 90 metre long short sea vessels. The upgrading of the outer berth was intended to bring coaster-sized vessels to the jetty and their cargoes could be transferred to barges for towing into central London. Two typical vessels that have berthed at the jetty since the work was completed are the PEAK ANFIELD and the RUHRTAL.

#### SHIPS BERTHING THIS YEAR AT THE JETTY



© Marcus Ships PEAK ANFIELD

PEAK ANFIELD: A dry cargo ship of 3154 sdwt. with dimensions 82m x 12m. Built in Romania in 2000 as the NIKAR G. Powered by a MAK 6M25 engine of 1800 kW. Antigua & Barbuda flagged.



RUHRTAL



RUHRTAL: A dry cargo ship of 3707 sdwt. Dimensions are 88m x 13m. Built in 2005 in Slovakia as the SUDERAU. Powered by a MAK engine of 1500 kW. Portuguese flagged.



CELTIC EXPLORER

CELTIC EXPLORER: A dry bulker built in Kiev, Ukraine in 2007 as the KARINA G. 3875 sdwt and 89m x 13m. Owned and managed by Gerdes Reederei of Haren Emmelin. Antigua & Barbuda flagged.

#### TUG AND BARGE USERS

S. WALSH & SONS, now part of the GRS Group and trading as Walsh Marine, operate tugs and barges on the river, including:



SWS ENDEAVOUR

1. SWS ENDEAVOUR: a Damen CS2010 pusher tug supplied in 2020. UK flagged.



SWS ESSEX

2. SWS ESSEX: A Damen Stan pusher tug 1205 built in 2012. UK flag. A Resolution 18 ship.



SWS

SUFFOLK ON THE PONTOON (with the Belvedere complex in the background)

2. SWS SUFFOLK: A pusher tug built in 1972 in the Netherlands as the NEPTUNE 8. 18.9 gt and 13.3m x 7m. UK flagged.



ZEEHOND

3. ZEEHOND: Pusher tug. Built in Holland in 1956 as the BULGERSTEIN. 49 gt and 20m x 5m. Dutch flagged. Chartered to Walsh.



WALSH

#### TUG AND BARGE

5. Walsh operate 19 dumb barges varying in capacity from 2750 to 500 tonnes.
- BENNETTS BARGES, jointly owned by Livetts and Aggregate Industries, also operate tugs and barges on the Thames.





FELIX

1. FELIX: Pusher tug,( NavTug 18TS) built in 2016 in Germany. 65 gt and 18.5m x 6.2m x 2.2m. 16t bollard pull. Powered by twin 441 kW Volvo Penta D16 engines onto 2 No. 4 bladed propellers. Owned by Thamescraft Dry Docking Services. UK flagged. Has hydraulically lowering wheelhouse.



CHRISTIAN PUSHING

2. CHRISTIAN: Pusher tug (NavTug 18TS) built in 2016 in Germany. 65 gt and 18.5m x 6.2m x 2.2m. 16t bollard pull. Powered by twin 441 kW Volvo Penta D16 engines onto two 4 bladed propellers. Owned by Thamescraft Dry Docking Services. UK flagged.



STEVEN B

3 STEVEN B: Pusher tug. Built in Holland in 1971 as the BEVER. 58 gt and 25.24m x 5.7m x 1.95m. Re-engined in 1987 with single Caterpillar 1260 hp. Bollard Pull 14.2t. UK flagged.



LAUNCH OF A BENNETT'S TIDEWAY CLASS BARGE.

4. Bennetts operate 8 Tideway class barges, built for them in Holland in 2018. They are classed as 1600 t, 1500 t and 1000t capacities.

## TWO PEACETIME SINKINGS OF U.S. WARSHIPS

Two sinkings, some forty years apart, that had very different short-term repercussions. Possibly the memory of what happened after the first sinking affected the international diplomacy following the second.

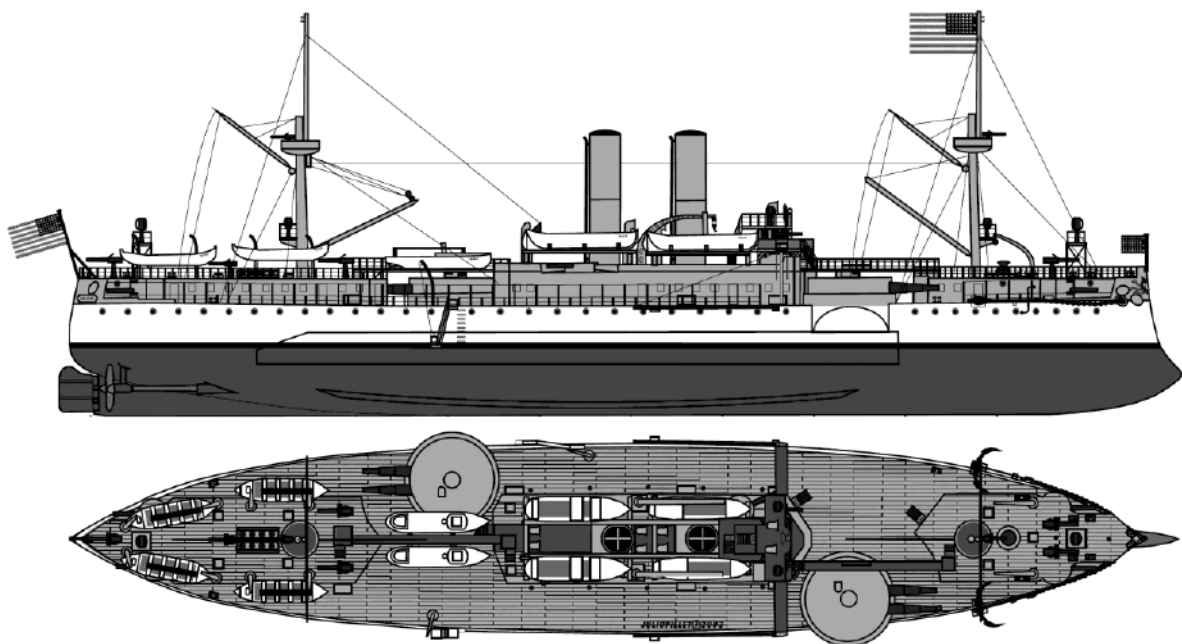
### 1. U.S.S. MAINE



The USS MAINE was an armoured cruiser built by the New York Naval Shipyard at Brooklyn. She was laid down on 17<sup>th</sup> October 1888, launched on 18<sup>th</sup> November 1889 and commissioned on 17<sup>th</sup> September 1895. The prolonged building period was mainly due to delays in the procurement of heavy steel plate for her armour. Because of the delay in her completion, she was outdated before she was commissioned.



Her displacement was 6789 tons, with dimensions 324' 4" x 57' 0" x 22' 6". She had 8 coal-fired Scotch boilers and 2 inverted vertical triple expansion steam engines totalling 9293 ihp, with 2 screws giving a top speed of 16.5 knots, and a range of 3600 nautical miles at 10 knots. Her complement was 374 officers and men.



Her armament consisted of 2 twin 10", 6 single 6", 7 single 6 pdr., 4 single 1 pdr. Hotchkiss, 4 single Driggs-Schroeder 1 pdr. and 4 Gatling guns. She also carried 4 No. 18" torpedo tubes.

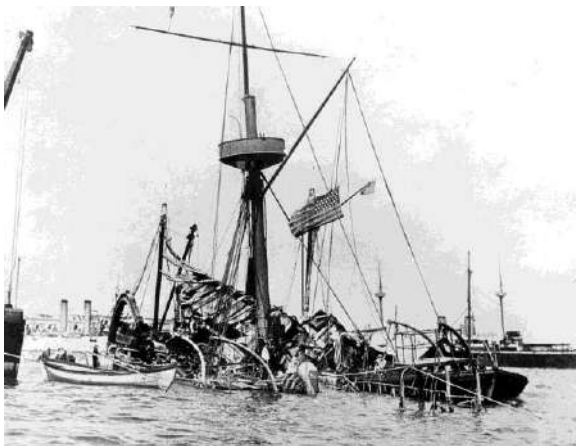




USS

### MAINE ENTERING HAVANA HARBOUR

Her first assignment was to the North Atlantic Squadron, and she spent all her brief career with the squadron, operating from Norfolk, Virginia. In January 1898, she was sent to Havana to protect US interests during the Cuban War of Independence from Spain.



On 15<sup>th</sup> February, USS Maine suffered a huge explosion whilst moored in Havana Harbour. The forward third of the ship was completely obliterated, and the remaining part quickly sank. Of the 365 officers and men on board, 261 were killed.



The cause of the sinking was hugely controversial. Was it a dreadful accident, or was it foul play by the Spanish? Relations between the USA and Spain had been difficult for some time, with the US tending to encourage Cuba in its quest for independence. Tabloid newspapers whipped up a fervour, saying that the ship had been mined by the Spanish.

On 25<sup>th</sup> April, the USA declared war on Spain. The war lasted some 16 weeks until August. Under the Treaty of Paris, signed on 10<sup>th</sup> December 1898, the USA gained the Spanish colonies of the Philippines, Guam and Puerto Rico, and Cuba became a US Protectorate. It was the start of what became known as the “American Century.”

Investigations later into the cause of the explosion established that over 5 tons of powder charges for the 10” and 6” guns had detonated, probably as a result of spontaneous combustion in one of her coal bunkers. The cause of the sinking however remains the subject of debate. In America today, “Remember the Maine” is a patriotic rallying cry, akin to our “England Expects.”

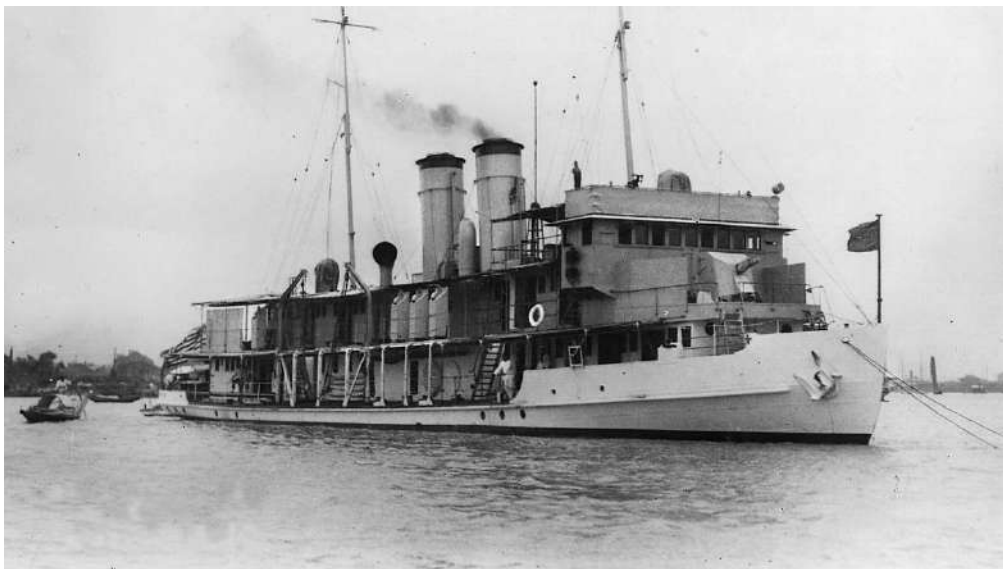
The wreck was removed from Havana Harbour in 1911, using a cofferdam, and it was towed out to sea and sunk in deep water.

## 2. U.S.S. PANAY



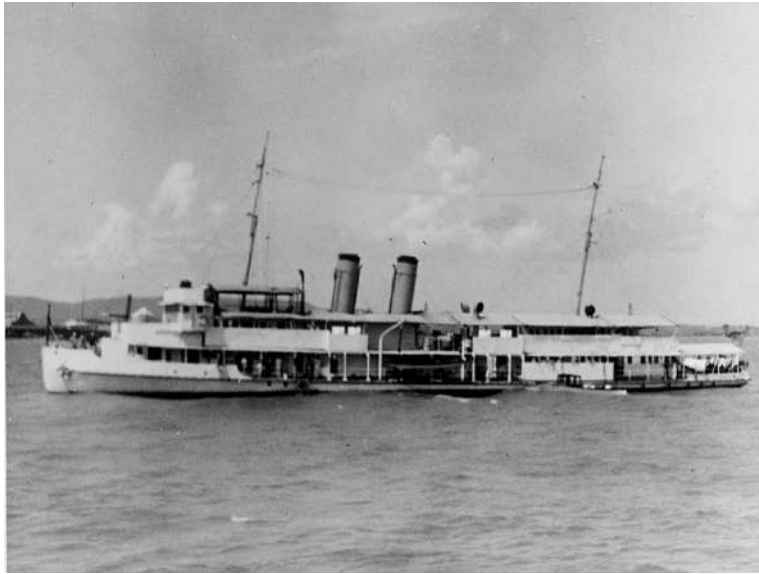
PANAY

The USS PANAY was a river gunboat built by the Kiangnan Dockyard & Engineering Works at Shanghai. She was launched on 10<sup>th</sup> November 1927 and completed on 10<sup>th</sup> September 1928. Her displacement was 482 tons with dimensions 191' x 29' x 5' 3". Her complement was 59 officers and men.



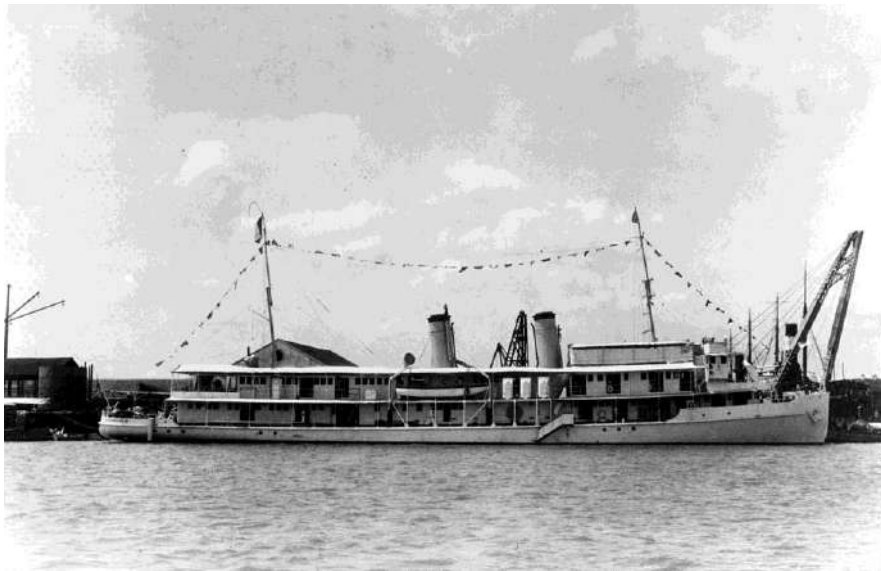
PANAY

She was powered by twin 3-cyl. Triple expansion steam engines onto 2 shafts giving 15 knots. She had 3 rudders. She was armed by two single 3" guns and 8 single 7.62mm machine guns.



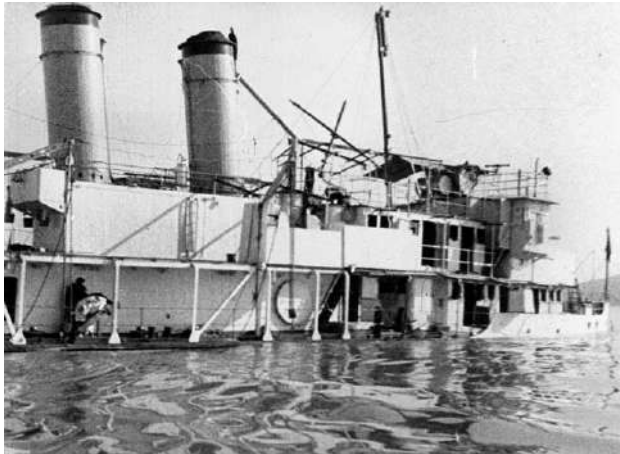
OAHU

The U.S. Navy's Yangtze Patrol in the 1930s consisted of 6 river gunboats mainly built in Shanghai between 1926 and 27. The largest two were the USS LUZON and the USS MINDANAO, the next in size being the USS OAHU and the USS PANAY. The smallest ships were the USS GUAM and the USS TUTUILA. The purpose of the patrol was to patrol the Yangtze to protect American lives and property in China.



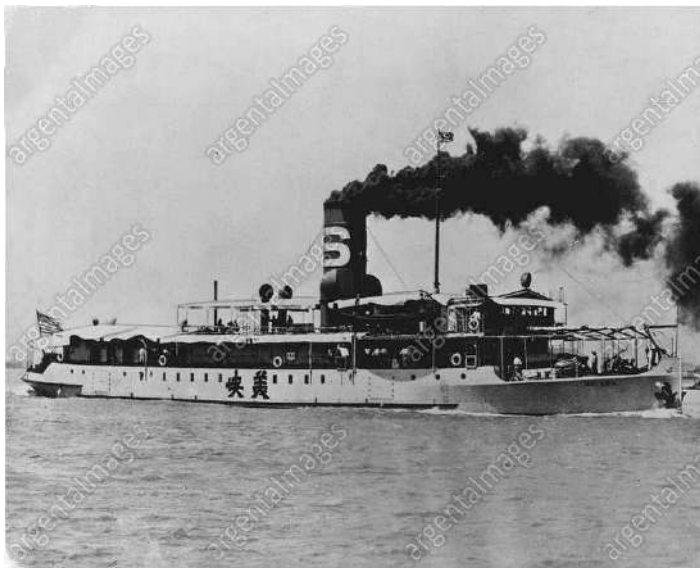
MINDRANAO





PANAY AFTER THE  
ATTACK

After invading China in the summer of 1937, Japanese forces moved into Nanking in December. The PANAY evacuated the remaining 14 American civilians from the city on 11<sup>th</sup> December. On the morning of 12<sup>th</sup> December, the PANAY and three Standard Oil tankers, the MEI PING ( 1118grt built in 1927), the MEI AN (1048 grt built in 1901) and the MEI Hsia ( 934 grt built in 1926), were anchored upstream from Nanking when they were attacked by Japanese naval aircraft. America was not at this time at war with Japan, and three US flags were clearly visible onboard the PANAY.



MEI HSIA



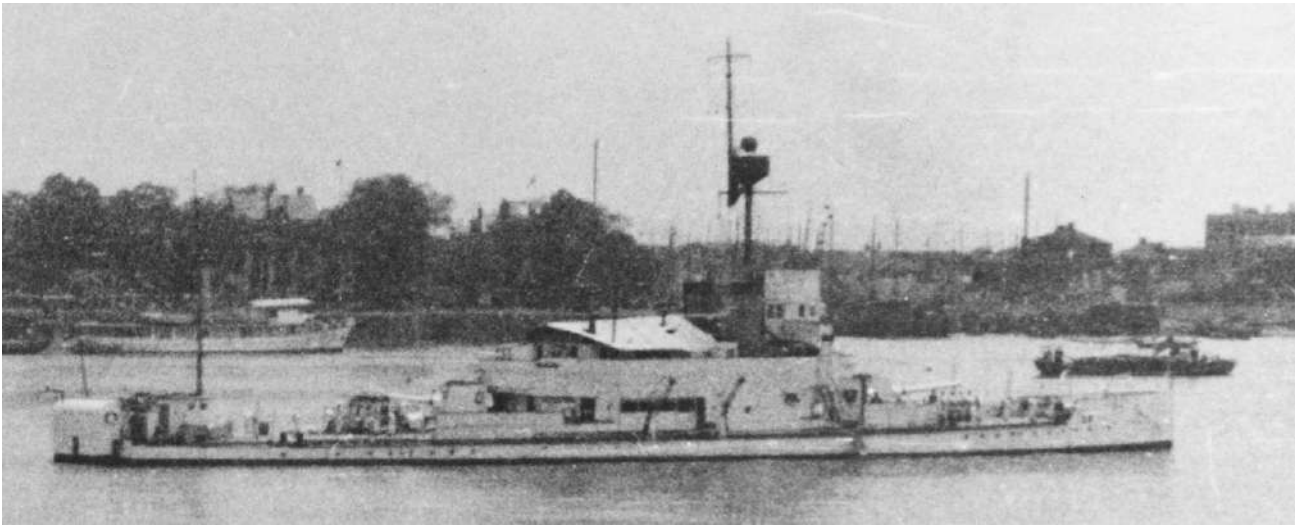
MEI PING

As a result of the attack, the PANAY was sunk, with 3 killed and 48 wounded. The three tankers, which had been helping to evacuate the families of Standard Oil's employees and agents from Nanking, were also sunk, with an unspecified number of casualties. Survivors were taken aboard the USS OAHU and the British gunboats HMS LADYBIRD and HMS BEE.



HMS LADYBIRD

## HMS BEE



After the incident, the Japanese government asserted that the attack had been a tragic mistake on the part of the airmen. They officially apologised and paid compensation amounting to about \$46 million in today's money. For a while, though it was a nervous time for the American ambassador to Japan, Joseph C. Grew who personally remembered the sinking of the MAINE and feared the severing of diplomatic ties and war with Japan. 4 years later, the Japanese attacked Pearl Harbour, and the war between Japan and the USA finally began.



IJN TATARU

As a footnote, one of the US gunboats, OAHU, by then renamed WAKE, was captured in December 1941 and recommissioned by the Japanese as the TATARU. She was the only US Navy ship to surrender in WW2. She was handed over to the Chinese Nationalists after the Japanese surrender but was captured

in 1949 by the Chinese Communist Army. She lasted until the 1960s. The U.S. Yangtze Patrol was disbanded during the war and never was reconstituted after it.

## **GRIMALDI TAKES DELIVERY OF GREAT ANTWERP**

This is the first of the six multipurpose ro-ro units commissioned from the Korean company just over two years ago. The vessel inaugurates a new class called "G5", which is the evolution of the "G4" ro-ro multipurpose vessels built by the same shipyard and delivered to the Grimaldi Group in 2014 and 2015.



The Great Antwerp is named after the city of Antwerp in Belgium, whose port has been served by Grimaldi's maritime links for decades and which now is the Group's main hub in Northern Europe.

With length of 250 metres, beam of 38 metres and deadweight of 45,684 tonnes, the Great Antwerp's design is the result of a careful study of the needs of the Group and its customers: thanks to an innovative and completely customized internal configuration, the G5-class ships are able to transport 4,700 linear metres of rolling freight, 2,500 CEU (Car Equivalent Units) and 2,000 TEU (Twenty Foot Equivalent Units). Compared to the previous G4-class, the new vessels have the same capacity for rolling freight while their container capacity doubles.

In addition to loading capacity, the Great Antwerp stands out on account of her numerous cutting-edge, technological solutions aimed at increasing energy efficiency and reducing environmental impact. Both the main engine and the auxiliary diesel generators will meet the NOx levels imposed by the Tier III regulation, while the integrated propulsion system between rudder and



propeller will minimize vortex losses and, consequently, optimize propulsive efficiency and reduce fuel consumption.

The vessel is designed for cold ironing with shoreside supply of electricity (where available) as a green alternative to the consumption of fossil fuels during port stays. Furthermore, the electrical consumption of on-board machinery (pumps, fans, etc.) is reduced thanks to the installation of variable frequency drive devices, while the application of innovative, low friction paints reduces hull resistance, thus increasing efficiency. Last but not least, the ship is equipped with hybrid exhaust gas cleaning systems for the abatement of sulphur and particulate emissions.

As proof of her high energy and environmental efficiency, the Great Antwerp enables a reduction of CO<sub>2</sub> emissions per tonne transported of up to 43% compared to other Grimaldi ro-ro multipurpose ships.

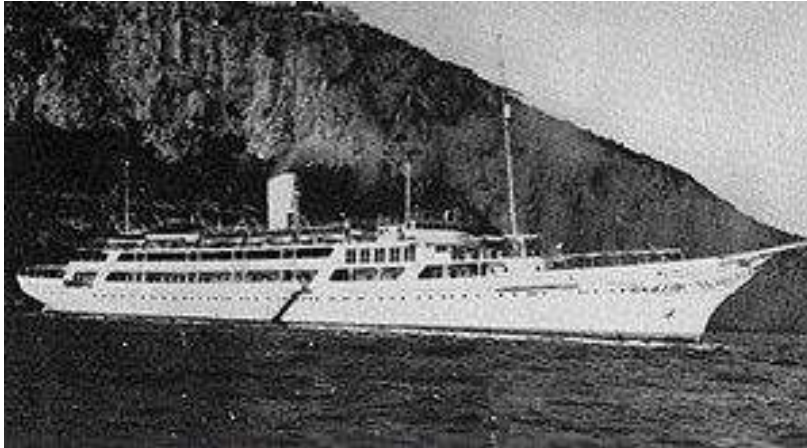
The new vessel will be soon deployed to further enhance the quality of maritime transport services offered by the Grimaldi Group between Northern Europe and West Africa.

The delivery of the new ship was celebrated with a ceremony held this morning in Ulsan. The event was attended, among others, by Hyung-Kwan Kim, President and CEO of Hyundai Mipo Dockyard Co. Ltd, Guido Grimaldi, Deep Sea Commercial & Operations Director of the Grimaldi Group, various managers of the Korean shipyard and of the Neapolitan shipping company and representatives of the main customers with which the latter collaborates on its routes connecting Europe, North and South America and West Africa.

All the G5-class units will be delivered between 2023 and 2024 and deployed on the Grimaldi Group maritime services between Northern Europe and West Africa.

# YACHTS OF THE WORLD

## El Malrouhsa



A wireless telegraph was installed in 1912

El Mahrousa literally "The Protected", officially renamed for a period of time as El Horreya, "Freedom", is a super yacht that serves as Egypt's presidential yacht, and previously served as the country's royal yacht. She was built by the British ship building firm Samuda Brothers in 1863 to the order of Khedive Ismail Pasha and the ship was handed over to its Egyptian crew two years later. Designed by Oliver Lang<sup>[1]</sup> along the same lines as HMY Victoria and Albert.

In 1867, the ship embarked on its first trip, in which it transported Egyptian troops to aid the Ottomans during the Cretan revolt.<sup>[2]</sup> Two years later, Khedive Ismail Pasha used the ship to go on a tour to invite royals of Europe to attend the inauguration of the Suez Canal

Twice in the ship's history significant alterations to the ship's length were carried out. Firstly by 40 ft in 1872, with a further 16.5 ft being added in 1905. The 1905 rebuild was undertaken at the Pointhouse Shipyard of A & J Inglis in Glasgow, Scotland and included the replacement of her two paddle wheels with triple propellers powered by steam turbines built by Inglis at their Warroch Street Engine Works in Glasgow. Inglis were one of the first companies to be granted a license by the Parsons Marine Steam Turbine Company, Wallsend for the construction of steam turbines in their own

Wireless telegraph was installed in 1912 and a diesel-fueled system in 1919; as well as multiple-feet lengthening throughout that period. She

also witnessed much of Egypt's modern history since she was first commissioned in the 19th century up till now. The yacht carried three Egyptian rulers to their exile abroad, namely Khedive Ismail, Khedive Abbas II and King Farouk I, along with the latter's recently born son, Fuad II, the last ruling members of the Muhammad Ali dynasty. This marked the end of the monarchy in Egypt following the 1952 revolution and the founding of the Republic of Egypt, after which the yacht joined the Egyptian Navy and was renamed El Horreya (English: Liberty).

The yacht continued to play a role in the country's post-revolutionary history and participated in the 1976 United States Bicentennial celebrations. She took Egypt's president, Gamal Abdel Nasser, to numerous locations and she notably sailed with President Anwar Sadat to Jaffa, Israel, during the 1979 peace talks between Egypt and Israel. She was renamed back to El Mahrousa in 2000 and became the first ship to cross the New Suez Canal extension in 2015.

After the abdication of King Farouk and his arrival in Europe he sent back the yacht to Egypt with all the crew and the equipment; she was taken over by the Egyptian government for use as a naval training ship,. She spent most of her career in the eastern Mediterranean, but did participate in the International Naval Review held to commemorate the bicentennial of the United States of America.

Other notable figures who boarded the ship were Mohammad Reza Pahlavi, King Ibn Saud, Josip Broz Tito, and Menachem Begin.<sup>[2]</sup>

In 1984, its title as the largest super yacht was taken by Prince Abdulaziz, after having retained it for 119 years. It is the oldest active super yacht in the world and the ninth largest one.<sup>[citation needed]</sup>

The ship is cared for by the Egyptian Navy, and is occasionally used as a Presidential Yacht. The ship goes to sea about three times a year, usually for just a day.<sup>†</sup>

# Savarona



Built in 1931 ,Germany

23 S

Savarona was first delivered by Blohm + Voss in 1937, and is named after a rare type of black swan found in the Indian Ocean. The 135.94 metre superyacht was originally built for American heiress Emily Roebling Cadwalader, whose family business constructed both the Brooklyn and Golden Gate bridges.

In 1937, she was purchased by the Turkish state as a presidential yacht for Kemal Atatürk, the founding father of modern-day Turkey. Following Kemal's death, *Savarona* was renamed *Gunes Dil* (Sun Language) and used as a Turkish Navy training ship. After years during which her condition deteriorated, she was eventually leased by Kahraman Sadikoglu in 1989, who spent \$35 million on her refurbishment. Upon the orders of the Turkish Government the lease was terminated and she reverted to the Turkish State. The first time she was used again officially was in 2015

Her current interiors were re-designed by Donald Starkey and can accommodate up to 34 guests and 54 crew. Guests on board will have access to an elaborate Turkish hammam bath that spans the entire 16 metre beam and a swimming pool, plus there's also a private cinema for



movie nights and a library suite adorned with personal artefacts belonging to her former owner Atatürk.

Length 135.94

Beam 16.12 m

GRT 4701 T

## THE AL FAHAD SHIPWRECK



AL FAHAD

The AL FAHAD has, since 2004 been lying some 35 km south of Jeddah, slowly decaying but popular with numerous fish and crustaceans, together with the odd scuba diver.

She was built by I.C.H. Holland at Schiedam in the Netherlands as the Ro-Pax ferry FREE ENTERPRISE 111, being launched on 14<sup>th</sup> May 1966, with her maiden voyage starting on 22<sup>nd</sup> July 1966. She was owned by Stanhope S.S. Co. Ltd. and chartered by Townsend Brothers Ferries. In 1968, Townsend Brothers became European Ferries, operating as Townsend Thoreson. She served mainly on their Dover/Calais and Dover/Zeebrugge routes, but on occasion on the Portsmouth/Cherbourg and the Cairnryan/Larne routes.



FREE

### ENTERPRISE 111

She was of 4657 gt. With dimensions 117.51m x 19.08m x 4.06m. She was powered by twin 12 cyl. 4-stroke single acting J&K Smit-MAN RBL 6612 engines giving a total 8488 kW onto 2 screws giving 20 knots. As built, she could carry 1114 passengers and 221 cars.



M.V. "Mona's Isle" leaving Douglas, May 1985.

### MONA'S ISLE

In July 1984 she was sold to Mira Shipping Line of Malta, who renamed her TAMIRA and she sailed to Valetta. Later that year she was sold to the Isle of Man Steam Packet Company who renamed her MONA'S ISLE. That winter she was refitted on the Clyde and more accommodation area was added, bringing her capacity up to 1200 passengers and 250 cars. She served on the Douglas/Heysham route during the summer season of 1985, but she was not a success. Apart from numerous minor issues, because of the extra

accommodation she was difficult to manoeuvre, and required a tug when berthing at Douglas. She was laid up in October 1985.



M.V. "Al Fahad" at Liverpool, April 1986.

AL FAHAD



AL FAHAD

In April 1986 she was sold to Sadaka Shipping Lines, an Egyptian concern, and renamed AL FAHAD. For them she served for 12 years in Saudi Arabia, but in June 2004 she was suffering engine trouble and anchored in the Red Sea near Jeddah. She was abandoned by her crew and subsequently foundered in shallow water some 200 metres off shore, being declared a Total Loss. There she remains, half awash, popular with fish and tourists.



AL FAHAD

## COLINS PICTURES



Galatea Felixstowe 15 10 17





**Cecillia Antigua Canvey island 19 11 17**



**Brazil Thorpe Bay  
24 09 17**



**Palanca Cadiz** Marshall islands Gravesend 08 04 17

## **BLACKWATER BARGE RACE 2023**

Pictures taken by our friend Ron Pratt on Gladys  
Includes some name that barge questions



**SB Wyvenhoe**



?????



Blue Mermaid



SB Cambria



Maud





**SB Niagara**



**Charlotte Ellen**



**Puritan**



**Oyster Dredger**



# THE FSO SAFER



FSO SAFER

Hitting the headlines recently as a potential ecological disaster is the FSO SAFER, which is moored in the Red Sea, north of the Yemeni city of Al Hudaydah. The vessel is a Floating oil Storage and Offloading vessel (hence FSO) with about 150,000 tonnes of crude oil aboard. Because of the ongoing Yemeni Civil War, no maintenance on the ship has been carried out since 2015, and it has been out of class since 2016. There has been concern that the ship could break up or there could be an explosion of the cargo.



ESSO JAPAN

The FSO SAFER was built as the Ultra Large Crude Carrier (ULCC) ESSEO JAPAN by Hitachi Zosen, Ariake, Japan, being laid down on 14<sup>th</sup> October 1974, launched on 14<sup>th</sup> November 1975 and completed on 1<sup>st</sup> May 1976. She had a near identical sistership, the ESSO TOKYO completed by the same builder also

in 1976. Because of the huge increase in the price of oil and the reopening of the Suez Canal, the two ships were somewhat obsolete by the time they were completed. She operated for Esso Tankers Inc., under the Liberian flag for just a few years, being laid up near Aalesund, Norway from 1982.



ESSO

JAPAN AND ESSO TOKYO LAID UP AT AALESUND IN 1985

In 1986, the ship was bought by the Yemen Exploration & Production Co., a Yemeni government concern, and renamed SAFER. She steamed from Norway to South Korea, where she was converted into a storage tanker in South Korea at a cost of about \$12 million, after which she arrived at the Red Sea location in March 1988.



SAFER ON STATION

She was connected to the shore by a 24" diameter pipeline on the seabed, and two 12" oil hoses leading up to a turret facility installed at the bow enabling her to weather-vane free around the anchoring point. The oil was carried by

pipeline across North Yemen to Ras Issa on the Red Sea from the Marib oil fields. Smaller tankers would moor alongside and load crude for export. Until the civil war began in earnest, the system worked well, with the vessel and its equipment being fully maintained at a cost of some \$20 million per year. By 1990, she was no longer self-propelled, becoming a dumb storage hulk. By 2015 as the war suddenly became more widespread, the Yemeni government lost control of the Red Sea coastal area, and the oil stopped coming through the pipeline, leaving some 150,000 tonnes of oil on board. All maintenance work on the Safer stopped, and the vessel began to deteriorate.



SAFER ON STATION

By 2018, she was now a dead ship, with just 6 maintenance men on board. Fuel for the pumps had run out and materials for the inert gases needed for safety against explosions in her tanks were non-existent. Early in 2018 the Yemeni government and the rebel Houthi leadership each wrote separately to the U.N. Secretary General asking for assistance with the SAFER.

In December 2018 a meeting was held in Stockholm to sign a partial cease-fire for the area around the Ras Issa terminal. In the relative peace, it was hoped that the U.N. could get a survey party on board. Fund raising began for the many millions required to make the vessel safe and remove the oil on board.

In May 2020, an alarm sounded on the Safer, indicating a leak in the engine room. A corroded pipe had burst and was spewing seawater into the engine room. Temporary repairs were made, but the leak persists, and pumps are needed regularly. In July 2020, the U.N. warned that the SAFER could spill 4 times the quantity of oil released by the EXXON VALDEZ.

The main risks associated with the FSO are the possible structural failure of the unit following the lack of maintenance. This could result in a leak from storage

tanks due to a fracture forming in the hull, or as a large release due to an explosion from the build-up of flammable gases.

Under the U.N. sponsored scheme, following an emergency operation to transfer the oil to a safe temporary vessel, a catenary anchor leg mooring buoy will be installed to which a long-term replacement vessel will be tethered, and the towing away of the SAFER for safe recycling carried out.

In September 2022, the U.N. declared that sufficient funds had been promised for the first phase of the operation to be carried out. In March 2023, under the U.N. Development Programme the SAFER had been bought along with a tanker that was being refitted in China to begin the first phase of the operation.



NAUTICA

In April 2023, it was announced that the VLCC NAUTICA had left China and was heading for Djibouti. Under the U.N. initiative, Smit, a subsidiary of Boskalis, has been contracted to inspect and ready the SAFER before safely carrying a ship-to-ship transfer. On 30th May, the NDEAVOR, a multipurpose support vessel, arrived at the site with a salvage team and specialist equipment on board. The full assessment of the situation on board has now started with the rendering inert of the oil tanks and the preparation for the oil transfer operation.





NDEAVOR

It is hoped that the oil transfer from the SAFER to the NAUTICA can start sometime in June, and all things being equal, the work could be finished in a couple of weeks. The plan is for the NDEAVOR to tow the SAFER for recycling and the NAUTICA to remain nearby with the oil on board until the political turmoil in the Yemen is resolved, and the oil can be sold.

#### THE VESSELS



SAFER

ESSO JAPAN / SAFER: She was an ULCC built in 1976 by Hitachi Zosen at Ariake, Japan, and was single hulled. She was of 406,640 dwt with dimensions 361.98m x 70.03m x 22 15m. She was powered by a single steam turbine of 45,000 shp, which gave a cruising speed of 15.5 knots. She was Liberia flagged.



NAUTICA

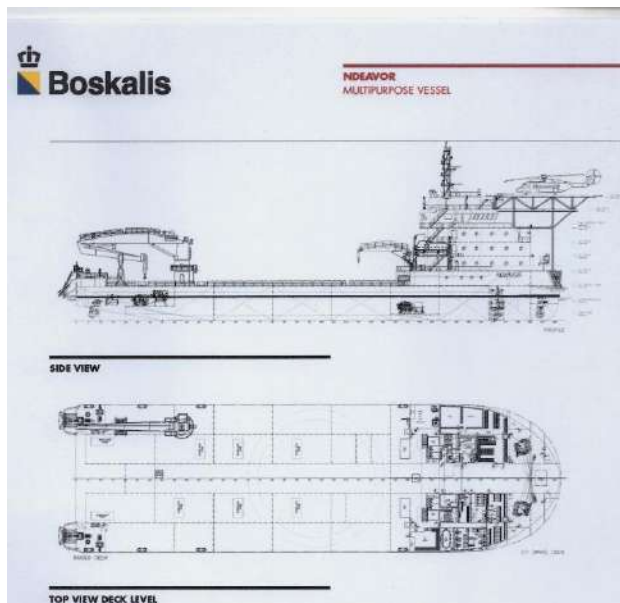
NAUTICA: She was built in 2008 by Dalian Shipbuilding Industry Group of China as the MAERSK NAUTICA. She is of 307,284 dwt with dimensions 333m x 58m. She was powered by a 16 cyl diesel giving 42000 bhp. She was owned by Maersk Tankers, Singapore until 2014 when she was bought by Euronav and renamed NAUTICA. She was bought by the U.N. Development Programme in March 2023 for \$55 million. She was Liberia flagged.



NDEAVOR

NDEAVOR: She was built by Samsung C & T Corporation ZPMC at Shanghai in 2013. A near identical sistership, the NDURANCE, was built by the same builder at the same time. Both were built for the Boskalis Group. The NDEAVOR is of 7413 gt with dimensions 99m x 30m x 4.8m. She is of diesel electric propulsion, and her mtu diesel main engine is of 7820 kW. She has 2 No. 1250 kW and 2 No. 1000kW azimuth thrusters and a 550kW bow thruster. She is Cyprus flagged.

The NDEAVOR is a multi-purpose support vessel and can be fitted out for cable laying, dive support, rock installation, offshore installation and decommissioning and salvage assignments.



## MYSTERY SHIPS 69



69.1 Glovis Caravel Singapore 19 03 18





**69.2 Columbus and Mein Schiff 3 Thorpe Bay 13 10 17**



**69.3 Finnsun Canvey 21 01 18**





**69.4 Innisheer 17 07 93**



**69.5 Tor Flandria 25 04 91**



69.6 Argentine Express 15 08 93

## MANXMAN 2023





The above pictures were taken by Andrew Gallaway during Manxman's current stopover in Southampton

Those that follow from a BBC web site

The ship was ordered on 31 July 2020 and built by Hyundai Mipo Dockyard, Ulsan, South Korea, being laid down on December 24, 2021.



Construction commenced in the summer of 2021. On 1 December 2020, following a naming competition, it was announced that the ship would be named Manxman, the third vessel in the history of the line to bear the name.

Manxman started her first sea trials in December 2022<sup>1</sup> During the course of the trials a significant fault was found in the ship's gearbox. This necessitated a return to the shipyard where the gearbox was replaced.

The Sea Trials resumed in April and were carried out over the course of ten days in the Korea Strait between South Korea and the Japanese island of Tsushima. The trials involved various tests on the vessel's manoeuvrability, speed and fuel consumption with the tests proving satisfactory.

On May 3, 2023, Manxman was named by Ms Geraldine Ugland. As is Isle of Man Steam Packet Company tradition, the name has been painted in gold and will remain so for the first year of her service.

On May 11, 2023, the Manxman was handed over

On Saturday May 13, under the command of Captain Andy Atkinson, Manxman departed Korea enroute to Southampton for additional fitting out prior to her commencement of service.

Her delivery voyage of approximately 12,000 miles had stops at Ulsan, Hong Kong, Singapore, Colombo, Muscat, , prior to transiting the Suez Canal. And then Gibraltar before reaching Southampton.

Upon entering operational service Manxman will replace Ben-my-Chree

It is anticipated that the Isle of Man Steam Packet Company will keep the Ben-my-Chree on a standby basis. The Ben-my-Chree will be in service during busy periods or when Manxman undergoes her routine overhaul.

First look at inside of new £78m Isle of Man passenger ferry





The Cornaa Cafe is on deck seven with panoramic views from the front of the ship

The Manxman, can accommodate 950 passengers and crew, is set to become the Isle of Man Steam Packet Company's flagship passenger ferry.

It has a range of facilities, including a bar, cafe and retail areas, and several lounges featuring seating that can be reserved by passengers.



The Injebreck Exclusive Lounge has 26 fully reclining seats

While deck seven has many of the communal areas, including the bar, eatery, a family area and children's play zone, deck eight is home to a number of exclusive lounges and cabins.

People must reserve spaces in the Injebreck Exclusive Lounge, only available to 26 people, as well as seats in the Niarbyl lounge.



There are two Paws Pet Lounges on the new vessel



Seats in the Niarbyl lounge can be semi-reclined and have charging ports for mobile devices

The Manxman has 40 cabins, which range from four-berth cabins to executive cabins, featuring a double bed and walk out balconies.

All the public areas on the vessel have been designed to be fully wheelchair accessible.



There are six wheelchair accessible cabins



There are pet friendly cabins



The bar is on deck seven alongside the eatery and communal areas

## THE MARCHIONESS DISASTER AND ITS AFTERMATH

### THE COLLISION



BOWBELLE IN LONDON

In the early hours of 20<sup>th</sup> August 1989, a collision took place in central London between the dredger BOWBELLE and the pleasure vessel MARCHIONESS. The collision took place between Cannon Street railway bridge and Southwark bridge, with both vessels travelling downstream, the Bowbelle travelling light and the Marchioness with 133 party goers and crew on board. The Bowbelle, travelling faster than the Marchioness, hit the other vessel from the stern, and as the Marchioness rebounded, she was hit again and rolled over, sinking quickly. It was all over in 30 seconds. It was found at the Enquiry that both vessels were at fault in not having adequate lookouts.



MARCHIONESS BEING RAISED

## THE SHIPS



BOWBELLE

BOWBELLE: She was one of six “Bow” Trailing Suction Hopper Dredgers owned by East Coast Aggregates Ltd. (now part of Cemex UK) at the time of the collision and managed by the South Coast Shipping Company Ltd. She and two of her sisters, BOW TRADER and BOWPRINCE were low air draft dredgers designed to supply British Dredging’s Nine Elms Wharf at Battersea. She was built by the Ailsa Shipbuilding Co. Ltd., being launched on 11<sup>th</sup> May 1964 and completed on 15<sup>th</sup> July 1964 for F, Bowles & Sons of Cardiff. She was of 2107 dwt with dimensions 262’ x 45’. She was powered by a single Mirrlees Blackstone 8 cyl. Engine of 1864 bhp which gave 11.75 knots.





BOWBELLE

### AT NINE ELMS?

The year after the collision, she was sold to Seal Sands Maritime Ltd. Of Gibraltar and renamed BILLO. In 1992 she was sold again, to Arinerte Sociedade de Exploracao de Internes da Madeira and renamed GOOD KING. On 25<sup>th</sup> March 1996, she broke in half and sank in 32m of water off Madeira with all hands. It is interesting to note that a sistership, the BOWSPRITE, built by Ailsa in 1967, also broke in half when fully laden in 1988 in a Force 9 gale off Belgium with the loss of four lives. One wonders whether there was a design weakness, or perhaps both ships were overloaded.



BILLO



MARCHIONESS AS BUILT

MARCHIONESS: She was a passenger launch built in 1923 by Salter Brothers at Oxford for Joseph Mears. She was 46.19 gt with dimensions 88' 6" x 14' 6". She had a steel hull and wooden superstructure. She was powered by a 6 cyl. Thorneycroft diesel and a single screw.

She spent most of her life on the Thames, although taking part in the Dunkirk evacuation. She was sold to Thames Launches in 1945 when Mears's company was wound up. In 1978 she was bought by Tidal Cruises Ltd. And her superstructure was rebuilt to form an upper and lower saloon. The new upper saloon badly obstructed the rear vision from the wheelhouse, and there was a lack of emergency exits, especially from the lower deck.



MARCHIONESS AS MODERNISED

Following the collision, she was raised by crane barge and beached near Southwark Bridge for full examination by the authorities. On 24<sup>th</sup> August 1990 she was taken from her mooring near the bridge and towed downriver to Greenwich where she was broken up.



## MARCHIONESS AFTER BEING RAISED

### THE AFTERMATH

The accident resulted in the loss of 51 lives on the Marchioness, and a general upgrade of health and safety rules on the Thames and other rivers and estuaries elsewhere in the UK. 4 new lifeboat stations were opened in London, and new systems for tracking river vessels were commissioned together with flashing lights on bridges.

Under new MCA Regulations all passenger carrying vessels built after 1992 had to carry improved lifesaving equipment, fire detection and powered pumps. Ships had to comply with damage stability rules (i.e. survivability). Those vessels built before 1992 were not included in the new regulations under “grandfather rights”.

In the past 30 years there have not, thank Goodness, been any accidents on the river comparable with the Marchioness incident. There has however been

an ongoing heated debate about the vessels pre-dating the accident. On one hand, if one of these was involved in a collision, it could well sink as quickly as the Marchioness. On the other hand, it was not economically feasible to retrofit watertight bulkheads etc. on many historic vessels to comply with the Survivability requirement. There are over 600 vessels in this category around the UK, with 80 on the Thames alone.

With the Merchant Shipping (Safety Standards for Passenger Ships on Domestic) Regulations 2022, a sort of compromise solutions to the problem of historic vessels was reached. Exemptions were granted for vessels operating in non-tidal waters, such as upstream of Teddington. Vessels operating on tidal waters had to fully comply with the regs. by the end of 2024 or qualify for an exemption by then. " Vessels operating on tidal waters which are considered low operational risk – as demonstrated by an assessment carried out to an agreed standard and covering an agreed set of minimum considerations – may be exempted from the requirements."

One proposed result of the requirements was that non-complying historic vessels on the Thames should operate upstream of Westminster Bridge, where river traffic was lighter. Overall, it remains to be seen how the assessments etc. will turn out, but it would be a tragedy if heritage vessels, including Thames barges, can no longer carry passengers and would mostly be broken up.



# THE KINGS ABBEY



DAMAGE

## TO THE PIER

On 30<sup>th</sup> June 1986, the effluent tanker KINGS ABBEY crashed into Southend Pier forming a gap of 21.3 metres between the pierhead and the rest of the pier. A temporary pedestrian bridge was erected until a full repair was completed in 1989. The Enquiry later established that the person on duty in the wheelhouse of the ship was intoxicated.



STERN OF THE SHIP

## STILL LODGED IN THE PIER



TEVIOT

The ship was built in 1966 by Burntisland Shipbuilding as the LPG tanker TEVIOT for the Nile Steamship Co. Ltd, owned by Leith shipowner George Gibson. She was of 833 sdwt. with dimensions 186' x 33.3' x 11.3'. She was powered by a single 8 cyl. 4-stroke Davey Paxman engine of 970 bhp giving 11.5 knots.



KINGS ABBEY

In December 1977 she was sold to Anchor Line Ltd. Of Grangemouth. In 1979 she was sold again to Kessingland Line Ltd. And renamed RUDI M and Panama flagged. In 1979-80 she spent a year in the Regents Canal Dock under arrest. In January 1980, whilst still in the dock, there was a fire on board in which a London Fire Officer lost his life.



KINGS ABBEY

Later In 1980 she was sold to J.P. Knight of Rochester, who converted her into an effluent tanker and renamed her KINGS ABBEY. In 1988 she was sold again to Stephen McKitterick of Belfast who renamed her St. STEPHEN. She was still UK flagged. In 2002 she was bought by Sault Shipping Co. Ltd. of Gibraltar, but she was laid up between 1995 and 2000. In 2001 she was laid up in Romania, where she was scrapped in 2012.



ST. STEPHEN

# HMS WHIMBREL



WHIMBREL

HMS Whimbrel was a Black Swan class sloop. She was built by Yarrow at Scotstoun on the Clyde, being laid down on 31<sup>st</sup> October 1941, launched on 25<sup>th</sup> August 1942 and commissioned on 13<sup>th</sup> January 1943. The 25 Black Swans were specialist anti-submarine vessels. They were more expensive to build than all other similar Royal Navy ships, being regarded as the Rolls-Royce of escorts.

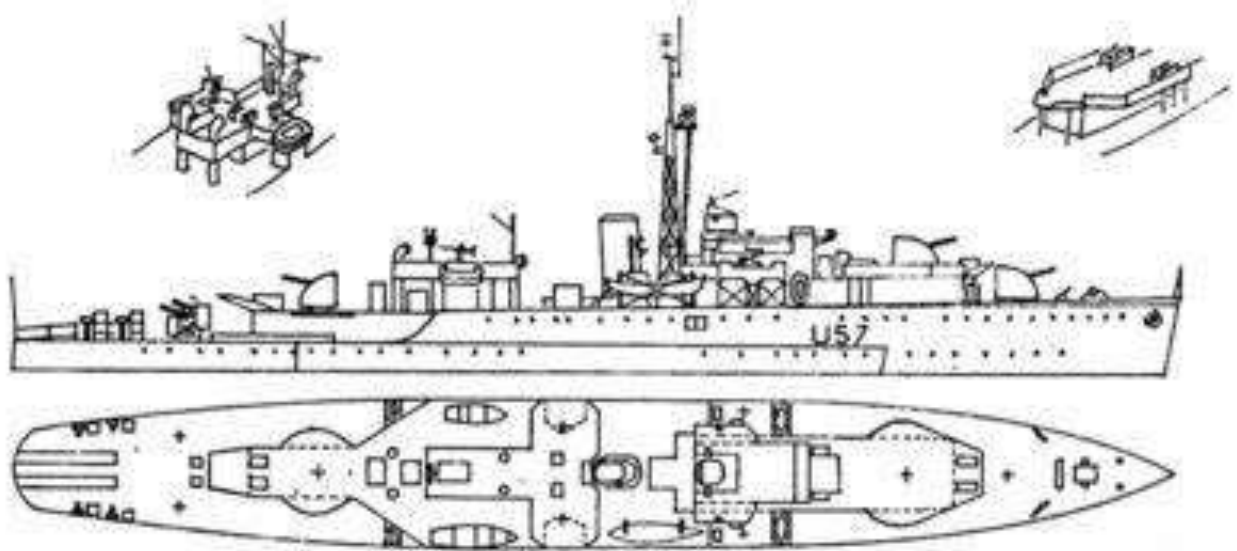


WHIMBREL

She was of 1350 tons displacement with dimensions 299' 6" x 38' 6" x 8' 6". She was powered by twin geared turbines totalling 3600 hp, giving a top speed



of 19.25 knots, and a range of 7500 nautical miles at 12 knots. Her complement was 180 officers and men. Her armament consisted of 6 No. 4" dual purpose guns, 4 x 2 pdr. pompom and 12 x 20mm A.A. guns. She carried up to 110 depth charges. A Hedgehog forward firing anti-submarine mortar and centimetric surface warning radar Type 272, together with standard fire control radar were installed as modifications during the later stages of the build.



## BLACK SWAN

During 1943 and 1944, she mostly served with the Second Escort Group escorting convoys in the Atlantic, which, for a while, was commanded by Captain "Johnnie" Walker, and was highly successful against U Boats. At the beginning of 1945 she joined the British Pacific Fleet, serving as part of Task Force 57.

On 2<sup>nd</sup> September 1945, she was present at the surrender of the Imperial Japanese forces in Tokyo Bay. She remained in the Far East until the end of 1946, after which she returned home. She was paid off and put into reserve and onto the Disposal List.

Battle Honours won were Sicily 1943, Atlantic 1943-44, English Channel 1944, Arctic 1944 and Okinawa 1945.

In November 1949, she was sold to Egypt and was commissioned as E.N.S. EL MALEK FAROUK. In 1954, after King Farouk was deposed, she was renamed E.N.S. TARIQ. In 1967 during the Arab Israeli War, she was torpedoed by the

Israeli submarine INS TANIN (ex HMS SPRINGER, an S class submarine launched in 1945 and sold to Israel in 1958.) She depth charged and severely damaged the TANIN.



TARIQ AT MALTA

She was still in use in 1990 as a training and accommodation ship in Alexandria Harbour. In November 2002 the Egyptian Navy put her up for sale, potentially for restoration in the UK. A survey of the ship was carried out in February 2003 and a more detailed one with a feasibility study in March 2004. Since then, there have been various attempts to raise funding to bring her home and restore her in Liverpool as a memorial to those who died on the Atlantic convoys.



TARIQ IN DRY

DOCK AT ALEXANDRIA 2004

In 2016, the Egyptian Navy offered her for sale to the National Museum of the Royal Navy at Portsmouth for £725,000, possibly for display at the N.M.O.T.R.N

at Hartlepool. The museum expressed interest, but nothing progressed. In October 2021, she was still lying in Alexandria Harbour, with her structural condition gradually deteriorating.



TARIQ IN DRY DOCK AT ALEXANDRIA 2004



TARIQ RECENT

# SHIPBUILDING ON THE CLYDE- WILLIAM DENNY

## PART 3

**1950 Olinda** for British India SN 5424 GRT



1966 Ocean Promoter

1970 Delt Pioneer

1973 Broken up Kaohsiung

**1950 Ordia for British India S N 5449 GRT**

1963 APJ Ambar

1966 Galaxias

1967 Broken up Sakai

**1950 Trenchard for the United Africa Co river steamer**

**1950 Aberdare river steamer**

**1950 Quorra river steamer**

**1950 James Pinnock river steamer**

**1950 Brighton for British Transport Newhaven 2875 GRT**





1976 La Duchesse de Bretagne

1970 Broken up Bruges

**1950 Eastern Queen** for Indo-China S N 8644 GRT

1970 Wicklow

1974 Broken up Whampoa

**1950 Martaban** for British & Burmese-P Henderson 5740 GRT



1963 Hai Ho

1971 Ken Ho

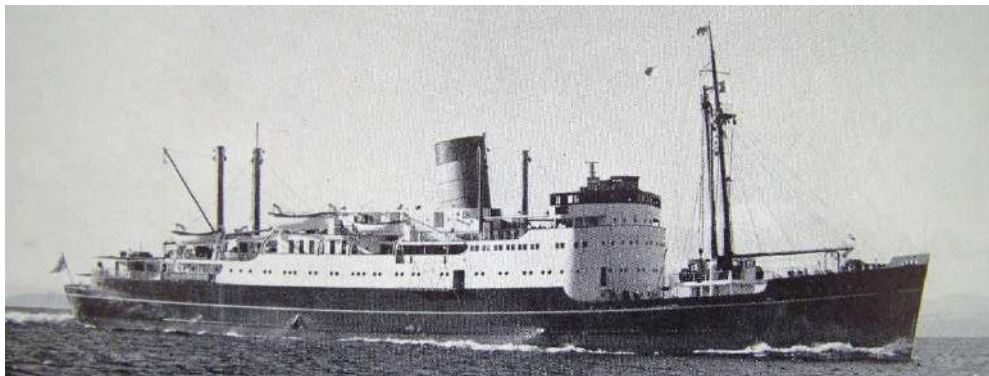
1975 Broken up Kaohsiung

**1951 Soshi** for India General Navig & Railway 352 GRT

1970 sank

**1951 Generaal Leclerc** for United Africa Co 280GRT river steamer

**1951 Tofua** for Union Steamship Co of NZ 5299GRT



1974 Tack Tai

1974 Broken up Shanghai

**1951 Shanklin** for British Transport Commission 833 GRT



1980 Prince Ivanhoe

1981 Total loss South Wales

**1951 Brenda** for Secretary of State for Scotland 380 grt



1982 Brenda S

2010 Deleted

**1951 Portree for British Transport Commission 53 GRT**

1965 Portree II

**1951 Lochlalsh 24 GRT for British Transport Commission**

1957 Lochallsh II

**1951 Richard Lander for United Africa Co. 280 GRT**

**1951 Royal Iris for Borough of Wallasey 1234 GRT**



Last

2019 Woolwich

**1951 City of Karachi for Ellerman Lines 7321 GRT**



1972 Kavo Kolones

1974 Broken up Kaohsiung

**1952 Surja for Indi General Navigation tug**

**1952 Mekla for River Steamers**

**1952 A f l Mirriekh for Sudan**

**1952 City of Winchester for Ellerman Lines Ltd 10594 GRT**



1970 Benvannoch



1975 Broken up Kaohsiung

**1952 Normannia** for British Transport Commission 3543 GRT



1978 Broken up Gijon

**1952 Lord Warden**



1979 Al Zaher

1981 Broken up Gadani Beach

**1953 Markland** for Vinland Shipping 6037 GRT

NO PIC

1963 Harkland

1971 Unari

1973 Ariane

1974 Broken up Gandia

**1953 Broadford** for British Transport Commission 57 GRT

Broadford II

1981 Broken up

**1953 Fenerba** for Turkish State Seaways 994 GRT



Fenerbahce

2009 preserved

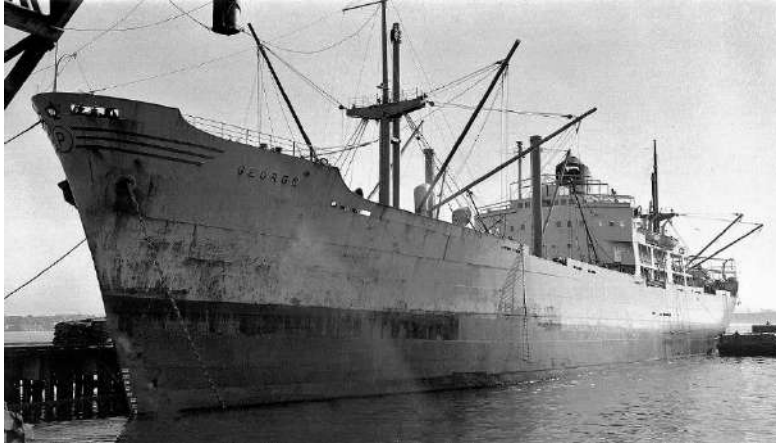
**1953 Arran** for Caledonian Steam Packet 568 GRT



1986 Revolution

1993 Broken up Manchester

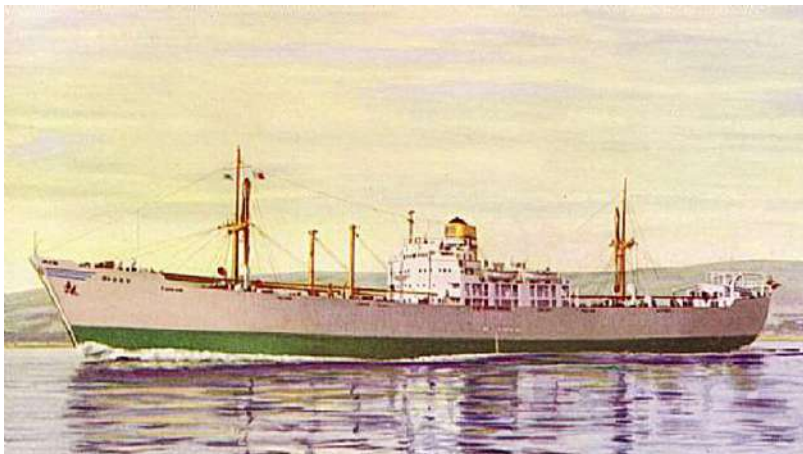
**1953 George** for Porto Seguro SS 9151 GRT



1964 Alkyone

1967 Broken up

**1953 Nicky** for Puerto La Palma 9189 GRT



1964 Benhaven

1964 Polly

1966 Collision

**1954 Kentung** for Henderson 5558 GRT



1966 Tenacity

1978 Berenix-Mercy Five

1980 Broken up Kaohsiung

**1954 Al Migm El Gutbi** River steamer

**1954 Poli for Navagocion de Panama** 6730 GRT



1970 Aeolia

1973 Arcadia

1987 Broken up Aliaga

**1954 Cotopaxi for Pacific Steam Navigation** 8599 GRT





1

972 Kavo Longos

1975 Brpken up Shanghai

**1955 Freya for Secretary of State for Scotland** fishery protection 274 GRT

1959 Sank

**1955 Claymore** for David McBrayne 1024 GRT



1976 city of Andros-city of hydra

2000 Sank in Bay of Eleusis

**1955 Al Thoraya** river steamer

**1955 Chatfield for united africa co** river steamer

**1955 Margaret Bowater** for Bowater SS

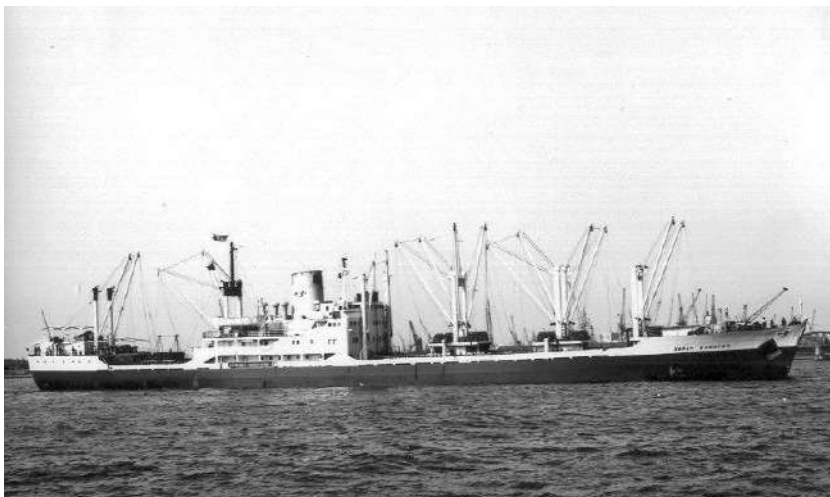


1968 John W Hill

1970 Grand State

1971 broken up Kaohsiung

**1955 Sarah Bowater** for Bowater SS 6581 GRT



1968 Vancouver Jose

1970 Grand Trader

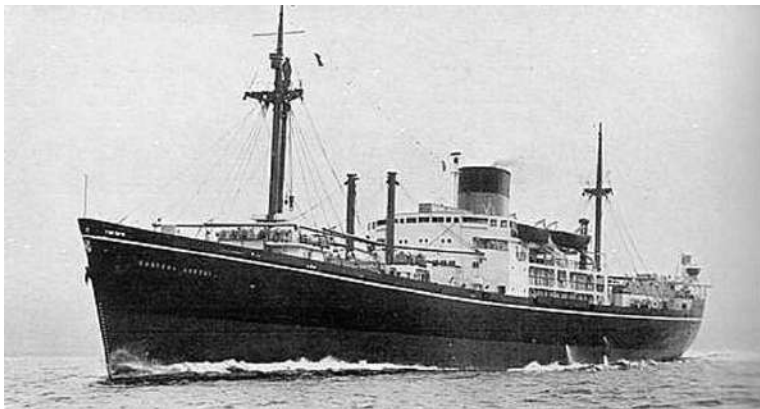
1971 Broken up Kaohsiung

**1956 Sir William Wallace** for William Denny 277 GRT



1970 Broken up Ghent

**1956 Eastern Argosy** for Indo China SN 6907 GRT



1970 Marina

1973 Youngstown

1973 Mr Nico

1974 Broken up Kaohsiung

**1956 Duke of Rothesay** for British Transport Commission 4780 GRT



# ANSWERS TO QUIZ 69

## MARITIME QUIZ JULY 2023 – QUESTIONS

1. ALFA NERO: \$120 million worth Russian owned superyacht, built in 2007 and 2500gt seized in Antigua due to US sanctions. Sanctions to be lifted so the ship can be sold at auction because of rising bills – crew expenses and mooring fees. FOOTNOTE: Sold for \$67.6 million to a Mr. E. Schmidt.
2. AMBITION: Ambassador operated cruise ship hired by a US concern to be a floating hotel and show venue at Leith Docks during future Edinburgh Fringes, starting in April 2024.
3. PABLO: An oil tanker built in 1997 and 96,773 dwt suffered an explosion on board off Malaysia on 1<sup>st</sup> May. The blast tore off the ship's deck and enveloped it in a fierce fire. 4 crewmen were injured, and 3 are missing. Very little oil on board. Gabon flag. Said to be one of the "shadow" fleet of tankers being used to transport sanctioned oil across the globe.
4. MSC RITA: Panamanian flagged container ship of 8000TEU built in 2005 suffered a fire aft at an anchorage off the UAE. One crewman helicoptered ashore but died in hospital. Early June.
5. GALATA SEAWAYS: A Turkish flagged RoRo cargo vessel owned by DFDS en route from Turkey to France was hijacked by 15 stowaways. Italian Special Forces boarded the ship from helicopters and took charge of the stowaways, and the ship docked at Naples. She was built in 2010 and is of 34,215 gt.
6. HURRICANE: 36m steel hulled dive cruise boat operated by Tornado Marine Fleet of Sharm El Sheikh had a major fire on board whilst on a cruise in the Red Sea. 26 people rescued by other vessels, but 3 Brits lost. Fire caused by an electrical short in the engine room.  
Early June
7. PRIAZOVYE: Russian VISHNYA class intelligence ship, commissioned in 1987, but modernised in 2008, and of 2500 tonnes displacement, attacked by 6 unmanned Ukrainian speedboats 186 miles south of Sevastopol. The boats were destroyed without damaging the ship.  
Mid-June
8. QUEEN ELIZABETH CLASS: MoD are carrying out a feasibility study on the phased retrofitting of arresting gear and assisted launch equipment on



the two carriers as part of a Future Maritime Aviation Force (FMAF) vision. ABOUT BLEEDING TIME!

9. HMS TRIUMPH: The remains of the WW2 "T" class submarine have been found in 200m of water in the Aegean Sea. All 64 people on board died when she disappeared in December 1941. Reportedly, she hit a mine, although the shots shown on the news would say otherwise. Mid-June
10. St. PINOT: Marshall Islands bulk carrier of 57,949 sdwt, built in 2013 as the OCEAN HEAVEN. Master and Chief Engineer charged by Australian police for smuggling nearly a ton of cocaine into Freemantle inside a ballast tank. Mid-June
11. OS 35: Stern section of the wrecked bulker raised near Gibraltar. It is to be loaded onto a semi-submersible together with the bow section, which has still to be raised. She was built in 1999 and had a tonnage of 35,362 sdwt. In August 2022 she was in collision and sank. She was Tuvalu flagged.
12. KARPATY and ELENA VE: Collision in Port of Tarragona, Spain between KARPATY (80,000 dwt. bulker) and ELENA VE (75000 dwt. Bulker). Serious damage to KARPATY amidships. No casualties. Mid-June
13. BOTNIA SEAWAYS: Will move its UK terminal from Sheerness to Tilbury from late June. Operators DFDS will make one daily sailing each way 6 days per week to and from Calais.
14. VOLTAIRE: mammoth jack-up vessel operated by Jan De Nul has arrived at the Dogger Bank to install 277 wind turbines. Built in China in 2022, she is 169.3m x 60m, and can operate in 80m of water. Her crane has a lifting capacity of 3200 tonnes.
15. Zr. Ms. KAREL DOORMAN: Dutch navy multi-role support ship of 27,800 tonnes displacement commissioned in 2015. The transformers for her diesel electric propulsion need replacing, meaning she will be out of service for 6 months. Soon after she was commissioned her electric motors broke down and the replacement operation took 12 months.

PERHAPS THE PROBLEMS WITH OUR DARING CLASS ARE NOT SO UNIQUE, AFTER ALL.

## MYSTERY SHIPS 69



**69.1 Glovis Caravel**, Tanjong Pagar Terminal, Singapore 19.03.18

<b>GLOVIS CARAVEL</b>	IMO 9441594	Vehicles Carrier
58,767g 20.434d	Length: 199.9 Breadth: 32.3 Depth: 35 Draught: 10 (m)	

2012: Completed by Hyundai Mipo Dockyard Co Ltd, Ulsan as GLOVIS CARAVEL.  
Still in Service.



**69.2 Columbus and Mein Schiff 3**, off Thorpe Bay 13.10.17

<b>COLUMBUS</b>	IMO 8611398	Cruise ship
63,786g 7,505d	Length: 245.6 Breadth: 35.2 Depth: 20.5 Draught: 8.1 (m)	

1988: Launched as SITMAR FAIRMAJESTY  
1989: Completed by Chantiers de l'Atlantique, St-Nazaire as STAR PRINCESS.  
1997: Renamed ARCADIA.  
2003: Renamed OCEAN VILLAGE.  
2010: Renamed PACIFIC PEARL.  
2017: Renamed COLUMBUS (CMV)  
2021: Renamed COLUS. Broken up in India.

<b>MEIN SCHIFF 3</b>	IMO 9441594	Cruise ship
99,526g 7,900d	Length: 293.2 Breadth: 35.8 Depth: 11.2 Draught: 8.3 (m)	

2013: Launched as BLU MOTION.

2014: Completed by STX Finland Oy, Turku as MEIN SCHIFF 3. Still in Service.



### 69.3 Finnsun passing Canvey, 21.01.18

**FINNSUN**                      IMO 9468918                      Ro-ro cargo ship  
28,002g 11,029d      Length: 188.4 Breadth: 26.5 Depth: 17.2 Draught: 7.1 (m)

2014: Completed by Jinling Shipyard, Nanjing, as FINNSUN.

2018: Lengthened: 217.9m; 33,816g 14,500d. Still in Service.



### 69.4 Inisheer, Creeksea, 17.07.93

**INISHEER**                      IMO 8416786 General Cargo  
1,839g 2,230d                      Length: 79 Breadth: 12.6 Depth: 5.4 Draught: 4.8 (m)

1985: Completed by Tille Scheepsbouw B.V. - Kootstertille, as ELISA VON BARSSEL.

1985: Renamed FLAGSHIP 1.

1986: Renamed LIA VENTURA.

1988: Renamed INISHEER.  
 1995: Renamed DUNKERQUE EXPRESS.  
 1999: Renamed INISHEER.  
 2002: Renamed ORANESS. Converted to chemical tanker. Still in Service.



### 69.5 Tor Flandria, Gothenburg, 25.04.91

**TOR FLANDRIA**                      IMO 7800758 Ro-Ro cargo  
 16,947g 8,400d                      Length: 170 Breadth: 21 Depth: 12.8 Draught: 5.4 (m)

1979: Completed by Gotaverken Oresundsvarvet AB, Landskrona, as ANNA ODEN.  
 1988: Renamed TOR FLANDRIA. Lengthened by FSG, Flensburg.  
 1998: Renamed SOUTHERN CARRIER.  
 2002: Renamed ANNA ODEN.  
 2006: Renamed VULPINE.  
 2009: Renamed SARDAUNA.  
 2011: Renamed DUANA. Broken up in India.



### 69.6 Argentine Express, Tilbury, 15.08.93

**ARGENTINA EXPRESS**              IMO 9031466              Container ship (CS1400 type)  
 14,858g 20,270d 1,388TEU      Length: 167 Breadth: 25 Depth: 13.4 Draught: 9.8 (m)

1992: Completed by Kvaerner Warnow Werft GmbH, Rostock as CHARLOTTE SCHULTE.  
 1992: Renamed ARGENTINA.  
 1993: Renamed ARGENTINA EXPRESS.  
 1994: Renamed ARGENTINA.  
 1995: Renamed CHARLOTTE SCHULTE.  
 2004: Renamed CHRISTINE.



2005: Renamed MARUBA COTOPAXI.  
2007: Renamed SPIRIT OF ESPERANCE.  
2008: Renamed CS CHRISTINE.  
2012: Broken up in Bangladesh.