World Ship Society
Southend Branch

News and Views

Newsletter Edition 50 Edited

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Notes

WSS meetings restart

at 19.30 PM on 21st March 2022 with an illustrated talk by

Stuart Emery on Shipping on the Thames in 60's 70's an 80's

Colin is home and Sandra has taken him out on his first ship spotting trip to Creeksea. Fortunately he has glimpses of the Thames from his flat including when he is in bed

Thanks go to Eddie , Tony, Stuart, Andrew, and Geoff for their contributions

Contents

Quiz Answers

News

VIRGIN Voyages' new luxury cruise liner has arrived in Portsmouth

The stunning Valiant Lady has made her arrival to the city this week ahead of her maiden voyage and is towered over the Portsmouth skyline.

The cruise liner is Virgin Voyages' second ship and she will sail from Portsmouth International Port this month.

She will cruise around the UK, gracing the ports of London International Cruise Terminal (Tilbury) on 10th March and Liverpool ahead of her maiden voyage from Portsmouth before heading to her homeport in Barcelona.

ABB and Ballard gain approval in principle for fuel cell concept

ABB

ABB and Ballard's new high-power fuel cell concept could be installed on large ships in the next couple of years

ABB and Ballard Power Systems (Ballard) have received an approval in principle (AiP) from classification society DNV for their new high-power fuel cell concept, which is being developed for commercial use onboard large passenger ships and other vessels.
Ballard, which provides proton exchange membrane fuel cell solutions, and ABB started the project in June 2018 and have developed a fuel cell concept capable of generating three megawatts of electrical power by turning the chemical energy from hydrogen into electricity via an electrochemical reaction.

Zero-emission hydrogen fuel cells are already powering smaller vessels over short distances and the AiP confirms that ABB and Ballard's new concept is feasible and there are "no significant obstacles" to prevent it from becoming a reality. The two companies now aim to complete the solution for application onboard a diverse range of vessels within the next couple of years.

The fuel cell solution, which is being designed to integrate with an energy storage system, would enable a ferry with a regular schedule and frequent bunkering opportunities could operate solely on fuel cell power. Meanwhile, a cruise ship operating in coastal areas could either run entirely on fuel cell power, or switch to it when sailing in environmentally sensitive areas or emission control zones. In addition, fuel cells could be used to support auxiliary needs for ocean-going vessels.

ABB is also collaborating with customers and partners – such as Swiss utility company Axpo and Canada-based sustainable energy conversion company Hydrogen Optimized – to

develop and integrate technology that will make hydrogen accessible and affordable for the maritime industry.

Hydrogen is considered among the most promising technologies available to help the maritime industry to enable the maritime industry to meet the International Maritime Organization's goal of reducing greenhouse gas emissions from ships by at least 50 per cent by 2050, compared to 2008 levels.

Brodosplit continues construction of zero-emission passenger sailing ship

Brodosplit, a Croatian shipbuilder and member of DIV Group, has begun work on a zero-emission passenger sailing ship, which will have electric generator propulsion.
The ship will be 63.5 metres long, 10 metres wide and 5.4 metres high, with the hull and superstructure made from steel and the masts from aluminium alloy.

Designed to produce zero carbon emissions, the vessel will operate under sail and be powered by two 150 kilowatt- electric motors, which will be charged from different sources. The vessel will be equipped with 30 tons of batteries, which collectively provide a maximum of 2,300 kilowatt-hours of power. It will also have two diesel generators for emergency use.

The two vertical wind turbines, each placed on either end of the ship, will supply electricity whilst the ship is in port, alongside a photovoltaic solar system that will be installed on the roof of the vessel. An important element of the design is the ship's propeller system, which serves as a water turbine whilst sailing, allowing it to generate power to charge the batteries. Metrological data and generated energy will be able to be monitored onboard.

The project, which began in February 2020 and was funded by the European Union, aims to develop an eco-innovate vessel which can operate emission-free using alternative propulsion technologies and energy sources.

DIV Group has collaborated with scientific institutions and universities to share knowledge in technology transfer. The Josip Juraj Strossmayer University of Osijek's faculty of electrical engineering, computer science and information technology is helping to develop kinetic wind energy storage systems through hydrokinetic-energy conversion and battery management. Meanwhile, the University of Split's faculty of electrical engineering, mechanical engineering and naval architecture is working on the sailing systems, sail automation, wind turbines and photovoltaic systems.

On completion, the vessel will operate across the Adriatic Sea, along the coasts of Croatia, Italy, Slovenia, Montenegro, Albania and Greece, and in the Caribbean during the winter season.

Stena Line completes €1 million refurbishment on its two largest ships

Stena Line has completed a €1 million refurbishment on its two largest vessels including provision of dog friendly cabins , Stena Holland and Stena Britannica, which operate between Harwich, UK, and Hoek van Holland, Netherlands.
The ferry operator has extended the floor space in the duty-free shops by 40 per cent on both vessels. Passengers are able to save up to 50 per cent off UK high street prices .

In addition, Stena Line has introduced new dog-friendly cabins to accommodate for the growth in dog ownership during the pandemic. The line has converted 15 cabins on each vessel to allow passengers to travel comfortably with up to three dogs.

The Barista Bars and Captain's Suites have also been refurbished in a Scandinavian style to improve the onboard experience and match Stena Line's customer expectations.

Stena Hollandica and Stena Britannica each have capacity for 1,200 passengers and can carry 300 trucks and 230 cars.

Shipping navigates the fallout from Russia's invasion of Ukraine

Global shipping reacted sharply to yesterday's full-scale invasion of Ukraine by Russia with an armada of international merchant ships exiting the area to safer waters, and tanker rates recording historic leaps in earnings.

Currently there are 23 ships sitting idle in the northeast corner of Romania where the border starts with Ukraine, having left Ukrainian anchorages in last 24 hours or simply not able to enter at all. On top of that, 43 vessels are now seen to be diverting or leaving Ukrainian anchorages over the last two days, up from 30 yesterday.

The US Department of Transport has indicated that one of the risks vessels may experience is GPS interference, AIS spoofing, and/or other communications jamming when navigating in the Black Sea and the Sea of Azov.

"With cripplingly weak utilisation and freight rates afflicting both of those sectors for the past several months, in marked contrast to booming dry bulk carrier and containership sectors, sanctions on Russian shipping companies could remove some excess supply of ships from

the openly competitive market without causing as large an upward movement in freight rates," stated Srivastava in a new report yesterday.

Tanker rates soared massively yesterday, with the aframax TD17 route from the Baltic to the UK/Continent stunning by leaping by $108,155 in one day to $121,741.

In terms of dry bulk, research from brokers Arrow suggested the most exposed vessel class is the small handysize sector of which around 16% of trade either loads or discharges in Russia or Ukraine, 10% being just Black Sea. A third of this trade is coal, but the rest is mainly split across grains, steel and fertilisers. Panamaxes are exposed primarily from the Baltic coal trade, but some Black Sea grains too

CLdN Signs Historic Order For Two Hybrid Ro-Ro Vessels

On February 1, CLdN ro-ro signed a contract with Hyundai Mipo Dockyards for two hybrid 8,000 lane meter ro-ro vessels. The order forms part of CLdN's long term growth plans and further strengthens its current role as greenest ro-ro operator in North-Western Europe. Both vessels will be delivered in the first half of 2025.

After the delivery of the new 5,000 lane meter LNG vessel Faustine at the end of last year and the expected delivery of her sister Seraphine later this month, CLdN has now placed an order or for two new super-efficient 8,000 lane meter vessels with a technologically advanced propulsion train. The order represents the largest investment in CLdN's history and is a result of two years of intense engineering and development together with Hyundai Mipo Dockyard.

The new vessels, cargo wise, are modelled on the two 8,000 lane meter ships M/V Celine and M/V Delphine which CLdN operates since 2017. These two ships still hold the enviable title as the largest short sea RoRo vessels operating in the world today, having a proven track record and delivering reliability with unparalleled flexibility for customers cargoes.

Hybrid design
The new ships, built in South Korea, will be equipped with two LNG dual fuel main engines (ME-GI type) of 11MW each as well as two electric propulsion motors of 6MW each. In full electric mode the ship can achieve a cruising speed of 16 – 17kn. Both vessels will also be future proofed, to allow expansion or integration of technological advancements as time moves on. Compared with CLdN's largest vessels currently in operation, the new ships will further reduce GHG emissions by 40% and will be NOx TIER III compliant.

Reducing carbon footprint
In 2021, CLdN announced they are the top performer amongst their ro-ro shipping peers in Northwest Europe for CO2 emissions per tonne of freight carried. These new vessels will strengthen CLdN's current position as greenest ro-ro operator and push its ambition to further reduce its carbon footprint.

By investing in technologically advanced ships and terminals, CLdN enables its customers to improve their carbon footprint and support them at the same time in making their supply chains more efficient and robust.

About CLdN

CLdN is a vertically integrated supplier of nautical links and provides robust and reliable end-to-end transport solutions. The CLdN Ro-Ro network covers shortsea connections between the European continent, the United Kingdom, Ireland, Iberia and Scandinavia. CLdN strives to reduce its environmental footprint through scale, operational excellence and technology. By investing in technologically advanced ships, ro-ro terminals and multimodal land transport solutions CLdN ensures continuity and provides transport solutions tailored to its customers' needs.

Meyer Turku to lead €100 million project for carbon-neutral cruise ship

aim to develop a climate-neutral cruise ship concept by 2025

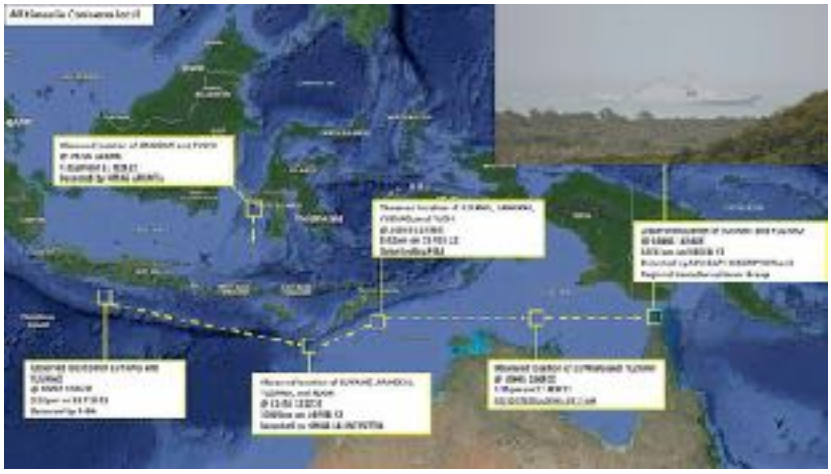
Meyer Turku is to lead a €100 million ($113 million) project to develop carbon-neutral technological solutions for cruise ships after receiving finance from Business Finland, which aims to increase research, development and innovation investments in Finland.

The eventual goal of the NEcOLEAP project will be to develop a climate-neutral cruise ship concept by 2025 and to achieve carbon-neutral shipbuilding by 2030. Meyer Turku estimates that one climate-neutral ship order will create approximately 9,500 jobs for the shipyard and its ecosystem of partners. The impact of the order on Meyer's net sales would be approximately €1 billion ($1.13 billion).

Business Finland has contributed €20 million to Meyer Turku for the project, while the shipbuilder has itself contributed €30 million. A further €50 million has been set aside by Business Finland for companies, research institutes and universities involved in the ecosystem. The project will contribute to Business Finland's goal of raising the share of research and development in the Finnish economy from 2.5 to four per cent of GDP.

The NEcOLEAP project will make use of Meyer Turku's current cooperation network comprising of approximately 1,350 partner companies, with that figure expected to grow to around 1,500 because of the project. Universities, research institutes, large companies, small and medium-sized enterprises, and start-ups are all expected to participate.

Australia Calls for 'Full Investigation' of Laser Incident By Chinese Navy



Scott Morrison told media his government had not received an explanation from China over the incident last Thursday, which Australia considered "dangerous and reckless."

China said Australia's version of events did "not square up with facts" and that Australia had dropped a Sonobuoy, which can help detect submarines, near Chinese ships. The Australian defense ministry did not immediately respond to a request for comment.

The Chinese navy vessel directed a military-grade laser at an Australian military aircraft over Australia's northern approaches, illuminating the plane and potentially endangering lives, Australia said on Saturday. Such a laser is normally pointed to designate a target ahead of the discharging of a weapon.

The P-8A Poseidon – a maritime patrol aircraft – detected a laser emanating from a People's Liberation Army – Navy (PLA-N) vessel, the Defence Department said, releasing photographs of two Chinese vessels sailing close to Australia's north coast.

A Chinese guided missile destroyer and an amphibious transport dock were sailing east through the Arafura Sea between New Guinea and Australia at the time of the incident, and later passed through the narrow Torres Strait.

A Headquarters Joint Operations Command storyboard depicting the movements of a PLA-N Luyang-class guided missile destroyer and a PLA-N Yuzhao-class amphibious transport dock vessel, including their passage into the Arafura Sea and through the Torres Strait into the Coral Sea. Image: Australian Department of Defence

China's defense ministry defended the actions of its vessels, saying its vessels abided by international law and pinning any blame on Australia.

"The Australian P-8 anti-submarine patrol aircraft arrived in the airspace around our ship formation, and the nearest was only 4 kilometers away from our ship," defense ministry spokesman Tan Kefei said in a post on the ministry's official Weibo page published on Monday.

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Two Chinese defense ministry stamped photos, which could not be verified, were attached with the Weibo post.

U.S. Navy Outlines Amphibious Connectors And Small Boats

At the National Defense Industrial Association's (NDIA) Expeditionary Warfare Conference 2022 , provided some insights on the Light Amphibious Warship (LAW), small boats, and the U.S. Navy's amphibious ship-to-shore connectors such as hovercrafts and landing crafts.

Ship-to-Shore Connector (SSC) Hovercraft

The new Ship-to-Shore Connector hovercraft (top right) will replace the legacy Landing Craft Air Cushion (bottom left) on a one-for-one basis with performance improvements.

Landing Craft Utility (LCU) 1700

The LCU 1700 is the new landing craft and twelve are under contract***. Photos are of the first one under construction. Slide: PEO Ships***

"LCU 1700 will recapitalize the capabilities and flexibility currently provided by the LCU 1610-class displacement craft in a fuel-efficient, cost effective, updated design. These craft will operate independently for up to 10 days with a range of 1,200 nautical miles for continuous landing of troops, equipment and supplies; missions requiring persistence; and

missions to reinforce, reposition and resupply forces over a wide operating area. They are highly effective in theater security cooperation and building partnership activities."

The NAVSEA website provided the general characteristics of the LCU 1700 class:

- "Diesel propulsion with Kort nozzles, twin shafts 2×500 hp sustained;
- Approximately 139 ft. long, beam is approximately 31 ft. wide,
- Displaces approximately 428 long tons at full load,
- Speed is 11 knots (12.7 mph/20.3 kph),
- The range is 1,200 nautical miles at 8 knots,
- Accommodations for mixed gender crew of 14,
- Military lift load: M1A1 tanks (2), or 350 combat troops, or 400 persons, or 170 short tons (187 U.S. tons) of cargo,
- Armament mounts for four crew operated weapons,
- Includes a commercial navigation radar, military communications suite and Amphibious Assault Direction System."

Light Amphibious Warship (LAW)

Meyer Werft floats Disney Wish out of building dock

German shipbuilder Meyer Werft floated Disney Cruise Line's Disney Wish out of its covered building dock for the first time on 11 February.
The process took around five hours and involved 29 million gallons (110,000 cubic metres) of water being flooded into the dock from the River Ems. The construction milestone was marked by a firework display, musical fanfare and an appearance by Captain Minnie Mouse.

Disney Wish is the first of three new LNG-powered ships Disney has ordered from Meyer Werft for delivery between 2022 and 2025. The 144,000gt vessel will accommodate 4,000 guests in 1,250 staterooms and will be the largest in the fleet when she debuts in July 2022.

In keeping with the rest of the Disney fleet, Disney Wish's exterior will be decorated with the emblematic colours of Mickey Mouse and feature two red funnels, one of which will accommodate a first-of-its-kind, two-storey suite measuring almost 2,000 square feet. The signature stern sculpture will feature Rapunzel and her chameleon Pascal from Tangled, while the bow artwork will depict Captain Minnie Mouse for the first time.
Designed around the concept of 'enchantment' by the Walt Disney Imagineering team, Disney Wish will offer various new innovations, including the AquaMouse animated water slide, the Star Wars Hyperspace Lounge, The Rose lounge, a Disney Uncharted Adventure interactive experience, three new family restaurants, and more.
Disney has also created several new venues and offerings for adult guests, such as a new outdoor relaxation space in the Sense Spa, a redesigned Rainforest Experience, two new hairstyling venues, a speciality restaurant Enchante by Michelin-star chef Arnaud Lallement, among others.

Other onboard highlights will include a fairytale-inspired atrium, futuristic sports arena named Heroes Zone, The Walt Disney Theatre, the Luna entertainment space, an expansive pool district on the upper decks, a Toy Story-themed water park, and much more.

Disney Wish will embark on her maiden voyage from Port Canaveral, Florida, on 14 July and then offer a series of three- and four-night itineraries to Nassau in The Bahamas, and Disney's private island, Castaway Cay.

P&O Cruises celebrates Arvia's keel laying

Meyer Werft has laid the first block of keel for P&O Cruises' new LNG-powered ship, Arvia, which is currently being constructed at its yard in Papenburg, Germany.
The cruise line organised a traditional coin-laying ceremony to commemorate the occasion and bring Arvia good luck for future sailings.

The keel block, which weighs 518 tonnes and is 11.3 metres long, 42.10 metres wide and 11.81 metres high, was lifted by a 726-tonne crane.

Meyer Werft will assemble and outfit the ship in time for in December 2022, when she will depart for her maiden voyage to the Canary Islands. She will then operate in the Caribbean over the winter season.

Arvia will have 16 decks featuring onboard facilities such as an infinity pool, a multi-sensory escape room, a Ocean Studios cinema, shops and health club, and carry 5,200 passengers.

Havila Voyages confirms 10 May 2022 as new start date for Havila Castor

HAVILA VOYAGES

Havila Voyages' second ship, Havila Castor, will start operating from Bergen, Norway, on 10 May 2022, following a month's delay at Tersan Shipyard, in Turkey, caused by challenges with an electric motor.

Castor, which is yet to undergo sea trials, was originally planned to depart on her maiden voyage on 7 April 2022.

Havila's third and fourth ships, Havila Polaris and Havila Pollux, are also likely to be impacted by the delay.

Emerald Cruises takes delivery of Emerald Azzurra

EMERALD CRUISES

Emerald Azzurra can accommodate up to 100 guests in her 50 suites

Emerald Cruises has taken delivery of Emerald Azzurra, the first of the brand's two new superyachts, from Ha Long Shipyard in Vietnam.

The 100-passenger ship departed the yard for Aqaba, Jordan, where guests will embark for her eight-day inaugural sailing in the Red Sea. Emerald Azzurra will then travel through the Suez Canal to embark on a series of sailings in the Mediterranean and along the Adriatic coast throughout summer 2022.

Emerald Azzurra includes 50 suites, more than 88 per cent of which have balconies. She also features an infrared sauna, an infinity pool, spa, gym, and a marina platform equipped with paddleboards, snorkelling equipment and SEABOB jets. A fleet of electronic bikes will also be available for shore excursions.

Emerald Cruises' second superyacht, Emerald Sakara, is scheduled to join the fleet in February 2023, with itineraries in the Seychelles, Black Sea and Middle East.

Share this story

Aluminium shipbuilders Wight Shipyard Co. and OCEA to merge

WIGHT SHIPYARD CO.

Wight Shipyard's facility on the Isle of Wight will nearly double in size because of the deal

British aluminium shipbuilder Wight Shipyard Co. is to merge with multinational shipbuilder OCEA to create a combined group for fast ferry and offshore renewable energy opportunities.

The deal is scheduled to be completed in March and will see Wight Shipyard Co. nearly double in size, with the group sharing resources and operations in the East Cowes yard on the Isle of Wight.

Based at its primary yard in Les Sables d’Olonne in France, OCEA employs more than 500 operators with further facilities in France, the Caribbean, and the Philippines. Both shipbuilders specialise in the construction of aluminium ships.

Visitors

Crystal Endeavour Built GRT Owner

Vb Brent Built GRT Owner

Current Position

Grande Tema Built GRT Owner

Current Location Antwerp

Fair Wind Built 2007 42010 GRT Marshall Islands Owner Ryvingen Shipping

BDP Spirit Built 2009 8816 GRT Marshall Islands Owner Duxton Partners

Current Position Rotterdam

Hafnia Torres Built 2016 24120 GRT Singapore Owner Hafnia Tankers

Current Position En route Russia

Gsl Ningbo ex Oocl Ningbo Built 2004 89097 GRT Liberia Owner

Current Position En route Rotterdam

Brooklyn Bridge Built 2010 22459 GRT Panama Owner Kawasaki Kisen Kaisha

Current Position En route Veracruz Mexico

Flagship Orchid Built 1998 36615 GRT Panama Owner Aurora Car Maritime

Current Position En route Russia

One Columba Built 2018 146694 GRT Japan Owner Gekko Ship Holding

Current Position En route Port Said

Straits Breeze

Straits Breeze ex Tequila Sunrise Built 2009 19800 GRT Marshall Islands Owner

Current Position En route Alexandria

Surgut Built 1994 4110 GRT Russia Owner Phoenix Management

Current Position En route Denmark

Cool Eagle Built 2021 22452 GRT Panama Owner Southern Route Maritime

Current position En route Costa Rica

Seine Highway built 2007 23498 GRT Bahamas Owner KESS

Current Position En route Sheerness

Minerva Pacifica ex Challenge Plus Built 2006 28059 GRT Malta Owner Plus Ship Management

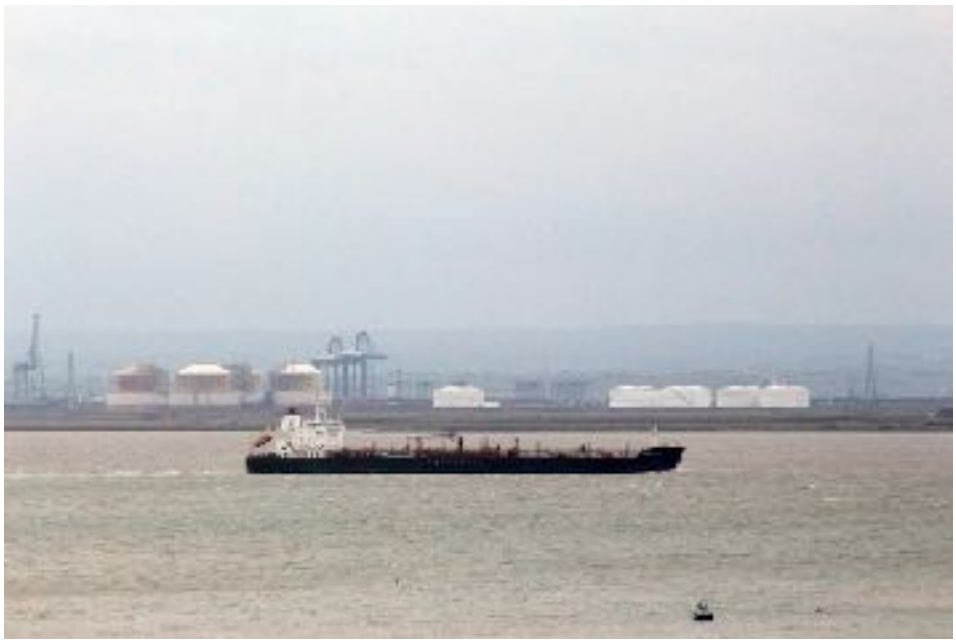
Current Position En route Russia

Team Falcon ex Sichem Falcon Built 2009 17822 GRT Malta Owner Team Tankers Deep Seal

Current position Antwerp

Marchen Maersk Built 2015 194849 GRT Danish International Owner Maersk A/S

Current Position Arabian Sea



Sunny Star Built GRT Owner

Current position en route Gothenburg

Star Curacao Built 2008 3578 GRT Netherlands Owner Star Bonaire

Ridgebury Gemini ex Anemos I ,Anemos Built 2007 27916 GRT Liberia Owner

Current Position En route Baltic Sea

WSS Quiz Questions Edition 50

1. Which famous WW1 British admiral became Governor of New Zealand?

2. The book by Herman Wouk was first published in 1951 and the subsequent film starred Humphrey Bogart as the commander of an American warship in WWII. What was the title of the book/film?

3. What was the former name of Polish Ocean Lines *"Stefan Batory"*?

4. Which shipping line has the following colours:

   Funnel: blue with white 5-pointed star and narrow black top

   Hull: blue with white lines

5. In June 1880, the paddle steamer Riberhuus left Esbjerg and arrived in Harwich two days later. Which shipping line operated the ship?

6. How many nautical miles is it from Harwich to the Hook of Holland (to the nearest 10 miles)?

7. This ship was built by J.L. Thornycroft in 1949. In 1969 it was chartered from Red Funnel to Campbell's and operated excursions in the Bristol Channel. What is the name of this ship?

8. What is the name of the warship which blew up in the Thames estuary close to Southend in 1665 with the loss of over 300 lives?

9. What Port Line vessel was caught in the Suez Canal in 1967 in the Egypt/Israeli war and lay there for 8 years?

10. When is the Merchant Navy Day commemoration in 2022?

BOLETTE CRUISE JAN 2022 PART 2

11th JANUARY

Arrived at Santa Cruz, Tenerife, at 6.50. Wind Northwesterly Force 3, mainly sunny. MARELLA EXPLORER arrived at 8.00, and Saga's SPIRIT OF ADVENTURE arrived later. Inter–island Ro-Ro ferries noted were the ARMAS operated VOLCAN DE TAIDIA, VOLCAN DE TAGORO, and AL ANDALUS EXPRESS, and the Fred Olsen Express operated BAJAMAR EXPRESS.

In the afternoon, SPIRIT OF ADVENTURE was bunkered by the SPABUNKER TREINTA and then left. Other vessels in port were the offshore supply tug PUNTA SALINAS, and the Boluda tugs VB CANARIAS and VB TENERIFE.

The former inter-island mail steamer LA PALMA is semi-permanently in port. She is a museum ship, but appears no longer open to the public. Her condition is deteriorating. A small tanker, the DACIL left the port in mid-afternoon. BOLETTE stayed overnight.

SHIP DETAILS


MARELLA EXPLORER

MARELLA EXPLORER was built by Meyer Werft in 1996 as the GALAXY. She is a Century class cruise ship. She is owned and operated by Marella Cruises. In her time she was renamed CELEBRITY GALAXY, MEIN SCHIFF, MEIN SCHIFF 1, finally being renamed MARELLA EXPLORER in 2018. She is of 76,998 grt, with dimensions 259.7m x 32.2m x 7.7m. She is powered by 4 MAN diesels giving a combined 29,250 kW driving 2 shafts. Her passenger capacity is 1924.

VOLCAN DE TAIDA

VOLCAN DE TAIDA was built by Incat, Tasmania in 2021. She is an aluminium catamaran of 11,213 grt, with dimensions 111.9m x 30.5m x4.1m. She is powered by 4 MAN diesels each of 9100 kW driving Wartsila waterjets giving a top speed of 42 knots. She serves the Gran Canary/Tenerife route. Her capacity is 1184 passengers and390 cars.


SPIRIT OF ADVENTURE

SPIRIT OF ADVENTURE was built by Meyer Werft for Saga Cruises, being completed on 29th September 2020. Because of Covid, her maiden cruise was delayed until 26th July 2021. She is of 58,250 grt, with dimensions 236m x 31.2m. She is powered by 4 MAN diesels totalling 21,600 kW driving Siemens SISHIP SIPODS. Her passenger capacity is 999.


AL ANDALUS EXPRESS

AL ANDALUS EXPRESS She is a Freight Ro-Ro ferry operated by FRS Iberia///Maroc, but owned by Eurotunnel. She was built in 1987 and is of 13,727 grt. She operates between Spain and Morocco. Her capacity is 80 passengers and 90 lorries.

As an aside, she was lined up to be used by Seaborne Freight for a service between Ramsgate and Ostend in late 2017, but the UK government cancelled the contract.

BAJAMAR EXPRESS

BAJAMAR EXPRESS is an aluminium trimaran built by Austal for Fred Olsen Express, being delivered in July 2020. She is of 7915 grt, with dimensions 118m x 28.2m x 4.2m.She is powered by 4 No. 9100 kW MTU engines driving 4 Kamewa waterjets giving a service speed of 38 knots. She serves on the Gran Canaria/Tenerife run. Her capacity is 1100 passengers and 276 cars.

SPABUNKER TREINTA

SPABUNKER TREINTA is a bunkering tanker, built in 2005 by Union Naval Valencia. She is of 5139 dwt with dimensions 85m x 16m. She is owned and operated by Boluda Tankers Savilla.

PUNTA SALINAS

PUNTA SALINAS is an offshore supply vessel built in 1982 by Astilleros de Huelva as the PUMATOSALINAS. She is of 1171 grt with dimensions 63m x 13m. She is owned and managed by Remolques Maritimos Madrid.


VB CANARIAS

VB CANARIAS was built in 2004 byUnion Naval Valencia SA. She is of 410 grt with dimensions 31m x 11m x 5m. She is owned and managed by Tenerife Remolcadores.

VB TENERIFE

VB TENERIFE was built by Astilleros Zamakona Pasaia in 1995 as the BB. She is of 375 grt with dimensions 30.25m x 9.85m x 4.63m. She is owned by Sertosa Norte a Coruna.

LA PALMA

LA PALMA dates from 1912 when she was built by William Harkness & Son at Middlesborough for Cia de Vapores Correos Interinsular Canarios, part of the Elder Dempster Group. She was built to carry mail and passengers between the Canary Islands and Spanish West Africa. In 1951 she was converted to run on oil instead of coal fuel. The wooden bridge structure was fitted at this time. She is of 893 grt with dimensions 67m x 9m.

She traded until 1976 when she limped into Las Palmas with one of her two boilers having blown up. After many years of neglect, she was bought in 2003 by a restoration group, who started on the restoration for use as a museum ship. She was dry docked, and much of the hull was replated. Her original 700 hp triple expansion steam engine built by MacColl & Pollock was removed in 2008 for rebuilding off ship, but it has not yet been returned. Her boiler has also been cut up and removed. The timberwork to her wheelhouse and bridge looks to be in a poor state. She is currently owned and managed by Cabildo Insular, and can be viewed by appointment.

DACIL She is an oil/chemical tanker built in 2011 by Jiangsu Ganghua Shipbuilding in China as the GLOBAL RIVER. She is of 7519 dwt with dimensions 113m x 18m. She is powered by

a MAN B&W diesel of 3440 kW. She is owned by Silverburn Shipping IOM, and managed by Marin Shipmanagement.

12th JANUARY

Wind Eastsoutheast Force 3, mainly sunny. Cunard's QUEEN ELIZABETH arrived in mid-morning and left in the afternoon. It was noted that the Tui cruise ship MEIN SCHIFF HERZ was anchored to the Northeast of Santa Cruz, being laid up. Observed was the drill ship WEST JUPITER moored near the harbour entrance. The OCEAN NOVA, a small expedition ship operated by Noble Caledonian was also in port. Ferries noted were VOLCAN DE TAIDIA and BAJAMAR EXPRESS. A tug MIGUEL DE CERVANTES was berthed opposite the BOLETTE. A tanker, COSTANZA M, left port in the afternoon.

13th to 17th JANUARY

Because of the presence of Covid on board, the Spanish authorities banned the ship from further islands, so sadly, we could not call at Gran Canarias and Lanzarote as had been programmed, so we were to return to Southampton, shortening the cruise by one night.

En route back to Southampton with mostly gentle sea conditions. On the night of the 13th, Bolette was contacted on behalf of a rower in trouble. It was Frenchman whose water desalinater had packed up. The ship stopped and gave him 40 litres of fresh water, and left him heading for the Azores. At Southampton, BOLETTE berthed again at the Queen Elizabeth 11 berth. Nearby were three Svitzer harbour tugs, including SVITZER ESTON and SVITZER BARGATE.

SHIP DETAILS


QUEEN ELIZABETH

QUEEN ELIZABETH is a Vista class cruise ship operated by Cunard Lines. She was built by Fincantieri at Monfalcone, Italy and completed in October 2010. She is of 90,901 grt with dimensions 294m x 32.3m x 8.0m. She is powered by 6 MaK diesels of a total 64,000 kW driving 2 ABB Azipods and giving 23.7 knots. Her passenger capacity is 2092.


WEST JUPITER

WEST JUPITER she is classed as an Ultradeep water rig being able to drill in 1200 feet of water and with a maximum drill depth of 37,500 feet. She was built in 2014 and she is of 59536 dwt with dimensions 228 x 42m x 14m. She is owned by Seadrill Jupiter Ltd and is “cold stacked” at Tenerife. Seadrill have recently secured a contract with Petrobas for work in Brazil, starting in December 2022.


MEIN SCHIFF HERZ

MEIN SCHIFF HERZ She is a Century class cruise ship operated by Tui Cruises. She was built by Meyer Werft, being delivered in October 1997 as the MERCURY. She is of 77,302 grt with dimensions 264m x 32m x 8m. Her service speed is 21.5 knots and her passenger capacity is 1912. She is due to be renamed Marella Voyager for the 2023 cruise season.

OCEAN NOVA

OCEAN NOVA She is a small expedition ship operated by Noble Caledonia. She was built in Denmark in 1992 as the SARPIK ITTUK, and was refurbished completely in 2006. She is ice strengthened. She is of 2182 grt with dimensions 73m x 12m x 4.4m. She is powered by a 2000 kW diesel giving a cruising speed of 12 knots. She can carry 86 passengers.

MIGUEL DE CERVANTES

MIGUEL DE CERVANTES She is a Pollution Control Vessel. She was built by Astilleros Armor at Vigo in 2006 as the MIGUE. She is of 1780 grt with dimensions 56m x 15m. She is powered by a MaK diesel of 7880 kW. She is owned and managed by Sasemar of Madrid.


CONSTANZA M

COSTANZA M She is a chemical/oil tanker built in 2009 by Santierul Naval Constanta, Romania and is owned by Augusta Due Soi. She is of 40,042 dwt with dimensions 180m x 32m.


SVITZER ESTON & BARGATE

SVITZER ESTON is a ship handling tug built by Damon in the Netherlands in 2014. She is of 231 grt with dimensions 24.74m x 12m x 5.85m and has Azimuth thrusters and 5627 bhp.

SVITZER BARGATE is a ship handling tug built by Damen in Holland in 2014. She is of 231 grt with dimensions 24.74m x 12m x 5.77m. She has Azimuth thrusters and 5627 bhp.

FOOTNOTE: It appears that the French rower was 75 year old veteran Jean-Jacques Savin. Sadly his boat was found empty on 22nd January near the Azores, and to date, his body has not been found.

Rogers Pics

Norwegian Spirit Southampton 15 09 19

BG Rotterdam Solent 15 09 19

Grand Gabon Solent 15 09 19

Salome Solent 15 09 19

Lady Daphne St Katherines Dock 11 09 19

Masts of Richard Montgomery Thames/ Medway 11 09 19

BONTRUP AMSTERDAM

The Bontrup Amsterdam is a self-discharging bulk carrier. She was launched on 16th November 1984, and completed in April 1984 as the AL AMIR by Hyundai Heavy Industries Co. Ltd. at ULAN, South Korea. She is of 59,960 dwt with dimensions 224.37m x 32.24m x 12.57m. Her main engine is a 7 cylinder 2 stroke B&W 7167 GFCA which produces 11,181 kW and 13 knots. She also has a Kawasaki bow thruster. She is owned by Bontrup Amsterdam Shipping Ltd. and managed by SMT Shipmanagement of Sopol, Poland. She is Bahamas flagged.

Bontrup Aggregates, part of Bontrup Holding, is a Dutch family-owned company which owns the Bremanger Quarry in Norway and also has long-term partnerships with Glensanda in Scotland, Stevin Rock in the UAE and other rock armour quarries in Europe.

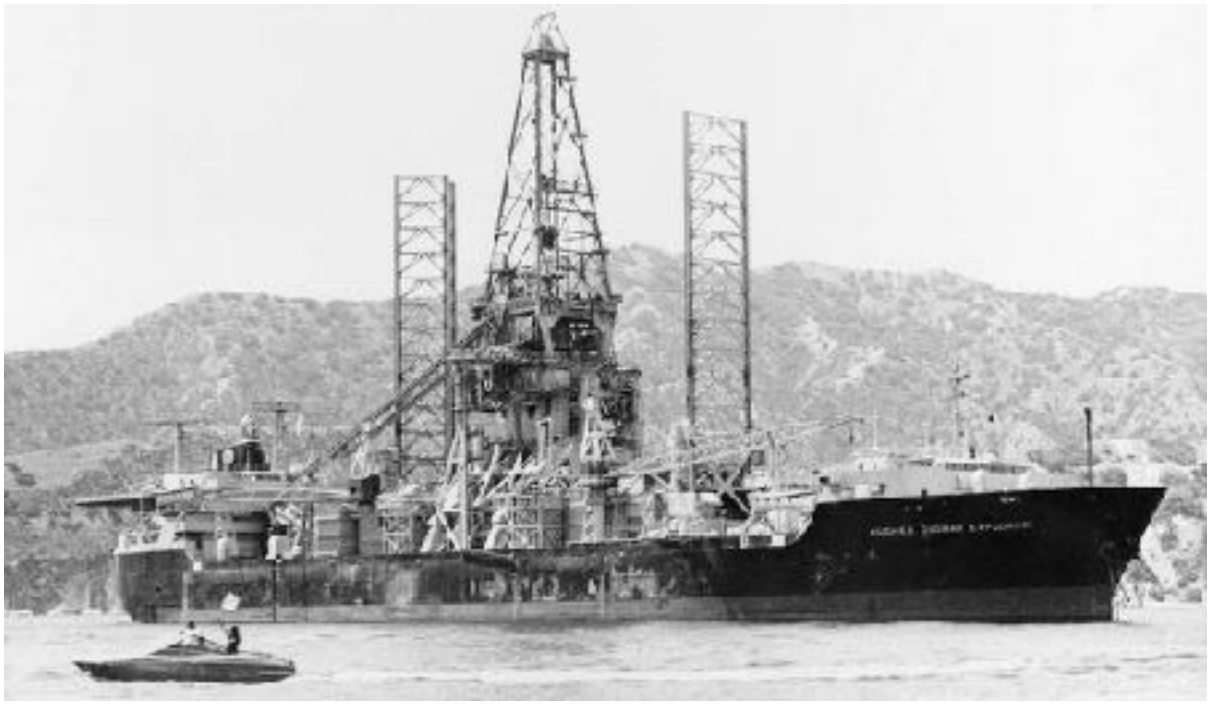
The BONTRUP AMSTERDAM was involved in the trials of the ship unloading conveyer system in July 2021, of the new Construction Materials Aggregate Terminal (CMAT) at Tilbury 2. The ship's system has a discharging capacity of 3000 tonnes per hour, and the boom is 75 m long. The shore conveyor is 2 km long, and serves an aggregate plant and an asphalt plant as well as a railhead that can take the longest freight train at 775m.


LEAVING TILBURY AFTER THE TRIALS

Co-incidentally, the BONTRUP AMSTERDAM was also the first ship to enter the North Sea Canal via the new Ijmuiden sea lock, on 26th January 2022. The lock is 500m long and 70m wide, and is the largest sea lock, by area, in the world.

Project Azorian Glomar Explorer or How to Steal a Submarine

Project Azorian was a U.S. Central Intelligence Agency project to recover the sunken Soviet submarine K-129 from the Pacific Ocean floor in 1974, using the purpose-built ship Hughes Glomar Explorer. The 1968 sinking of K-129 occurred approximately 1,600 miles northwest of Hawaii.



This mission, codenamed Project Azorian, involved the C.I.A. commissioning the construction of a 600-foot ship to retrieve a sunken Soviet submarine from the ocean floor—all in complete secrecy. “I can’t imagine there’s another country in the world that would have thought, ‘We found a Soviet submarine, under [more than three miles] of water. Let’s go steal it,”

The six-year mission began in 1968, when the Soviet ballistic missile submarine *K-129* went missing without explanation somewhere in the Pacific Ocean. In this post-Cuban Missile Crisis era, both American and Soviet submarines prowled the open seas with nuclear weapons aboard, prepared

for potential war. Some reports indicate that the sinking was due to a mechanical error such as inadvertent missile engine ignition, while the Soviets for a time suspected the Americans of foul play. After two months, the Soviet Union abandoned its search for *K-129* and the nuclear weapons it carried, but the United States, which had recently used Air Force technology to locate two of its own sunken submarines, pinpointed the *K-129* 1,500 miles northwest of Hawaii and 16,500 feet below the surface. According to the declassified C.I.A. history of the project, "No country in the world had succeeded in raising an object of this size and weight from such a depth."

Internally, the intelligence community deliberated about the cost-to-reward ratio of such an expensive and risky undertaking even as the submarine offered a tantalizing trove of information, the value of the *K-129* stemmed not just from the code books and nuclear warheads onboard, but also the chance to understand the manufacturing process behind the rival power's submarines. If the U.S. knew how the *K-129*'s sonar systems operated, or the mechanisms by which the submarines kept quiet, they could improve their ability to detect them. And by 1967, the Soviet Union had amassed an armament of nuclear weapons large enough that the two nations had "virtual nuclear parity," As a result, the Americans were hungry to gain a competitive advantage—an edge the *K-129* might provide.

The C.I.A. brainstormed several improbable-sounding means of recovering the submarine. One suggestion involved generating enough gas on the ocean floor to buoy the submarine to the surface. Instead, they settled on an idea reminiscent of the classic arcade game—a giant claw that would grasp and pull the *K-129* into the "moon pool" belly of a giant ship. Initially, the project boasted an estimated ten percent chance of success. (Granted, that figure increased as Azorian approached completion.)

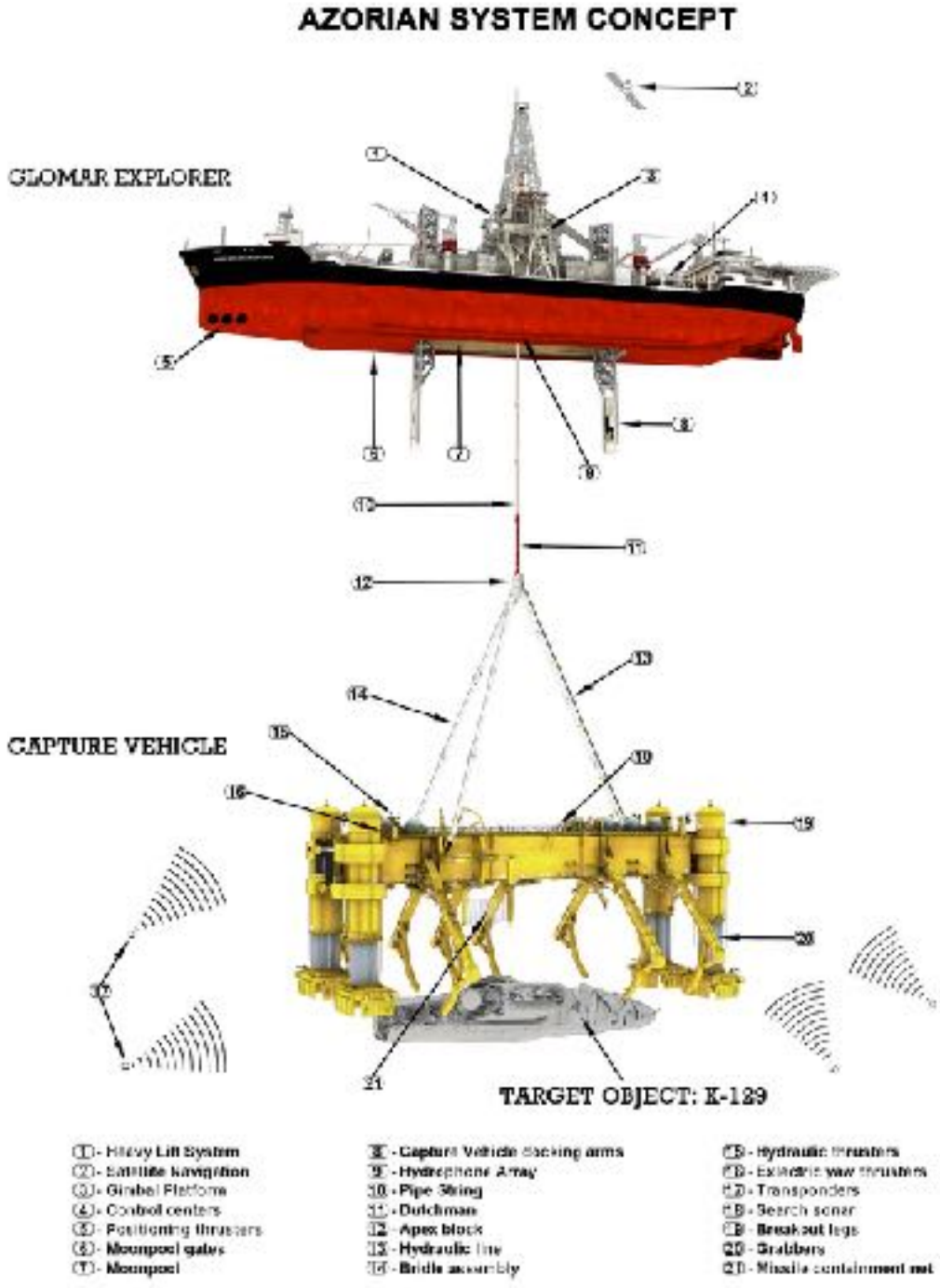
Legally speaking, the U.S. was concerned that the project could leave them open to charges of piracy if the Soviets had an inkling of the illicit submarine-salvaging plans. Wanting to sidestep diplomatic tensions and keep whatever knowledge was to be gleaned from the mission secret, the C.I.A. constructed an elaborate cover story with the help of enigmatic billionaire Howard Hughes. The aviation mogul lent his imprimatur to the construction of the 618-foot-long ship, to be named the *Hughes Glomar Explorer,* which was advertised as a deep-sea mining research vessel. In 1972, a champagne christening ceremony and fabricated press release celebrated the ship. I remember reading articles about the ship in "Trade" publications at the time, they indicated that they would "vacuum" mineral nuggets from the ocean floor.

When the ship first sailed from Pennsylvania to waters near Bermuda for testing in 1973, the *Los Angeles Times* noted the occasion, calling the vessel "shrouded in secrecy" and observing, "Newsmen were not permitted to view the launch, and details of the ship's destination and mission were not released." Evidently, the public and press chalked the mystery up to Hughes' reputation as a recluse, such a loner that he was said to eschew even his own company's board meetings.

Next, the *Glomar Explorer* navigated to the Pacific around South America—because it was too wide to pass through the Panama Canal. After some minor foibles (the U.S.-assisted 1973 Chilean coup happened the same day as seven technicians were trying to board the ship in the country's port city of Valparaíso), the *Glomar Explorer* arrived in Long Beach, California, where it loaded more than 20 vans full of equipment (including a darkroom, paper processing, nuclear waste handling) for analyzing the *K-129*'s contents.

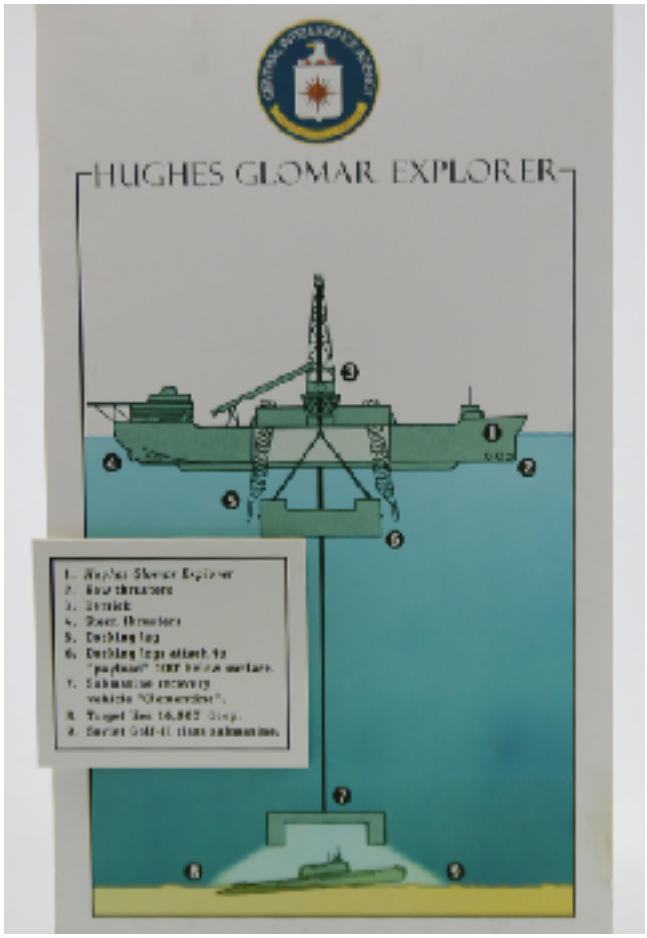
Meanwhile, a team built the claw (nicknamed "Clementine" and formally known as the "capture vehicle") in a gargantuan floating barge called *HMB-1* in Redwood City. In the spring of 1974, *HMB-1* submerged and met up with the *Glomar Explorer* off the coast of Catalina Island in southern California. *HMB-1* opened its roof, and the *Glomar Explorer* opened the bottom of its hollow "moon pool" to take the steel claw onboard. Then the *HMB-1* detached and returned to Redwood City, the transfer unnoticed.

That summer, the *Glomar Explorer*, with the approval of President Richard Nixon, set off towards the spot where the *K-129* rested. By this point, the Cold War had reached a détente, but still, two separate Soviet ships (likely loaded with intelligence operatives) closely monitored the supposed mining vessel as it worked to retrieve the submarine. (At one point, *Glomar* crew members even piled crates on their landing deck to prevent any attempts to land a helicopter.) But the mission continued undetected—as the 274 pieces of heavy steel pipe that stretched between the claw and the ship were being slowly hauled back onboard, with the submarine in Clementine's grasp, the second Soviet tug sailed away.



After about a week of slow upward progress, Project Azorian finally completed the lift of the *K-129*—but only one part of it. According to *Project AZORIAN: The CIA and the Raising*

of the K-129, a book co-written by naval historian Norman Polmar and documentary director Michael White, about midway through the process, a few of the grabber arms encircling the submarine broke, and a large part of the *K-129* fell back to the ocean floor. While the later media reports and history books generally relayed that the more desirable components of the submarine, like the code room, sunk, Houghton encourages scepticism of the details surrounding the project's ostensible failure. "The conventional wisdom has become that this was a failed mission," he explains. "[The C.I.A. has] allowed that belief to be what everyone understands, but why would they not? I always say, 'We have no idea what they got.'" (Many of the details in this story are sourced from C.I.A. declassified documents and recently published historical accounts, but since other findings from the mission are still classified, and the C.I.A. may have had reason to obfuscate the story, scepticism remains warranted.)



It is known, however, that the *Glomar Explorer* retrieved the bodies of several of the *K-129*'s crewmembers, whom they gave a military burial at sea, which the C.I.A. filmed and gave to Russia almost 20 years later. Coincidentally, the retrieval also brought up manganese samples from the bottom of the sea, the material that the *Glomar Explorer* purportedly was researching.

Explosion due to leaking missile hatch[edit]

On 3 October 1986, the Soviet Project 667A ballistic-missile submarine K-219, while on combat patrol in the Atlantic, suffered the explosion of a liquid-fuelled R-27 missile in one of its 16 missile tubes. The cause of the explosion was a leaking missile tube hatch seal. The leak allowed sea water to come into contact with residue of the missile's propellants, which caused a spontaneous fire, resulting in an explosion first of the missile booster, then a subsequent explosion of the warhead detonator charge. In the case of the Project 667A, the missiles were located within the pressure hull and the explosion did not cause damage sufficient to immediately sink the boat. It did, however, cause extensive radioactive contamination throughout, requiring the submarine to surface and the evacuation of the crew to the weather deck, and later to a rescue vessel, which had responded to the emergency. Subsequently, K-219 sank into the Hatteras Abyss with the loss of four crewmen, and rests at a depth around 5,500 m (18,000 ft). The Soviet Navy later claimed that the leak was caused by a collision with USS Augusta.

Some indicators suggest K-129 suffered a similar explosion in 1968. First, the radioactive contamination of the recovered bow section and the six crewmen of K-129 by weapons-grade plutonium indicates the explosion of the warhead detonator charge of one of the missiles, before the ship reached its crush depth. The report that the forward section was crushed and that charring in the bow section indicated dieseling from an implosion (or alternatively from a fire), would indicate that the explosion occurred while K-129 was submerged and at depth. The report found in Blind Man's Bluff that the wreck revealed K-129 with a 3 m (10 ft) hole immediately abaft the conning tower would support the theory of an explosion of one of the three missiles in the sail (possibly missile number 3). Since K-129's missiles were housed in the sail, much less structural mass (compared to the K-219) was available to contain such an explosion, and loss of depth control of the submarine would be instantaneous.

A photograph taken by the cameras on the capture vehicle, though, as published in the White and Polmar book, shows extensive sail damage with two missile tubes obliterated, and the target for recovery was the forward 135-ft section of the sail. The wreck was in two major pieces on the ocean bottom.

Burglary Revelation

The submarine project was first publicly mentioned by The Los Angeles Times on Feb. 8,1975 in a report stemming from a police inquiry into a bizarre burglary last June 5 at the offices of the Summa Corporation, the Hughes holding company that—in the public's eyes —owned the Glomar Explorer.

Documents said to have been taken from a Hughes office safe in the burglary disclosed that the C.I.A. had contracted with the corporation to raise the sunken submarine, the newspaper said. The report was denied at the time by Paul Reeves, general manager of the ocean mining division of Mr. Hughes's company.

Hughes Mining Barge-1

100M Long
32M Beam
27 M Tall

Fully Submersible Subsequently used as a floating dry dock

There has been a settlement in this location since the Mesolithic era. A nunnery was founded by Eanswith, granddaughter of Æthelberht of Kent in the 7th century

. During the 13th century it subsequently developed into a seaport and in the early 19th century to provide defences against a French invasion

. During the 13th century it subsequently developed into a seaport and in the early 19th century to provide defences against a French invasion 1541, King Henry was about to wage a war against the French. A plan was made to use Folkestone as a port of embarkation to supplies and troops. He sent a Master Tuk and Master Captain of Sandgate to look for a site for the new harbour. Plans were made but never implemented. On 2 May 1542, the king came to Folkestone but then headed to Dover on 6 May. The Folkestone Harbour plan was abandoned.[1]

In 1703, a heavy storm swept away one of the fishing boats on the shingle beach and damaged many other boats. Also several houses had their foundations undermined as the beach was carried away. An engineer from Romney Marsh advised the local fisherman that the construction of three timber/stone jetties would protect the cliff (below the parish church). The work cost the fishermen £600. But in a storm in 1724, the three jetties were demolished and damage costing up to £1,100 was done.[2]

In 1790, Edward Hasted noted, 8-10 'luggerboats' (used for herring and mackerel fishing), plus 30 smaller fishing boats (catching plaice, sole, whiting, skate, and others) employed up to 200-300 men and boys. This fish was then taken up to the London markets.[3][4]

It remained a small fishing community with a seafront that was continually battered by storms and the encroaching shingle made it hard to land boats. And the loss of life, boats and damage to fisherman's housing was a constant threat

Until the 19th century Folkestone remained a small fishing community with a seafront that was continually battered by storms and encroaching shingle that made it hard to land boats. In 1807 an Act of Parliament was passed to build a pier and harbour which was built by Thomas Telford in 1809 By 1820 a harbour area of 14 acres had been enclosed. Folkestone's trade and population grew slightly but development was still hampered by sand and silt from the Pent Stream. Th

In 1804, the Earl of Radnor had petitioned Parliament for the construction of a stone harbour. In 1807, an Act of Parliament was passed to build a pier and harbour, which was built by Thomas Telford in 1809 In 1807 an Act of Parliament was passed to build a pier and harbour which was built by Thomas Telford in 1809 By 1820 a harbour area of 14 acres had been enclosed. Folkestone's trade and population grew slightly but development was still hampered by sand and silt from the Pent Stream.

The Folkestone Harbour Company invested heavily in removing the silt but with little success. In 1842, the company became bankrupt and the government put the derelict harbour up for sale. It was bought by the South Eastern Railway , which was then building the London to Dover railway line, and from June 1843 was the base for a ferry service to Boulogne, after a successful trial by the steam packet Water Witch[Dredging the harbour, and the construction of a rail route down to it, began almost immediately, and the town soon became the SER's principal packet station for the Continental traffic to Boulogne.

In 1849, the harbour was used by up to 49,000 passengers, and was being served by the Folkestone Harbour railway station, opened that year.

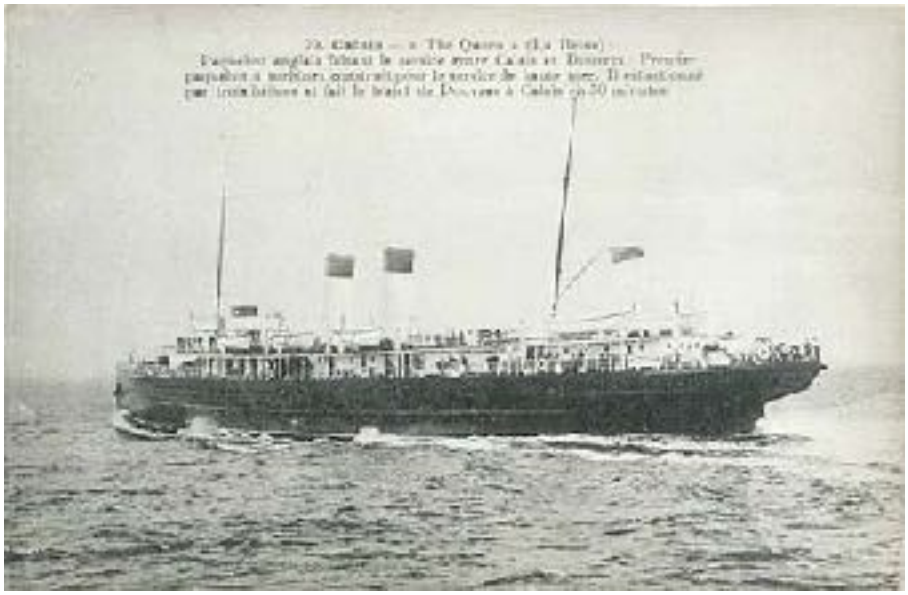
In 1860, the quay was built and a new fish market was opened on 2 August 1862.

in 1884. Folkestone Harbour station was used to trans-ship whole trains; the line from the junction was very steep and needed much additional locomotive help

During the 19th century, the harbour was importing coal, timber and ice, being unloaded in the inner harbour. Chalk (for lime burning) was being exported. Many of the ships in this export/import trade were registered in Folkestone]

At the end of the century the pier was extended by 900 feet to form a sheltering arm with berths for steamers. A piled staging was constructed from the existing end of the pier from which grabs could operate to remove the silt. Diving bells were used to level up the hard rock, and then portland cement blocks of up to 20 tons weight were used to build the foundations. Above the low water line granite facings were used. As each section was completed the staging was removed and redeployed for the next section.[9]

During World War I, the harbour became a huge embarkation point for British troops heading to France and the Western Front. It was recorded that 10,463,834 military mailbags were handled. The harbour also handled 120,000 war refugees. In the 1920s, the sail ships had been replaced by steam ships, who were using the outer harbour. The inner harbour had then started being used by smaller private craft.

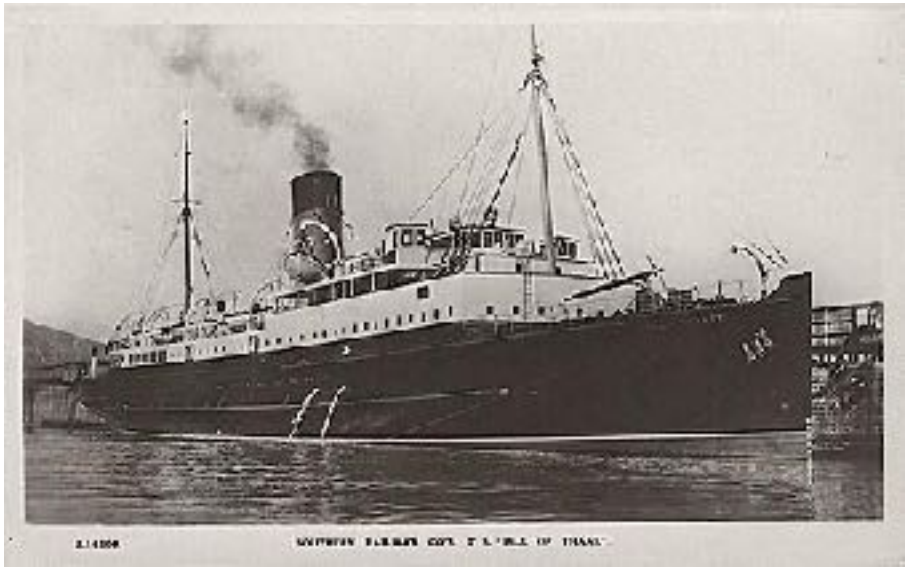


The Queen Built 1903 1676 GRT 1916 Sunk by German destroyer

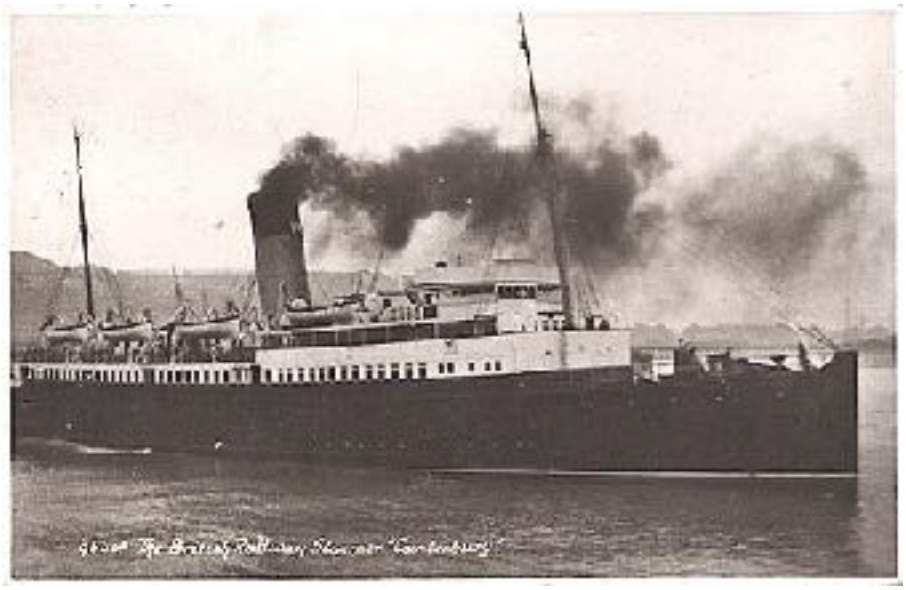
Biarritz built 1914 2495 GRT 1949 scrapped

Invicta Built 1905 1680 GRT 1923 transferred to the French

Maid of Orleans Built 1918 2384 GRT 1944 torpedoed in Channel



Isle of Thanet 1925 2701 !964 scrapped



Canterbury Built 1929 2912 GRT 1946 Folkestone – Calais 1965 Scrapped

During World War II, the port closed to civilian boat usage and 44,000 personnel used the port during the Dunkirk Evacuation, filling up to eighty trains heading to London. In 1945, cargo services returned to the harbour and ferries went to Calais and Belgium. On 1 August 1946, the SS Auto Carrier started carrying cars to Boulogne. July 1947 the Folkestone-Boulogne service resumed after a winter break. Over 67,000 passengers had used the service

Maid of Orleans 1949-75

Earl Siward 1965-81

In 1960, the services were very popular and were carrying over 800,000 passengers, 438 cars and 276 lorries or commercial vehicles.

Hengist built 1972 sisters Horsa and Senlac

Horsa Built 1972 later stena horsa

In 1971-2, a roll-on/roll-off ramp was built for two new ships, Hengist and Horsa. By 1972, the Folkestone to Boulogne, Calais and Ostend services were carrying up to 1,266,783 passengers, 913,160 cars, 5,633 commercial vehiclees and 31,594 freight vehicles (lorries and trucks)

In 2001, all ferry services stopped

Postcards Courtesy of Simplon Postcards

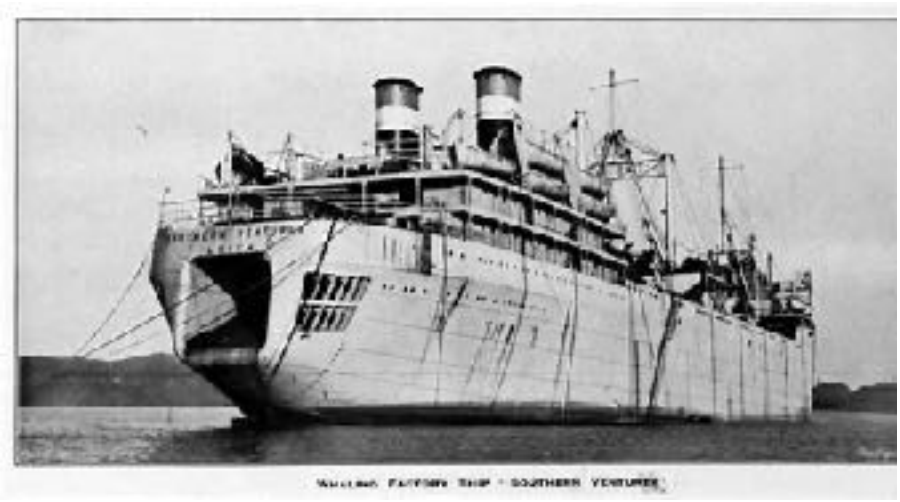
Shipbuilding on the Tees-Furness Shipbuilding Company Part 1 1945-48

The yard was initially established as an emergency shipyard to repair ships damaged in the war. It was incorporated as a Private company in 1917 and covered an 85-acre site on the north bank of the River Tees at Haverton Hill, opposite Middlesbrough. As completed it included 50 acres reclaimed from tidal land with 2,500 feet of river frontage, with twelve building berths and a fitting-out basin measuring 1,000 feet by 250 feet.[1] It operated as a subsidiary within the Furness, Withy Shipping Company, with the first ship being laid down in March 1918, before the yard had been completed. It initially built ships for the British Government and foreign companies as well as ships for Furness, Withy & Co and its subsidiaries. During the 1920s it built colliers, tramp steamers, twin-funnelled passenger/cargo liners, whaling ships and five deep-sea tankers. In the late 1920s it built a number of ships for service on the Great Lakes of North America, transporting grain and gypsum rock. These vessels were of the bridge-forward/engines-aft design typical of the lake freighters. One such ship built by the Furness Shipbuilding Company was the Cementkarrier, one of the first diesel-electric ships built in the North East of England.

RFA Wave Conqueror, a Wave-class oiler of the Royal Fleet Auxiliary, launched from the shipyard in 1943

With the economic decline of the 1930s affecting shipping and shipbuilding companies, the yard had few orders during the early 1930s. Business improved during the mid-1930s and in 1936 the yard produced 11 ships. During the Second World War, between 1939 and 1946, 26 deep-sea tankers, sixteen coastal CHANT tankers, six tramp ships and three whale factory ships were built. To cope with wartime demand the yard added four extra berths. The post-war years also saw significant orders from the yard, with 76 large ships and tankers built between 1947 and 1963.

1945 Southern Venturer for Chr Salvesen whale factory ship 14493 GRT



1962 Southern Venturer Maru

1964 Broken up Mihara

1945 Norvhal whale factory for Hvalf 13830 GRT

1956 Lengthened

Last whaling season 1961-2

1966 Broken up Bilbao

1946 Wave Baron for The Admiralty 8174 GRT

1972 Broken up Bilbao

1946 Wave Premier for The Admiralty 8175 GRT

1960 Broken up Rosyth

1946 Southern Harvester for Chr Salvesen whale factory 16364

1963 sold to Japan

1971 Broken up Santander

1946 Finnboda Dock for Finnboda VarfStockholm

Last heard of 1992

1947 British Admiral for British Tanker Co 8738 GRT

1961 Broken up Blyth

1947 British Empress for British Tanker Co 8745 GRT

1961 Broken up Rosyth

1947 British Ensign for British Tanker Co 8745 GRT

1961 Broken up Rosyth

1947 British Isles for British Tanker Co 8745 GRT

1962 Broken up Antwerp

1947 Sherbo for Elder Dempster Line 4811 GRT

1965 Matru

1968 Agia Eftychia

1971 Moka

1971 Broken up Karachi

1948 Kosmos V for Jahre & Co 19000 GRT whale factory ship

1967 Suiderkruis
1971 L'Interpeche
1982 Playa Blanca
1987 Broken up China

1948 Nigerian for United Africa Co 5202 GRT

1949 Niger Palm
1966 Triaina
1968 Broken up Hong Kong

1948 Marie Maersk for A P Moller 10659 GRT
1958 Sigrid Reuter
1963 St Andrew
1967 Crown I

1968 Eastland Trader
1968 Sank off Naples

1958 Sigrid Reuter
1963 St Andrew
1967 Crown I
1968 Eastland Trader
1968 Sank off Naples

1948 Bergsund for Stockholms Rederei 1318 GRT
1949 sank in the Humber

1948 Bogesund for Stockholms Rederei 1318 GRT
1964 Alvis
1977 Fotini II
1978 Stranded off Jeddah

1948 Svenskund for Stockholms Rederei 1349 GRT

1954 Ponzano
1960 Baltic Spray
1963 Mangana
1975 Elisavet
1979 Broken up Eleuseus

1948 Svanesund for Stockholms Rederei 1349 GRT

1963 Atlanti

1970 Kastriani II

1975 Nikolaos M II

1977 Mariza W

1979 Kostas

1980 Broken up Karachi

Short History of a Line- Canada Steamship Lines

ICSL is headquartered in Montreal and had humble beginnings in Canada East in 1845, operating river boats on the Saint Lawrence River in general commerce. The Richelieu Navigation Company was established by Jacques-Félix Sincennes and other Montreal businessmen.[1] The company was amalgamated with Sir Hugh Allan's Canadian Navigation Company, to form the Richelieu and Ontario Navigation Company, in 1875. Subsequent growth over the years was tied to expansion of the canal system on the upper St. Lawrence River (the precursor to the Saint Lawrence Seaway), and to a new Welland Canal connecting to the upper Great Lakes.

1911 was the merger of Richelieu and Ontario Navigation Company with James Playfair's Northern Navigation Company. At a special meeting of shareholders held on June 26 1911 The a majority of the shares of the Northern Navigation Co. Ltd. and of the Inland Lines Ltd. were purchased and paid for with fully paid up stock of the R. And O Navigation Co The companies were allowed to continue operating under their respective names from that time.[]

In 1912 the Richelieu and Ontario Navigation Co. took over the Niagara Navigation Company, covering operation of the steamboats Cayuga, Chicora, Chippewa, Carona and Ongiara, operating under the banner of the Niagara-Toronto Division and the Hamilton Division including the Hamilton Steamboat Company's steamships Macassa and Modjeska were also acquired along with

the Turbinia, formerly owned by the Turbine Steamship Co. Both companies had been absorbed into the Niagara Navigation Company.

- The launching of the Northern Navigation Str. Noronic was set for June 2, 1913. A large number of Richelieu and Ontario Navigation Co.'s directors and guests went from Sarnia, Ontario on the Hamonic to witness the event. Shortly after the Hamonic entered Lake Superior, the managing director James Playfair was notified of the passing of his father John S. Playfair and he was transferred mid-lake to an R and O freighter, about 80 miles from Sault Ste. Marie and returned to Toronto by special train. The christening of the Noronic was performed by Mrs. E. Bristol, the wife of another director, instead of by Mrs. Playfair, as at first intended.

A special meeting of the shareholders of Richelieu And Ontario Navigation Co. was held in the company's office in Montreal, on June 19, 1913, to ratify an agreement of sale of the company's assets to a new company formed for that purpose. The new company was to be called Canada Transportation Lines Limited and would include acquisition of: Richelieu And Ontario Navigation Company Ltd.; Inland Lines Ltd.; Northern Navigation Co. Ltd,; St. Lawrence River Steamboat Co. Ltd.; Richelieu And Ontario Navigation Co. of U.S.A.; Quebec Steamship Co. Ltd.; Canada Interlake Line, Ltd.; Ontario and Quebec Navigation Co., Ltd.; Merchants' Montreal Line; S. S. Haddington and Thousand Island Steamboat Co., Ltd.

In the early part of December it was announced that Canada Transportation Lines would be renamed Canada Steamship Lines Limited.


coalhaven loading coal 1941

CSL's growth through the industrial booms of both world wars was largely tied to the increasing importance of the steel industry in Ontario, where mills were built, or soon to be built, in Sault Ste. Marie, Hamilton, and Nanticoke. CSL also tapped into the last of the remaining coal traffic from Pennsylvania across the Great Lakes to railways in Canada. Following railway dieselization, subsequent coal traffic would be moved by CSL to large fossil-fuel burning electrical power plants.

In addition to its cargo shipping, the company expanded its overnight passenger shipping traffic as well. Most notably the popular Hamonic, Huronic and Noronic of the old Niagara Navigation Company 1902–1912 lineage (roughly 6,000 GRT and 350 foot a piece). Their last passenger ships, however, came out in 1928. They were the cruise ships St. Lawrence, Quebec and Tadoussac; all built at the Davie Shipbuilding and Repair Co. in Lauzon, P.Q. "St. Lawrence" was built in 1927, and Quebec and Tadoussac were identical sister ships of 1928. They ran together with Richelieu, the former Narraganset (1913) of Long Island Sound, which was purchased by CSL about the same time the other three were built by Davie. The three ships were all 350 feet in length, had a breadth of 70 feet, and were 8,000 tones GRT; Richelieu was slightly smaller. They sailed on the St Lawrence and Saguenay Rivers, departing from Montreal and stopping at Quebec City, Murray Bay and Tadoussac (where the company owned hotels) and up the Saguenay to Bagotville (La Baie). Richelieu was able to go on to Chicoutimi because of her shallower draft. Quebec burned at Tadoussac in 1950 with the loss of seven lives, and the other three

ships continued on the route until 1965. After the opening of the St. Lawrence Seaway, Tadoussac's bow was modified to make her able to make a few trips into Lake Ontario, and even made occasional trips through the updated Welland Canal to Buffalo and Detroit in the early 1960s. With the Yarmouth Castle fire in 1965 near the Bahamas, stricter coast guard safety regulations in the form of the new international SOLAS program put an end to the three ship's long careers. The Richelieu, St. Lawrence, and Tadoussac were all sold to Joseph de Smedt of Belgium.

CSL was found responsible for the disastrous September 1949 fire and destruction of its ship the SS Noronic in Toronto Harbour. The fire swept through the ship killing 118 to 139 passengers but no members of the crew.. The captain was suspended one year for abandoning the ship before ensuring crew and passengers were safe. She was demolished in 1950.

No new passenger ships were built by this line or most other shipping lines due to the declining passenger ferry trade.

In 1951, Sir James Dunn, the owner of Algoma Steel, gained effective control over the company.

CSL saw operations increase in the late 1950s with the opening of the expanded Saint Lawrence Seaway and the timely discovery and exploitation of some of the world's largest iron ore deposits on the Labrador Peninsula in Labrador City, Schefferville, and Mont Wright. Ore was moved to Sept-Îles and Port-Cartier by the Quebec North Shore and Labrador Railway and Cartier Railway respectively, where it was then loaded into bulk carriers for transfer to Canadian and U.S. steel mills on the Great Lakes. CSL exploited this traffic by continually refining its self-unloading bulk carrier designs, coupled with improvements in stevedoring at various ports to arrive at a minimal number of human operators required.

In 1963, a non-controlling share of CSL was purchased by Montreal-headquartered Power Corporation, a Quebec industrial conglomerate CSL continued operating and expanding its Great Lakes shipping line and the Collingwood and Lauzon shipyards through the 1960s,

In 1969, Power Corporation took a controlling-share in CSL. On December 2, 1970, Paul Martin, the 32-year-old executive assistant to Power Corporation Chief Executive Officer (CEO) Maurice Strong, was appointed to the CSL board of directors. In 1971 CSL minority shareholders sold outstanding shares to Power Corporation, making CSL a Power Corporation subsidiary.

CSL took over most of Power's investment portfolio at book value."

CSL suffered losses in 1972 when forced to cover unexpected cost overruns in the construction of three 80,000-ton ocean-going tankers at Davie Shipbuilding. On November 22, 1973 In 1974, CSL earnings were further hurt by an eight-week strike on the Great Lakes.

In 1976, Power Corporation reversed itself and took over the investment portfolio which had been sold to CSL five years earlier. CSL reverted to an operating division of Power Corporation at this time. On June 7, 1981, CSL President and CEO Paul Martin announced plans to expand outside of the Great Lakes and St. Lawrence River: "

One month later, in July 1981, Power Corporation announced it was selling its subsidiary CSL Group for CA$195 million. CSL Group at this time included the shipping company, shipyards, engineering firms, and a bus service (Voyageur, previously known as Provincial Transport). The following month, in August 1981, Paul Martin and his friend Lawrence Pathy with the help of Gordon Black, secured financing and announced their intention to purchase CSL Group Incorporated for the price advertised by Power Corporation.

On August 9, 1983, citing federal government interference in the shipping industry, Martin stated: "then... they are going to come in with some grand and glorious package that will give the government control of the industry because they don't understand private enterprise."

CSL

Laurentian inbound St Clair River

By the mid-1980s, CSL's only remaining shipyard (Collingwood) was undergoing financial difficulties and was closed on September 12, 1986, with the loss of 800 jobs. At the same time, CSL Group Inc.'s expansion outside of Canada was well underway.

In March 1991, following changes to Canada's taxation laws regarding international earnings, CSL backed away from threats to move its headquarters outside of Canada, however Replacement management in April 1992 formed a new CSL Group Inc. subsidiary headquartered in Massachusetts to be called CSL International Inc. Canada Steamship Lines Inc. would remain as the Canadian operation under CSL Group Inc., and the conglomerate would remain headquartered in Montreal.

CSL Group Incorporated operates Canadian (Canada Steamship Lines) and international (CSL International) subsidiaries. In 2001, they overtook Asia Pacific Marine Container Lines, also a Canadian shipping company, becoming the world's largest fleet of dry-bulk self-unloading vessels.

These lake freighters are all in the 700-footer class which are between 729 and 739 feet (222 and 225 m) long:

Self-unloading vessels

CSL Laurentian

Atlantic Huron, Baie Comeau, Baie St. Paul, CSL Assiniboine, CSL Laurentien, CSL Niagara, CSL Tadoussac, Frontenac, Rt. Hon. Paul J. Martin, Thunder Bay, Whitefish Bay

Gearless bulk vessels

CSL St-Laurent, CSL Welland, Spruceglen, Oakglen

CSL Americas fleet (formerly CSL International)[

Alice Oldendorff, Ambassador, Bahama Spirit, Balder, Ballangen, Barkald, Bauta, Bernhard Oldendorff, CSL Acadian, CSL Atlas, CSL Argosy, CSL Cabo, CSL Metis, CSL Spirit, CSL Trailblazer, Eastern Power, Harmen Oldendorff, Honourable Henry Jackman, Johanna Oldendorff, Nelvana, Pioneer, Sheila Ann (named after Paul Martin's wife), Sophie Oldendorff, Yeoman Brook, Weser Stahl*

> Asterisk (*) denotes vessels owned by CSL Group Inc. All other vessels are "pooled" with pool partners Egon Oldendorff, Marbulk Shipping Inc (50% owned by The CSL Group), and the Torvald Klaveness Group, of which CSL Group Inc. owns partial or controlling shares.

New Trillium classes

Thunder Bay outbound Lock 2 Welland Canal

In the early 2010s, CSL introduced two new classes of vessels, both named the Trillium class. Baie St. Paul, commissioned in 2012, was the first lake freighter Trillium-class ship. The other ships in this fleet, Whitefish Bay, Thunder Bay and Baie Comeau, were commissioned in 2013.

Rt. Hon. Paul E. Martin, commissioned in 2012, was the first panamax Trillium-class ship. CSL Tecumseh, commissioned in 2013, was CSL's second panamax Trillium-class vessel CSL Tacoma, also commissioned in 2013, was the third ship in this group

CSL Tecumseh

The first of two Trillium-class bulk vessels, CSL Welland departed Yangfan Shipyard in early November 2014, and reached Montreal on January 2, 2015. The second one, CSL St-Laurent, passed through the Panama Canal in January 2015.

WSS quiz answers - 27th February 2022

1. Which famous WW1 British admiral became Governor of New Zealand?

John Jellicoe (1st Earl Jellicoe)

2. The book by Herman Wouk was first published in 1951 and the subsequent film starred Humphrey Bogart as the commander of an American warship in WWII. What was the title of the book/film?

The Caine Mutiny

3. What was the former name of Polish Ocean Lines *"Stefan Batory"*?

Maasdam

4. Which shipping line has the following colours:

   Funnel: blue with white 5-pointed star and narrow black top

   Hull: blue with white lines

Lauro Lines

5. In June 1880, the paddle steamer Riberhuus left Esbjerg and arrived in Harwich two days later. Which shipping line operated the ship?

DFDS

6. How many nautical miles is it from Harwich to the Hook of Holland (to the nearest 10 miles)?

116 nautical miles

7. This ship was built by J.L. Thornycroft in 1949. In 1969 it was chartered from Red Funnel to Campbell's and operated excursions in the Bristol Channel. What is the name of this ship?

MV Balmoral

8. What is the name of the warship which blew up in the Thames estuary close to Southend in 1665 with the loss of over 300 lives?

London

9. What Port Line vessel was caught in the Suez Canal in 1967 in the Egypt/ Israeli war and lay there for 8 years?

MS Port Invercargill – in total 15 ships were trapped

10. When is the Merchant Navy Day commemoration in 2022?

Sunday 4th September 2022