



**The
World
Ship
Society**



Southend Branch

News and Views

Edition 58-EDITED

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Next Edition 12th September

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NOTES

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

At the WSS meeting held at Thorpe Bay Methodist Church on 15th August we had a talk by Stuart Emery on the waterfront at Leigh in the 60's and 70's, a time when cockle fishing was moving from hand to mechanisation. Added interest was the presence of a number of those who worked there at the time.

At our next meeting on 12th September there is a talk on Thames riverside activity from Silvertown to Tilbury Landing Stage. All are welcome- you don't have to be a member.

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News

Stena Line's new E-Flexer to start service in September



The ferry was built by AVIC Weihai Shipyard in China and has since moved to the Remontowa shipyard in Gdansk, Poland so that final adjustments can be made before it begins service.

Stena Estelle was designed as a sister to Stena Ebba and both vessels are the longest E-Flexers to be built to date. Each of the 240-metre-long ships can accommodate 1,200 passengers and have 263 cabins and 3,600 lane metres freight capacity.

Ponant to develop new, zero-impact cruise ship



Expedition cruise line Ponant is currently designing a new cruise vessel that will have no impact on the environment while sailing.

“For several months now we’ve been working on a new whole life cycle concept ship to reduce its ecological footprint,” said Mathieu Petiteau, new building and R&D director at Ponant. “We’re assessing all the potential impacts: discharges into the atmosphere and water, microplastics, noise levels, and social and human impacts. As with Le Commandant

Charcot, it will also be available to scientists. A totally new generation of ship needs to be designed and we intend to deliver it.”

Ponant’s aim during the development is to deliver a ship that can combine several non-fossil fuel energy sources by integrating technological bricks. New generation biofuels such as green hydrogen are being assessed, as well as possibilities for wind and water propulsion. Ponant is working with partners in other industries and contributing to several European research projects to develop and test these technologies.

The scope of work for the project is set to be ready by the end of 2022, with the preliminary plans then produced and technical specifications drawn up for a call for tenders. Ponant aims to have the ship sailing by 2025.

Clipper global yacht race finishes in London





After over 40,000nm sailed, six ocean crossings and eight legs completed, the Clipper Race has announced its champion! And the Clipper 2019-20 Race Winner is Qingdao!

Qingdao, skippered by Chris Brooks, has been the team to beat from early on in the circumnavigation and scored a total of 145 points, ten points clear of its closest competitor. The team, representing the Chinese sailing city of the same name, won five races in the 2019-20 edition, more than any other team. Qingdao was also on the podium eight times, scooping a top three position in over half of the fourteen total races in the global event. Leaving Derry~Londonderry for Race 15, Qingdao was nine points clear of the second placed team and pushed hard through tricky conditions to stay in the leading pack. Placing third in this race cemented the team's victory. The team also won the most Scoring Gate points in the eleven months of racing - taking 14 coveted bonus points.

The number eight is considered the luckiest number in China, and this being the eighth edition the city of Qingdao has partnered with the Clipper Race and with an eighteen year legacy - who knows if this auspicious number played a part in the team's success. But under Chris Brooks' leadership and the consistent belief instilled into his Race Crew that they could achieve the long term goal of being crowned overall champions, nothing was left to chance. The team competed in every race as if it was the last.

New expedition ship Seabourn Venture sets sail on first voyage



Seabourn's new expedition ship Seabourn Venture has set sail on its first voyage from Tromsø, Norway, on a 12-day 'Northern Isles' expedition calling at the Svalbard Archipelago. Seabourn Venture will begin its inaugural season with a series of 12- to 15-day voyages exploring the Arctic, Greenland and Iceland, and the Canadian Arctic Archipelago in Nunavut. The ship will then head south in October 2022, stopping at destinations in the Caribbean, Central America, Columbia, Ecuador, Peru and Chile on a series of 10- to 14-day sailings, before voyaging to Antarctica on 11- to 22- day itineraries between November 2022 and February 2023.

The ship is designed to PC6 Polar Class standards and offers 132 oceanfront suites. Venues include the Expedition Lounge on deck four, the adjacent Discovery Center lecture area, the Bow Lounge on the bottom deck and the Constellation Lounge on the top deck. The ship is equipped with kayaks and enough Zodiacs to transport every guest onboard, as well as two custom-built submarines with capacity for six passengers.

New expedition ship Seabourn Venture sets sail on first voyage



SEABOURN

The Expedition Lounge on deck four of Seabourn Venture

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Norwegian Cruise Line takes delivery of Norwegian Prima



Norwegian Cruise Line has taken delivery of its newest ship, Norwegian Prima, from Fincantieri at the shipbuilder's yard in Marghera, Italy.

Norwegian Prima is the first ship in the cruise line's Prima class, with a further five ships to be constructed by 2027.

Norwegian Prima is 965 feet long, 142,500 GT, and will have capacity for 3,100 guests. She will feature Norwegian's first open-air food hall, the Indulge Food Hall, the first three-level racetrack at sea and The Drop, the world's first freefall dry slide, allowing guests to descend 10 -stories while experiencing greater G-force than an accelerating F1 race car.

The ship also includes the Ocean Boulevard, which wraps around the entire deck and offers alfresco dining venues. The Infinity Beach area will offer two infinity pools positioned close

to sea level and Oceanwalk, two glass bridges that allow guests to see the water below. Norwegian Prima also features The Concourse, the first outdoor sculpture garden at sea, with six installations created by metal artist Alexander Krivosheiw and an art wall designed by David Harber.

Norwegian Prima will sail a series of eight-day voyages from Amsterdam, the Netherlands, and Copenhagen, Denmark, around Northern Europe and the Norwegian fjords. The ship will redeploy to sail from Bermuda on 10 October, then move to New York, USA, to offer Caribbean itineraries from 15-27 October.

Visitors



Hourai Maru Built 2019 225458 GRT Marshall Islands Owner Southern Pacific Holding

Current Location Mongstad



Arklow Ace Built 2020 5078 GRT Ireland Owner Abbey Shipping

Current Position En route to A Coruna



SKS Donggang Built 2011 65911 GRT Bahamas Owner SKS Pool AS

Current Location En route Arzew



Navig8 Passion Built 2019 63338 GRT Marshall Islands Owner Great Energy Ltd

Current Location En route Yanbu



CB Baltic Built 2020 27250 GRT Portugal Owner Zwolfte Buttner

Current Position En route to Livorno



CMA CGM Louga Built 2018 29316 GRT Malta Owner Baltic 261

Current Position En route to Valetta



Solar Skyler Built 2020 17915 GRT Marshall Islands Owner Solar Maritime

Current Position En route to Lavera



Equinox Star Built 2011 33232 GRT Cayman Islands Owner Artemedi Maritim
Current Position En route to Alexandria



Maersk Kiel Built 1998 80942 GRT Hong Kong Owner Maersk A/S
Current Position En route to Suez



Volga Maersk Built 2018 34882 GRT Danish International Owner Maersk A./S

Current Location En route to Gdansk



Atlantic Jupiter Built 2009 23373 GRT Hong Kong Owner Heroic Lynx

Current Position Antwerp



Irene Built 2016 34626 GRT Marshall islands Owner Seastallion Marine
Current position Aviles



Pacific Rawan Built 2017 62396 GRT Marshall Owner Sinokor Maritime
Current Position En route to Singapore



Kalahari Express ex Mataquito , Dal Kalahari Built 2010 75752 GRT Liberia Owner HLAG Vessel Holding

Current position En route Port Elizabeth



CMA CGM Galicia ex Anne Sibum Built 2007 10585 GRT Malta Owner CM CGM The French Line

Current Location En route to Cassablanca



APL Phoenix Built 2013 109712 GRT Singapore Owner CMA CGM Asia Pacific Liner

Current Position En route to Egypt



ISA Built 2017 327 GRT Netherlands Owner ISA Towage

Current Position En route to Rotterdam

Solent Visitors



Iona



Sky Princess



Celebrity Silhouette

Thames Shipping



Chem New Orleans



Chem New Orleans



Christine



Christine



Eviapetrol V



Fehn Cape



Fure Vingha



Imke



Imke



Kristella



Kristella



Med Pakive



Oracliffe



Orpheus



Piltene



Sir Hendrik



Slip Stream



Viking Venus

WSS Quiz Questions Edition 58

1. What was the name of the ship carrying grain that was the first to sail from Ukraine since the blockade by Russian ships was lifted?
2. The Royal Navy has taken delivery of a new experimental ship to be used to test new innovations. What is it called?
3. Which cruise ship operated by Hurtigruten recently ran aground near the mouth of the Sogne Fjord, Norway's longest and deepest fjord?
4. What shipping publication has been sold for £385million?
5. The oldest shipwreck in English waters, known as Mortar Wreck, has been granted the highest level of protection by the UK government. Where was this ship discovered?
6. The Indian Navy Ship, Tarangini, is considered to be the sister of which English ship?
7. The world's largest ocean-going wooden sailing ship visited London at the start of August. What is the name of this ship?
8. How tall are the largest quay cranes at London Gateway (to the nearest 10 metres)?
9. Emerald Cruises has christened its newest ship in a ceremony in Amsterdam, the Netherlands. She is the ninth in the Star-Ship class of ships in the cruise line's fleet. What is the ship called?

10. Which yachtsman circumnavigated the world non-stop westwards aboard the yacht British Steel in 1971, taking 292 days?

The Dockmasters Bag

Every weekday the Dues Office in West India Dock received, first thing in the morning, a canvas bag from the Dockmasters office. In it would be two Dockmasters Reports (one for each tide) for the previous day, together with documents for every vessel that had entered or left the dock during that time. These included merchant ships and their attendant tugs, naval vessels, lighters, oilers, water barges, lighterage tugs, sailing barges and even yachts that were to be export cargo. A smaller set of documents would be included for the Blackwall Entrance, which only dealt with lighterage traffic and other small fry, while, later in the day, a much reduced version arrived from East India Dock, by then only used by Coast Lines and Olsens.

For ships entering the dock there would be a ship's declaration, giving relevant details such as the ship's name, her registered tonnage, where she was from and, most important, who was accepting the charges on her, such as dock dues. Most of this information, especially tonnage, had to be checked, as, although signed by the ship's master, it could not be relied on. With the declarations would be the towage order for attendant tugs, clearly marked with the tugs' names, as not all of them would be PLA vessels and accounting adjustments were needed with the towage companies.

Lighters and barges were, however, treated differently. They were listed and there should be a docking note for each one arriving and a pass for each one leaving with goods. Here the Free Water Clause applied. This had been negotiated years ago when the first docks were opened. The lightermen and watermen argued that they had been allowed to collect and deliver goods to ships, moored in the river, free of charge, so why should not they have the same right in the docks? This was eventually agreed by the introduction of the Free water Clause.

When the PLA took over the management of the docks in 1908, they were worried about the docks becoming a dumping ground for redundant lighters, so they introduced regulations limiting the time craft could stay in the docks. Cargo of some sort had to be handled, craft must not arrive more than two tides before the ship bearing the goods which they are due to collect and they must leave within three tides of being loaded. A Docking Note must be

completed for each one, specifying what ship the craft was for. Failure to do this could result in the levying of the dreaded 'Docking Note Informality' charge.

Sailing and motor barges confused the Dockmaster's staff, for they never sure whether to treat them as ships or barges, sometimes issuing them with a Ship's Declaration and at others with a craft Docking Note. This was understandable as the Free Water Clause applied to those trading within the port's outer limits of Walton on the Naze to the North Foreland (Legend had it that they earned this concession by keeping London supplied during the Great Plague)

An additional Dockmaster's report would be issued for ship movements within the Dock. This was not unusual as T& J Harrison, for example, discharged their ships at A Shed, West India Dock, but loaded, for a new voyage, at N Shed, South West India. Towage orders for any tugs involved would also be included.

A typical Dockmasters report would look something like this:-

Inwards
1800 City of London (tugs Beverly and Sun VII)
Oiler Bulldog
Sailing barge Mirosa

Outwards
1830 Lighterage tug Sir John and six craft
Water Barge Aqueduct

Inwards
1900 Advisor (tugs Crested Cock and Tanga)

G.E.D.

Gotheborg



Götheborg of Sweden is a replica of the Swedish East Indiaman Götheborg I, launched in 1738. All sailors survived when the original ship sank off Gothenburg, Sweden, on 12 September 1745, while approaching the harbour on her return from a third voyage to China. Construction of the replica started in 1995, with the hull launched in 2003, and the rig fully tested for the first time in 2005. Much of the time was spent researching how to rebuild the replica. In 2008, Götheborg completed the first Baltic Sea Tour. It is the world's largest operational wooden sailing ship.

The Swedish East India Company was established on 14 June 1731, to trade in East Asia. The company followed the Portuguese, Dutch, Danish, French and English East India Companies. Situated in Gothenburg, the company secured a 15-year monopoly on far eastern trade, exchanging Swedish timber, tar, iron and copper for tea, porcelain and silk.

The company existed for 82 years and its vessels made 131 voyages using 37 different ships. Even though the company in the end went bankrupt, it made enormous profits during most of its years in operation and influenced the history of Sweden in several ways.

Götheborg was built at the Terra Nova shipyard in Stockholm and launched in 1738.. It was built in the Swedish capital and named Götheborg because the Swedish East India Company resided in Gothenburg, and all expeditions began and ended at this port. The ship had a tonnage equivalent to about 830 t). On its maiden voyage in 1739, the ship carried 30 cannons and an initial crew of 144.

She made three journeys to China and in 1745, it sank on its way into Gothenburg harbour. After 30 months at sea, and with only 900 m to go before the vessel reached its berth, it crashed into the Knipla Börö, a well known rock. Although it remains a mystery how this could happen theories abound. The ship remained stranded on the rock while much of the cargo, consisting of tea, porcelain, spices and silk, was salvaged. The ship was clearly visible above the surface of the water for many years, but in time the remains sank to the bottom.

The excavations were carried out during the summers 1986–1992.

During the excavations the thought of building a replica of the *Götheborg* started to form among the divers who had found the ship. The decision to excavate and rebuild the ship has generated large interest over the years from researchers, volunteers, professionals, sponsors and the public. Knowledge about 18th century history, trade with China and the Swedish East India Company has thereby increased substantially

When the wreckage of the vessel *Götheborg* was found in 1984, the idea to make a replica of the vessel emerged. The keel for the replica was laid on 11 June 1995. This was done at the disused Eriksbergs wharf by the Göta älv in Gothenburg.

The construction and historical design of the ship was made by Joakim Severinsson. The blueprints for the ship was approved by international classification society Det Norske Veritas in November 1995. All that was left of the Eriksbergs wharf were two-thirds of building berth number six, the large gantry crane and the dry dock. Around this, a new shipyard for building the *Götheborg* began to grow. A new ship's hall was built over the building berth, a timber workshop, a forge, a rigging workshop with a sail loft and some modern facilities such as a restaurant, offices and conference rooms were also added to the site.

The vessel was built using old, traditional techniques, and it was made as close to the original as possible. One small change was that the headroom of the deck was increased by 10 cm, since today's seamen are taller than their ancestors.

While the exterior remains true to the original, the interior is modern. The ship has an electrical system and propellers powered by diesel engines. The engines were only intended for port navigation and emergency situations, but they have been used during unfavourable wind in order to keep the timetable for the journey to China. Other enhancements include satellite navigation, communications equipment, modern facilities for the crew

The vessel was launched on 6 June 2003, with great festivities and in the presence of representatives from the Swedish Royal Family.

Ten tons of hemp ropes were used for rigging the vessel, together with some 1,000 blocks and 1,964 m²) linen sail. All this was produced using 18th century techniques. The first trial under sail began on 18 April 2005.

At its completion in 2005, the project had cost about 250 million SEK (almost \$40

The correct name for the replica of the ship is the *Götheborg III*. It is a replica of the *Götheborg I* which sank outside Gothenburg in 1745. A second ship the *Götheborg II* was built in Gothenburg in 1786. It was the largest^[33] of all the SOIC vessels and it made three journeys to Canton: 2 February 1788–13 May 1790, 13 November 1791–12 June 1793, and on 5 December 1795, the ship sailed for Canton but was lost at Cape Town on 8 March 1796, on the way out from Gothenburg.

The East Indiaman *Götheborg* is classified as a passenger ship sailing under the ordinary Swedish flag. But when in port, the ship is entitled to fly the old swallowtailed version of the

flag, the SOIC flag (Svenska Ostindiska Companiet, "Swedish East India Company"), that the original vessel sailed under

After various tests and achieving its safety certificates from Det Norske Veritas, the vessel sailed for China in October 2005, as the original vessel did, but it did not follow the same route. The vessel berthed at the Victoria and Alfred Waterfront in Cape Town, and then left for Hout Bay before continuing on its voyage. The voyage took some 18 months, and the crew of 80 were rotated during harbour stops. The vessel returned to Gothenburg on 9 June 2007, welcomed by the president of China, Hu Jintao, who visited Sweden mainly for this reason, and by the King and Queen of Sweden, Carl Gustaf and Silvia. The ship was also welcomed by thousands of private boats, and a hundred thousand spectators on shore.

INS Tarangini (A75)





INS Tarangini is a three-masted barque, commissioned in 1997 as a sail training ship for the Indian Navy. She is square rigged on the fore and main masts and fore-and-aft rigged on the mizzen mast. She was constructed in Goa to a design by the British naval architect Colin Mudie, and launched on 1 December 1995. In 2003–04, she became the first Indian naval ship to circumnavigate the globe.

Apart from races, the ship sails extensively across the Indian Ocean region for the purpose of providing sail training experience to the officer cadets of the Indian Navy. The Navy believes that sail training also serves to impart the values of courage, camaraderie, endurance and esprit-de-corps among budding naval officers.

Tarangini started its first circumnavigation of the globe in 2003–04. During the fifteen-month voyage, the ship covered 33,000 nautical miles and visited 36 ports in 18 countries. The ship was received by the president, Dr. A. P. J. Abdul Kalam.

In 2003–04, she became the first Indian naval ship to circumnavigate the globe. Since then, Tarangini has sailed to The Great Lakes in Canada for races and has also participated in European tall ship races. Tarangini won The Royal Thames Yacht Club Challenge Trophy in 2005 at Europe and stood third in Youth Sailing Division in 2007 in the USA.

The ship sailed to Europe in 2005 with the aim of 'strengthening the bridges of friendship across the seas'. She called at 16 ports in 13 countries covering a distance of over 15,000 nautical miles. She participated in the International Fleet Review and International Festival of the Sea at Portsmouth, tall ship races organized by Sail Training International, Sail Bremerhaven and the Sail Amsterdam Sea Festival before returning to India.

On 10 January 2007, Tarangini started another 10-month overseas voyage named "Lokayan 07", calling at 23 ports in 16 countries. The ship departed Kochi on 10 January 2007 and transited through the Suez Canal to reach the Atlantic Coast of North America. It participated

in a series of tall ship events such as the World Peace Cup, Maritime Festival of Charleston, Sail Virginia, Sail Rhode Island and Sail Boston and returned to port in October 2007 after covering 22,000 nautical miles

The ship also undertook the Chola Expedition organized by the Maritime History Society of India to retrace the path followed by the Chola seafarers from January to March 2008. The ship called at the ports of Jakarta, Singapore and Phuket during the expedition.

Tarangini flew the Indian flag at the International Fleet Review during the Diamond Jubilee celebrations of the Sri Lanka Navy in December 2010. She was the only tall ship to attend, and was the first ship to be reviewed by Sri Lankan president. The ship stood out during the review with its yards manned by Indian naval cadets and midshipmen of the Sri Lanka Navy.

During the last 15 years Tarangini has participated in 13 expeditions sailing over 188,000 nautical miles remaining at sea for over 2,100 days, visiting 74 ports in 39 countries and transforming young naval cadets into mariners.

In 2012 INS Sudarshini, built to the same design, was commissioned by the Indian Navy.

to Aalborg, Denmark. She also participated in associated sail events such as Sail Rostock, Sail Bremerhaven in Germany and Sail Amsterdam in the Netherlands.^[8]

In 2018, Tarangini sailed for a seven months sailing expedition Lokayan 2018 from 10 April 18 to 30 October, wherein she participated in 'Three Festival Tall Ships Regatta' at Bordeaux (France) and thereafter participated in 'Tall Ships Races Europe 2018' from Sunderland (UK) to Esbjerg (Denmark) and Stavanger (Norway) to Harlingen (NL). The ship sailed with a theme 'Sailing through Different Oceans...Uniting Nations', covering a distance of about 22,000 Nm spanning over 15 ports across 13 Countries in 3 Continents showcased India to the World, demonstrating Indian Navy's global reach. The ship also sailed for 'Tall Ships Sail Together', a joint sailing expedition with her sister ship Sudarshini and Royal Omani Naval Sailing Ship 'Zinat-al-Bihar' from Kochi to Muscat as part of 10th anniversary of IONS in November 2018.

Since commissioning Tarangini has sailed extensively in the oceans of the world, undertaking 16 Sailing Expeditions and steaming over 2,25,000 Nautical miles in last 22 years. Over the years, the ship has undertaken major expeditions such as Circumnavigation Voyage (2003–04), four LOKAYAN voyages (2005, 2007, 2015 and 2018) and IONS Sailing Expedition 2018. The ship with this illustrious past, has led by example and still strives to imbibe the spirit of adventure and sailing amongst trainees.

YACHTS OF THE WORLD - LILIAN OF STOCKHOLM



Reportedly the oldest motor yacht in seagoing condition, the Lilian dates from 1916. She was designed by Carl Gustav Petterson and built in Stockholm by Sodra Varv for E.R. Gluckstadt, a Danish millionaire banker whose bank collapsed in 1923 in somewhat dodgy circumstances.

She is of 93 gt with over all dimensions 30.02m x 5.06m x 1.83m. She is powered by her original twin Polar Atlas 6-cylinder diesels, each developing 75hp at 550 rpm, with 2 screws giving a maximum speed of 12knots. Her hull was of riveted steel with teak decks and superstructure. She has accommodation for 8 guests and 2 crew.

She was owned for a while by the Bollore family in France, and then in 1935 she was bought by Ferguson Roydhouse of Kingston, and brought to the UK. Between 1968 and 1980, she served as a static training ship for sea cadets in Windsor under the name of Windsor Castle.



In 1980, she was acquired by S. & H. Pereira, and they spent 8 years restoring her. Much of the hull was over plated in welded steel, and the majority of the timberwork renewed. A great percentage of her original fixtures and fittings remain intact, including her engines which were taken ashore and completely rebuilt. She is still active as a private yacht and attends rallies etc regularly. She is UK flagged and is normally based at Twickenham.

MYSTERY SHIPS 58



58.1 27 09 92



58.2 27 09 92



58.3 27 09 92



58.4 10 09 92



58.5 27 09 92



58.6 27 09 92

THE BATTLECRUISER KONGO

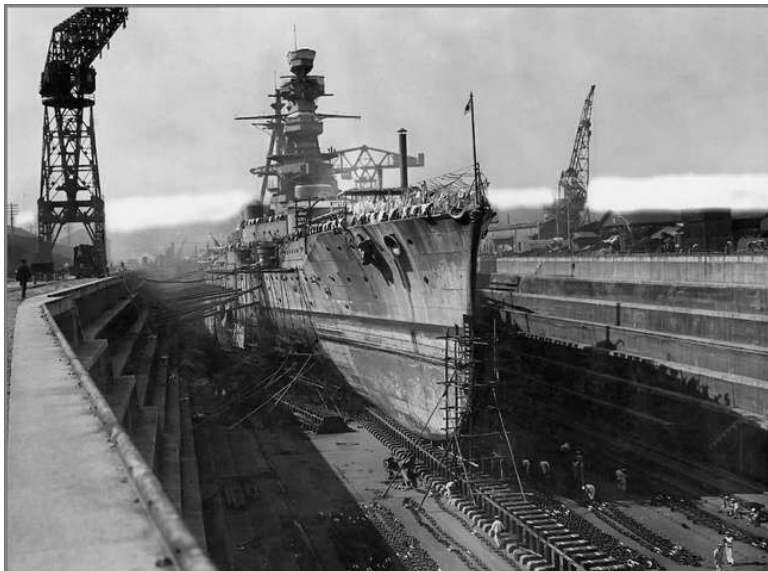


The Kongo was the name ship of a class of four Kongo class battlecruisers. She was designed by George Thurston and built by the Vickers Shipbuilding Company at Barrow in Furness, with the remainder built in Japan under what would now be called a technology transfer contract. After her launch, she was fitted out at Portsmouth Dockyard. She was the last Japanese capital ship to be built outside Japan. Her design influenced Royal Navy capital ships at the time.



ON

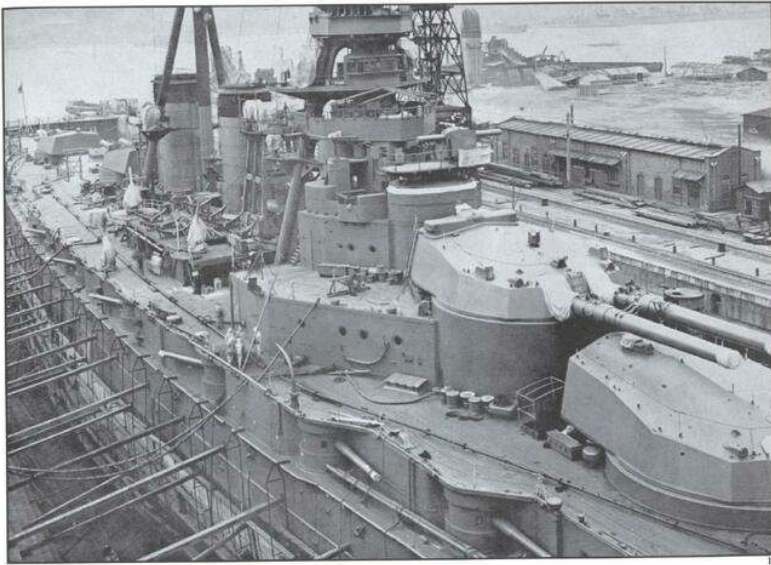
SEA TRIALS IN 1913



IN DRY DOCK IN 1921

She was laid down on 17th January 1911, launched on 18th May 1912 and commissioned on 16th August 1913. She was of 37,187 tonnes displacement, with dimensions 222m x 31m x 9.7m. She was powered by 36 Yarrow boilers and 4 Parsons steam turbines onto 4 shafts of 65000 shp giving 30 knots. She was coal-fired, but fuel oil was sprayed onto the coal when

extra power was needed. She could carry 4300 tonnes of coal and 1000 tonnes of oil. Her range was 10,000 nautical miles @ 14 knots. Her complement was 1360 officers and men.



As completed, her armament consisted of 8 x 14", 16 x 6", 8 x 3" and 4 x 0.26" machine guns. By 1944, it consisted of 8 x 14", 8 x 6", 12 x 5" and 100 x 25mm.



In WW1, she was active until December 1914, when the German East Asiatic Squadron was defeated by the Royal Navy at the Battle of the Falkland Islands.

In the late 1920s she was re-boilered with 10 Kampon boilers, and her fuel storage was increased to 2704 tonnes of coal and 3345 tonnes of oil. The addition of torpedo bulges and

the extra fuel reduced her speed to 26 knots. In the mid 1930s she was again re-boilered, this time 11 Kampon oil-fired boilers were installed, giving a top speed of 30.5 knots. At this time she was reclassified as “Fast Battleship”.



In WW2, the Kongo class were the most active capital ships in the I.J.N., participating in most major engagements of the war. Kongo supported the invasion of Singapore. She engaged US forces during the Battle of Leyte Gulf in late October 1944. She was torpedoed and sunk by the submarine USS Sealion on 21st November 1944 north west of Taiwan. 1200 of her crew were lost.

GLADYS COMES HOME

(from Penzance)



Salcombe Bay



Torquay Harbour



Ansteys Cove



Regina Seaways off Salcombe



Global Energy off Weymouth



Portland Harbour Anchored



Atlanta Weymouth



The Needles



Wild Rose



Ramblin Rose



Skye Rose



Yarmouth Rose



Wight Scene



St Clare

XV Patrick Blackett (X01)



XV Patrick Blackett (X01) is an experimental ship used by the Royal Navy as a testbed for new technologies, including unmanned underwater vehicles and unmanned surface vehicles. Her namesake is Royal Navy veteran and Nobel Prize-winning British physicist, Patrick Blackett.

On 3 December 2021, the Ministry of Defence published a tender seeking a ship that could be used by the Royal Navy's NavyX division for the testing and development of autonomous systems. The tender outlined a requirement for a ship that had already been built, with no previous owner, a displacement of no more than 500 tonnes, a length of at least 48 metres, a capability to reach 20 knots and deck space for at least two TEU containers. In January 2021, the MOD downselected a Damen-built FCS 4008 and a contract for it was signed in the following month. In March, ownership of the vessel was transferred to the Royal Navy, and in April, work began to adapt the vessel at Damen's shipyard facility in the Netherlands. Much of the work involved the conversion of passenger and cargo space into a briefing room, office and workshop. Upon completion, the ship's procurement amounted to less than £7 million.

Patrick Blackett is an adapted Fast Crew Supplier 4008 (FCS 4008), designed and built by Damen Group. She is painted matte black, rather than the Royal Navy's standard Pusser's Grey, complete with NavyX insignia on both sides of the hull. Her pennant, X01, is also uniquely highlighted in gloss paint and large QR codes are painted to either side of her superstructure, allowing smartphone users to scan them and view NavyX content.^[2] Patrick Blackett is crewed by five Royal Navy personnel but there is accommodation for up to 12. Her hull form is designed to cut through waves and remain stable and, as such, she has an axe bow, less forward buoyancy and a long, tapered hull. Her aft wooden working deck has a capacity of up to 100 tonnes, securing points for two TEU containers, along with electrical power and cooling water supplies. A knuckle-boom crane also allows for the embarkation of stores up to around 4 tonnes or a small craft over the side.^{[2][1]} She is capable of speeds in excess of 20 kn , with a range in excess of 3,000 nautical miles at 20 kn . She is driven by four Caterpillar C32 Acert diesel engines and electrical power is provided by two 99 kW generators.^[3] She is also equipped with a 120 kW hydraulically-driven bow thruster, which allows her to berth and unberth unaided.

Patrick Blackett will be used as a testbed by NavyX, a division of the Royal Navy tasked with fielding new and innovative technologies, particularly autonomous systems and artificial intelligence.

Amera



1988–1999: Royal Viking Sun

Royal Viking Line[\[edit\]](#)

She was launched in 1988 as Royal Viking Sun for Royal Viking Line.

In 1994, Cunard Line purchased Royal Viking Sun and the Royal Viking brand when Royal Viking Line ceased operations. Cunard continued to operate her under the same name and initially retained the vessel's original livery. Later, Cunard repainted her funnel in their colours but retained the Royal Viking logo[[]

1999–2002: Seabourn Sun

In 1999, Carnival Corporation merged Cunard and Seabourn and moved Royal Viking Sun to Seabourn. After an extensive refit, she was renamed Seabourn Suner last cruise for Seabourn was a circumnavigation of South America in 2002.

2002–2019: Prinsendam



Amera as Prinsendam

In 2002, Seabourn Sun was transferred to sister brand Holland America Line, after Seabourn chose to focus on its fleet's smaller vessels.^[8] Renamed Prinsendam, she underwent a refit before beginning operations.

On 1 February 2007, Prinsendam was hit by two 12-metre tall rogue waves near Cape Horn; 40 injuries were reported, with some requiring hospitalisation

On 22 March 2012, Prinsendam was en route to Portimao when she received a distress call from the Portuguese fishing boat Dario, which was sinking with eight people aboard. When the ship arrived, Dario's crew was entering a life raft. The Portuguese Coast Guard directed Prinsendam to pick up the fishermen and stand by for a helicopter to take the eight men to shore.

During her career with Holland America, she had undertaken cruises to Antarctica and was able to transit the Kiel Canal due to her low height above the waterline

2019–present: Amera In July 2018, Holland America announced that Prinsendam had been sold to Phoenix Reisen. However, she was chartered back to Holland America to continue operating her scheduled voyages until 1 July 2019.

On 2 July 2019, Prinsendam began her six-week renovation at Blohm+Voss in Hamburg, and left on 12 August 2019 for Bremerhaven. She was rechristened Amera in Bremerhaven on 16 August 2019 by Petra Kaiser, a veteran Phoenix Reisen employee, before sailing to Dover for her maiden voyage to Antwerp, Amsterdam, and the Norwegian fjords, where she cruised for her inaugural season. She operated Mediterranean cruises beginning in October 2019.



Colins Pics



Bostonian



Al Battan



Azilal



Camprodor



Aries Jade



Astrid



Ignazic



Napoleon



Euro Express



Jaziad

OFW -SURREY COMMERCIAL DOCKS

Apart from the long-established Great Howland Dock, the first schemes for development on the south bank were by Ralph Dodd. At the height of the canal age, he thought up a grandiose scheme for building a canal from Rotherhithe through Peckham to Kingston and Epsom, with an extension to be taken through Portsmouth and Southampton. This would have enabled warships to sail from Chatham Dockyard to Portsmouth without attracting the attention of the French Navy in the Straits of Dover.

Despite the lack of interest shown by the Navy, the Grand Surrey Canal Company was incorporated in 1801 and opened in 1807. The 1801 plan was for a canal from Rotherhithe,

through Peckham, Camberwell and Kennington to Mitcham. An entrance basin and lock were built at Rotherhithe, and the canal was completed as far as Peckham, with a branch to Camberwell before funds ran out, when the railway age started. The Croydon Canal joined the Grand Surrey Canal at New Cross, and until 1836, when the Croydon Canal closed, this was an important source of revenue.

The developers of the Grand Surrey Canal lost interest in it, deciding the developing the Surrey docks themselves was more profitable. The canal as completed between Rotherhithe and Camberwell was 2 5/8 miles long with a branch to Peckham ½ miles long. It hummed with activity, small businesses and timber wharves being established along its banks. It was still busy until the 1970s, when containerisation came in.

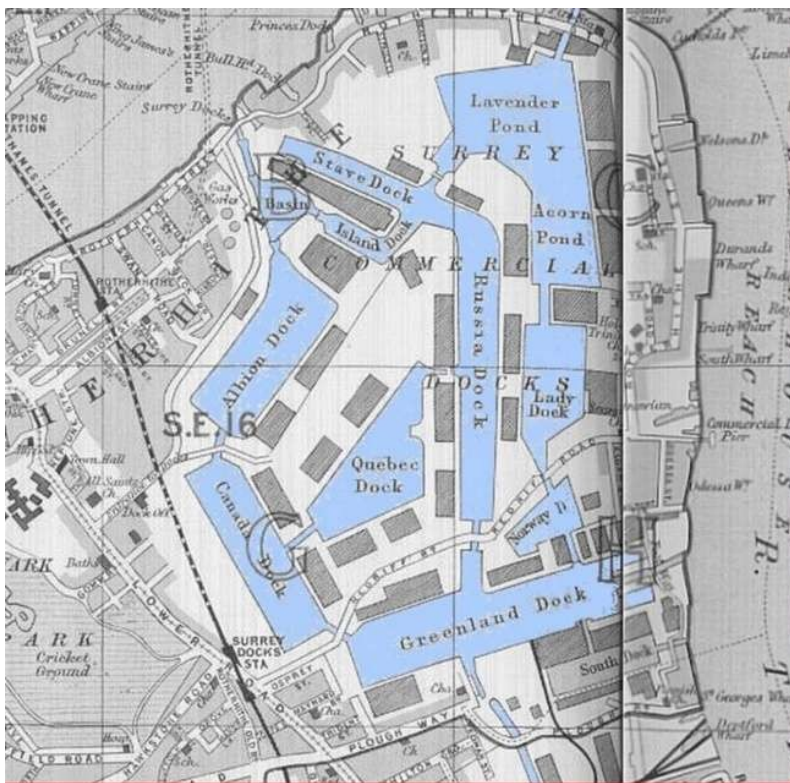
Surrey Commercial Docks

The Rotherhithe peninsula was originally wet marshland alongside the river and not suitable for farming, but it was an ideal site for docks. In July 1620 the Mayflower sailed from Rotherhithe for Southampton, to begin loading supplies for the voyage to England, and the dockyard was down river at Deptford. In 1696, Howland Great Wet Dock (named after the family who owned the land) was dug out able to accommodate 120 sailing ships.

By the mid-18th century the dock had become a base for Arctic whalers and was renamed Dock. By the 19th century commercial traffic from Scandinavia and the Baltic (principally timber) and Canada led to Greenland Dock being expanded and other docks being dug to accommodate the increasing number of vessels. Eventually, 85% of the peninsula, an area of 460 acres, was covered by a system of nine docks, six timber ponds and a canal. Several of the docks were named after the origins of their customers' cargos, hence Canada Dock, Quebec Pond, Norway Dock and Russia Dock. The Grand Surrey Canal was opened in 1807 to link the docks with inland destinations,

The docks evolved a distinctive working culture, different from that of the Isle of Dogs across the river. A characteristic sight of the docks were the "deal porters", dockers who specialised in carrying huge baulks of deal across their shoulders and wore special headgear to protect their heads from the rough wood.

The decline of the docks set in after World War II, when they suffered massive damage from air raids. The South Dock was pumped dry and used for construction of some of the concrete caissons which made up the Mulberry Harbours used on Day. The docks were unable to accommodate the much larger vessels needed by containerisation. They finally closed in 1969. The Grand Surrey Canal was closed in 1971. The area remained derelict for over a decade, with much of the warehousing demolished and over 90% of the docks filled in. The only surviving areas of open water were Greenland Dock, South Dock, remnants of Canada Dock (renamed Canada Water), and a basin renamed Surrey Water.



Short History of a Line-BC Ferries – Part 1



For many years my cousin and his family lived on one of the Southern Gulf Islands Saturna down from Vancouver Island . Communication was by ferry or float plane. So when we visited we of course went by ferry from Swartz Bay via Pender . Before this as part of our tour of British Columbia we had travelled by ferry down the inside passage from Port Hardy to Naimo. While we were there we travelled down to Seattle from ??? by ferry stopping off on the way. It was this that started my interest in BC Ferries. Over recent years they have been undertaking a programme of fleet replacement and so I thought that I'd start doing a series of old and new starting with the Salish and Island Class ferries that began to be introduced in 2016. The most recent of which was the Salish Heron

History of BC Ferries

British Columbia Ferry Services Inc., operating as BC Ferries (BCF), is a former provincial Crown corporation, now operating as an independent Canadian company. BC Ferries provides all major passenger and vehicle ferry services for coastal and island communities in British Columbia. Set up in 1960 to provide a similar service to that provided by the Black Ball Line and the Canadian Pacific Railway, BC Ferries has become the largest passenger ferry line in North America,¹ operating a fleet of 36 vessels with a total passenger and crew capacity of over 27,000, serving 47 locations on the B.C. coast.

The federal and provincial governments subsidize BC Ferries to provide agreed service levels on essential links between the BC mainland, coastal islands, and parts of the mainland without road access. The inland ferries operating on British Columbia's rivers and lakes are not run by BC Ferries. The responsibility for their provision rests with the British Columbia Ministry of Transportation, which contracts operation to various private sector companies.

In the summer of 1958, a strike by employees of CP Steamships and the Black Ball Line caused the Social Credit government of W. A. C. Bennett to decide that the coastal ferry service in British Columbia needed to be government-owned, and so it set about creating BC Ferries.



Tswassen Terminal



Swartz Bay

BC Ferries' first route, in 1960, was between Swartz Bay, north of Sidney on Vancouver Island, and Tsawwassen, a part of Delta, using two vessels. The ships were the Sidney. Over the next few years saw a dramatic growth of the B.C. ferry system as it took over operations of the Black Ball Line and other major private companies providing vehicle ferry service between Vancouver Island and the Lower Mainland. As the ferry system expanded and started to service other small coastal communities, BC Ferries had to build more vessels, many of them in the first five years of its operations, to keep up with the demand. Another method of satisfying increasing demand for service was BC Ferries' unique "stretch and lift" program, involving seven vessels being cut in half and extended, and five of those vessels later cut in half again and elevated, to increase their passenger and vehicle-carrying capacities. The majority of the vessels were built in B.C. waters, with two foreign purchases and one domestic purchase. In the mid-1980s, BC Ferries took over the operations of the saltwater branch of the B.C. Ministry of Transportation and Highways, which ran ferry services to very small coastal communities. This increased the size of BC Ferries' fleet and its geographical service area. The distinctive "dogwood on green" flag that BC Ferries used between 1960 and 2003 gave the service its popular nickname "the Dogwood Fleet".

At its founding BC Ferries was a division of the British Columbia Toll Highways and Bridges Authority, a provincial Crown corporation and evolved into the British Columbia Ferry Authority and then the British Columbia Ferry Corporation. In 2003, the Government of British Columbia announced that indebted BC Ferries, would be reorganized into a private corporation,

During the 1990s, the NDP government commissioned a series of three fast ferries to improve ferry service between the Mainland and Vancouver Island. The ships proved problematic when they suffered many technical issues and cost double what was expected. The fast ferries were eventually sold off for \$19.4 million in 2003.

A controversy began in July 2004 when BC Ferries, , announced that the company had disqualified all Canadian bids to build three new Coastal-class ships, and only the proposals from European shipyards were being considered. The contract was estimated at \$542 million for the three ships, each designed to carry 370 vehicles and 1600 passengers.

The argument for domestic construction of the ferries was that it would employ numerous British Columbia workers, revitalize the sagging B.C. shipbuilding industry, and entitle the provincial government to a large portion of the cost in the form of taxes. BC Ferries

On September 17, 2004, BC Ferries awarded the contract to Germany's Flensburger shipyard. The contract protected BC Ferries from any delays through a fixed price and fixed schedule contract. *Coastal Renaissance* entered service in March 2008, while *Coastal Inspiration* was delivered the same month and entered service in June. The third ship, *Coastal Celebration*, has been delivered and is now in service as well.

On August 18, 2006, BC Ferries commissioned Flensburger to build a new vessel for its Inside Passage route, with the contract having many of the same types of terms as that for the Coastal-class vessels. The new northern service vessel, Northern Expedition, has been delivered.

In the autumn of 2014, BC Ferries announced the addition of three new Intermediate-class ferries to phase out Queen of Burnaby and [Queen of Nanaimo](#). These three vessels were to be named the Salish Class; Salish Orca, Salish Eagle and Salish Raven. were designed and built by Remontowa Shipbuilding S.A. in Gdansk, Poland, with dual-fuel, capable of operating on liquefied natural gas and marine diesel. These vessels are a part of BC Ferries standardized fleet plan, which takes the number of ship class in the BC Ferries fleet from 17 to 5. BC Ferries has stated that total standardization of the BC Ferries fleet will not be complete for another 40 years.

BC Ferries Fleet

1964 Queen of New Westminster

The Queen of New Westminster provides regular ferry service between Vancouver (Tsawwassen) and Victoria (Swartz Bay).



- Overall length (m) 129.9
- Maximum displacement (t) 6129.0
- Car capacity 254
- Passenger & crew capacity 1332
- Maximum speed (knots) 20.0

1965 Powell River Queen

The Powell River Queen provides regular ferry service between [Campbell River and Quadra Island \(Quathiaski Cove\)](#).



- Overall length (m) 84.96
- Maximum displacement (t) 1638.0
- Car capacity 59
- Passenger & crew capacity 400
- Maximum speed (knots) 14.5

1965 Mayne Queen

The Mayne Queen provides regular ferry service between the [Southern Gulf Islands](#).



- Overall length (m) 84.96
 - Maximum displacement (t) 1638.0
-

- Car capacity 58
 - Passenger & crew capacity 400
 - Maximum speed (knots) 14.5
-

1969 Quadra Queen II

The Quadra Queen II provides regular ferry service via a circle route between Port McNeill, Malcolm Island (Sointula) and Cormorant Island (Alert Bay) and also provides summer relief service on other routes.



- Overall length (m) 49.61
 - Maximum displacement (t) 819.0
 - Car capacity 26
 - Passenger & crew capacity 150
 - Maximum speed (knots) 12.5
-

1969 Tachek

Ferry service between Quadra Island (Heriot Bay) and Cortes Island (Whaletown).



- Overall length (m) 49.53
 - Maximum displacement (t) 772.0
 - Car capacity 26
 - Passenger & crew capacity 150
 - Maximum speed (knots) 12.8
-

1972 Kitsa

Klitsa provides regular ferry service between [Brentwood Bay](#) and [Mill Bay](#)



.Overall length (m) 47.55

- Maximum displacement (t) 450.0
- Car capacity 19
- Passenger & crew capacity 150
- Maximum speed (knots) 10.0

1973 Kahloke

Provides regular ferry service between Denman Island East (Gravelly Bay) and Hornby Island (Shingle Spit)



- Overall length (m) 54.71
 - Maximum displacement (t) 496.0
 - Car capacity 21
 - Passenger & crew capacity 200
 - Maximum speed (knots) 10.0
-

Answers to Quiz 58

WSS quiz answers – 18th August 2022

11. What was the name of the ship carrying grain that was the first to sail from Ukraine since the blockade by Russian ships was lifted?

MV Razoni

12. The Royal Navy has taken delivery of a new experimental ship to be used to test new innovations. What is it called?

XV Patrick Blackett

13. Which cruise ship operated by Hurtigruten recently ran aground near the mouth of the Sogne Fjord, Norway's longest and deepest fjord?

MS Richard With

14. What shipping publication has been sold for £385million?

Lloyd's List

15. The oldest shipwreck in English waters, known as Mortar Wreck, has been granted the highest level of protection by the UK government. Where was this ship discovered?

Poole Bay. The ship, dating from the 13th century, was carrying gothic Purbeck stone gravestones.

16. The Indian Navy Ship, Tarangini, is the sister of which English ship?

Lord Nelson

17. The world's largest ocean-going wooden sailing ship visited London at the start of August. What is the name of this ship?

Gotheborg – a replica of an 18th Century vessel owned by the Swedish East India Company that sank outside Gothenburg in 1745.

18. How tall are the largest quay cranes at London Gateway (to the nearest 10 metres)?

138 metres (the same height as the London Eye)

19. Emerald Cruises has christened its newest ship in a ceremony in Amsterdam, the Netherlands. She is the ninth in the Star-Ship class of ships in the cruise line's fleet. What is the ship called?

Emerald Luna

20. Which yachtsman circumnavigated the world non-stop westwards aboard the yacht British Steel in 1971, taking 292 days?

Chay Blyth

Mystery Ships 58



58.1 H. AKAR, 27.09.92

H. AKAR

2,224g 3,544d

IMO 7704265 General Cargo Ship

Length: 93m Breadth: 13.7m Depth:6.5m Draught: 5.3m

1977: Completed by Sedef Gemi Endustrisi AS, Gebze, Turkey as ERDAL.

1988: renamed H. AKAR.

1996: Renamed OZDEM 1.

2006: Renamed SOLLO I.

2007: Renamed HAFEZ.

2008: Renamed BLACK STONE.

2010: Broken up in Turkey.

**58.2 JURGEN WEHR, 27.09.92, New Waterway****JURGEN WEHR**

1,859g 2,437d

IMO 7330052 General Cargo Ship

Length: 83m Breadth: 12m Depth:6.6m Draught: 4.7m

1973: Completed by J.J. Sietas Schiffswerft, Neuenfelde, Hamburg as JURGEN WEHR.

1977: Renamed JURGEN W.

1978: Renamed JURGEN WEHR.

1981: Lengthened.

1993: Renamed JURGEN.

1993: Renamed VISCARIA.

1999: Converted to Chemical Tanker.

Still in service.

**58.3 ANNEGRET, 27.09.92, New Waterway.**

ANNEGRET
5,780g 7,912d

IMO 8919879 General Cargo Ship (heavy-lift capability)
Length: 107m Breadth: 20m Depth: 10.6m Draught: 8.3m

1992: Completed by J.J. Sietas Schiffswerft, Neuenfelde, Hamburg as ANNEGRET.
1999: Renamed CALYPSO.
2000: Renamed BBC FRISIA.
2007: Renamed ROELOF.
2019: Renamed PERESVET.
2021: Renamed AYANA STAR.
Still in service.



58.4 CUIDAD DE PALMA, 10.09.92 (whilst operating Barcelona/Valencia to Balearics)

CUIDAD DE PALMA
11,513g 2,824d

IMO 7387718 Passenger/Ro-Ro (ferry)
Length: 140m Breadth: 20.5m Depth: 13.7m Draught: 5.6m

1976: Completed by Union Naval de Levante SA (UNL), Valencia as CANGURO CABO SAN JORGE.
1981: Renamed CIUDAD DE SANTA CRUZ DE LA PALMA
1982: Renamed CIUDAD DE PALMA.
2005: Renamed DALMATINO.
2006; Renamed OCEAN PRINCESS.
2008: Renamed ORIENTAL PRINCESS.
Last report 11/2013 in Indonesian waters. Believe to be still in service.



58.5 FEDERAL DANUBE, 27 09 92, Rotterdam

FEDERAL DANUBE

22,734g 38,289d

IMO 7901148 Bulk Carrier (Lakes fitted)

Length: 222.5m Breadth: 23.1m Depth:14.4m Draught: 10.3m

1980: Completed by N.V. Cockerill Yards Hoboken, Hoboken as FEDERAL DANUBE.

1995: Renamed LAKE ONTARIO.

2009: Renamed OAKGLEN.

2014: Re-designated as Laker (limited to trading in Great Lakes/St Lawrence Seaway).

Still in service



58.6 MARE TIRRENO, 27.09.92, Europoort (Beneluxhaven) – with tug MAASBANK.

MARE TIRRENO

46,134g 81,880d

IMO 7350935 Bulk Carrier

Length: 259m Breadth: 32.3m Depth:19.2m Draught: 14m

1976: Completed by Italcantieri S.p.A., Genova as MARE TIRRENO.

1997: Renamed IMAREA.

1998: Broken up in Pakistan.

