The World Ship Society

Southend Branch

News and Views

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Next Edition

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NOTES

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

After delays with the move to his previous care home Colin has now moved into Amber Lodge Care Home in Chalkwell

CONTENTS

Quiz

HMS Captain of 1869

Ship of Theseus

Le Lyonnais

The story of the Wild Deer

Hidden Gems of France and Spain -Part 1

Innovation

Trincomalee

Thunderer

Msc Gemma

Eternal Promise

The First Aircraft Carriers

HMS Campania

The Thorneycroft Seaplane Lighter

Astor and Astoria

The tow of the Astoria tugs

One Fact Wonder

History of a Port Portland

Ships that have been dismantled and re assembled

- SS Uganda
- Port Waikto
- Sir Walter Scott
- Maid of the Loch

Cecil Rhodes

NEWS

Australian 'fiasco' ship to be mothballed in Edinburgh

The 695ft Spirit of Tasmania IV will be stored at Port of Leith because it is too large to fit the existing berths in the Australian city of Devonport.

The ferry has been built at a shipyard in Finland but it must be moved out before winter because it could be damaged by pack ice.

A new berth to accommodate the ship in the island state of Tasmania will not be ready until late 2026 or 2027.

The cost of building the two LNG dual-fuel ships has risen by 47.5m from 430m when the contract was signed in 2021 - while port upgrade costs, originally estimated at £45.5m, have more than quadrupled.

The size of the ships means it is unlikely they could be used in Scotland, despite the west coast ferry operator CalMac being in desperate need of new vessels.


Image

A visualisation of the planned Ardrossan redevelopment

The LNG dual-fuel ships Glen Sannox and Glen Rosa, still being built at Ferguson shipyard in Port Glasgow, are meant to sail from Ardrossan to Arran but are unable to use the mainland port because of delays to a planned redevelopment.

Glen Sannox and Glen Rosa will instead have to sail from Troon initially, meaning a 20-minute longer journey and fewer daily sailings, and there will be no dedicated fast refuelling facilities for the LNG.

Fincantieri to build two new cruise ships for Viking

Italian shipbuilder Fincantieri is to construct two new cruise ships for Viking, both of which will be delivered in 2030.

The 54,300gt vessels will be “based on the successful features” and innovations of the previous ships Fincantieri has constructed for Viking and will accommodate 998 passengers in 499 cabins. They will be built according to the latest environmental, safety and navigation regulations and feature new innovations to enable the ships to operate with eco-friendly fuels and zero-emission power generation systems.

The agreement also includes the option for four additional ships, which would be delivered in 2031and 2032. Fincantieri has already built 22 cruise ships for Viking since 2012.

TUI River Cruises is to introduce a newly refurbished ship, TUI RIA, to its fleet in summer 2026.

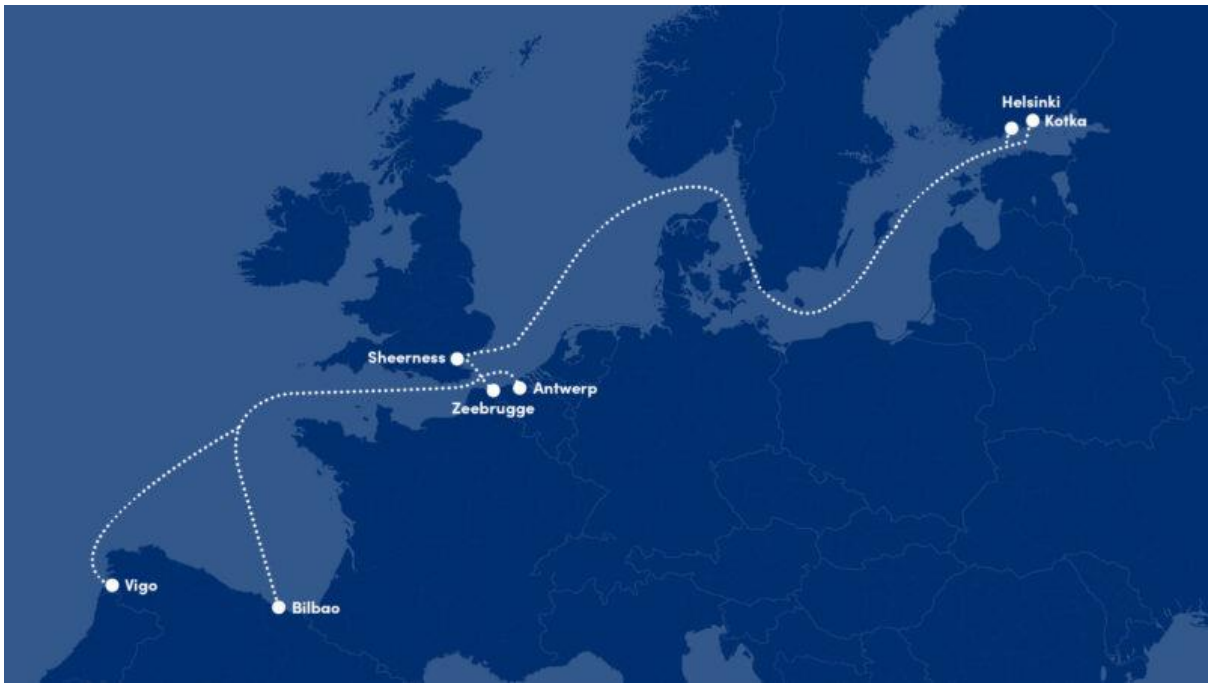
TUI Ria will sail along six, seven, eight and nine-night itineraries along two rivers, the Rhine and Moselle, from Amsterdam in the Netherlands, Basel in Switzerland and Frankfurt in Germany. It will be the fourth TUI vessel to sail in Europe, joining TUI Isla, TUI Maya and TUI Skyla.

The ship will be the highest capacity ship in TUI River Cruises' fleet, accommodating 190 passengers across 96 cabins. It will be the first TUI vessel to include a pool with panoramic views, a sauna, sun loungers, a putting green and a shuffleboard on the upper deck. During the evenings, the pool floor will rise to close off the water, transforming the space into a secondary dining venue and entertainment area. The pool will also be the first in the fleet to have a retractable roof, allowing guests to use it year-round. The ship will have a modern interior design and will feature venues including restaurants, lounges and entertainment spaces.

The launch of the new ship comes following the cruise line's third year of operation, with a 17 per cent increase in bookings year on year.

"**Finnlines to launch a new freight service from Finland to Sheerness, UK**

Finnlines launched a new freight service from Finland to London Medway located in Sheerness, with further connections available to Belgium, Spain, and Ireland. The first arrival was on 23 September 2024. The new service is part of Finnlines' strategy to improve service sustainability and route network, and it will be operated with three Finneco-class vessels calling London Medway once a week.



To reduce emissions, the vessels are equipped with many advanced technologies such as air lubrication, a high-powered battery bank and solar panels.

- Southbound route: Helsinki / Kotka–Sheerness–Antwerp / Zeebrügge–Bilbao / Vigo.
- Northbound route: Bilbao / Vigo–Zeebrügge / Antwerp–Hanko–Helsinki / Kotka.

DP World spending £1bn to turn London Gateway into UK's largest box port within five years

DP World is pressing ahead with plans to expand London Gateway into Britain's largest container port within five years with an investment of around £1bn

The Dubai-based terminal operator said it would increase the capacity of London Gateway's port by building two new shipping berths, taking the total to six berths able to receive the world's largest container ships.

The site will also see a second rail terminal added to handle the expected increase in containerised trade.

By the end of the decade, the full quayside stretching more than 2.5km in length will be able to simultaneously receive six vessels, each more than 400 m long,

Subject to planning approval and regulatory requirements, the expansion is expected to significantly increase the volume of trade at The port currently handles nearly 2m teu annually through its three soon to be four berths

The fourth berth, is the first to be powered entirely by electricity

Explorer Shackleton’s lost ship as never seen before

The new 3D scan lifts the veil of darkness and water from the wreck lying 3km beneath the surface

After more than 100 years hidden in the icy waters of Antarctica, Sir Ernest Shackleton’s ship Endurance has been revealed in extraordinary 3D detail.

For the first time we can see the vessel, which sank in 1915 and lies 3,000m down at the bottom of the Weddell Sea, as if the murky water has been drained away.

The digital scan, which is made from 25,000 high resolution images, was captured when the ship was found in 2022.

It’s been released as part of a new documentary called Endurance, which will be shown at cinemas.

The team has scoured the scan for tiny details, each of which tell a story linking the past to the present.

In the picture below you can see the plates that the crew used for daily meals, left scattered across the deck.

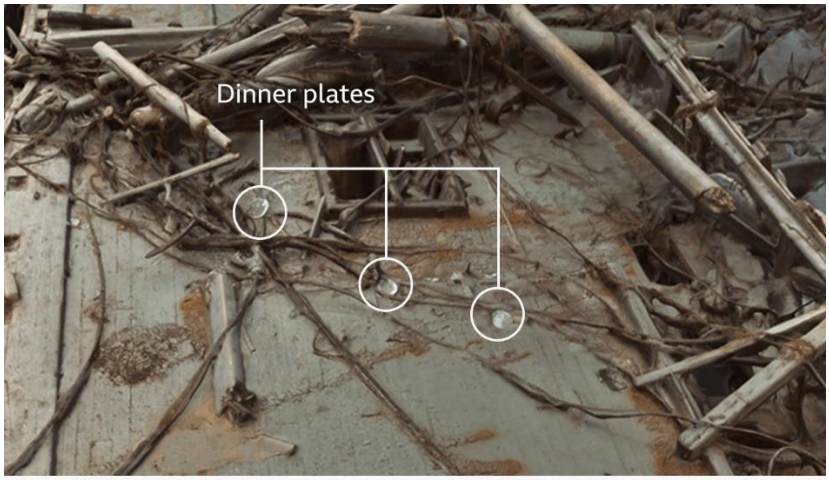


Image: Falklands Maritime Heritage Trust / National Geographic BBC

In the next picture there's a single boot that might have belonged to Frank Wild, Shackleton’s second-in-command.

Image: Falklands Maritime Heritage Trust / National Geographic BBC

The ship itself remained lost until 2022.

The new 3D scan was made using underwater robots that mapped the wreck from every angle, taking thousands of photographs. These were then “stitched” together to create a digital twin.

.

The scan belongs to the Falklands Maritime Heritage Trust who also funded and organised the expedition to find Shackleton’s ship.

Villa Vie Odyssey finally sets sail on three-and-a-half-year cruise

After 17 weeks of delays, the ship will sail to 425 destinations in 147 countries on its maiden voyage

Villa Vie Residences' refurbished ship Villa Vie Odyssey has finally set sail on its maiden three-and-a-half-year cruise. The ship, which was originally scheduled to depart in May 2024, departed Belfast, Northern Ireland, for Brest, France, on 3 October 2024.

The ship, which was formerly operated by Fred. Olsen Cruise Lines as Braemar had been laid up in Edinburgh, Scotland, since the Covid pandemic shut the cruise industry down in March 2020. Villa Vie Residences took delivery of the ship on 1 March 2024 and opted to carry out a refurbishment at the Harland & Wolff shipyard in Belfast.

The refurbished eight-deck ship offers three restaurants, five bars, four lounges, a spa and fitness centre, a library and an extended pool with two Jacuzzis, which was one of the key focuses of the refurbishment.

Another big project was to create a business centre to give residents somewhere to work while onboard. The business centre features Starlink and Viasat 3 internet, allowing residents to stay in contact with friends and family at home, as well as enabling the ship's non-retired residents to work remotely during their time onboard.

According to Villa Vie Residences, the multiple delays in the ship's launch have been due to water tank, gearbox and rudder stock issues, then more recently, a longer-than-usual certification process, which has seen the 1993-built vessel held to the same standards as a newbuild ship.

After two rounds of sea trials in September, the ship received coastguard clearance on 28 September, leaving it free to welcome passengers onboard and embark on its maiden voyage.

The ship left Belfast at 23:30 BST on 30 September, but it didn't sail far, remaining anchored off the coast of County Down until around 16:00 BST on 3 October. Passengers were told the delay was necessary so the final pieces of paperwork could be completed.

Villa Vie Odyssey is scheduled to arrive in Brest on 5 October, according to an itinerary shared by passengers onboard. Over the next month, the ship is expected to call at ports in Spain, Portugal, Morrocco, Gibraltar and Dakar in Senegal.

Damen Shipyards to build two electric ferries for City of Toronto

Damen Shipyards is to build two electric ferries for the City of Toronto at its Galati yard in Romania, following an order from the city government.

Once complete, the ferries will operate between the Jack Layton Ferry Terminal in downtown Toronto and the Toronto Islands.

The design of the two new fully electric ferries has been produced in collaboration with Quebec-based Concept Naval, who have spent the last two

years developing the project. One of the 50-metre-long vessels will transport passengers and vehicles, and the other passengers and bicycles.

These ferries will be the 23rd and 24th ferries Damen has delivered to Canadian ferry operators in the last ten years.

Wightlink invests more than £8 million in its fleet and ports

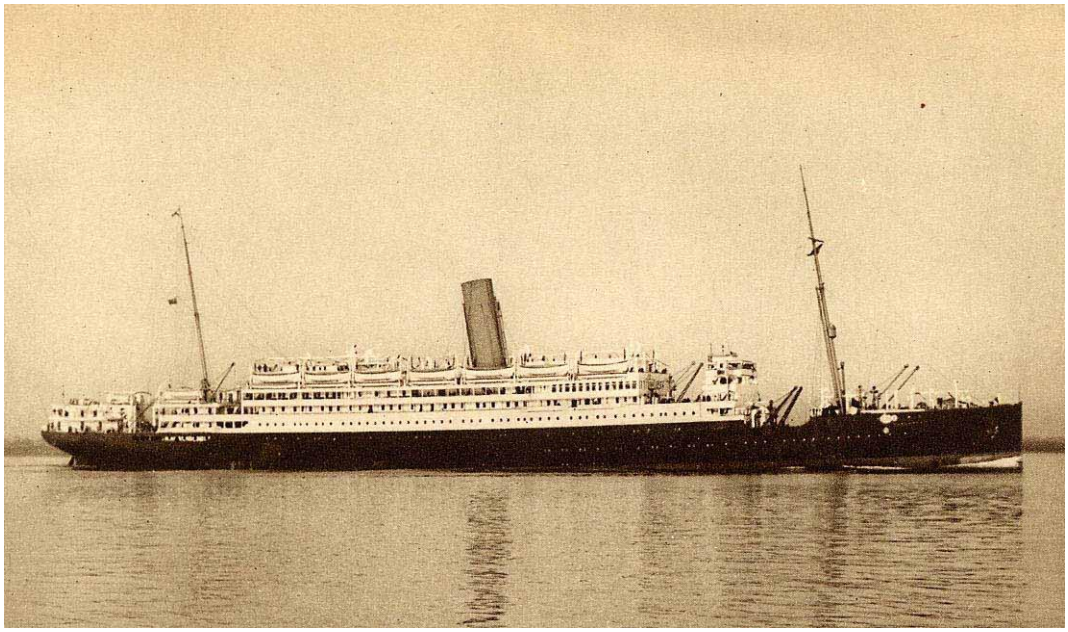
Wightlink is investing more than £8 million in its annual programme of maintenance for its eight-strong ferry fleet and port facilities.
The six-month-long programme began at the start of September, with Wight Sky sailing to Hythe Shipyard in Southampton, UK. Works undertaken included painting the vehicle deck, pouring new resin flooring in passenger walkways and installing a new control box. Wight Link will be the next ferry to be sent to the shipyard, arriving in October.
Wightlink's passenger catamaran, FastCat Wight Ryder 1, is also currently in drydock at Trafalgar Shipyard in Portchester, UK, with its sister ship Wight Ryder 2 to follow in early 2025.
Each ferry in Wightlink's fleet will in turn be withdrawn from service for refurbishment until April 2025, as required by their maintenance schedules. A refit captain and crew accompany each ship and will carry out most of the work.

Princess Cruises and Fincantieri float out Star Princess in Italy

Star Princess is scheduled to be delivered to Princess Cruises in autumn 2025.

MYSTERY SHIPS 85

Albatros



Almanzora

Alpinon

VISITORS

Hafnia Lillesand Built 2024 65120 GRT Singapore

Current Location En route Copenhagen

Malbec Legend Built 2016 23861 GRT Marshall Islands

Current Location North Sea

Great Casablanca Built 2024 89797 GRT Italy

Current Location En route Hamburg

Amadeus Built 2022 63365   GRT Marshall Islands

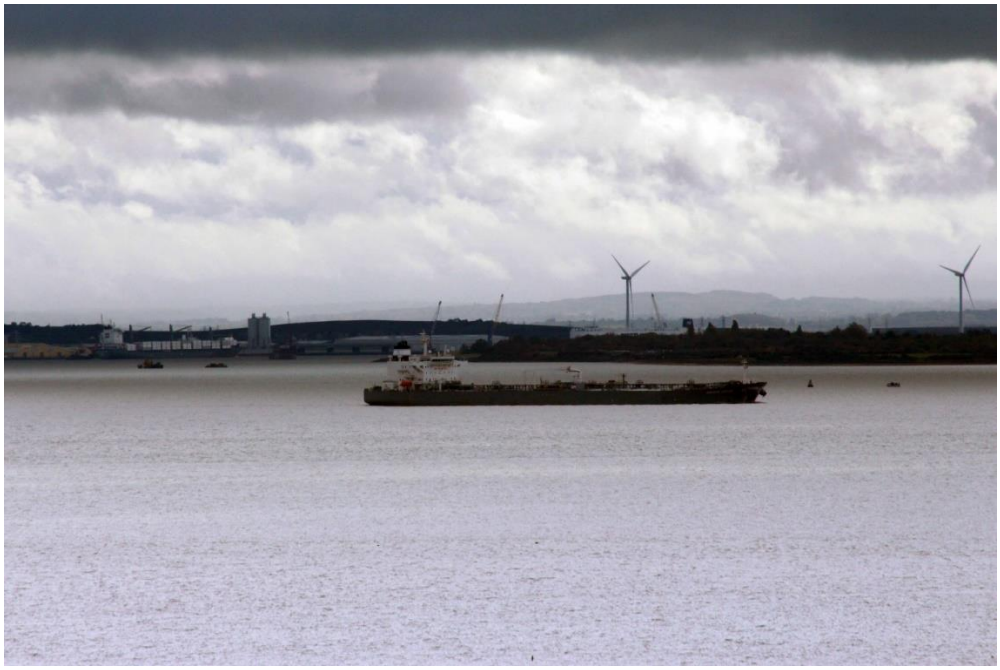
Current Location Verdal

Ardmore Gibraltar Built 2017 29365 GRT Singapore

Current Location Rotterdam

Abeko Server 2 Built GRT

Current Location North sea



Amazon Virtue Built 2014 44776 GRT Greece

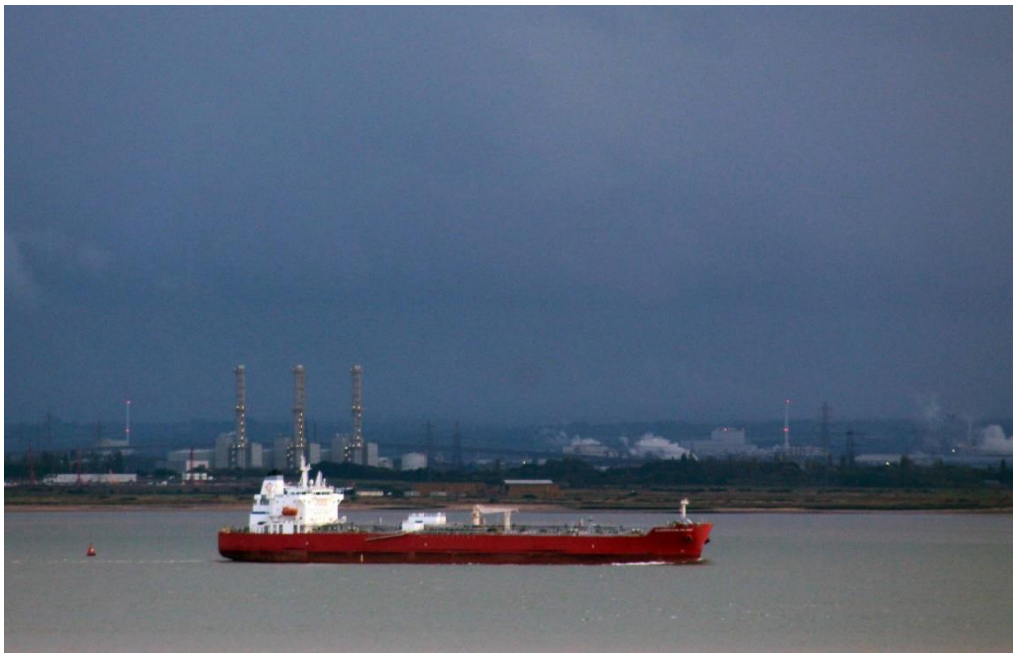
Current Position Amsterdam

HMM Dublin Built 2020 228 234 GRT Korea

Current Position West Africa En route Singapore

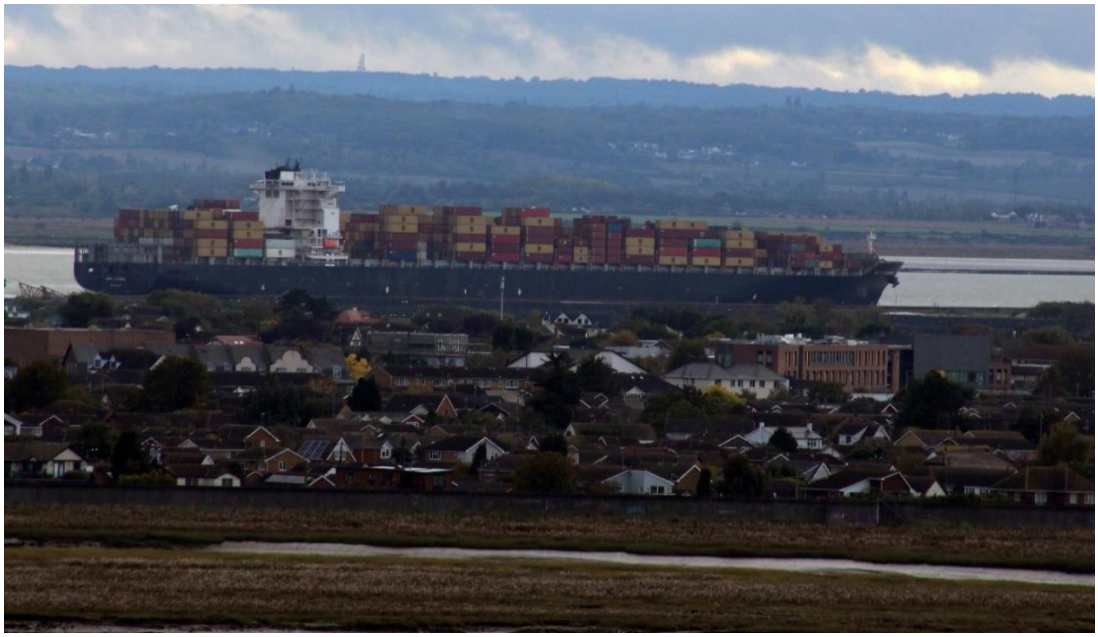
Msc Giusy Built 2023 153864 GRT Liberia

Current Position South Africa En route Abu Dhabi



Clearocean Milano Built 2021 29661 GRT Phillipines Ireland

Current Position En route Donges France



Conti Courage Built 2005 90449 GRT Liberia

Current Position Indian Ocean En route Port Qasim

Xin Lian Yun Gang Built 2003 66433 GRT China

Current Position En route West Africa to Colombo

Cable Enterprise Built 2001 9156 GRT GB

Current Position Thames

Luvia Built 2004 31264GRT Marshall Islands

Current Location En route Iskenderum

One Reassurance Built 2023 74063 GRT Hong Kong

Current Position En route to Port Qasim

One Resilience Built 2024 74063 GRT Hong Kong

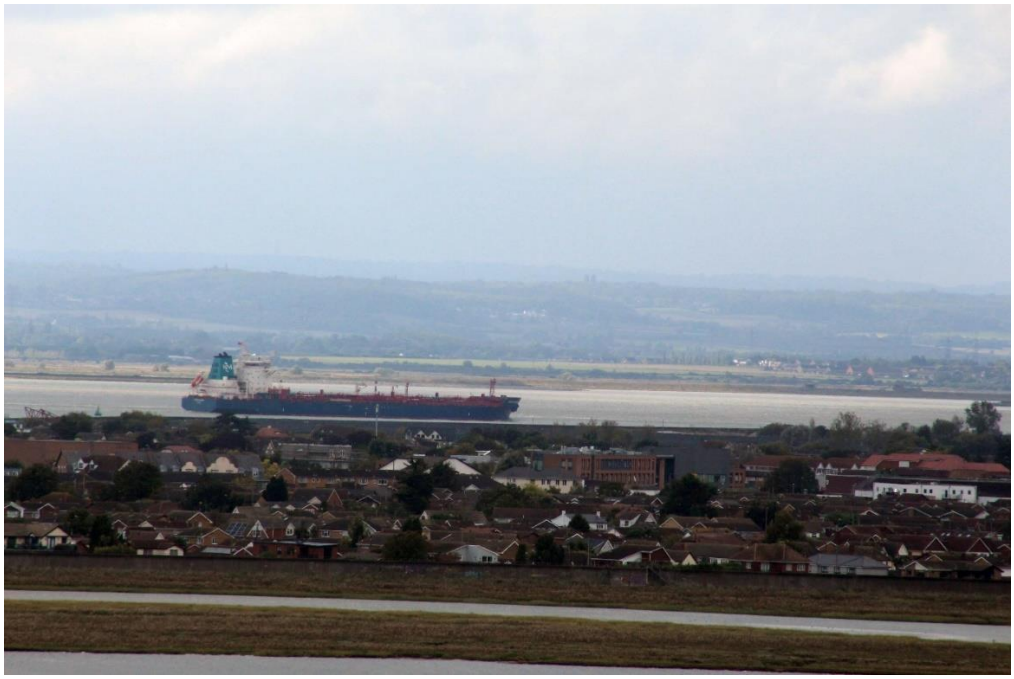
Current Position En route to Cape Town

Curo Built 2016 GRT Netherland

Current Position En route Netherlands

CMA CGM Daytona Built 2024G 71631 GRT Malta

Current Position En route to Singapore



Histria Crown Built 2012 25864 GRT Malta

Current Location En route Lavera

Front Leopard Built 2016 62702 GRT Marshall Islands

Current Position West Africa

Virgo Stellar Built 2008 32379 GRT Panama

Current position Aegean Sea

Msc Nicole X Built 2000 92198 GRT Liberia

Current Position En route Thames

Chem Mercury Built 2018 11918 GRT Luxembourg

Current Position En route to Philadelphia

Pis Precious Built 2013 29700 GRT Singapore

Current Location En route to Houston

Msc Rohnev V Built 2007 55489 GRT Liberia

Current Position S W Approaches en route Thames

HMM Garam Built 2021 153150 GRT Liberia

Current Position Singapore

SOLENT

QUEEN ANNE VOYAGE From Wendy & Andrew

We have just joined Queen Anne for 4 day cruise JUST so we can get a Queen Anne teddy bear. Zeebrugge and Cherbourg.

Now we are home you can see from the attached photo why Wendy is horrified at Cunard because we now have an interloper on the top shelf.

The top row is Queen Victoria, Queen Mary 2, GREEN Queen Anne and Queen Elizabeth. The red ones have their name on their jumper. The GREEN one only has it on its foot.
The second row is the waiter James 2019, Chef Albert 2018, Percy 180 years 2020, Taylor Technician 2024.
The third row is Princes Trust 2023, King Charles III , Charles Princes Trust 2017.
The fourth row is MSC, PO Aurora, Captain Red Funnel.
You can guess what Wendy will say in her response to the after cruise survey!

QUEEN ANNE VOYAGE

We have just joined Queen Anne for 4 day cruise JUST so we can get a Queen

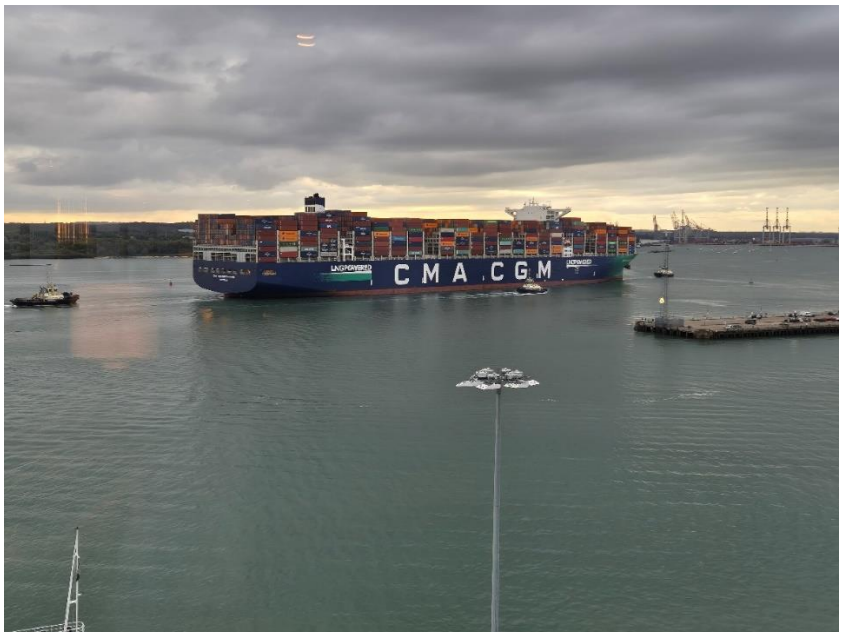
Anne teddy bear. Zeebrugge and Cherbourg.

We have just joined Queen Anne for 4 day cruise JUST so we can get a Queen

Anne teddy bear. Zeebrugge and Cherbourg.

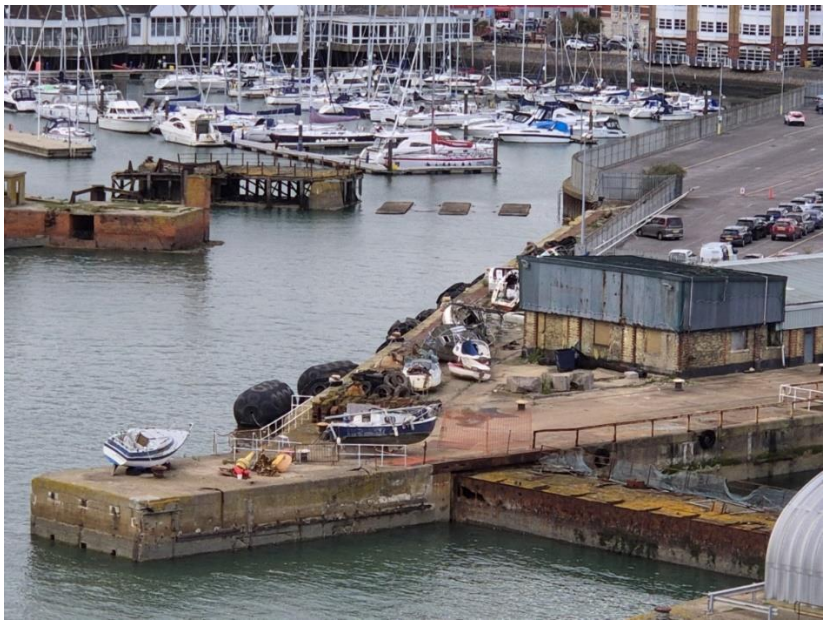
First impressions of QA is like living as a mole as all the public areas are dark as there are very few windows to give day light. Cabin nice with walk in shower with glass door not curtain. Limited long dress storage in cabin.

Few drink stations in buffet and only fresh coffee not decaf so queues. Ice cream on tap.

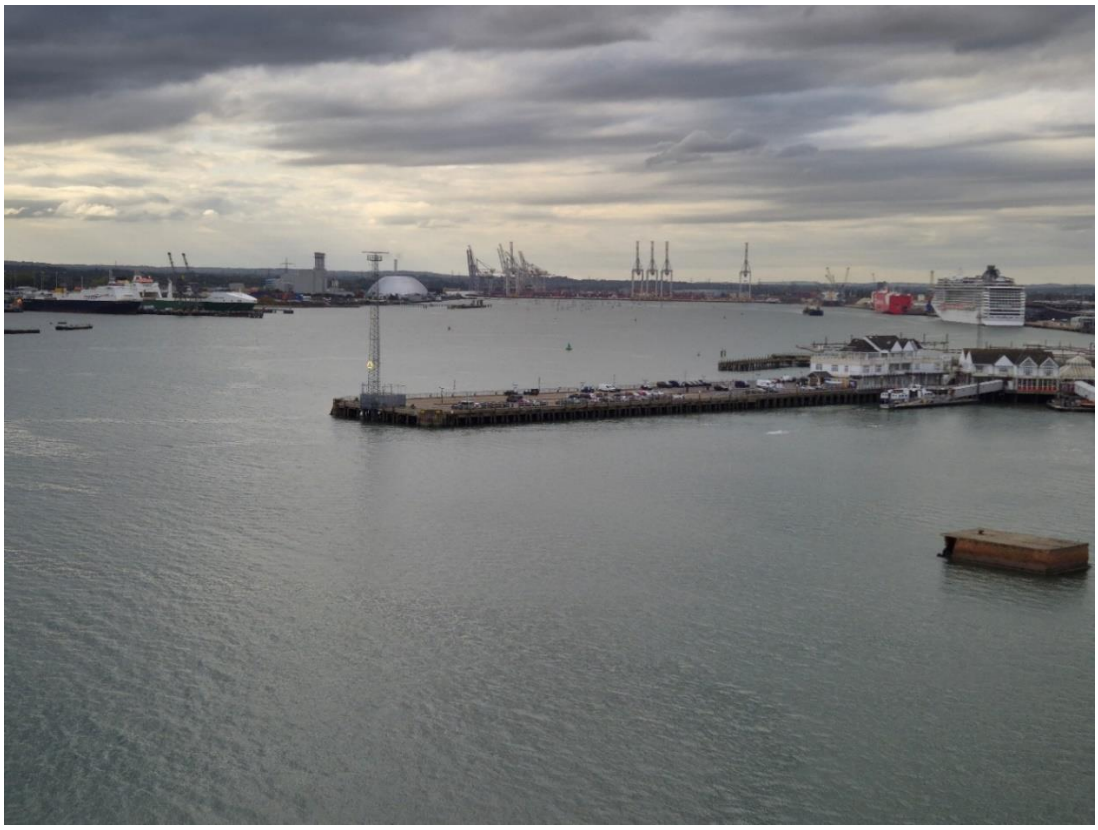


CMA CGM Montmartre Built 2022

Picture shows some of the abandoned boats rescued as clean up started.



Solent gateway ramping up the vehicle roll on roll off with development alongside MOD



ZEEBRUGGE

Tirranna

Anniara

STUART TO NEWLYN AND BRIXHAM 2024

Margaret Anne Scalloper

Builder Mctay Marine 1974

Nettters crabbers and beam trawlers at Newlyn

Beam trawler **Barentszee of Ladram**

YEAR OF BUILD: 1984 AREA FISHED: Area 7 / SW Approaches
FISH CAUGHT: Dover Sole, Plaice, Monkfish, Gurnard, Ray, Pout, Cuttlefish. other mixed fish

Barentszee works a crew of up to seven, with the wheelhouse team working two trips at sea and one ashore, while the deck crew work a three to one routine. They fish for a variety of groundfish species that are landed in Brixham, and Barentszee's crew concentrate on short tows to maximise quality, and short trips to ensure that fish reaches the auction as fresh as possible. Skipper Shaun Gibbs and his crew were central to the 50% project that was run some years ago in Brixham with CEFAS to minimise by-catches of undersized fish, with the experimental gear trialled extensively on board Barentszee to optimise mesh sizes, This involved fitting larger mesh sizes to the front sections and bellies of trawls to minimise by-catches of benthos and juvenile fish, and the project was highly successful, with the whole Brixham fleet following Barentszee's lead on this.

Margaret Anne Scalloper

Builder Mctay Marine 1974

Nettters crabbers and beam trawlers at Newlyn

Beam trawler Barentszee of Ladram

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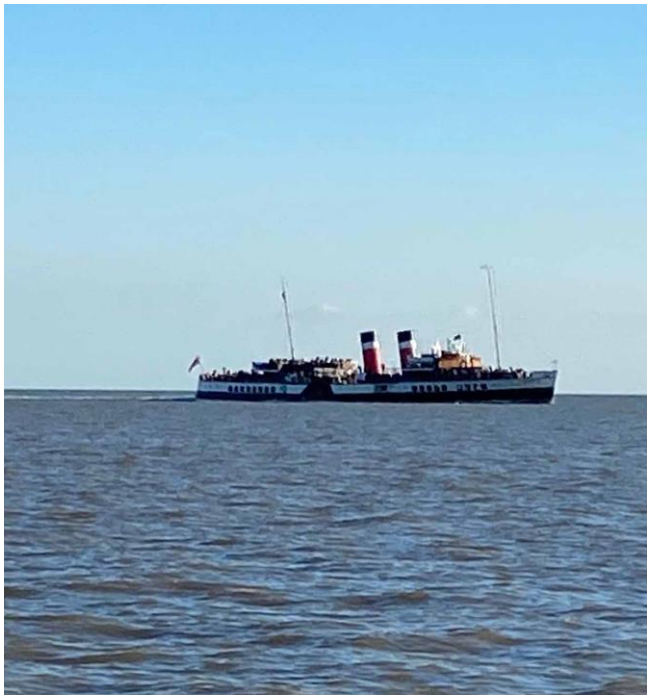
Enterprise Beam Trawler

Enterprise PZ99 joined the OceanFish fleet in Newlyn, when at 42 meters and 471 tons she was the biggest boat in the port.,

Acionna Seine Netter

Built 1988 201 GRT

GLADYS ON THE BLACKWATER



Waverley

S B Will

Mn 69

Mn 52

MORE FROM STUART

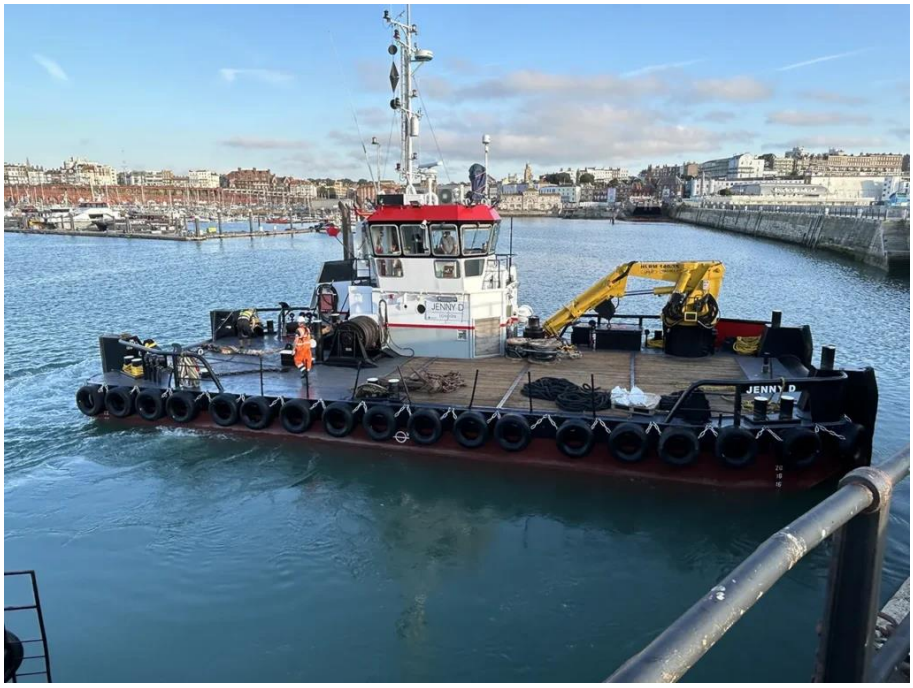
Svitzer Ramsey seen from Kent

Knighton

PROJECT NEU CONNECT

Operating roughly midway between Southend Pierhead and Sheerness Point in late October 2024 is the cable laying vessel CABLE ENTERPRISE, together with tugs MTS VALOUR and SARAH GREY and the utility vessel JENNY D. This article looks at a number of the vesels involved.

MTS Valour



Jenny D

Sarah Grey

They are working on the Neuconnect Interconnector, a High Voltage Direct Current submarine power cable which will run from the Isle of Grain to Wilhelmshaven in Germany. Landfall will be next to Grain Coastal Park, in Kent, and at Hooksiel, near Wilhelmshaven in Germany

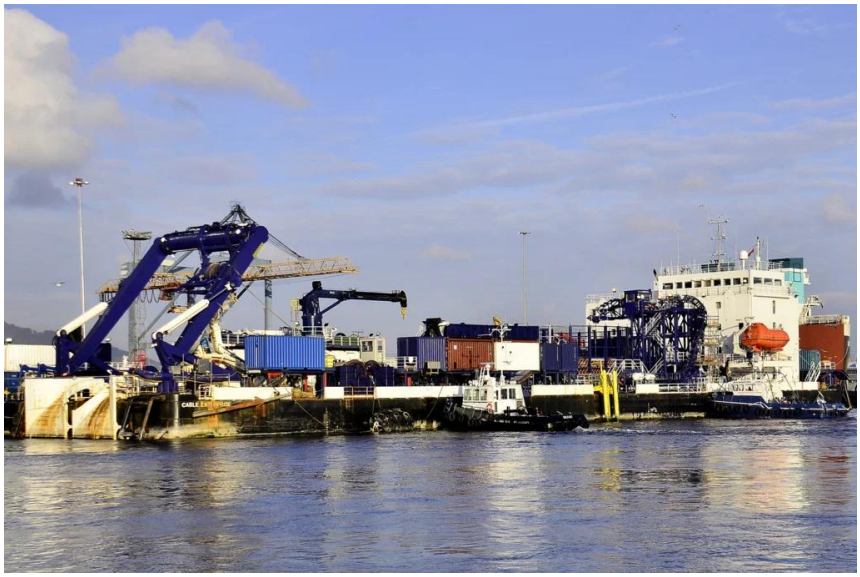
The cable will by 725 km long and will have a capacity of 1400 MW and cost, including onshore works at both ends, £2.4 billion. the interconnector will be one of the longest worldwide.

The main construction phase started in 2023 As of June 2023, operation was expected to start in 2028.

As of 2022 the project was expected to cost £2.4 billion The project is expected to deliver £1.7 billion in consumer benefits to UK consumers over 25 years, and could deliver a net reduction in carbon emissions of over 13MtCO2 in the same time. Britain, is now an electricity importer,

CABLE ENTERPRISE

The Cable Enterprise is a UK flagged vessel built by Esprit Engineering at Batam, Indonesia in 2001 as the moored cable laying barge SMIT ANAMBAS. In 2012 she was acquired by her present owners and managers, the Prysmian Group when they took over her first owners, Global Maritime Systems, and renamed CABLE ENTERPRISE. She was of 7319 gt with dimensions 115m x 31.6m.



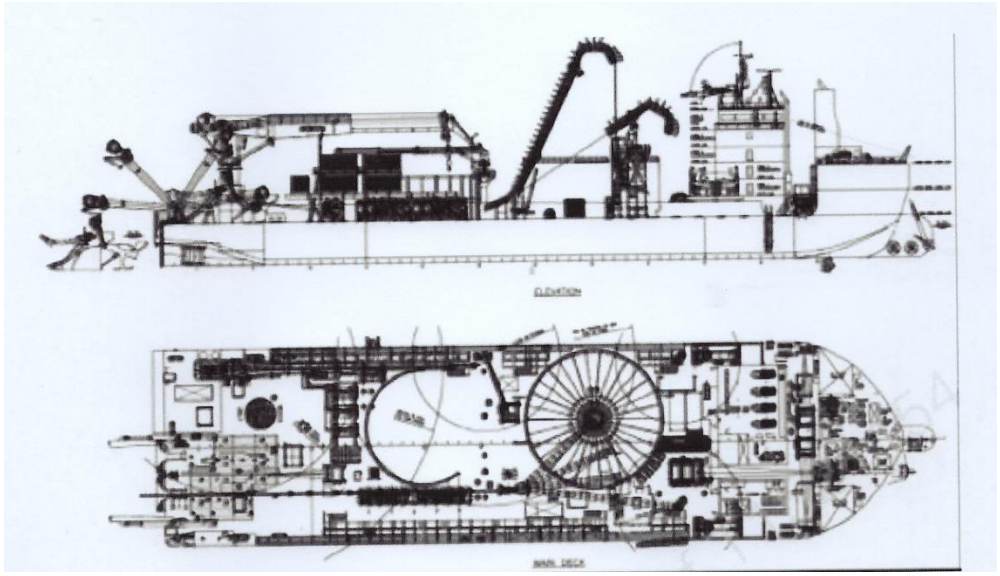
CABLE ENTERPRISE IN 2012

In 2014/15 she was converted by the Viktor Lenak Shipyard in Croatia into a DP2 cable laying vessel, able to use her own propulsion within the work site. The conversion work cost 22 million euros and took 7 months. Her length was increased by 10 m and her tonnage increased to 9017 gt. A new bulbous bow was fitted and new engine rooms installed fore and aft as well as 2 new decks on her accommodation block.

AFTER CONVERSION

Her powerplant now comprises 2 Voith Schneider 2400 kW 360 degree rotating azimuth thrusters; 2 Wartsila 1000kW retractable azimuth thrusters and 2 Wartsila 1200 kW transverse thrusters. The whole complex is compliant with IMO Tier 111 standards.

She can operate autonomously without the need of tugs during cable laying (although in the Thames she seems to have 3 in attendance). She has the capability of undertaking lay and burial operations simultaneously with any type of plough.



CURO

Recently anchored off Shoebury working on the Project

The final commissioning of the cable repair vessel “CURO”

The commissioning of the cable repair vessel “CURO” for N-Sea Group. This multi purpose DP2 vessel can be equipped to fulfill a broad range of operations. The free deck space in combination with the large accommodation offers many possibilities for all kinds of operations including salvage, offshore accommodation, cable repair and renewables support.

She was recently converted from the existing anchored barge NP-459 into a dedicated cable repair DP2 vessel with 50t offshore knuckleboom crane named CURO. This vessel was available from June 2024 for cable repair &

installation projects and will be sailing for its first inter-array replacement project in Germany

The CURO is equipped with an innovative cable repair spread including a dual basket carousel, to repair and replace HVAC and HVDC inter-array cables, export cables and inter-connectors. Due to the combination of its 8-point mooring system and DP2 capabilities, the vessel can operate year-round in both very shallow (beach able) and deep-water conditions.

Neptune is a specialized supplier of marine solutions in the Netherlands. Their r main activities are shipbuilding, ship repair, conversion, and mobilisation

AMBIENCE

The cruise ship now operating as the Ambience was ordered originally in 1988 by Sitmar from Fincantieri at Monfalcone in Italy. She was transferred to the P & O Group subsidiary Princess Cruises and launched on 29th March 1990 as the ROYAL PRINCESS. She was initially based in Fort Lauderdale, but after 2000, she was deployed on Australian routes, and later on Mediterranean and Baltic cruises.

PACIFIC DAWN

In 2007 she was transferred to P & O Cruises Australia and she underwent a major refurbishment, emerging as PACIFIC DAWN, operating on Australia to South Pacific destinations. In 2010 she went into dry dock at Brisbane for another extensive refurbishment, with a further one in Sydney in 2016. In 2020, she was intended to be sold to Cruise & Maritime Voyages and renamed AMY JOHNSON, but CMV went into administration due mainly to the effects of the Covid pandemic.


PACIFIC DAWN

In November 2020, she was sold to Ocean Builders Central for just $9.5 million and renamed SATOCHI. OBC intended her to become a floating residence in the Gulf of Panama, but they were unable to get suitable insurance cover. She was resold in 2021 to the newly formed Ambassador Cruise Line, and in

October 2021 she began a refit at the Viktor Lenac Shipyard near Rijeka in Croatia. Her inaugural cruise was scheduled to begin on 20th April 2022 from Tilbury to Hamburg, but her first cruises were plagued with teething troubles.

In December 2022, whilst starting a three-day cruise from Tilbury, maintenance checks found some structural problems at the lifeboat stations, so the cruise was cancelled without notice and her passengers were disembarked. The following cruise was also cancelled with the ship being repaired at Bremerhaven, and only resuming service on 2nd January 2023. In November 2023, she was dry docked again with propellor drive shaft issues.

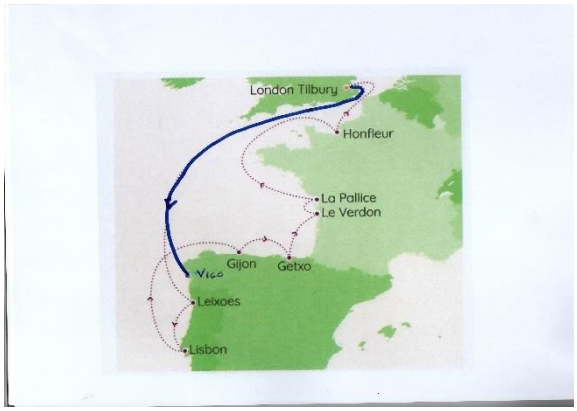
The Ambience is of 70,285 gt with dimensions 245.06m x 56.0m x 8.22m. She is diesel electric powered, with four 8-cyl MAN B&W 8L58/64 diesels totalling 38,800 kW and two electric motors of 12000 kW each driving two 6-bladed fixed pitch propellors giving a maximum speed of 22.5 knots but a cruising speed of 20 knots. She has not been fitted with scrubbers and instead burns low sulphur fuel oil. Her capacity is 1400 passengers with 660 crew. She is Bahamas flagged.

HIDDEN GEMS OF FRANCE, SPAIN & PORTUGAL

AN ARMCHAIR SHIPWATCHER'S LOG PART 1

VASCO DA GAMA

PART1 TILBURY TO VIGO



TILBURY & LGP

We arrived at the London International Cruise Terminal at Tilbury at about 2 pm on Saturday 14th September 2024 and boarded the AMBIENCE and our Ocean View cabin within 30 minutes for our 12-night cruise. The taxi ride from home with our nephew Peter worked well as did the ramps etc to get the wheelchair aboard. It was our first cruisewith Ambassador, and from our

experience in the past with C.M.V., we were looking forward to an enjoyable break. It was a warm and sunny afternoon with a light westerly wind.

TUNDRALAND

Berthed in Tilbury Docks visible from the ship was the Swedish RoRo vessel TUNDRALAND. She was built in 2007 as the TRANSTIMBER and is owned and operated by Wallenius-Sol, mainly for carrying packaged timber and paper products. She is of 23,128 gt with dimensions 190.8m x 26.44m x 7.8m. She is powered by twin MAN B&W 9L48/60B diesels of 9000 kW. The engines are located forward to maximise the cargo space for abnormally large loads.


THEODOR ESSBERGER

There were no other significant ships on the Landing Stage or Ro-Ro berth, or, for that matter, at Tilbury 2. The oil product tanker THEODOR ESSBERGER came past mid-afternoon, heading downstream. She is Portuguese flagged and was built in 2005 in Turkey as the AYSI. She is operated by Nordic Tankers Management. She is of 5606 gt with dimensions105.5m x 16.8m. She is powered by a MAK engine of 3000 kW.

MSC LA SPEZIA

After we had swung, we headed downstream and passed the London Gateway Port. On Berth 3 was the German flagged 14,000 TEU container ship MSC LA SPEZIA, which was built in South Korea in 2010 as the CPO LA SPEZIA. She is operated by Offen Reederei of Hamburg and is of 165,977 dwt with dimensions 365.8m x 51.3m x16.0m. She is powered by a MAN B&W 12K98MC-C engine of 72,240 kW.


MSC YUKTA X

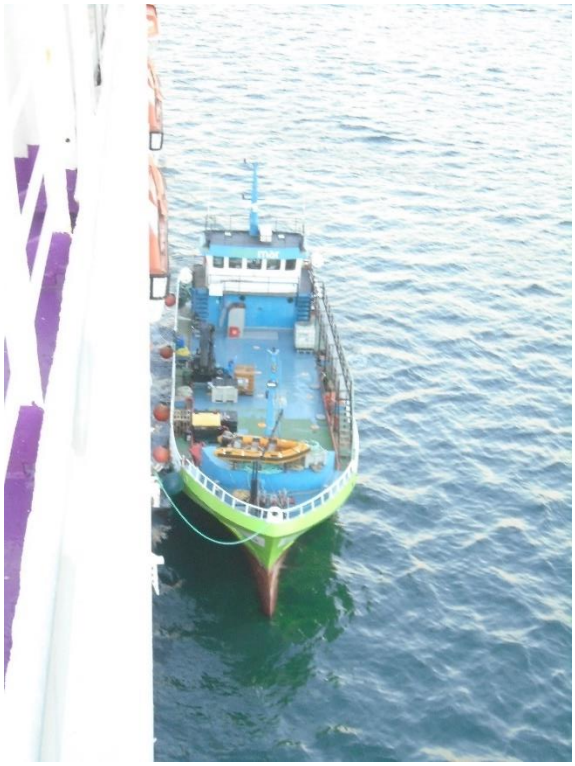
On Berth 1 at LGP was the Liberian flagged container ship MSC YUKTA X, which was built in 1998 in Denmark She is of 110,347 sdwt with dimensions 347m x 42m x 15m. She is operated by MSC Shipmanagement Ltd of Cyprus. There was nothing on the Shell Haven tanker berth or the terminals on Canvey Island as we carried on towards the North Sea. We were informed by the captain that, due to a pilots strike in Portugal, we would not be able to call at Leixoes. We would instead make our first call at the port of Vigo, in Spain.

VIGO, SPAIN

VASCO DA GAMA

After two very enjoyable “sea days”, we berthed at Vigo at 06.30 on Tuesday 17th September, before dawn. The Madeira flagged cruise ship VASCO DA GAMA arrived at about 7.00. She was built in 1993 by Fincantierei as the

STATENDAM for Holland America Line. She is of 55,451 gt with dimensions 219m x 30.8m x 7.5m and can carry 1258 passengers. She is diesel electric powered with 5 Sulzer diesels and 2 ABB electric motors of 12000 kW. She is owned by Mystic Investments and is operated by the German company Nicko Cruises.


PAXASE OCHO

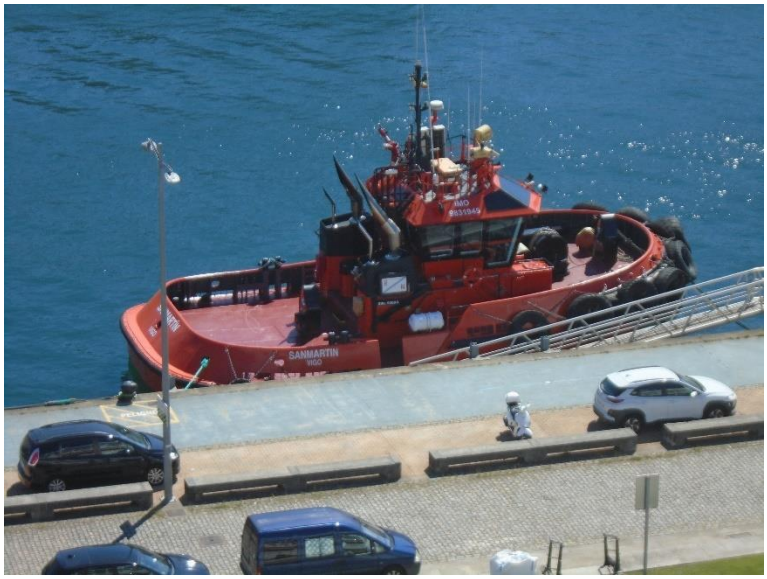
In mid-morning, in sunny and warm conditions, the PAXASE OCHO, a Spanish flagged waste disposal vessel came alongside us, presumably removing residual fuel oil from our tanks. She was built in 2021 and is of 228 gt, with dimensions 30m x 8m, and is powered by a MAN D2542 MLE diesel. She is operated by Leibar del Naval SL.

MAR VIGO

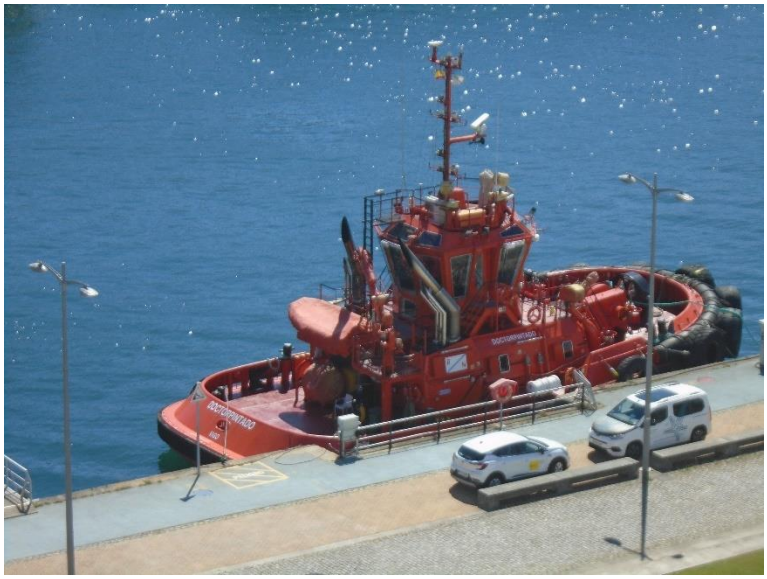
Passing us was the Spanish flagged fast passenger vessel MAR VIGO. She was built in 2001 by Metalships & Docks of Vigo and is of 563 gt with dimensions 33.09m x 12.8m x 1.7m. She runs between Vigo and the nearby Cies Islands.


LEONIDAS Z

Entering the port was the Marshall Islands flagged 2800 TEU feeder container ship LEONIDAS Z. She entered service in April 2024 and is of 38,733 sdwt with dimensions 186m x 35m. She is powered by a MAN B & W 6S 60HE-C10-HPSCR diesel. She is under charter to Euroseas.

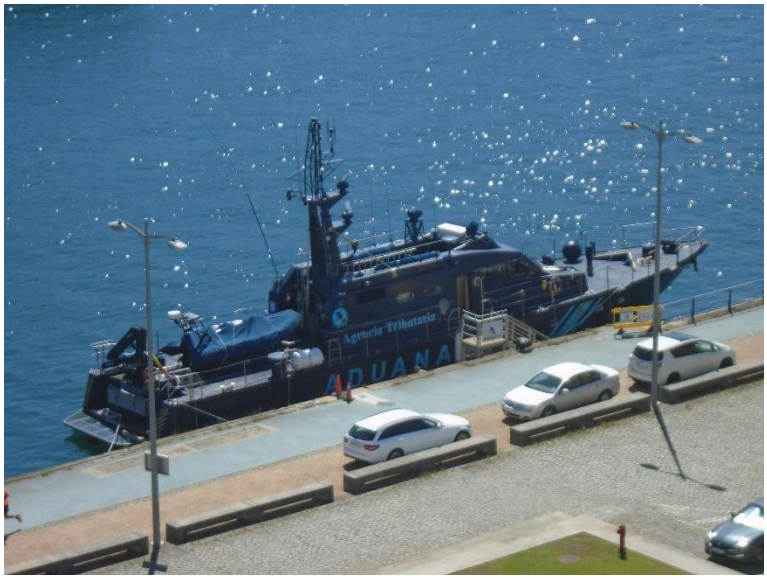


SAN MARTIN



DOCTORPINTADO

Two Spanish flagged harbour tugs were berthed close to the Ambience, the SAN MARTIN and the DOCTORPINTADO. The San Martin was built in 2019 and is of 145 gt with dimensions 18.7m x 9,2m x 2.0m. The Doctorpintado was also built in 2019 and is of 209 gt with dimensions 22.4m x 10.8m x 5m.



GERIFALTE CLASS PATROL VESSEL

Also berthed near us was a GERIFALTE class patrol vessel operated by Aduanas, the Spanish tax agency. They are grp and were built by Rodman at Vigo between 2001 and 2009. Their standard displacement is 90 tons with dimensions 30m x 5.99m x 1.75m. Trin diesels of 4730 hp give 35 knots with a range of 800 nautical miles at 12 knots.


PIRATA DE CIES

Passing was the PIRATA DE CIES, a Spanish flagged fast passenger ship built in Barcelona in 2010. She has dimensions 25.8m x 8.5m x 2.0m powered by two MAN diesels and has the capacity for 250 passengers. She is owned and managed by Naviera Nabia / Grupo and runs between Vigo and the nearby Cies Islands.

THE SAILMAKERS

The firm of F.A.Turnidge were sailmakers in Old Leigh until fairly recent years. Their premises were opposite the old railway station, now Leigh Sailing Club and adjacent to Bell Wharf. Most of their work was originally on sails for fishing boats (bawleys) and sailing barges, but, as time went by their work became more with yacht sails and tarpaulins. But the sailmaker made and kept detailed records, which I was able to examine some years ago. There I found little gems like

"sailing barge Jock: to repair of foresail 7/6d", a job that would probably cost hundreds now.

Part of the sailmakers work was the dressing of barge sails, which was carried out on nearby Bell Wharf, if the wharf was not too busy with cargo. The dressing was applied to the sail with brooms and was a mixture of linseed oil, red ochre (to give the traditional red colour) and ingredient X, a closely guarded secret, bur believed to be seawater (although some say urine)' So it was that a newly dressed sail was left to dry on Bell Wharf. Along came a Dalmation dog (white with black spots) who rolled on the wet sail. The dog's owner immediately threw him into the tide in the hope that the dressing would soak off. This was not entirely successful and for some time Leigh was treated to the sight of a pink Dalmation dog,

When Bell Wharf was not available, the sailmaker's men had to take all the dressing equipment and the sails along to farmer Theobald's field, which was where the present Leigh railway station has since been erected. This worked well enough until one day when Theobald's bull entered the field. The sailmaker's men ended up on the railway line throwing flints at the bull to keep him off the sails.

Next door to the sail loft was a green painted hut, originally used by the PLA and later by Southend's Foreshore Dept., once they took over the administration of the foreshore. Records going back many years were held in this hut and from them, I was able to extract details of sailing barge movements in the 1920's and 30's. There were also notes on the rules governing these operations. For example, barges deep laden with heavy cargoes, such as coal or ballast, were to lay in the berth at the end of Bell Wharf, while those with lighter cargoes, mainly timber or ashes,were to lay at the shallower sides. This made sense, since it saved the deeper laden vessels from getting 'neaped ' on low tides.

Also barges were not permitted to lay out anchors across Leigh creek from Bell Wharf to help them to 'haul off' when they were ready to depart. This would ,of course, have impeded other vessels using the creek, notably the fishing fleet. Similarly, barges were not allowed to lie third bottom (three abreast)at the end of the wharf as this,too, would have affected creek traffic.

All this is in the past now. Bell Wharf is still used by fishing boats and visiting yacht barges, but the PLA hut, after various other uses is long gone. The sailmakers loft lasted until a few years ago when it was destroyed by fire. There was talk of a replica replacement but, as often is the case, nothing has happened,

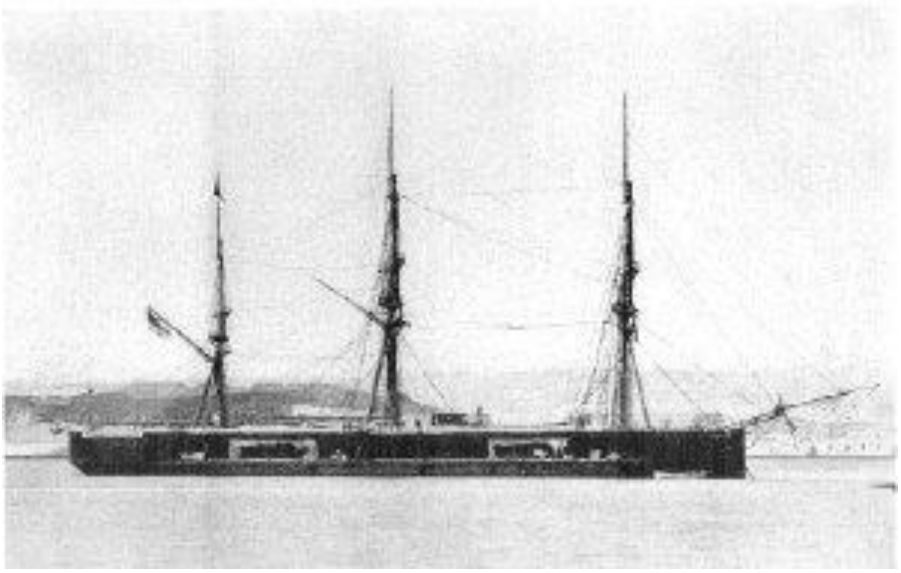
G.E.D.

QUIZ NOVEMBER 2024 – ANSWERS

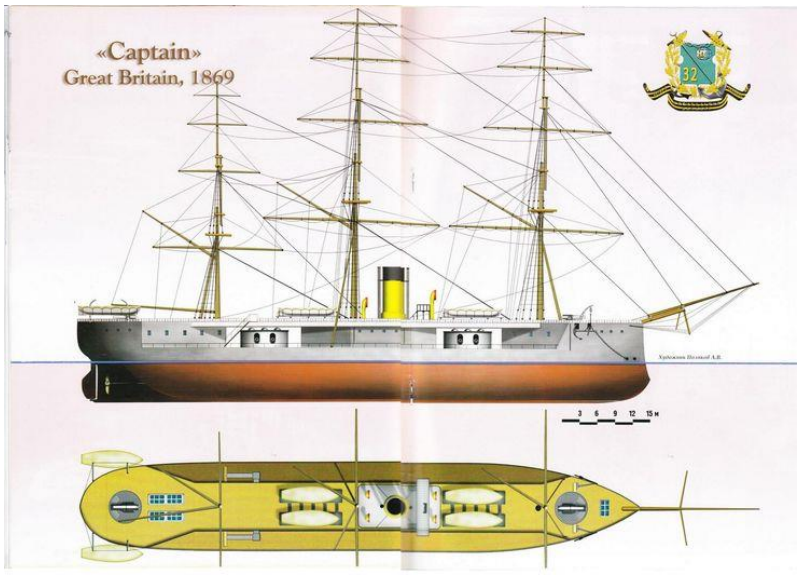
Here are the answers to this months Ships in the News Quiz, but what were the questions?

1. Invincible & Impeccable
2. Heanseatic Nature
3. Ruby
4. Flying Fish 1
5. HMS Medway
6. Longstone
7. Cordelia Moon
8. Odyssey
9. ONE Hammersmith
10. HMS Agamemnon
11. Zhou class
12. P.S. Dream
13. USS George Washington, USS Hyman G Reckover & USS New Jersey
14. RIJN Confidence
15. Finneco 1, 11 & 111

HMS CAPTAIN OF 1869

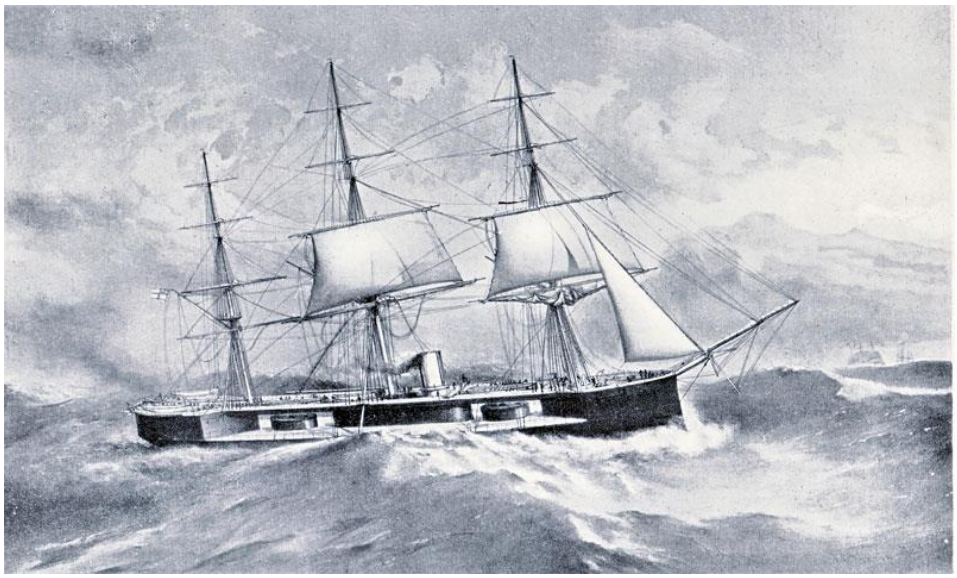


One of the worst peacetime disasters in the Royal Navy took place in 1870, around 20 years before the next one involving the loss of HMS VICTORIA in collision. HMS CAPTAIN was an ironclad turret ship that capsized and sank in a gale off Cape Finisterre with the loss of all but 18 of her crew of 499 officers and men.



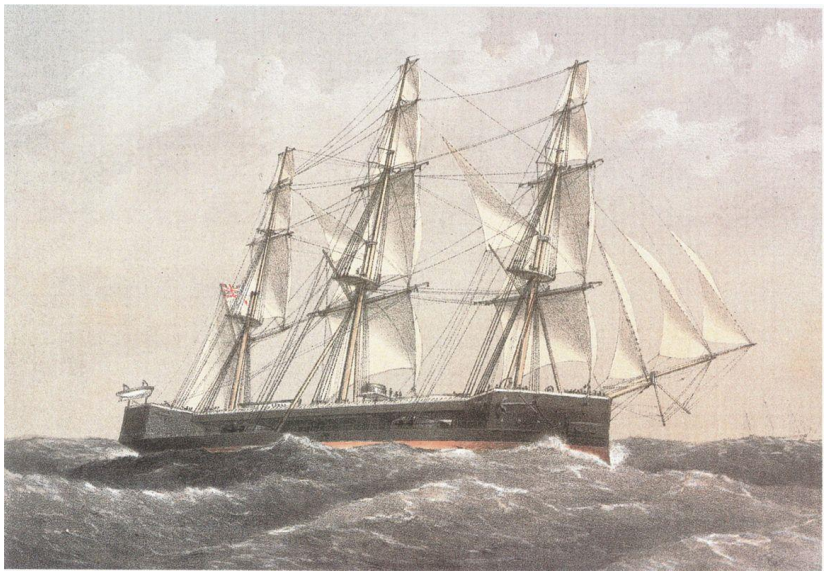
The Captain was the brainchild of Captain Cowper Phipps Coles, a proponent of the armoured rotating turret on warships. He had been involved in the Crimean War where an armoured raft carrying a gun turret had proved very successful in sheltered waters. Recent experience in the American Civil War had shown the value of armoured ships of low freeboard against other

warships and shore batteries. Coles wanted to try the concept on an ocean-going warship.



Coles was completely unqualified as a naval architect, but he had campaigned with the help of some of the press, to have a ship of his design built, considering other contemporary designs inefficient. There was a major rift with the Admiralty, in particular, the Chief Constructor, Edward Reed, who later washed his hands of the whole project. The ship was consequently built as a semi-private venture.

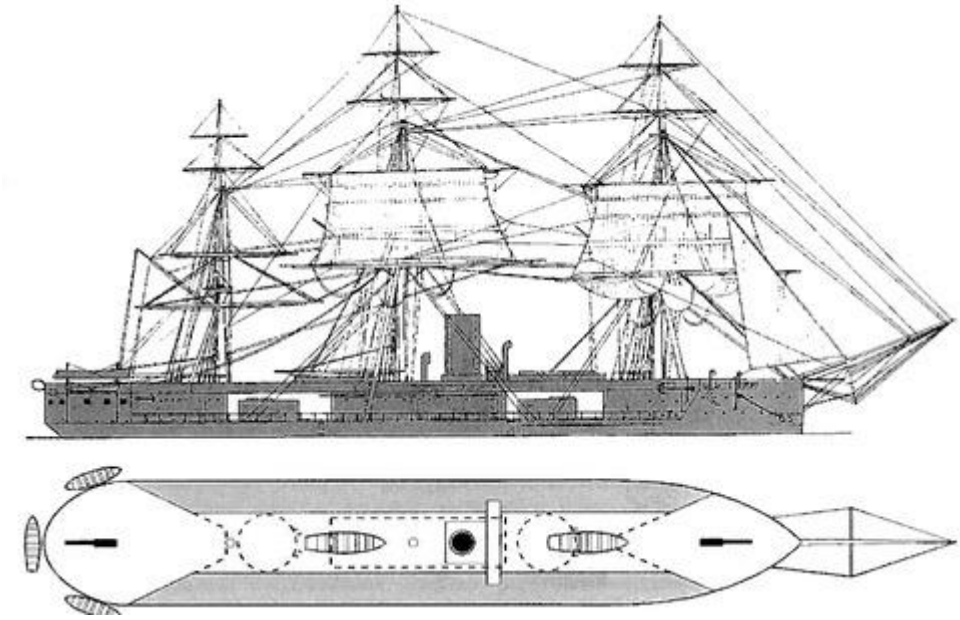
She was built by Laird Brothers of Birkenhead, who had recent experience of building successful iron battleships. She was laid down on 30th January 1867, launched on 27th March 1869 and commissioned on 30th April 1870. Her displacement as designed was 6960 tons, but owing to changes during construction, it increased to 7767 tons on completion. This caused her already low freeboard to be some 2 feet less than designed. Her dimensions were 320’ 0” x 53’ 3” x 24’ 10”.



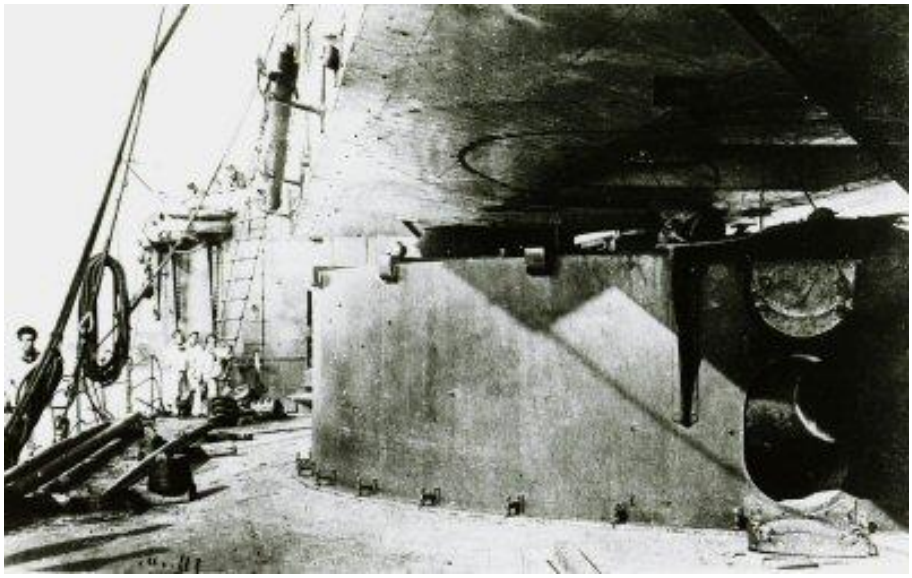
She was powered by two pairs of double reciprocating 4-cylinder horizontal trunk engines with steam provided by 8 rectangular boilers and 28 coal-fuelled furnaces giving 5400 indicated horse power driving two 2-bladed propellors. Top speed under power was 15.25 knots. She was also carried some 38 thousand square feet of sail as a three-masted fully rigged ship. The masts were mounted on the upper Hurricane deck, supported by tripod structures to reduce obstructions to her guns caused by the standing rigging. Under sail, the propellors could be disconnected but not retracted.

She was armed by four 12” guns in two armoured turrets, both on the ship’s centre line, with wide arcs of fire. She also had a secondary armament of two single 7” guns. She had up to 8” of armour at the belt and 10” on the turrets.

On gunnery trials off Vigo, it was found that firing the 12” guns on the beam caused the ship to roll heavily (plus or minus 20 degrees). Inclination tests on the ship had been carried out at Portsmouth in July 1870, and they had established that she could be expected to capsize if inclined at 21 degrees, although these results had not been made known by her loss.

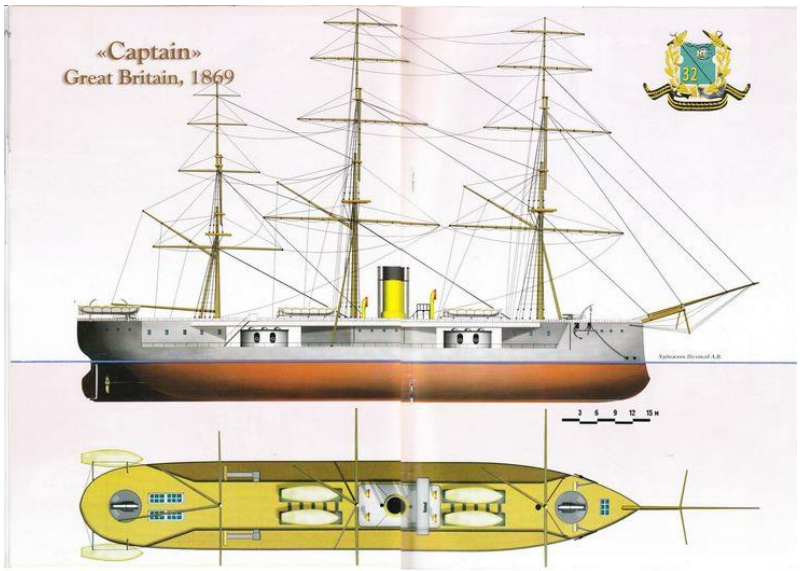


On 6th September 1870, HMS Captain was cruising with the combined Mediterranean and Channel Squadrons off Cape Finisterre under sail close hauled. The wind during the night gradually increased to Force 7 to 9, by which time sail had been reduced to the fore staysail and fore and main topsails. The ship's roll increased, and she capsized and sank with the loss of most of her crew.



TURRET

The subsequent Court of Enquiry into the sinking found that the ship, as completed, had a number of major defects which led to her loss. The extra weight had caused the loss of freeboard and had raised her centre of gravity causing a reduction in her lateral stability. The next class of battleship, HMS DEVASTATION, although still with fairly low freeboard and heavy turrets, was the first major warship to dispense with sails entirely, using the weight saved to store more coal so increasing her range. She was a successful design and lasted for around 30 years.



On 30th August 2021, a crowd funded “Find the Captain” international project to locate the wreck of HMS Captain discovered what they think is it. They used multibeam echosounder-scanning equipment and came across a wreck with

general configuration and dimensions closely corresponding with those of the Captain. Fundraising is continuing for a full survey of the site and, hopefully, to confirm that the wreck

THE SHIP OF THESEUS

- a philosophical paradox on identity

The Ship of Theseus, also known as Theseus's Paradox, is a common thought experiment in contemporary philosophy. It concerns whether an object is the same object after having all its original components replaced over time, typically one after the other, and has applications to the philosophical study of identity over time.

In Greek mythology, Theseus, the mythical king of the city of Athens, rescued the children of Athens from King Minos after slaying the minotaur and then escaped on a ship going to Delos. Each year, the Athenians would commemorate this by taking the ship on a pilgrimage to Delos. The original ship had thirty oars and was preserved by the Athenians - they took away the old planks as they decayed, putting in new and strong timber in their places. Consequently, a question was raised by ancient philosophers: After hundreds of years of maintenance, if each individual piece of the Ship of Theseus were replaced, one after the other, was it still the same ship?

One side held that the ship remained the same, and the other contended that it was not the same. It's a puzzle that we could apply to many ship restorations where there has been extensive replacement of the materials that formed the ship.

Over a millennium later, the 17th century English philosopher Thomas Hobbes extended the thought experiment by supposing that a ship custodian gathered up all the decayed parts of the ship as they were disposed of and replaced by the Athenians and used those decayed planks to build a second ship. Hobbes posed the question of which of the two resulting ships - the custodian's or the Athenians' - was the same ship as the "original" ship.

Apparently, the most popular solution to the paradox is to accept the conclusion that the material out of which the ship is made is not the same object as the ship, but that the two objects simply occupy the same space at the same time.

S.S. LE LYONNAIS

The steamship Le Lyonnais was built by Laird, Son & Co. of Birkenhead for the newly formed Compagnie Franco-Americaine, based in Paris. She was launched on 9th January 1856 and completed in March 1856. She was built of iron with a tonnage of 1665 gross with an overall length of 272 feet. She was powered by a direct acting horizontal steam engine driving a single screw and she was rigged as a three-masted barque. Unusually for her time, the ship had three watertight compartments.

The original order for Laird's came from the Spanish Transatlantic Steam Company, a Spanish concern, and as well as the Le Lyonnais, a further 5 ships, the HABANA, BARCELONE, CADIZ FRANC COMTOIS and the VIGO came from Laird's under the same contract. The ships were planned for a new service carrying passengers and mail between Le Havre, New York and South America.

Following her completion, Le Lyonnais made two round trips between Le Havre and Rio before making her first crossing in that October between Le Havre and New York. On the night of 1st/2nd November, shortly after leaving New York on the return journey, she collided in thick fog with the American three-masted barque ADRIATIC near the Nantucket light vessel.

The Le Lyonnais was severely damaged, with one hole at the waterline and another one lower down, probably near her coal bunkers. Frantic efforts were made to save the ship, including throwing excess cargo overboard and using mattresses to try to plug the holes. She remained under power for about ten minutes before the boiler fires were extinguished by the rising water. She was abandoned some 200 miles from Massachusetts. The Adriatic sailed to Gloucester, Massachusetts for repairs.

Only one lifeboat was ever seen again, after six days when 16 survivors were rescued by the German barque ELISE. 114 people lost their lives in one of the worst recorded maritime disasters of the nineteenth century. The Compagnie Franco-Americaine closed in 1857.

THE CYLINDER HEAD

In August 2024, a team of researchers claimed to have located and identified the remains of the Le Lyonnais. The precise location and depth of water have not been announced, but one of her large cylinder heads pointed horizontally was measured at 57 inches, precisely the size of the Le Lyonnais's engine. A deadeye was also spotted.

A DIVER WITH THE DEADEYE

THE STORY OF THE WILD DEER

Known as a "*fast sailer*", the emigrant ship "Wild Deer" had been built in 1863 as a China tea clipper. From 1871 she had successfully completed ten voyages to New Zealand for the Albion Shipping Company, all apparently without major incident save for a "*sprung rudder stock*" after a heavy storm in 1872 which necessitated a return to the Clyde for repairs. But still, with eleven previous voyage times of between 77 and 100 days half way around the world and crossing the remote and unpredictable Great Southern Ocean such a long voyage would not to be taken lightly. The 'Wild Deer' followed the classic 'clipper route', sailing at anything up to 60 degrees south through the treacherous and stormy 'Roaring Forties'. Despite the risk of storms, fierce winds, huge waves, and icebergs, this southerly route made for a shorter and faster voyage to New Zealand. Captains would weigh up the risks of sailing so far south against achieving a fast passage.

Along with 41 crewmen, were 208 emigrants, the passenger manifest providing a wonderful snapshot of Scottish and Irish emigrants and their

occupations or trades. Travelling steerage, bulky goods and possessions not required on the voyage would be stored in their trunks down in the hold. The "Wild Deer", under charter to the New Zealand Colonial Government, commenced her voyage by being towed down the Clyde to Greenock. Here, on the 12th January 1883 she took on a pilot who, with the vessel now under sail, remained onboard until well past Ailsa Craig, also known as "*Paddy's Milestone*". Captain Kerr then charted his course through the Irish Sea towards the vast expanse of the North Atlantic Ocean.

The 'Wild Deer' now encountered a stiff breeze and "*boisterous*" conditions but with most of her sails set she was still making good speed. Heavy seas continued to prevail, but when night came on "*the wind* [now] *blew half a gale*". Just after 11 o'clock, and after losing her course and drifting, she grazed a dangerous reef known as "Cannon Rock" but sustained no injury. But half an hour later, and "*with great force*", she struck the "North Rock" about three miles from the mainland village of Cloughey off County Down, North[ern] Ireland. The passengers, who had all turned in for the night, were awakened by "*a strange and alarming sound like 'bur-er-er, thud, thud, thud,'*". The vessel then gave a sudden quiver and commenced to settle whereupon a general panic ensued with a rush being made for the hatchways.

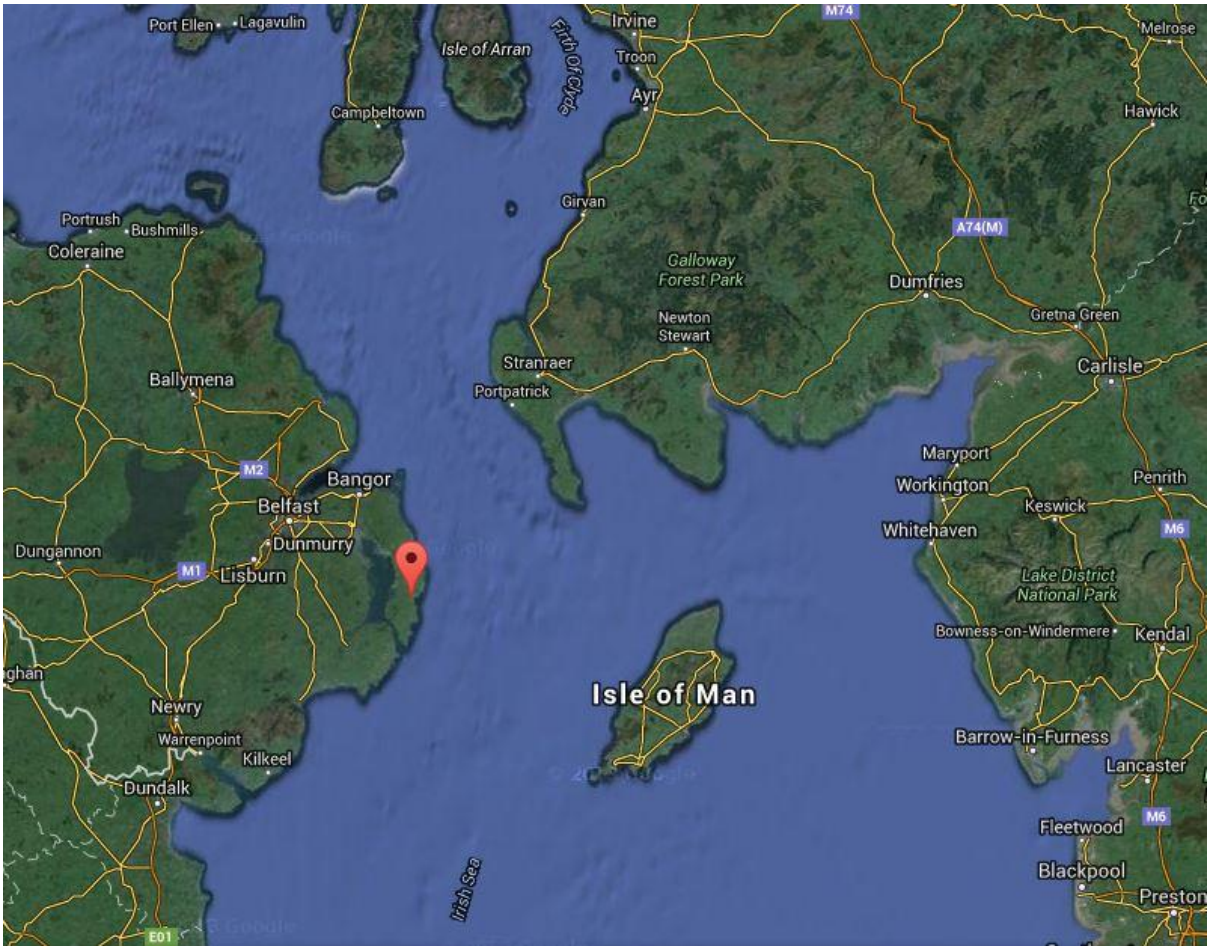
The officers implored the terrified passengers to stay below and that they were, apparently, in no immediate danger. Reefs could be observed a short distance away with large pieces of timber from the hull floating in the sea. The vessel had now developed a good list, and altogether the position appeared desperate with, as some passengers perceived, little hope of anyone being saved. The panic in that part of the ship occupied by the women was so great that the crew locked the doors to prevent them from all rushing up on deck. Rockets and distress flare lights were sent up being promptly answered by the coast-guard station. But in the rough seas their boat was stove in necessitating repairs before they could set off again at 3am.

The vessel was by now quivering and everyone feared a final plunge into the sea on the rocky and dangerous coastline. With the aim of steadying the ship one of the officers cried out, "*Well, boys, what is to be done, are you going to take in sail*?" Immediately they had brought down the sails the main mast fell into the sea, having snapped off at the deck tearing away the bulwarks. This

however also appeared to steady the ship, as the yards rested on the reef. That all the passengers were not crowded on deck no doubt saved a further catastrophe. The passengers and crew passed a long weary night, and being midwinter there was no daylight till 8 a.m. By daybreak all were thankful to see not only land but also the coastguard boat finally approaching after four hours of "*strenuous*" rowing. An "*armada*" of fishing boats also appeared. Women and children were taken off first followed by the male passengers, with the assistance of five of the ship's lifeboats, the sixth being rendered useless by the fall of the mainmast. It was an extremely slow and difficult job, for owing to the swell and the height of the "Wild Deer" above the sea, no rope ladders could be used, and each individual had to submit to being tied to a rope, hoisted over the side, then lowered 20 feet into a waiting boat.

Unfortunately "exhorbitant demands" were made by the fishermen to convey passengers to shore. One crew member remarked that he had been shipwrecked seven times but had never witnessed such "*barbarity*" as the County Down men demanding £1 per head for every passenger taken ashore. Although eventually lowered to £5 for every 15 passengers, one young un-named Scotsman "...told them I would gie them 5s [shillings] for takin' me ashore, an' after some higglin' [haggling] they agreed tae that."

From Newtownards, all were taken onto Belfast by the railway where they arrived in the evening and spent Sunday night thence by the steamer "Dromedary" back to Glasgow, arriving there just one week from the day they went on board. The emigrants were lodged in Glasgow until re-shipped, most sailing out on the "Caroline". Many did not risk another sailing vessel and chose to transfer to a steam ship!


Port Ellen
Lagavulin
Isle of Arran
Firth Of Clyde
Irvine
Troon
Ayr
Campbeltown
Girvan
Melrose
Hawick
Portrush
Bushmills
Coleraine
Galloway Forest Park
A74(M)
Dumfries
Newton Stewart
Gretna Green
Carlisle
Stranraer
Portpatrick
Ballymena
Maryport
Workington
Penrith
Keswick
Whitehaven
M6
Bangor
Belfast
Dunmurry
Dungannon
M1
Lisburn
Lake District National Park
Bowness-on-Windermere
Kendal
Isle of Man
Newry
Warrenpoint
Kilkeel
Barrow-in-Furness
Lancaster
Dundalk
Fleetwood
Blackpool
Preston
Irish Sea
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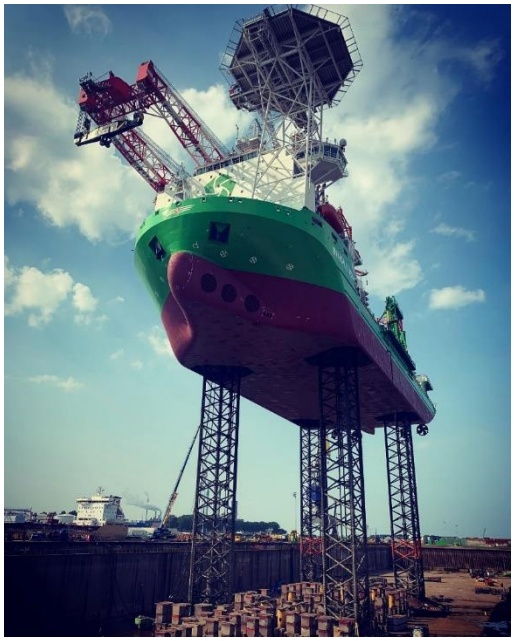
INNOVATION



Probably the most interesting vessel I noticed on my recent cruise was the Heavy Lift Jack-Up vessel INNOVATION. It was moored in the port of La Pallice, on the west coast of France, with the hull raised above water level on its four spuds. Despite rather poor visibility, I took some photos, the best two of which are shown below.

The Innovation is an extraordinary ship. She is now owned and operated by DEME, a Belgian group, although she is German flagged and operates under the subsidiary company HGO InfraSea Solutions GmbH & Co KG out of Bremen. Technically she is a Dynamically Positioned DP-2 Offshore Heavy Lift Jack-Up

vessel. She has been used extensively for wind turbine installations, mainly in the North Sea.

She was designed by Overdick GmbH & Co KG and Wartsila Ship Design and built by the CRIST S.A. shipyard in Gdynia in Poland as the INNOV. She was laid down on 15th November 2010, launched on 25th June 2012 and completed on 31st July 2012. She is of 11,166 dwt with dimensions 188.7m length overall, 147.5m length hull, 54.9m extreme beam, 42.0m moulded beam and draught 7.3m. Her free deck area is 3400 square metres. When built, she was regarded as the most capable jack-up crane unit in the world.

Her main engines are six Caterpillar 4500 kW diesel generator sets with four Schottel 3500 kW azimuth thrusters and three 2500 kW bow tunnel thrusters, giving a maximum speed of 12 knots. Her jacking system is an electrical rack & pinion unit with a capacity of 31,440 tons. Her jacking payload capacity is 8000 tons, and her maximum water depth for jacking up is 65m.

She has a Leibherr crane with a capacity of 1500 tons @ 31.5m radius. There is also an auxiliary 40-ton crane. She has a helipad suitable for helicopters up to Sikorski S92 size and accommodation for 100 people.

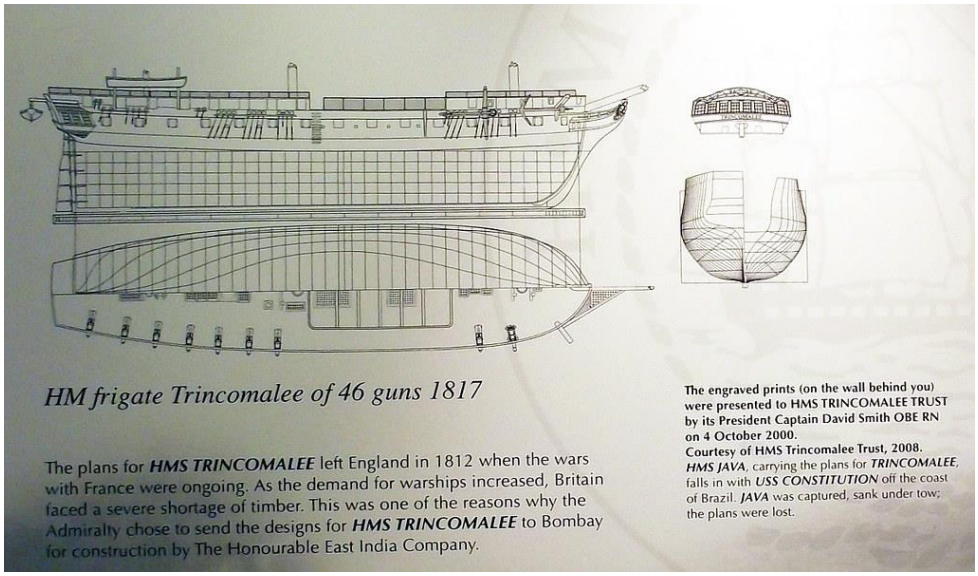
HMS TRINCOMALEE


AT HARTLEPOOL

HMS Trincomalee is the oldest British warship afloat. She is a floating museum exhibit at Hartlepool. She was built at the Honourable East India Company's shipyard in what is now Mumbai. She was laid down on 25th April 1816, launched on 12th October 1817 and her maiden voyage from India to Portsmouth ended on 30th April 1819. There was a two-year delay in her

construction when her plans were sent from Britain on HMS JAVA, which was sunk by the USS Constitution.

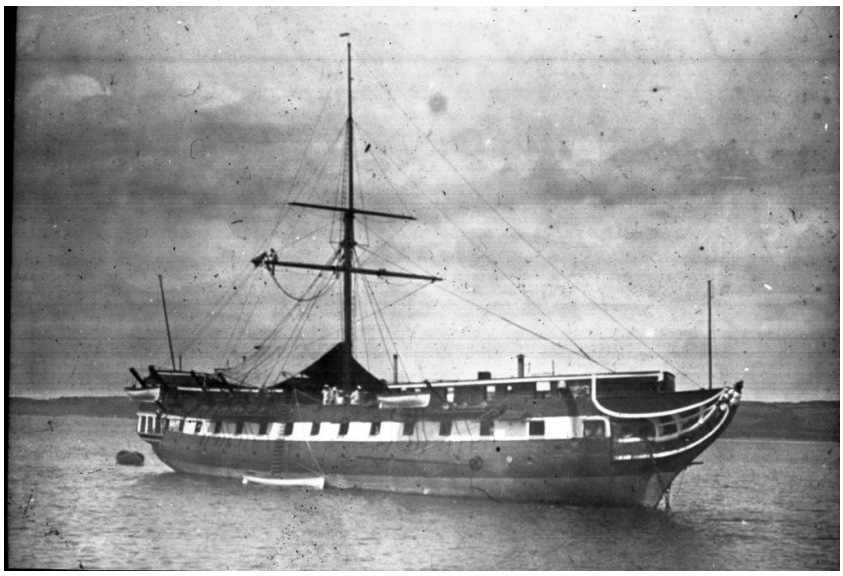
The Trincomalee was a Leda class 5th Rate 38-gun frigate, 47 of which were built for the Royal Navy between 1805 and 1832. Of the 27, only two were built in India of teak because there was a shortage of oak in England as a result of a surge in shipbuilding during the Napoleonic Wars. They were the TRINCOMALEE and the AMPHRITRITE. The design of the very successful Leda class was based on that of a French frigate, the HEBE, which had been captured in 1782. The two ships were built by the Wadia family of shipwrights.



The Trincomalee was of 1065.63 tons burthen with dimensions 150’ 4.5” x 39’ 11.25”. She carried twenty-eight 18 pounder guns, fourteen 32 pounder

carronades, two 9 pounder guns and two 32 pounder carronades. Her crew numbered 315. On arrival at Portsmouth Dockyard in 1819, she was fitted out to naval standards.

She was then placed in reserve until 1845, when her stern was modified, she was re-armed and modified as a 6th Rate spar decked corvette and recommissioned in 1847. She remained in service for ten years, on the North American and West Indies Station, helping to quell riots and stopping a threatened invasion of Cuba as well as serving on anti-slavery patrol. She was despatched to Labrador and Newfoundland and recalled to Britain in 1850.



FOUDROYANT IN 1900

In 1852 she joined the Pacific Squadron and was sent to Alaska. In 1857 she returned to Britain and was put back into “Ordinary” at Chatham. In 1860 she was fitted out and towed to Sunderland to become tender to the drill ship HMS CASTOR. In 1862 she was moved to West Hartlepool to become an independent drill ship. She finished her R.N. service as a training ship but was placed in reserve again in 1895. She was sold for scrap on 19th May 1897.

She was purchased by G. Wheatly Cobb, who restored her and renamed her FOUDROYANT. She was used as an accommodation ship with HMS IMPLACABLE, a training ship and a holiday ship based at Falmouth and then Milford Haven. She remained in service until 1986, after which she was restored again and renamed Trincomalee in 1992. She is now part of the

National Historic Fleet and is the centrepiece of the National Museum of the Royal Navy based in Hartlepool.

 AT HARTLEPOOL

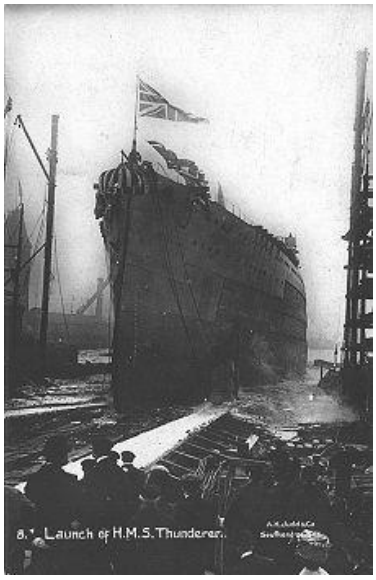
AT HARTLEPOOL

Surprisingly, there is another surviving ship of the Leda class, HMS UNICORN, a museum ship based at Dundee. She was commissioned in 1824 but was never rigged, serving as a hulk and depot ship for the next 140 years. She has been a museum ship since 1968, and on the National Register of Historic Vessels since 1996.

HMS THUNDERER

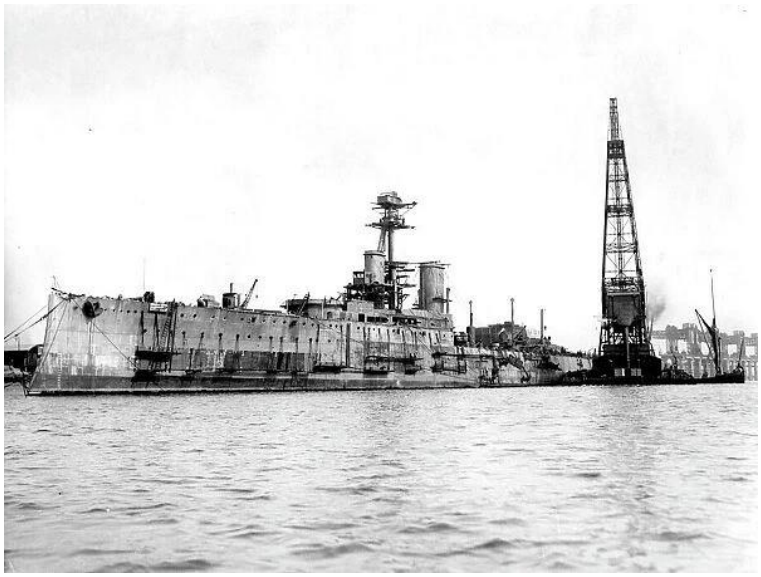

ORION CLASS IN WW1

HMS THUNDERER was an Orion class “superdreadnought”, the others in the class being the ORION, MONARCH and CONQUERER. She was built by Thames Iron Works & Shipbuilding Company Ltd. at Blackwall and was the last big ship to be built on the Thames. The yard had been short of orders and a considerable amount of lobbying by local politicians and councillors assisted in winning the contract, despite its bid not being the lowest. Thames Iron Works closed in 1912 as soon as work on the Thunderer was finished, and went into receivership.



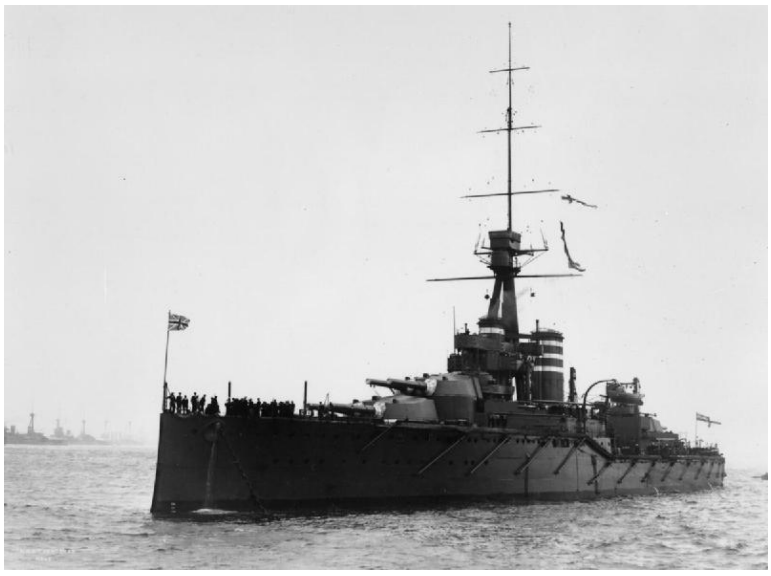
THE LAUNCH

The yard had suffered from poor industrial relations and, unlike shipyards in the North, was remote from coal and iron foundries. The yard was also too small for large vessels and the Thunderer was fitted out downstream in Dagenham at what is still called the Thunderer Jetty.



FITTING OUT AT DAGENHAM

The Thunderer was laid down on 13th April 1910, launched on 1st February 1911 and commissioned on 15th June 1912. She was of 21,922 tons displacement with dimensions581’ x 88’ 6” x 31’ 3”. She was powered by two Parsons direct-drive steam turbine sets, each driving 2 shafts. Steam was provided by 18 Babcock & Wilcox boilers. The system developed 27000 shp and gave a top speed of 21 knots. She carried enough coal and fuel oil for a range of 6730 nautical miles at 10 knots. Her armament consisted of ten 13.5” guns in twin turrets, sixteen 4” guns and three 21” torpedo tubes. Her complement was 738 officers and men.

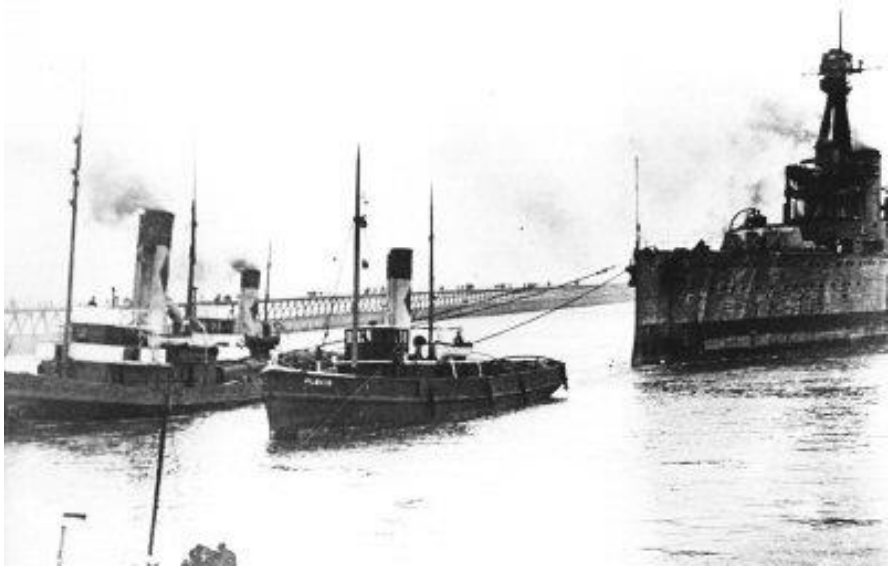


THUNDERER IN 1912

Her armour was a 12” thick belt on the waterline, 1” to 4” on her decks, 11” on her main turrets and 10” on her barbettes. The Orions were the first class to

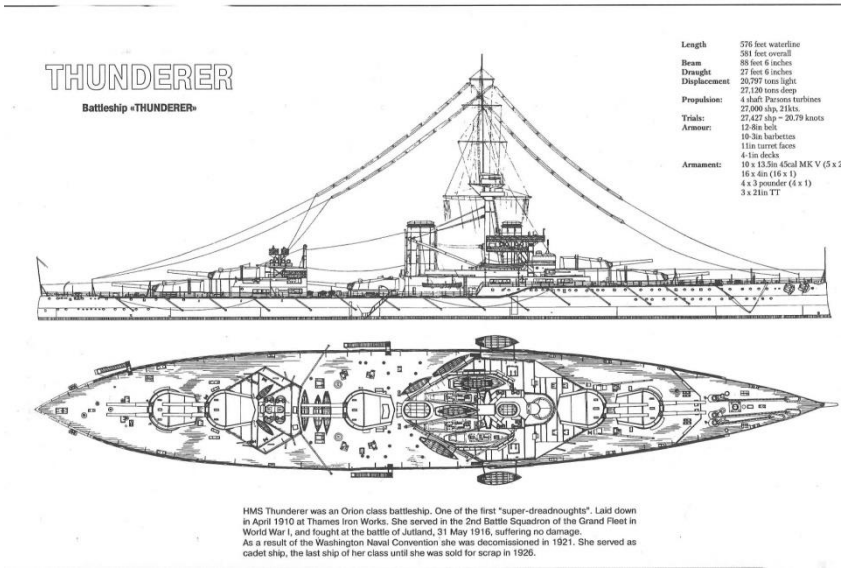
have 13.5” guns. A short-wave radio set was installed together with a prototype fire control director in November 1912. She was the ‘top shooting ship’ in the 1912 gunnery trials. Two 3” A.A. guns were installed by October 1914.

The four Orions formed the 2nd Division of the 2nd Battle Squadron of the Grand Fleet. At the Battle of Jutland in 1916 she fired 37 13.5” shells, but with no recorded hits. She received no damage from the battle, but extra deck armour was fitted soon after Jutland. In 1917 she was fitted with flying-off platforms on B and X turrets.In May 1919, the Orions were redesignated as the 3rd Battle Squadron.



UNDER TOW TO THE BRAKERS

On 12th August 1920 she was reduced to reserve in accordance with the Washington Naval Convention. By 1921 a high-angle range finder had been fitted in her forward superstructure. In 1922 she served as a seagoing cadet training ship, the last Orion to survive. In November 1926 she was sold for scrapping. She had to be partly stripped down at Rosyth so that she could get into Blyth for Hughes Bolckow & Co., to which she sailed under her own steam.



MSC GEMMA

Calling at London Gateway Port Berth 3 in early October 2024 was the Liberia flagged container ship MSC Gemma. She was built by the Hudong Zhongua shipyard in China, being completed on 1st May 2023. She was the third ship of the type built by Hudong Zhongua, the others being MSC TESSA and MSC CELESTINO MARESCA. They were ordered by Mediterranean Shipping Co. S.A. of Switzerland.

SISTERSHIP MSC TESSA AT HUNDONG ZHONGUA SHIPYARD

The MSC Gemma is of 24,116 TEU and of 240,924 sdwt with dimensions 399.99m x 61.5m x 16.0m. She is powered by a 2-stroke MAN B & W 10K98ME-C10.2 engine of 92000hp giving a top speed of 24 knots. She has a hybrid scrubber desulfurization device, a small bulbous bow, large diameter props, energy saving ducts, an air lubrication system and a shaft generator. With these features, she should be significantly more economical to operate than earlier types.

MSC GEMMA

She is owned by Seaspan Corporation, part of Atlas Corporation, based in Hong Kong, and operated by MSC. These large vessels normally use Felixstowe as their UK call and it is unusual for one to call at LGP. Possibly they are the largest ships ever to visit the Thames. She is certainly enormous.

MSC GEMMA


MSC GEMMA

MACDUFF SHIPYARDS

Build 704 - 'Eternal Promise'

Macduff Ship recently delivered the vessel, 'Eternal Promise FR 36', to owners Whitelink Seafoods Ltd, Fraserburgh. This fishing vessel was built by Macduff Shipyards and is intended to fish year-round, around the coastal waters of the UK.

Eternal Promise is the second vessel built by the yard for Whitelink Seafoods with the first vessel handed over in 2019. A decision was taken by the yard and owner to build a new design which would offer increased deck/fishing gear space, improved crew welfare, a more efficient hull form, and a new stern gear package with an aim to improve overall fuel efficiency.

Designed by Macduff Ship Design. During the early design phase the Wolfson Unit in Southampton were contracted to complete a case study of three different hull forms. The first hull form was the hull form of the previous vessel which was tested in order to establish a benchmark for hull resistance. The second and third hull forms featured the same main body, but with different variations of the bulbous bow to help identify the best shape to reduce overall resistance. The results from the study indicated a reduction in hull resistance

at the two test speeds of 8 and 10 knots for both variants, but with one showing a slight improvement over the other due to the bulbous bow wave interaction with the hull. Given the increased hull size and displacement for the new vessel, this was deemed to be a success. By carrying out CFD analysis for vessel hull forms at the early design stage, it allows the yard to ensure that new designs are always improving and lets the yard test its design concepts and to make sure they work before putting into production.

To further reduce the environmental impact the vessel features a Masson Marine W6400 gearbox with a 7.446 : 1 reduction, which coupled to the efficient, slow speed Mitsubishi S6R2 engine, results in a slow propeller speed of 181 rpm at full throttle, or around 110 rpm when trawling at typical loadings. Due to the lower propeller speed, a large 2.5 m four bladed skewed Kaplan propeller could be fitted, within modern propeller nozzle, both supplied by Teignbridge propellers UK. The propeller is 15% larger in diameter than the previous vessel and increases theoretical bollard pull by 5%.

The Eternal Promise also features two IMO Tier III certified engines. Also provided was a dedicated SCR unit and urea/AdBlue system for this engine which allows the engine to meet the new, more stringent emission standards set by the IMO.

The hull of Eternal Promise is built from steel, apart from the wheelhouse and masts which are aluminium, and features a double chine hull form, curved transom stern and optimised bulbous bow. Below deck, from aft to forward, the vessel features the cabins, engine room, fish hold and a large freshwater tank forward of the collision bulkhead. Whereas above deck across the transom full width is the galley/mess, followed by accommodation and dry locker compartments, open deck space in way of the winches and an enclosed whaleback forward where the scallops are picked and sorted at the end of the conveyors.

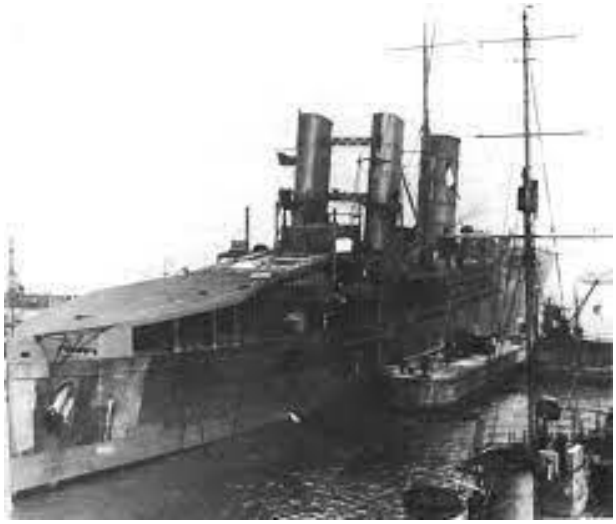
A bespoke hydraulic deck machinery package was fabricated by the yard including two heavy duty split winches fitted with Hagglunds compact CA100 motors giving a core pull of 11 t each. Further to this a set of hydraulic tipping doors, outriggers and catch conveyors were fitted to both sides of the vessel, all manufactured in house by the yard.

THE FIRST AIRCRAFT CARRIERS

Soon after the start of WW1, the Admiralty realised the potential of aircraft for reconnaissance purposes. The very limited range of the aircraft available at that time favoured the use of seaplanes taking off and landing at sea. The conversion of the former liner CAMPANIA into a seaplane carrier in 1915 was one of the pioneering steps in this direction. Another project aimed at extending the range of seaplanes was the use of towed seaplane lighters to enable aircraft to take off and land closer to targets in North Germany.

Towards the end of the war, a flying off deck was built on HMS CAMPANIA to enable non-seaplane aircraft to take off directly from the ship. In a similar vein, wooden platforms were fitted to some of the lighters. When towed at some 30 knots into the wind, a Sopwith Camel fighter could get airborne from a lighter when conditions were suitable. Whereas HMS CAMPANIA became the first of hundreds of aircraft carriers in the 100 years or so since, the towed lighter seems to have been an evolutionary dead-end.

HMS CAMPANIA



WITH EXTENDED DECK

HMS Campania was built by Fairfield Shipbuilding & Engineering at Govan on the Clyde as Cunard's RMS CAMPANIA, being laid down on 22nd September

1891, launched on 8th September 1892 and her maiden voyage began on 22nd April 1893. She, and her sister RMS LUCANIA, were built for Cunard's passenger service between Liverpool and New York. They were the largest and fastest passenger liners when completed, and both ships were the holder of the Blue Riband early in their careers.


THE TWIN SCREW STEAMSHIP CAMPANIA OF THE CUNARD LINE, 1893. LENGTH, 622 FEET; 30,000 HORSE-POWER; 12,950 TONS. MADE THE FASTEST OCEAN TRIP ON RECORD, IN 5 DAYS, 12 HOURS, AND 7 MINUTES.

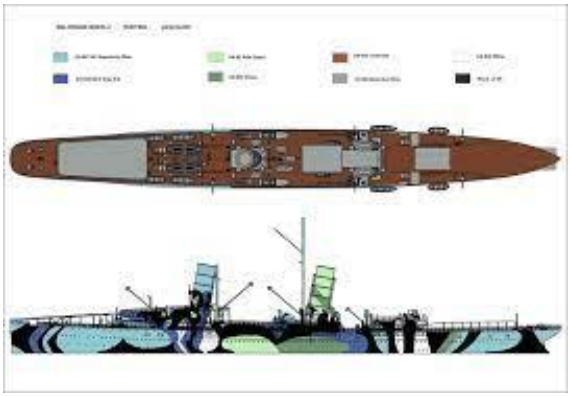
RMS CAMPANIA

She was of 12,509 grt with dimensions 622' x 65' 3" x 29' 10.5". She had 12 double-ended coal-fired Scotch boilers, each with 8 furnaces providing steam for twin five-cylinder triple expansion engines (2 high pressure, 1 medium pressure and 2 low pressure cylinders) driving twin 3-bladed propellors and giving 31,000 shp and a service speed of 22 knots. She had a crew of 424, with 600 1st class, 400 2nd class and 1000 3rd class passengers.

The two ships were partly financed by the Admiralty for use as Armed Merchant Cruisers when required by the government. They were superseded by the MAURITANIA and LUSITANIA in 1907, and the Campania was chartered to the Anchor Line until 1914, when she was returned to Cunard. Cunard decided that she was too old for further service and sold her for scrap. The Lucania had been scrapped in 1909 after being damaged by fire.

WITH SHORT FLYING OFF DECK

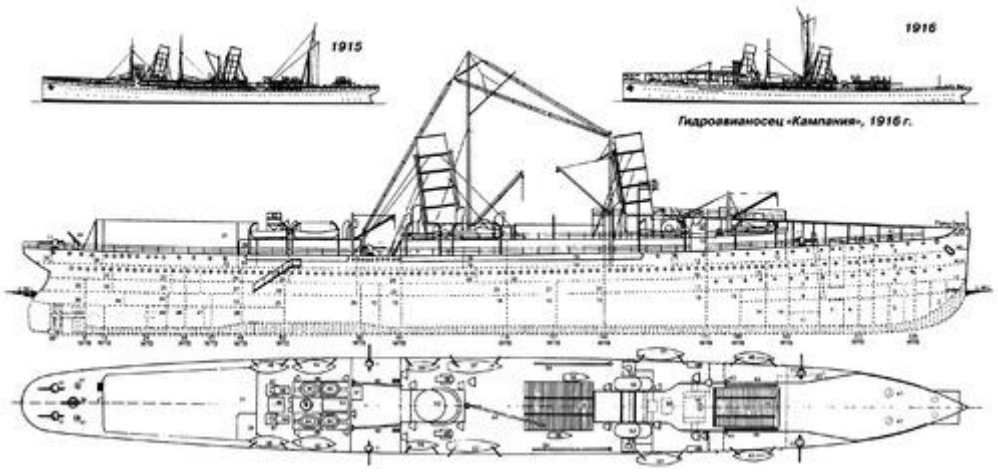
Whilst the Campania was awaiting demolition, the Admiralty stepped in at the last minute in November 1914 with the plan to convert her into an Armed Merchant Cruiser that could carry seaplanes. The planes would be lowered into the water and raised by cranes. The conversion was carried out by Cammell Laird and included stripping out the interior to make room for 14 aircraft as well as fitting six 4.7” guns. The conversion was completed in 1915 and after trials she joined the fleet at Scapa Flow as the Seaplane Tender / Aircraft Carrier HMS CAMPANIA.



WITH SHORT DECK

After a short period of service, a 160 foot long wooden flight deck was built forward to enable aircraft to take-off directly from the ship. The Sopwith Schneider was the aircraft type initially used. It was found that the flight deck was too short and it was extended to 220 feet between November 1915 and April 1916. The forward funnel was split into two with the extended flight deck

running between and over the bridge. Short Admiralty Type 184 seaplanes flew off the extended deck.

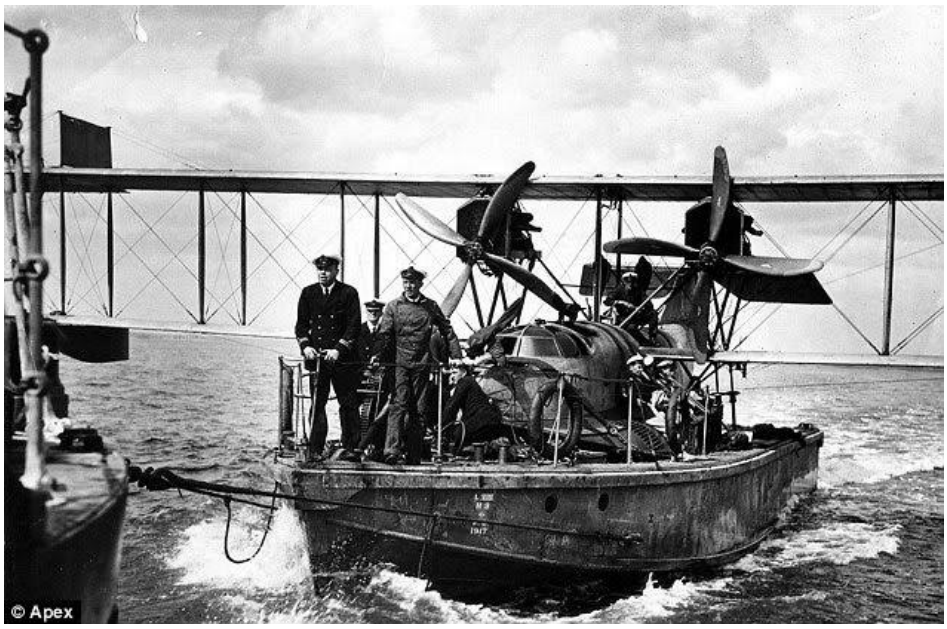


WITH EXTENDED DECK

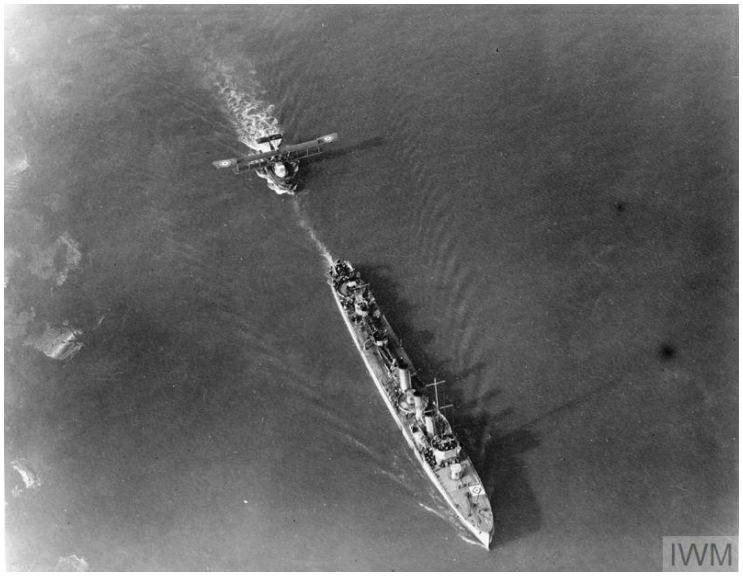
She missed the Battle of Jutland through contamination trouble, and thereafter she was relegated to training. By then she flew off Sopwith one and a half strutters and Fairey Campanias. In April 1918 she was moved from Scapa Flow to the Firth of Forth. Her only wartime operations included anti-zeppelin and anti-submarine patrols with her aircraft.

On 5th November 1918 when, during high winds off Burntisland, she dragged anchor in a squall. She struck the bow of HMS ROYAL OAK and then dragged along the side of HMS GLORIOUS. She began to sink stern first and a few hours later an explosion (probably a boiler) sent her to the bottom in about 30 m of water.

THE THORNEYCROFT 58 FT SEAPLANE LIGHTER

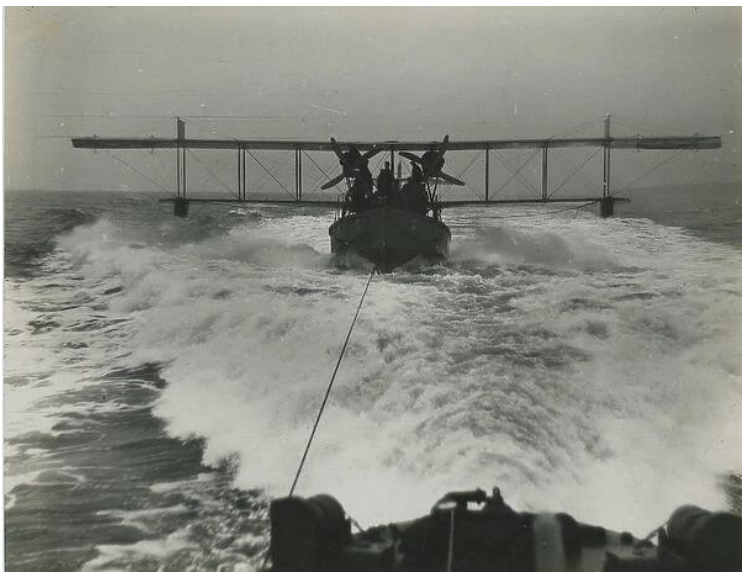


The 58’ Towing Lighter was designed in 1917 as a way of increasing the range of the Felixstowe F2a / Curtiss H12 flying boats, which were based at Felixstowe. The flying boats were mainly used for reconnaissance of the German submarine pens and Zeppelin sheds on the North German coast, but they did not have the range to be effective. The lighters were designed with flooding trimming tanks in the rear to enable the flying boats to be winched on or off in a similar way to present-day semi-submersibles. The lighters were unpowered and had to be towed partly across the North Sea to a suitable operational area with the flying boats lashed on board.



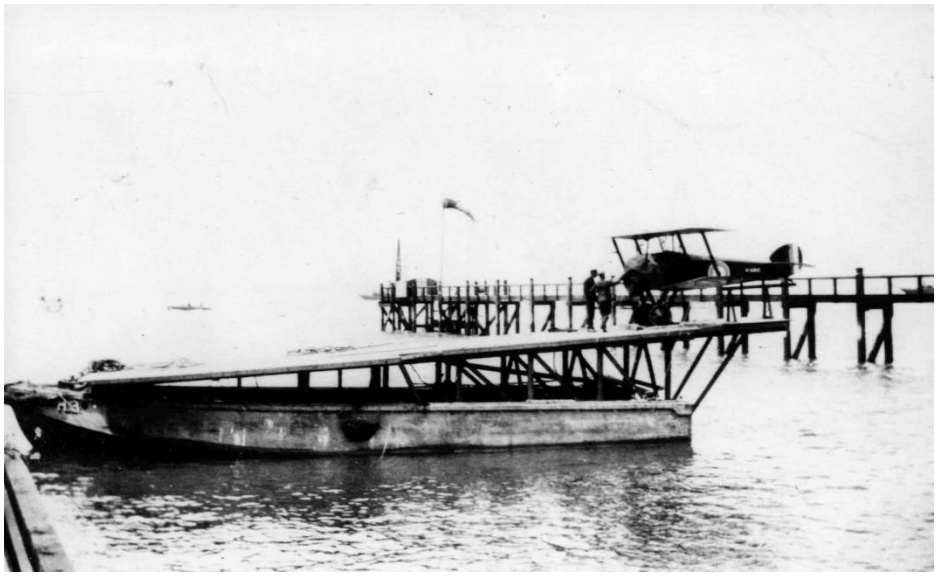
LIGHTER WITH FLYING BOAT BEING TOWED BY A DESTROYER

The four prototypes were designed and built by Thorneycroft and tested off Calshot in 1917. The dimensions were 58’ x 16’ x 7’. The Admiralty placed an order with Thorneycroft for 50 such craft, to be built by the Royal Engineers at Richborough, but only 31 were built before hostilities had ended. Several successful sorties by lighters and flying boats were carried out during 1918.

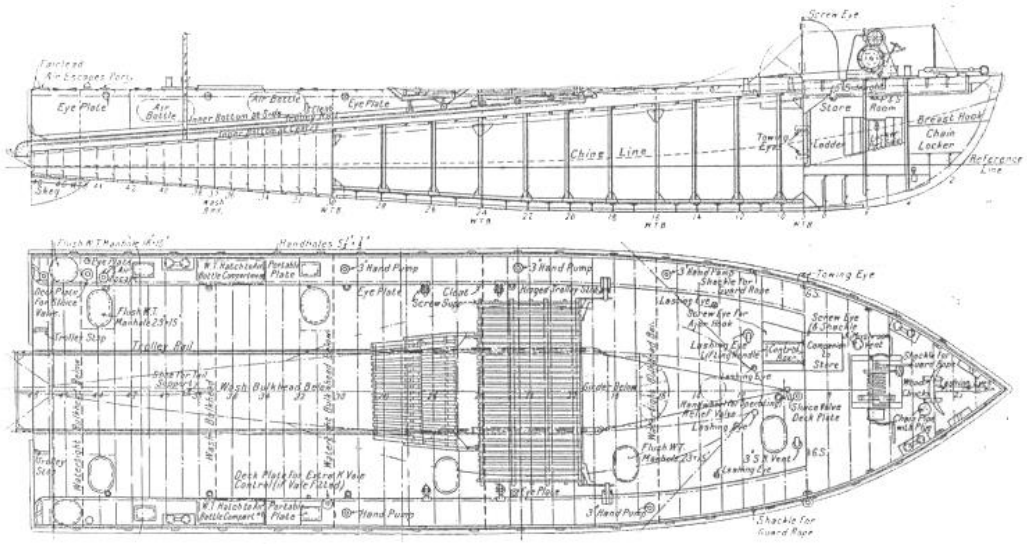


In 1918, wooden flying-off platforms were added to some craft, to cater for the Sopwith Camel fighter. To get one of these airborne, the lighter had to be towed by a destroyer at about 30 knots into the wind, as the minimum take-off speed of the aircraft was 42 knots. The plane had to be ditched nearby when it had completed its mission. A Zeppelin was destroyed by a Camel which had taken off from one of these lighters in 1918, piloted by a Lieutenant Culley.

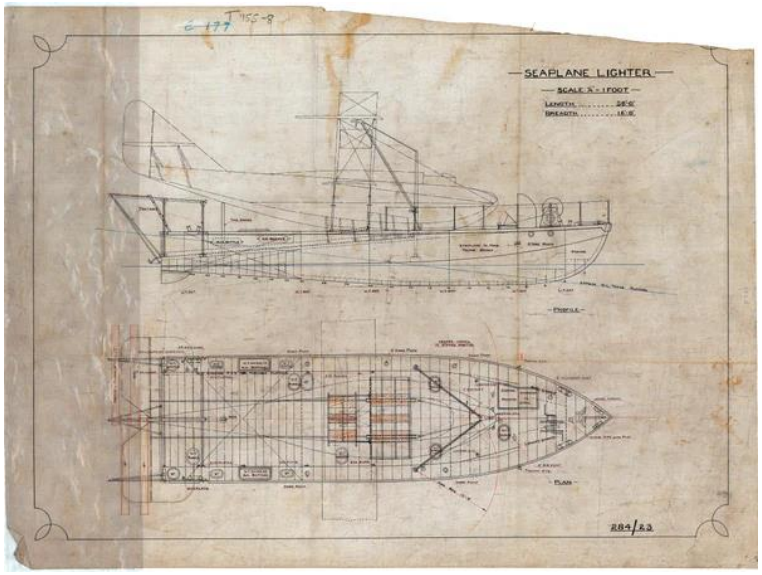
A CAMEL JUST LIFTING OFF



THE DECKS HAD TO BE SLOPING TO COMPENSATE FOR THE LIGHTER'S BOW LIFTING AT HIGH SPEED



SEAPLANE LIGHTER



Of the 35 lighters that were built, only 3 are known to exist today. H21 is under restoration at the Fleet Air Arm Museum at Yeovilton. The remains of two more lie on a bank of the River Hamble and in Poole Harbour.

H21

UNDER RESTORATION AT YEOVILTON

STERN SHOWING HOW FLYING BOATS WERE PULLED ON AND OFF THE LIGHTER

THE REMAINS IN THE HAMBLE

ASTOR AND ASTORIA

ASTOR

ASTORIA

The Astor and Astoria were both small but long-lived cruise ships that spent their last few active years operating under the Cruise & Maritime Voyages umbrella.

ASTOR

The Astor was built by Howaldtswerke-Deutsche Werft at Kiel for SAFmarine, being launched on 30th May 1986 and starting her maiden voyage on 14th January 1887. She was of 20,704 gt, with dimensions 176.25m x 22.6m x 6.15m. She was powered by 4 Sulzer-Wartsila diesels of 15,400 kW total driving 2 screws and giving a cruise speed of 18 knots. Her passenger capacity was 650 with 300 crew.

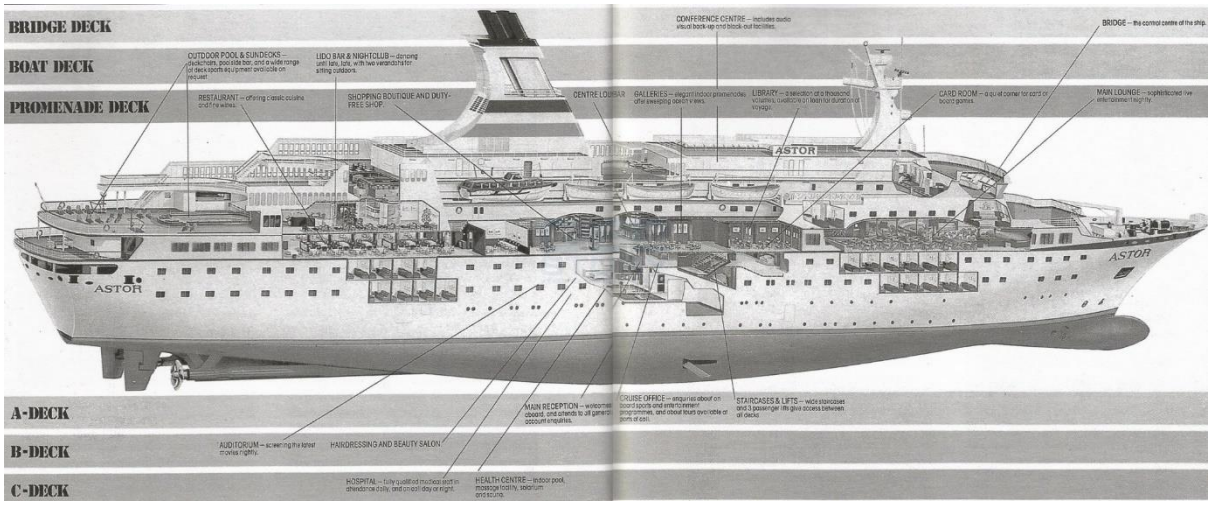
She was intended to be a combined ocean liner/cruise ship for a Southampton – Cape Town service. She was sold before completion to the Marlan Corporation of Mauritius who had her first voyage from Hamburg to Genoa and then to South America. After that she was used for cruising in the Caribbean and elsewhere.

FEODOR DOSTOESKIY

On 3rd October 1988 she was sold to the Soviet Union based Black Sea Shipping Company and renamed FEODOR DOSTOEVSKIY under the Soviet Union flag. She was chartered to the West German concern Transocean Tours in December 1988, but in March 1990 she was chartered to Neckermann Seereisen. After the collapse of the Soviet Union in 1991, her ownership was

transferred to the Feodor Dostoevskiy Shipping Company, a Bahamas based company, and re-registered in the Bahamas.

In December 1995 she was chartered to Aquamarin and her name reverted to Astor. In 1996 she was sold to the Astor Shipping Co. and was again chartered to Transocean Tours. By 2008, she had been acquired by Germany-based Premicon, but the charter to Transocean continued. She was modernised completely at Lloyd-Werft in Bremerhaven in 2009-10. In February 2013 she was chartered for 3 years by Cruise & Maritime Voyages who, in December 2014 bought her and the Transocean Tours brand name after Premicon had gone bankrupt. She was refurbished in 2014. It was planned that she would sail for CMV during winters and Transocean during summers.



ASTOR IN 2016

In 2019 CMV announced that she would be renamed JULES VERNE and deployed in the French market, beginning in May 2021. However, CMV entered into administration in 2020 due to the effects of the Covid pandemic, and she was sold by auction for scrap on 15th October 2020 for $1,710,000. She was beached at Aliaga, Turkey on 23rd November 2020, and her breaking up was completed by 30th March 2021. Because of the pandemic, several cruise ships went on the market at this time, including a number of CMV ships, so it was inevitable that the Astor, being small and 37 years old with original engines, would go to the breakers. A sad end to a pretty little cruise ship.

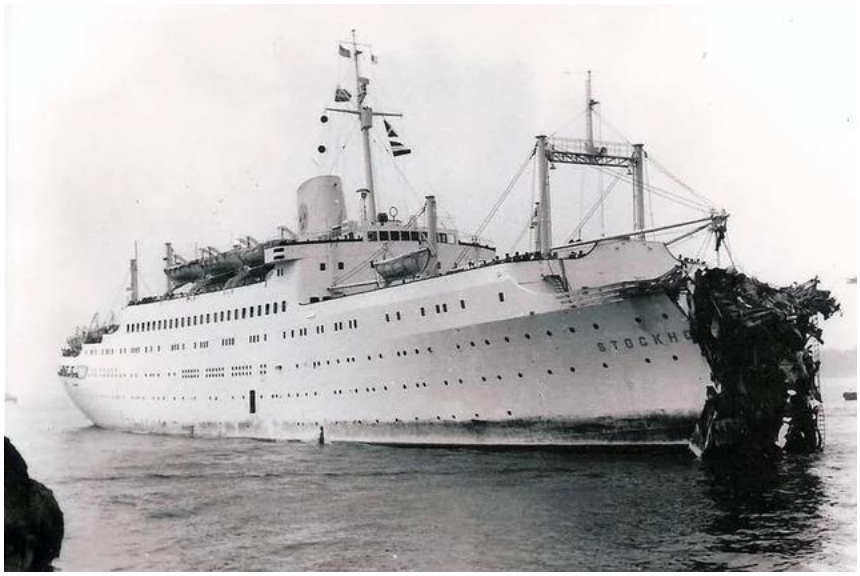
ASTOR AT THE BREAKERS

ASTORIA


STOCKHOLM

The Astoria was built by the Gotaverken shipyard in Gothenburg, Sweden as the STOCKHOLM for the Swedish America Line for their North American passenger service. She was ordered in 1944 but was not launched until 9th September 1946 and her maiden voyage did not start until 21st February 1948. She was the smallest passenger ship operating on the N. Atlantic route.

She was of 12,165 gt, with dimensions 160.1m x 21.0m x 7.9m. When built, she was powered by twin 8-cylinder Gotaverken diesels of 8900 kW total, giving a cruising speed of 17 knots. Her passenger capacity was 390. She had an ice-strengthened bow for all-year round sailing.



AFTER THE COLLISION

On 25th July 1956, she was in collision with the Italian liner ANDREA DORIA off Nantucket in heavy fog. The Italian ship sank and in total 44 people lost their lives. The Astoria made her way to New York City under her own power for repairs to her bows.

On 3rd January 1960, she was transferred to the East German government and was renamed VOLKERFREUNDSCHAFT. She was to be operated by Deutsche Seereederei, a precursor of AIDA Cruises, and home-ported at Rostock. She mainly carried Communist Party and Trade Union members to Cuba. When the Berlin Wall was erected in 1961, all ports were restricted to communist countries.

She was put under the management of the Free German Trade Union Federation in 1964 and was chartered out to western European countries for most of each year. In 1967 the Stena Line chartered her for Swedish passengers for half the year and this continued until she was sold in 1985.

In 1985 she was transferred to a Panamanian company, Neptunas Rex Enterprises and renamed VOLKER, but by the end of the year she was laid up in Southampton. The next year she was renamed FRIDTJOF NANSEN and used as a barracks ship in Oslo for asylum seekers.

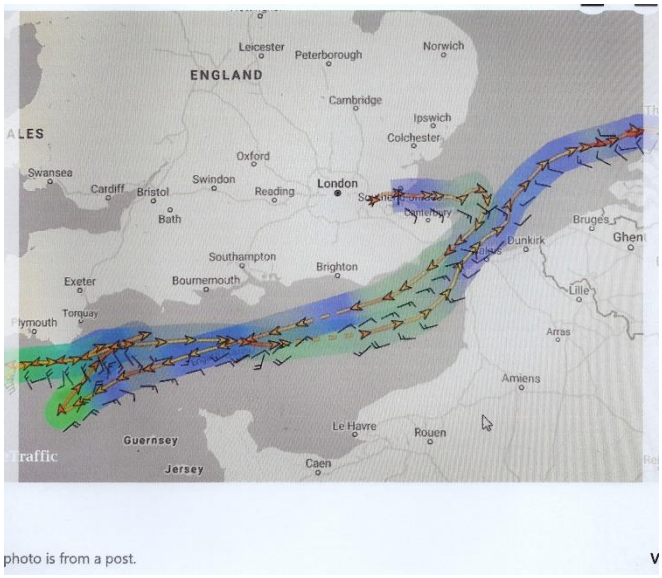
In 1989 she was sold to the Italian Star Lauro Lines, but she was still under charter as the Fridtjof Nansen until 1993. She was in 1993 towed to Genoa for conversion into a cruise ship. She was completely gutted internally, new twin Wartsila 16V32 engines of 10,700 kW total were installed, giving her a cruise speed of 19 knots, and a new bridge and forward superstructure added. Her tonnage was increased to 15,614 gross and her passenger capacity upped to 556. On completion of the work in 1994, she was renamed ITALIA 1, then ITALIA PRIMA and later VALTUR PRIMA, sailing primarily to Cuba, where she was laid up in 2001. She was chartered by Festival Cruises in 2002 and renamed CARIBE.

In 2005 she was renamed ATHENA and was registered in Portugal, but was soon reflagged to Cyprus, operating for Classic International Cruises. In 2009 she was chartered to the German company Phoenix Reisen. In 2013 she was bought by the Portuguese company Portuscale Cruises and renamed AZORES and was taken to Marseille for refurbishing.

After Portuscale's collapse in 2015, she was chartered to Cruise & Maritime Voyages by her mortgage holder Montepio Bank. In March 2016 she was renamed ASTORIA by CMV. CMV entered administration in 2020. The Astoria was laid up in Tilbury Docks when the Maritime & Coastguard Agency seized her for non-payment of some of her crew.

The ship's owners decided in 2020 to get her back to Portugal, and on 21st October, she left Tilbury Docks under tow from the MONTE DE LUZ bound for Lisbon. After some safety concerns, the tow was aborted, and Astoria was moored at Tower Wharf. During November three attempts were made to get the tow started from Tower Wharf involving the tugs BRENT, SD DOLPHIN, RT AMBITION and SVITZER VIDAR but had to turn back. Apparently, the problem was that the Astoria was a "Dead Ship", with nobody on board and the helm locked amidships.

On 5th December 2020, with the tugs Brent, GINGER, SVITZER MONARCH, SVITZER GANGES and the RT Ambition, the Astoria left her moorings and cleared the Thames, Under tow from the Brent she got as far as the approaches to Falmouth, but despite assistance from the local tug St. PIRAN, they were unable to berth there, and the tow was turned back up the Channel. Astoria arrived at Rotterdam on 13th December under tow from the Brent and the Ginger. She has remained there since, with rumours floating about whether she will be scrapped or returned to cruising.



After 80 years since her launch, surviving collisions, pirate attacks and being caught on the edges of the Cuban Missile Crisis, is she finally going to be

SOME TUGS INVOLVED IN THE MAMMOTH TOW OF THE ASTORIA IN NOVEMBER/DECEMBER 2020

MONTE DA LUZ

1. MONTE DA LUZ: Portuguese flagged. Built in Malaysia in 2013. 495 gt and 38m x 10.8m. Conventional 2 screws. 53t bollard pull. Owned and managed by Greenbay Matine Technology of Singapore.

BRENT

2. BRENT: Dutch flagged. Built in Turkey in 2009. 487 gt and 32m x 12m x 5.8m. An AST tug with 83t bollard pull. Renamed VB BRENT in 2022 and now operated by the Boluda Group.

GINGER

3. GINGER: Dutch flagged. Built in the Netherlands in 2010. 487 gt and 33m x 12m. An ASD tug with 83t bollard pull. Renamed VB GINGER in 2022 and now operated by the Boluda Group.

SVITZER MONARCH

4. SVITZER MONARCH: UK flagged. Built in 2016 as the SVITZER HELENA. 492 gt and 32m x 12.8m x 5.4m. As ASD tug with a bollard pull of 90.4 t.

SVITZER GANGES

5. SVITZER GANGES: UK flagged. Built in 2016 as the SVITZER CELIA. 492 gt and 32m x 12.8m x 5.4m. An ASD tug with a bollard pull of 87.5t.

SVITZER VIDAR

6. SVITZER VIDAR: UK flagged. Built in 2005 as the R. CATALINYA. 386 gt and 28.8m x 11m. An ATD with an ahead only bollard pull of 84.5t.

RT AMBITION

7. RT AMBITION: UK flagged. Built in 2012 in Singapore. 465 gt and 32m x 11m. Renamed VB AMBITION in 2023 and now operated by the Boluda Group. A Rotor tug with a bollard pull of 80.2t.

SD DOLPHIN

8. SD DOLPHIN: UK flagged. Built in 2013 by Damen in the Netherlands. 453 gt and 32.7m x 12.8m x 5.4m. An ASD tug with a bollard pull of 80t. Renamed VB DOLPHIN in 2023 and now operated by the Boluda Group.

ST PIRAN

9. St. PIRAN: UK flagged. Built by Scotts of Bowling in 1979 as the HALLGARTH. 223 gt and 30m x 8.9m. Propelled by twin Voith tractor units and a bollard pull of 23t. Owned and operated by the Falmouth Towing Company.

Not being a tug specialist, I was surprised at the ownership and name changes in the short time since late 2020

ONE FACT WONDER

SHIPS THAT HAVE BEEN DISMANTLED AND RE BUILT

The transformations of SS Uganda

SS Uganda was a much-loved liner. She was built in Glasgow for the British-India Steam Navigation Company and launched in January 1952. She was built as a passenger and cargo liner. She had capacity for 167 first class and 133 tourist class passengers and 388,250 cubic feet of cargo, and was 14,430GRT. She operated a route from London, through the Mediterranean and down the coast of East Africa.

The first transformation resulted from a refit in 1967 in Germany when Uganda became an educational cruise ship. How was this achieved? Some decks were inserted in her former cargo holds and this enabled them to build dormitory cabins with a total of 920 berths. The cost of the refit was £2.8m and it raised the passenger capacity from 300 to 1,226, and the gross registered tonnage increased to 16,907. The first voyage in this new role took place in February 1968.

In 1971 management of Uganda was transferred to P&O's passenger division, but she retained her British India livery of a white hull with a black band and a black funnel with two white bands.

The next transformation took place in 1982 because of the Falklands War. Lord Inchcape, who was chairman of P&O said the following in May 1982 following the Government's requisition of Uganda, as well as Canberra, Elk and Norland: "I am glad that once again we have been in a position to provide ships at a time of national crisis. We have received assurances from Government that we will be fairly compensated, but more importantly we look forward to the safe return of the ships and all on board."

Uganda became a hospital ship. During a 3-day re-fit in Gibraltar, a helicopter platform, fittings for replenishment at sea, satellite communications and wards and operating theatres were installed. Two additional water distillers were fitted on sports deck. In accordance with the Geneva convention, she was

painted white with eight red crosses, two on each side of the hull, one facing forward on the bridge superstructure, one on the upper deck visible from the air and one on either side of her funnel. 136 medical staff joined the ship, and they received the first casualties on 12 May when casualties were transferred from HMS Sheffield. During the war:

- The ship sailed 26,150 miles
- 4,700 tones of fuel were consumed
- There were 1,000 helicopter landings on her flight deck
- 3,111 personnel had been transferred to or from the ship
- 504 surgical operations were carried out
- 730 casualties were treated, including 150 Argentinians.

In July 1982 Uganda was de-registered as a hospital ship and the red crosses painted out. She arrived back in Southampton on 9 August 1982.

It was time for another transformation in the form of an extensive re-fit in North Shields. She returned to educational cruising in September 1982 but in November 1982 was chartered for two years to transport passengers between Ascension Island and Falkland Islands. She was fitted with a new helicopter deck and in January 1983 left Southampton for the Falkland Islands.

There was another refit in November 1983 in Falmouth. She completed her charter in 1985 and was laid up in the River Fal on 4 May 1985.

To complete the story, in April 1986 she was purchased by the Triton Shipping Company of St Vincent and renamed Triton. She left the River Fal on 20 May and anchored off Taiwan on 15 July to await breaking up. On 22 August typhoon Wayne drove her ashore and she laid there for a few years before finally being broken up.

MV Port Waikto

Eddie first saw this vessel whilst walking along the quayside in Wellington around 1957, it struck me as odd as to how what looked to be a typical British coaster had found its way to New Zealand, with the wonder of the Internet here is brief history of a vessel with what must be the longest build time ever!

Odd beginning, build started as speculative build by Dublin Shipbuilders in 1920, the yard closed with the ship only in the frame stage.Bought by Henry Robb of Leith the frame was taken apart and shipped to Leith where it was eventually completed in 1929. Sold to Captain A.F. Watchlin.

668 GRT 180ft long, 29ft on the beam & draft of 10ft 180hp Fairbanks Morse 4 cylinder diesel engine

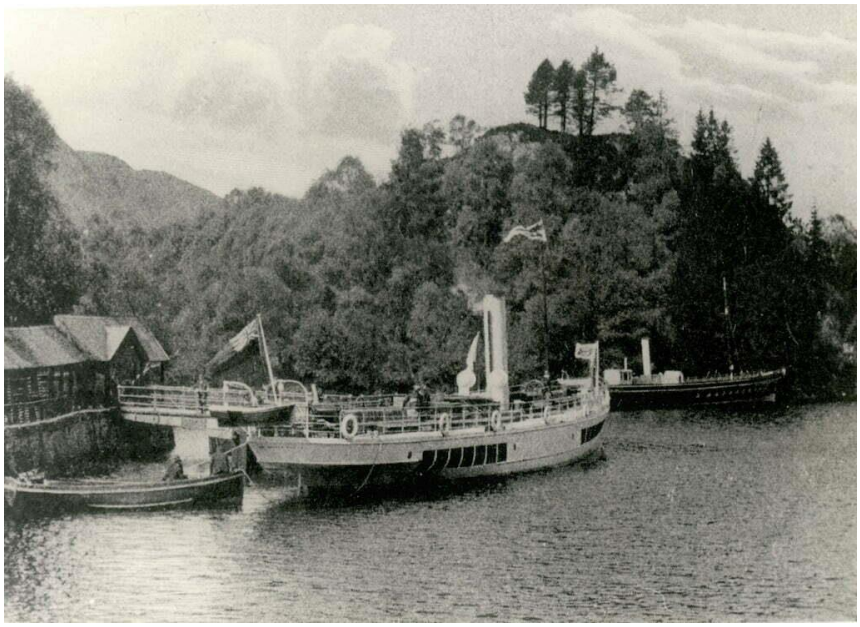
Traded on NZ Coast for Watchlin Shipping up to 1940 when it was chartered to Holm shipping to replace their Holmwood which had been lost to the German Raider Komet, Holm had the contract to provide a supply service to the Chatham Islands which lie approximately 600 miles East of the South Island of NZ, she continued in this role until 1959, having been sold to the Union Steam Ship Co in 1947

Broken up in Hong Kong in 1961

SIR WALTER SCOTT

ARRIVING AT STONALACHAR PIER IN 1972

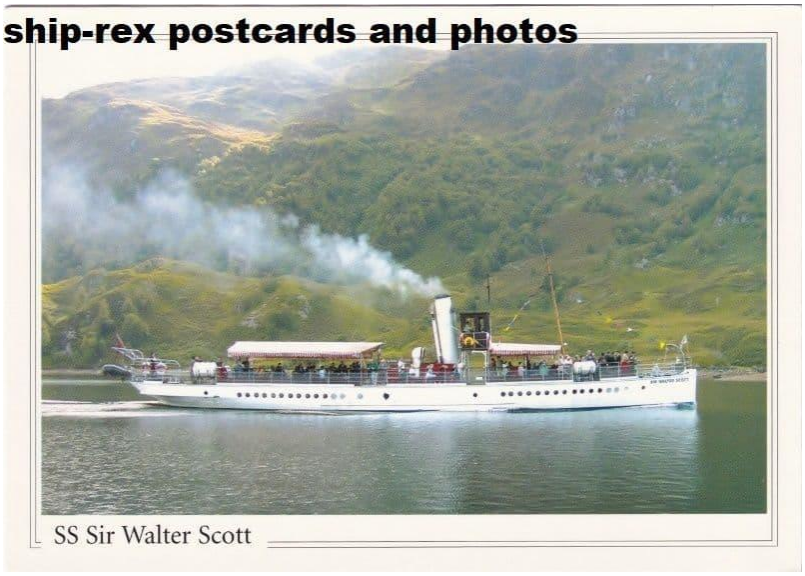
The passenger vessel Sir Walter Scott was ordered from Matthew Paul & Co. of Dumbarton on 20th February 1899, who subcontracted the building of the riveted steel hull to William Denny, also of Dumbarton. She was commissioned by the Loch Katrine Waterworks Company. She is of 115 grt with dimensions 110’ x 19’ x 5’. She is powered by her original three-cylinder triple expansion steam engine built by Matthew Paul & Co. Originally, she had two locomotive-type coal-fired boilers providing steam at 160 psi, but these have since been replaced a few times. Her original passenger capacity was 540.



AROUND 1900

She was launched on 29th September 1899 and, after having completed trials on the Clyde, she was dismantled into sections for transportation to Loch Katrine. She was carried by barge up the river Leven and Loch Lomond to Inversnaid. From there teams of horses lugged the sections of the ship up the steep hills to Stonalachar. In 1900 she was reassembled and launched onto Loch Katrine. Nearly half of her purchase price was for her delivery.

In 1902 the Loch Katrine Steamboat Company was formed by the Duke of Montrose to oversee the operation of the ship. In 2005 she was in a poor state, and the Sir Walter Scott Trust was formed to operate and preserve her. Over the next three years, over £2.2 million was spent on her rebuilding, with new "Wee Chieftain" boilers by Cochran being installed, the superstructure being rebuilt and a forward deck cabin added. The new boilers were adapted to run on biofuel.



In 2020 she was laid up after her boilers failed a survey. She resumed sailing on 21st June 2023 having completed an £850,000 restoration which included new boilers by Byworth Boilers Ltd. She operated a thrice daily service, in summer months, between Trossachs pier and Stonalachar pier, some 8 miles. She is now certified for 245 passengers and has a crew of 5. She is on the National Historic Ships U.K. register.

MAID OF THE LOCH

Almost 70 years ago, on 25th May 1953, the Maid made her first-ever public cruise on Loch Lomond.

The Maid is the very last paddle steamer to be built in Britain, and is the UK's only remaining example of an 'Up an Doon' Vessel - A ship that's been built twice!

The Maid in 1953

Assembled in the Glasgow shipyard of A&J Inglis, the Paddle Steamer Maid of the Loch was first of all bolted together and then taken apart, transported to her new home in Balloch on rail wagons and reassembled on the Balloch Slipway before her launch into the sparkling waters of Loch Lomond on Thursday 5th March 1953.

Licensed to carry 1,000 passengers, she was the largest paddle steamer to sail on Loch Lomond and was host to royal guests and celebrities as well as three million day-trippers during her 28 years on the water.!

The Maid's popularity as a pleasure steamer was at its height in the 1950s and early 1960s. But as the lure of foreign travel came passenger numbers and revenue dwindled. Decommissioned in 1981, the Maid was subjected to a sorry period of neglect, and decay until her purchase, in 1992, by Dumbarton District Council.

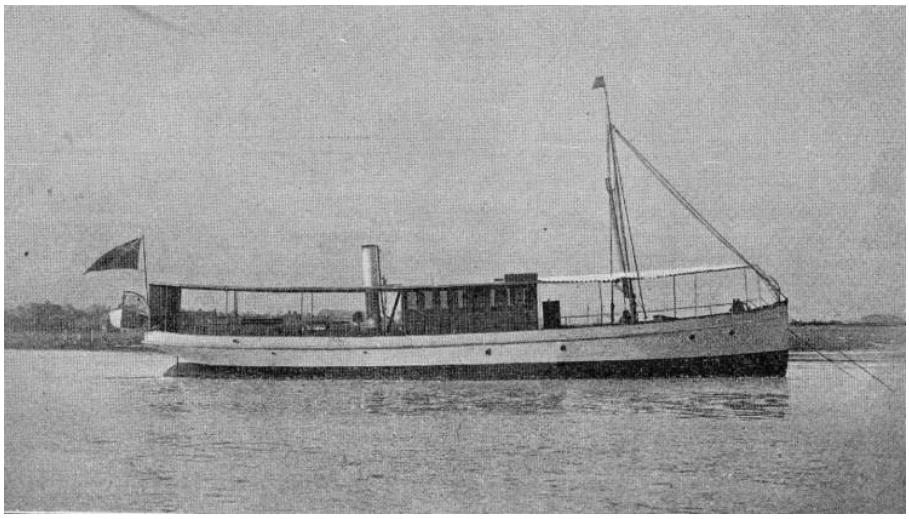
Advertised as having 'commodious saloons' and serving 'lunches and teas of the highest quality at popular prices' she was the last (and largest) in a long line of paddle steamers to sail on Loch Lomond. For 28 years, she gave great pleasure to millions of visitors who enjoyed sailing on the ship and exploring the villages and climbing the hills around the shores.

It was in 1996 on the point of dereliction, she was rescued by the very volunteers of the Loch Lomond Steamship Company, who continue to take care of her. A rescue mission, to return the ship to sailing again on the Loch, was launched.

PHOTOGRAPH 2003

Cecil Rhodes - a steamer for Lake Tanganyika

Built in Wivenhoe by Forrestt & Sons in 1898 completed in 1899



The lake steamer Cecil Rhodes built by Forrestt & Sons in 1898 and launched November 1899

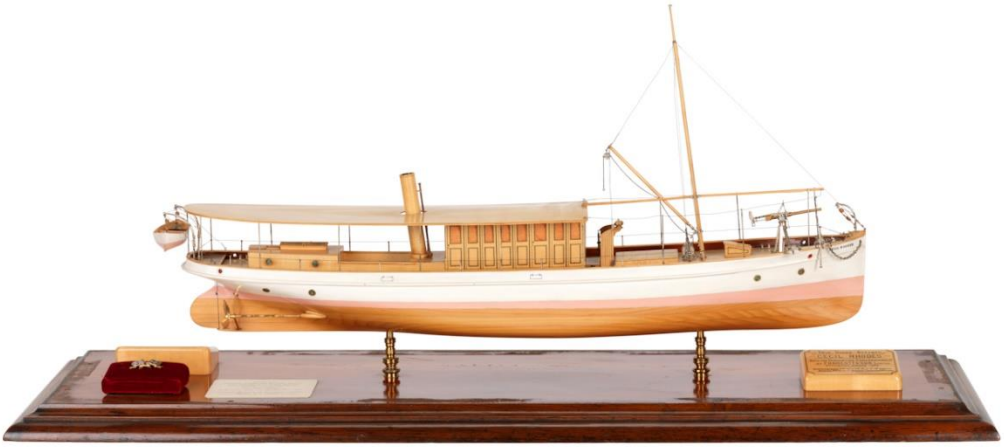
The Cecil Rhodes was a steel twin screw steamer built for Tanganyika Concessions Ltd. She was started in 1898 and completed in 1899 by Forrestt &

Son Ltd as yard number 355 to help build the Cape to Cairo Telegraph. She was launched on 8th November, 1899,

She was 78’3” overall length, 14’0” beam and 7’0” deep, with 5’0” draft. She was powered by two Mumford compound 2 cylinder engines and boiler with steam from a water tube boiler at 160 lb/sq.in, giving 97ihp, to drive her at 10 knots. All 84.3 tons of her was shipped out in small pieces of less than 70lbs, and then delivered 300 miles overland to the lakeside, all of this being man-packed for part of the way; except for three heavier pieces of machinery which went on bullock carts. The contract price was £4,540, plus £645/17/9 of extras.

On the 18th November 1914 she was captured by auxiliary warships of the Imperial German Navy at Kasakalawe, Lake Tanganyika, and on the following day was sunk in the lake to prevent her conversion, repair and use as a warship.

On Sunday 25 August, 1996, Phillip Nielsen, Andreas Shones and Petra Paffen found the wreck of the Cecil Rhodes, whilst scuba diving in front of Kasakalawe on the south coast of the lake in Zambia. In 2006, Pierre-Denis Plisnier, was exploring the wreck and took these photographs at that time.



A full scale model (scale 1:32) of the *Cecil Rhodes* was built and presented at the time of the launch of the vessel in 1899.

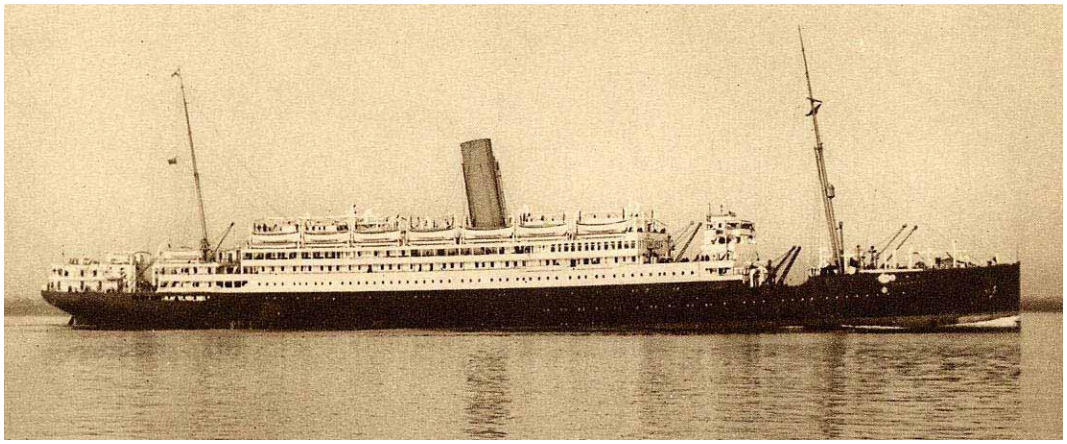
This fine model had beautiful attention to detail with fittings all silver-plated whilst other fittings as the compass binnacle, propellers and shafts are gold-plated

ANSWERS
MYSTERY SHIPS 85

Albatros, Southampton June 1997.

ALBATROS IMO **5347245** Passenger/Cruise
24,803g 6,708d Length: 185 Breadth: 24.5 Depth: 14.1
Draught: 8.9 (m)

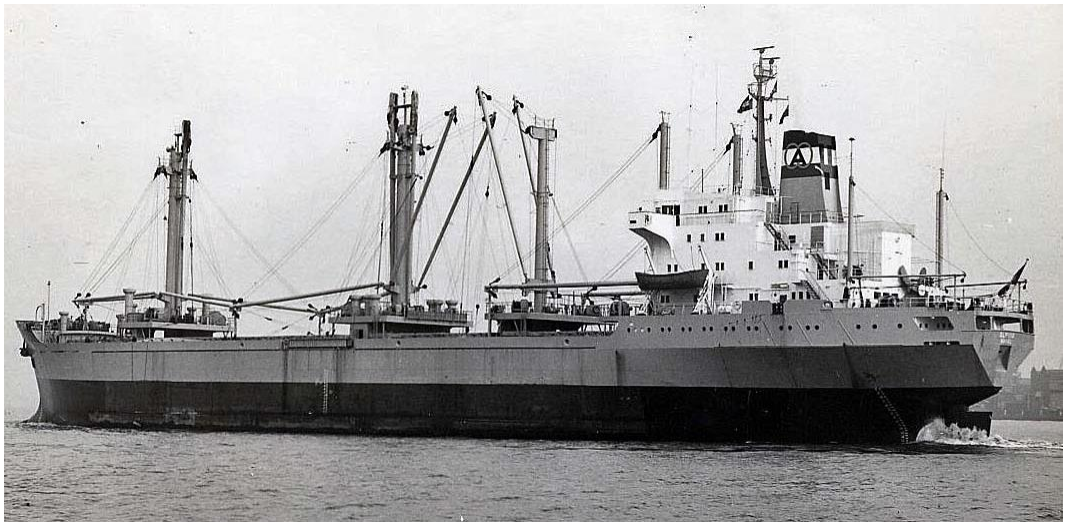
1957: Completed by John Brown & Co Ltd, Clydebank as SYLVANIA.
1968: Renamed FAIRWIND.
1988: Renamed SITMAR FAIRWIND.
1988: Renamed DAWN PRINCESS.
1993: Renamed ALBATROS.
2004: Renamed GENOVA. Broken up in India.



Almanzora

ALMANZORA IMO N/A (O.N. 136353) Passenger Liner
16,034g Length: 570 Breadth: 67.2 Depth:33.3 Draught: - (ft)

1915: Completed by Harland & Wolff Ltd, Belfast as ALMANZORA.
1915-1919: Served as an Armed Merchant Cruiser.
1939-1945: Served as troop transport.
1948: Broken up at Blyth.



Alpina

ALPINA IMO 7028295 General Cargo
9,387g 14,980d Length: 139.8 Breadth: 21.1 Depth:12.3 Draught: 9.2 (m)

1970: Completed by Flensburger Schiffbau-Ges. mbH, Flensburg as ALPINA.
1985: Renamed HER CHANG.
1992: Renamed SONG SAN.
1997: Renamed KANGSON. Sank following collision in China.

Theodosia sailing from Coryton, 12.3.2018.

THEODOSIA IMO 9275751 Products Tanker
42,307g 70,312d Length: 228 Breadth: 32.2 Depth:20.9 Draught: 13.8 (m)

2004: Completed by Daewoo Shipbuilding & Marine Engineering Co Ltd, Geoje as REGINAMAR.
2005: Renamed OVERSEAS REGINAMAR.
2009: Renamed FR8 REGINARMAR.
2013: Renamed LR REGULUS.
2013: Renamed THEODOSIA.
2024: Renamed OCTA DIVINE.
Still in Service.

Dimitris S. sailing from Tilbury, 30.8.2018

DIMITRIS S IMO 9279836 Bulk Carrier
28,171g 48,821d Length: 189.9 Breadth: 32.2 Depth:16.5 Draught: 11.6 (m)

2004: Launched as ENDEVOUR. Completed by IHI Marine United Inc, Yokohama KN as STAR CARIBBEAN.
2004: Renamed DIMITRIS S.
2021: Renamed OMEGA.
2024: Sank off China.

Vecchio Bridge. approaching London Gateway, 27.8.2018

VECCHIO BRIDGE IMO 9293454 Container ship
54,519g 64,983d 4,738 TEU Length: 294 Breadth: 32.2 Depth:21.8 Draught: 13.5 (m)

2005: Completed by Hyundai Heavy Industries Co Ltd, Ulsan as VECCHIO BRIDGE.
2019: Renamed LILA LONDON.
2020: Broken up in Pakistan.

QUIZ 85 NOVEMBER 2024 QUESTIONS

1. INVINCIBLE and IMPECCABLE: Conventional submarines commissioned for the Singapore Navy. Built in Germany as part of the 218SG project. Two others are being built for Singapore. Their surfaced displacement is 2000 tons and they have Air Independent Propulsion. Late September.
2. HANSEATIC NATURE: A Hapag Lloyd expedition ship visited London and berthed alongside HMS Belfast in late September. She is of 15,650 gt and was completed in 2019 by VARD Group AS in Norway.
3. RUBY: A Malta flagged bulker built in 2012 with a cargo of 20,000 tons of Ammonium Nitrate fertilizer that came from Russia was anchored off Margate for a time in late September and early October. She had grounded off Norway, but because of her hazardous cargo, she had been turned away from several countries.
4. FLYING FISH 1: A 4890 TEU Panamax container ship travelled from St Petersburg to China across the Arctic in just 3 weeks, shaving 2 weeks off the normal Suez route. She had no icebreaker assistance.
5. HMS MEDWAY: She carried 6 rare loggerhead turtles from Plymouth to the Azores. They had been swept into UK waters by strong winds and currents. Late September.
6. LONGSTONE: A Malta flagged Ro Ro ship of 32,936 gt (formerly operating in the Thames as MARIA GRAZIA ONORATO) is on long-term charter by P & O Ferries, replacing NORSTREAM on the Tilbury 2 to Zeebruge service .

7. CORDELIA MOON: A Panama flagged crude oil tanker of 163,288 dwt built in 2007 was hit by an explosive-laden drone vessel off the coast of Yemen. A water filled ballast tank was damaged, but the ship was able to continue.
8. ODYSSEY: A cruise ship (formerly Fred Olsen's BRAEMAR) finally was able to start her 3-year long world cruise after a 4-month conversion and refurbishment at Harland & Wolff. The period at Belfast was rather longer than had been programmed. She is of 24,344 gt and dates from 1993.
9. ONE HAMMERSMITH: A Panama flagged container ship of 98,849 dwt built in 2009 had engine failure whilst in the Ushant Traffic Separation Scheme. After some hours adrift, she was instructed to seek assistance from the tug ABEILLE BOURBON, She was taken to Douarnez Bay where she anchored on 28th September for repairs.
10. HMS AGAMEMNON: The 6th Astute class nuclear submarine was launched at BAE Systems at Barrow in Furness on 3rd October.
11. ZHOU class: The first of a new class of nuclear powered attack submarine sank in the Wuchang shipyard in Wuhan, It happened in May or June but has only recently been reported.
12. PS DREAM: A Panama flagged products tanker of 51,233 dwt built in 2006. Her Turkish and UAE operators were fined $2 million by the US authorities for dumping oil waste into the Atlantic.
13. USS GEORGE WASHINGTON, USS HYMAN G RECKOVER & USS NEW JERSEY: A carrier under maintenance and two submarines under construction at the Newport News Shipyard in Virginia have had "issues. The issues involved "welders who did not follow welding procedures properly". Problems occurred up until 2023, and all three are serving safely at sea.
14. RIJN CONFIDENCE: A Portugal flagged 33,328 dwt geared bulk carrier with a cargo of scrap metal had a fire in cargo hold

2 whilst in the Royal Edward Dock in Avonmouth. She was built in 2013 in Japan as the SKM AMBITION. It is possible that General Average issues may arise as a result of the incident. No casualties have been reported. Early October.

15. FINNECO 1, 11 & 111: Finnlines, part of the Grimaldi group, started in September a weekly shipping service connecting Helsinki and Kotka in Finland with Sheerness with connections to Belgium and Spain using the above vessels. The three Finland flagged ships were built in China and were launched in 2021 / 2022. They are of 60,515 gt and are highly "Eco – friendly" hybrid Ro Ro ships.