



**The
World
Ship
Society**



Southend Branch

News and Views

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NOTES

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Kings Abbey

Kungs Holm

NEWS

Chantiers de l'Atlantique floats out Orient Express Corinthian



Chantiers de l'Atlantique has floated out the world's largest sailing ship, Orient Express Corinthian, after four months of construction at its shipyard in Saint-Nazaire, France. The ship, which is the first in a series of Accor-operated luxury sailing yachts, is equipped with a Bio-Sea ballast water treatment system supplied by France-based Bio-UV Group.

Orient Express Corinthian will be the world's largest sailing yacht at 220 metres long

Orient Express Corinthian has been designed by Orient Express and Chantiers de l'Atlantique with "both grandeur and purpose". It is the first sailing yacht to deploy the shipbuilder's in-house designed SolidSail wind sail system, which features three 100-metre-tall lightweight masts that will be rigged with 1,500-square-metre Solid Sail/AeolDrive rigid but foldable sails.

During its float out on 16 June 2025, she was moved from a construction dock to an outfitting dock where interior outfitting will begin, ahead of its scheduled maiden voyage from Marseille in France on 6 June 2026.

A second ship, Orient Express Olympian, which is scheduled for delivery in 2027, will also be fitted with a similar B-type Bio-Sea unit.

Viking Line develops concept for world's largest electric ro-pax vessel



The Helios vessel could transport 2,000 passengers across the Gulf of Finland in just over two hours

The Helios concept has been designed for the route between Helsinki, Finland, and Tallinn, Estonia

The concept, named Helios, would have a battery capacity of approximately 85-100 megawatt hours. Helios would be 195 metres long, 30 metres wide and have a speed of approximately 23 knots, as well as having a freight capacity of two kilometres. It would be charged while the ship is in port and would have a charging capacity of over 30 megawatt hours.

The vessel concept is based on a research collaboration between Viking Line and Rauma shipyard, with the aid of other partners.

The concept is also intended to provide proof for the realisation of a green maritime corridor across the Gulf of Finland.

VISITORS



Viking Destiny Built 2027 62175 GRT Marshall Islands

Current Position Thames



Msc Togo Built 2025 79103 GRT Liberia

Current Position Thames



FPMC 31 Built GRT

Current Position Thames



Maersk Tukang Built 2008 GRT 94193 Singapore

Current Position Thames



Yasa Swan Built 2019 29681 GRT Marshall Islands

Current Position Thames



Aliki Built 2009 4202 GRT Malta

Current Position En route to Rotterdam



British Officer Built 2017 30448 GRT Great Britain

Current Position En route to Isle of Grain



Msc Heidi Built 2016 94889 GRT Panama

Current Position En route to Rotterdam



Houston Express Built 2014 148667 GRT Liberia

Current Position En route to Tanger



Munkebo Maersk Built 2014 194869 GRT Denmark

Current Position En route to Bremerhaven



Mahadah Silver Built 2016 29354 GRT Marshall Islands

Current Position Rotterdam



Arklow Raven Built 2007 2999 GRT Ireland

Current Position En route to Ringaskiddy



Msc Vilda X Built 1998 92198 GRT Liberia

Current Position En route to Mauritius



Msc Eugenia Built 2022 113697 GRT Liberia

Current Position En route Rotterdam



Al Ruwais Built 2020 165552 GRT Liberia

Current Position Qatar



Castara Built 2019 30962 GRT Singapore GRT

Current Position North Sea en route Thames



Torm Splendid Built 2020 28897 GRT Denmark

Current Position North Sea en route Fawley



Cap Andreas

Current Position South Africa en route to USA



Torm Evelyn Built 2011 42108 GRT Denmark

Current Position En route to Falmouth



Moscow Maersk Built 2017 214286 GRT Denmark

Current Position West Africa en route Singapore



Maersk St Clement Built 2014 94930 GRT Singapore

Current Position West Africa en route Colombo



Sider Athena Built 2013 24785 GRT Panama

Current Position Turkey



One responsibility Built 2024 74000 GRT Hong Kong

Current Position Algeciras



Sten Skagen Built 2009 13283 GRT

Current Position En route Amsterdam



Rebecca Schulte Built 2011 19541 GRT Singapore

Current Position En route Le Havre



Ruma Built 2013 16088 GRT Portugal

Current Position En route Marocco



Magsby Maersk Built 2014 213970 GRT Denmark

Current Position West Africa en route Singapore



Marstal Maersk Built 2014 194849 GRT Denmark

Current Location South Africa en route Singapore



CMA CGM< Jacques Joseph Built 2017 96273 GRT Malta

Current Location Caribbean



Kaupang Built 2022 26614 GRT Liberia

Current Position En route to Antwerp



CMA CGM Loire , Built **2015 96253** GRT Malta

Current Position West Mediterranean



Moonstone

Current Position Atlantic Ocean



Vancouver Express Built GRT

Current Position East Africa en route Oman



Msc Denmark VI Built

Current Position West Africa



Spiken Built 2024 2926 GRT Faroe Isles

Current Location En route



Finneco 1 Built 2022 64575 GRT Finland



Maastricht Maersk Built 2019 214286 GRT Denmark

Current position South Africa en route to Singapore



Blue Heritage Built 2025 69250 GRT Liberia

Current Position En route Tilbury Atlantic



CMC CGM Marseille Built 2015 26645 GRT Malta

Current position East coast South America



CMA CGM Loire Built 2015 96253 GRT Malta

Current Location Fos sur Mer



Msc Madeleine Built 2006 107500 GRT :Panama

Current Location La Spezia Italy



Mette Maersk Built 2015 194849 GRT Denmark

Current Position En route Malaysia off West Africa



Ithaca Patience Built 2010 17018 GRT Panama

Current Position Mid Atlantic en route Havana



Rostrum America Built 2022 25859 GRT Liberia

Current Position En route Paranagua

A SAIL ON THE SOLENT WITH ANDREW

Ellen , our daughter, and myself out in a Force 4 gusting 5. Raced down Southampton Water, reefed and still did 7 knots (the tide was also going out at the same time). Past the tankers at Fawley.

Lovely sail. The picture of the racing yacht, which got its spinnaker well and truly stuck on cross trees. The only way to get it down was to head for the lee of the large Crude oil Tanker GH Holiday and remove, which they did, but just as the tanker decided to leave berth.

The final pictures show the new BCC Singapore which was about to dock at the MOD and Solent Gateway port in Marchwood. She left the next day for Rotterdam



Spinnaker trouble after race in the Solent



What do we do now? Simple head for the lee of the crude oil tanker GH Holiday at Fawley



Crude Oil Tanker GH Holiday who provided the wind shadow. 157543 DWT Off to Guyana



Crude Oil Tanker GH Holiday at Fawley



Tankers GH Holiday, Angelina Amoretti and Dianella at Fawley



Angelina Amoretti 23740 DWT off to Nab Anchorage No. 1



Lisca Neram 42000 DWT off to Malta



LPG Tanker CGas Tiger 4986 DWT To Nab Anchorage No.1



BG Jade 13250 DWT off to Cork



Picture just showing the Bow shape of Crude Oil tanker GH Holiday



General Cargo Ship BBC Singapore Built 2024 13000 to Solent Gateway



BBC Singapore showing deck cranes



BBC Singapore after Solent Gateway was off to Rotterdam



Dutch Frigate F804 alongside at berth 41

MARITIME QUIZ JULY 2025 – ANSWERS

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

1. TRADE
2. COSTA FAVOLOSA
3. KANG KAN
4. STENA IMMACULATE
5. HUNTS POINT
6. MSC ELSA 111
7. HMS BRISTOL
8. MEIN SCHIFF FLOW
9. USS ENTERPRISE
10. MORNING MIDAS
11. ENDEAVOUR
12. BERINGZEE AND CONTAINERSHIP NORD
13. HMS VENTURER
14. WAN HAI 503
15. ADALYNN AND FRONT EAGLE

MYSTERY SHIPS 93



31 08 91



Lowland Sunrise 27 09 92



Far South27 09 92



BPEB Mukran 03 09 22



Berge Theme 27 09 92



Ben Moufad 10 09 92

LAST OF THE SAILORMEN IN TRADE

Part Two

For one summer my father's motor cruiser ISLANDER was moored at Lion Creek, Wallasea Island. This was to be the starting point for that year's holiday, a cruise up the East Coast as far as Pin Mill, Suffolk. This was achieved but, oddly, without seeing many sailing barges. But at Wallasea Francis & Gilders ALARIC arrived with timber for Baltic Wharf and, over at Burnham, MAYLAND, owned by the boatbuilder Prior, was being used as a tearoom and SERB, sold out of trade, visited as a fully rigged yacht. On our trip up the East Coast we only met one other. This was West's GWYNRONALD, moored off Brightlingsea and, no doubt, waiting for a cargo of sand from Colne Point. Strangely, I cannot remember any barges seen on the river Orwell, possibly because they were too numerous, with many serving the Ipswich millers.

However voyages from Leigh were more successful. These were largely to Hole haven on Canvey Island and, on one occasion we met Sully's auxiliary SCOTSMAN coming downriver and butting into a stiff-ish Easterly breeze. Just above the haven was a mystery in a group of sailing barges, apparently laid up. We never got close enough to read their names, but it is possible that they were the remains of Goldsmith's fleet or Wood's powder barges.



ARDEER

Woods of Gravesend were specialists in the carriage of explosives between the Chapman Anchorage and upriver destinations. To this end they maintained a fleet of eight sailing barges as powered vessels were banned from this work for safety reasons: REVIVAL, ASPHODEL, ARDEER, DREADNOUGHT, EDITH & HILDA, ETHEL ADA, GIPPING and ORWELL (later replaced with MILLEE). These made a grand sight when sailing down to the Chapman to meet an arriving ship, very often a Ben liner on her way to the Far East. In 1957 it was decided that there was little danger in explosives being carried by diesel engined craft and Woods, then owned by ICI, promptly went out of business. With the exception of DREADNOUGHT which had a brief racing career ahead of her, their barges became yachts.

In 1953 I started work in the Port of London general office at West India Dock which took me close to sailing barge activity. Unfortunately I did not realise the potential of this and, since the General Office was just inside the dock gates, I did not explore the rest of the dock. Neither did I realise that staff member could obtain a permit to use a camera in the docks. Nevertheless I did see a few barges moored just behind the office. These included the racing barge SARA in her working rig, painted black, not her racing white and looking quite bedraggled. On another occasion the same owners LADY MAUD was in the same position and, on a third, the big Ipswich auxiliary THALATTA.



THALATTA

A trip to the Grain Terminal, Millwall Dock showed several barges loading there but I was only able to read the name of one of them, another big auxiliary, LEONARD PIPER.

Then National Service in the Navy intervened and the only barges I saw when

on leave, were the remaining five motor barges owned by Leigh Building Supply. Two years later, when I was demobbed, I rejoined the PLA and went straight into the ideal job – the Tonnage Dues Office at West India Dock, right behind the Millwall Grain Terminal and the cutting between West India and Millwall Docks. Here many of the surviving barges, now mainly motorised, would congregate. Moreover the movements of everything that floated within the Docks was recorded by the Dues Office and any incurred dues rendered to their owners or their agents. Here sailing barges were in a peculiar position. If trading outside PLA boundaries (a line between Walton on the Naze and the North Foreland) they were treated as coasters and paid Dock Dues as such. But if trading inside, they were treated as lighters and could use the Docks free of charge under the Free Water Clause in the Act that set up the PLA. It was rumoured that this privilege was granted because Essex and Kent ports kept London supplied during the Great Plague. Thus barges trading to, say, Maldon, Colchester and Whitstable were free while those sailing to Ipswich and Yarmouth had to pay.



LEOFLEDA

The Grain Terminal had its regular customers including most of the millers in Essex and Kent. LORD ROBERTS from Rochford, ETHEL MAUD from Maldon LEOFLEDA from Colchester, now all with auxiliary power, were regular attenders as were the barges of the Ipswich millers although these tended to be discreet, mooring where they could not easily be seen. They were, however, often users of the mobile grain elevators that were brought into use when a ship had a part cargo of grain, enabling the discharge of other cargo to continue. One barge I remember doing this is Paul of Ipswich's MARJORIE, still under sail and their

big auxiliary THALATTA. A number of pure motor barges, mainly from the Kentish ports were also to be seen waiting for berths at the terminal. These included SCOTSMAN, KATHLEEN, SAVOY and CHARLES BURLEY. One of this group, CLENWOOD, left the dock without loading or discharging anything, apparently due to a crew shortage. Dues were paid to cover this transgression.

And there were some unusual visitors to the terminal:- BALARICE, formally ALARIC which had had her name changed when the original was required for a Trinity House tender, THYRA released from her regular Peterborough run, the same owners PUDGE, a Dunkirk veteran and MARY ANN, recently sold by Leigh Building Supply into private ownership.

Unusual cargoes were sometimes carried. The Mistley auxiliary REPERTOR delivered a freight of tomato puree to Sittingbourne from West India Dock (I believe there was a Heinz bake bean plant in the area.) while Sully's BEATRICE MAUD was once seen in a lay by with a large sailing catamaran on deck. But the staple cargoes, other than grain, away from India and Millwall Docks were paper, liner board and timber with cement as an export cargo. The paper products would attract a large number of LRTC's craft, now largely motorised, including vessels of their former subsidiaries, Francis & Gilders of Colchester and Daniels Bros of Whitstable. These had been absorbed around 1960, when there ceased to be a tax advantage in having subsidiary companies. However some of them still flew the house flags of their former owners.

Timber, of course, was mainly handled by Surrey Docks, but India & Millwall, had a large amount of shipments from Scandinavia, including part shipments of timber, which were also cargoes for LRTC as were export cargoes of cement from factories on both Thames and Medway. Two barges remembered in this work were the former coasters VIKING and VIGILANT.

All was not well in the cutting leading to Millwall Dock. The bridge man was not particularly attentive to the needs of smaller craft and would not swing the bridge till one of the larger ships wished it to be done. This could lead to a log jam of tugs, lighters and barges waiting for the swing. Two Mistley barges Horlocks REMERCIE and REDOUBTABLE spent some time caught up in such a jam.

Back at Leigh only one locally owned barge was left, MAID of CONNAUGHT, still delivering cargoes of timber and, sometimes ballast. Bell Wharf had closed to commercial traffic in 1953, LESLIE WEST of Colchester delivering the last cargo

of timber. New estates being built at the back of the town boosted the ballast trade for a while. Most of the ballast came from pits on the River Colne and was carried in Francis and Gilders craft and most of their auxiliary and motor craft visited at least once, Finally all five of their surviving sailor men arrived at the same time in 1955, just before they were sold off to become timber lighters – GEORGE SMEED, MIROSA, KITTY, CENTUAR, and DAWN. There were also visits from two Mistley sailor men XYLONITE and PORTLIGHT which shortly became motor barges and all three barges of Wakeleys, including the sailor man LANCASHIRE also due to be motorised.



MIROSA



LORD ROBERTS

Thereafter three barges, all with auxiliary power, seemed to handle ballast

deliveries, presumably through lack of any other cargoes. These were NELLIE PARKER, WATERLILY and LORD ROBERTS, each making several visits, with NELLIE PARKER being sailed single handed by her skipper through crew shortage.

So now there are only yacht and charter barges to watch out for.

GED

SOLENT- ANDREW & WENDY'S LATEST TRAVELS

We did go on the Fred Olsen Balmoral so Wendy could go to Stornoway and Kirkwall. Much better than we thought and so lucky with wonderful weather.

We came back for one day and then, as it was half term, caught the ferry from Poole to Cherbourg.

We had a pleasant ferry journey to Cherbourg and drive down to Vannes; being

Sunday no lorries. The one bedroom apartment 10 minutes walk from Vannes Centre was very clean and it had parking so we were very relieved.

We had no idea that we had chosen the week of the bi annual "La semaine du Golfe Morbihan 2025 & tous ses bateaux de Legende" so not having to worry about the parking was wonderful.

The first four days were very cold - you had better weather than us. We went to Le Roche-Bernard, Port Crouesty, le Trinite-sur-mer, Larmor Baden and Auray.

Each night we went down to the centre for either a drink or a meal. Of course there was also the Wednesday and Saturday market in Vannes for Wendy.

Wendy's French has suffered from not having been in France for some time and mine - well do not ask; my guesses at words is even worse.

Vannes was the same but Auray, la Trinite-sur-mer and Le Roche-Bernard were rather tired.

I could not believe how many boats were ashore at all the ports. At Port Crouesty we watched a large Beneteau Oceana 40.1 come up single handed, do a pirouette and drive into the lift out hoist slot and she was out of the water in under two minutes!



Le Roche -Bernard



Golfe du Morbihan and Vannes





THE TEXACO CARIBBEAN



TEXACO CARIBBEAN

On 11th January 1971, a collision occurred off Folkstone between two ships that caused the loss of three vessels and over 50 lives. It also resulted in the Straits of Dover Traffic Separation Scheme (TSS) becoming compulsory rather than advisory.

In thick fog, the Peruvian freighter PARACAS collided with the oil products tanker TEXACO CARIBBEAN near the Varne lightship about 7 miles southeast of Folkstone pier. The Paracas was sailing from Peru to Hamburg with a cargo of fishmeal and fish oil. The Texaco Caribbean was travelling in ballast from Terneuzen in the Netherlands to Trinidad. There were no modern inert gas systems then and the tanker exploded and was torn in half, with her forward end sinking rapidly whilst her aft end remained afloat for some hours. Over 600 tons of bunker fuel spilled into the sea and 8 lives were lost. The Paracas was badly damaged forward but remained afloat. She was towed to Hamburg for repairs by the salvage tug HEROS.



An enormous explosion occurred which blew the tanker in half, her bow section immediately and her stern section following about twelve hours later.

TEXACO CARIBBEAN STERN SECTION

The site of the wreck was buoyed and lit and warnings issued but, on 14th January the West German freighter BRANDENBURG hit the wreck of the Texaco Caribbean and sank. The Brandenburg was on a voyage from Bremen to the West Indies with a cargo of Mercedes cars and tractors. 21 lives were lost. On 27th February the same year, the Greek freighter NIKKI sailing from Dunkirk to Alexandra with a cargo of scrap railway rails hit the wreck and sank with the loss of all her 22 crew.

Demolition of the three wrecks was carried out by the Southampton firm Risdon Beazley Ulrich Harms Ltd and it took 18 months.

THE SHIPS INVOLVED



TEXACO CARIBBEAN



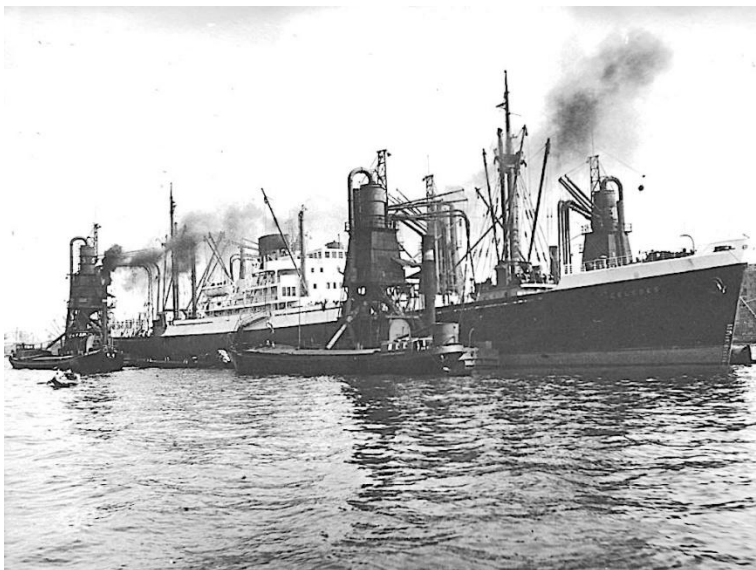
TEXACO CARIBBEAN

TEXACO CARIBBEAN: A Panama flagged oil products tanker built in 1965 by Kieler Howaldswerke A.G. at Kiel. At the time of the collision, she was owned by Texaco Panama and managed by Texaco Overseas Tankships (UK) Ltd. She was of 20,875 sdwt with dimensions 175.0m x 34.8m x 12.5m. She was

powered by a steam turbine of 13,750 hp driving a single screw which gave 17 knots.

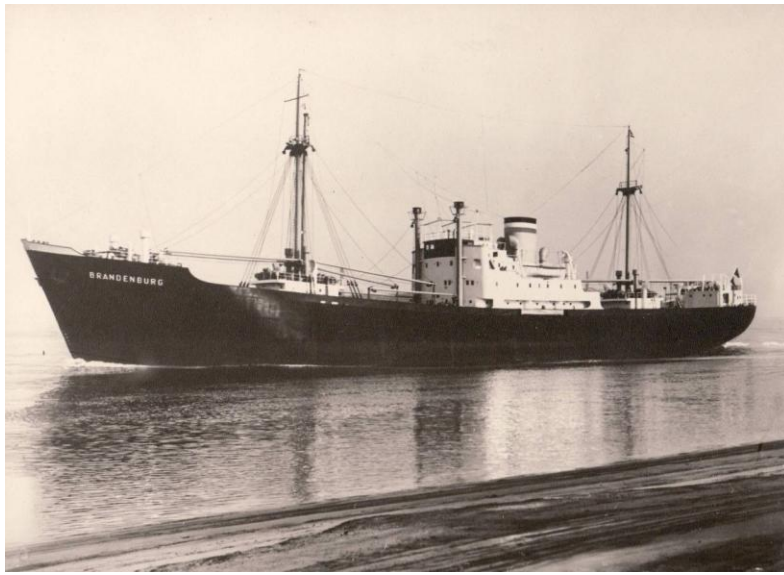


PARACAS



PARACAS AS CELEBES

PARACAS: She was a Peruvian flagged dry cargo ship delivered on 19th March 1943 by Netherlands Shipbuilding co. of Amsterdam as the CELEBES. At the time of the collision, she was owned and managed by Naviera Maritima Fluvial S.A. of Callao, Peru. She was of 11,912 dwt with dimensions 158.6m x 19.3m x 9.4m. She was powered by a Stork 8- cylinder 2-stroke double acting diesel of 8000 bhp driving one screw giving 16 knots. She was broken up at Kaohsiung in February 1974.



BRANDENBURG

BRANDENBURG: She was a German flagged freighter built by Orenstein & Koppel of Lubeck in 1951 as the MARIENBURG. At the time of the accident, she was deployed by Hapag-Lloyd in the Hamburg to the West Indies service, en route from Bremen to Kingston, Jamaica, carrying a cargo of Mercedes cars plus some tractors. She was of 4797 dwt with dimensions 110m x 15m. She was powered by a 5-cylinder 2-stroke double acting MAN D5Z 60/110 engine of 3000 bhp @ 125 rpm giving 14 knots.



NIKKI

NIKKI (or NIKI): She was a Greek flagged freighter built at Bremerhaven by Weser Seebeckwerft in 1956 as the CARL MEENTZEN. At the time of her loss she was owned by Farsa Cia Naviera Orinoco – Cano and registered in Piraeus. She was of 3550 dwt with dimensions 89m x 13m x 7.5m. She was powered by two 8-cylinder MWM diesels of 1471 Kw combined driving one screw giving 12.5 knots.



HEROS

HEROS: She was a German flagged salvage tug stationed at Dover at the time of the collision owned and operated by Bugsier Reederei of Hamburg. She was built by F. Schichau Gmbh of Bremerhaven in 1964. She was of 479 grt with dimensions 41.4m x 10.7m x 4.14m. She was powered by a 4SA 12-cylinder Klockner-Humboldt-Deutz SBYRM 350 diesel of 3000 bhp giving 14 knots and a bollard pull of 34-42 tons. She was broken up in 2018.



HEROS AS KERVEROS IN 2018

THOUGHTS ON TRENDS IN BOW DESIGN

The older ships had bulbous bows and a cutaway bow so spreading any water away from the ship.

Now look at Celebrity Apex and the new container ship YM Continuity

One reason is length of ship for measurement in locks , charges etc.

Another is the World economy. In the past container ships were capable of up to 25 knots in some cases.

Nowadays with high fuel costs, Environmental requirements for low sulphur fuel, much larger sized container ships (24,000TEU) and the over supply, the ships go at lower speed. The bulbous bow is not effective at lower speeds (I seem to remember at about 14 knots, but my memory is going) . With container ships now being designed for lower speeds and waiting outside ports to unload so high speed is not required the need for the bulbous bow has changed



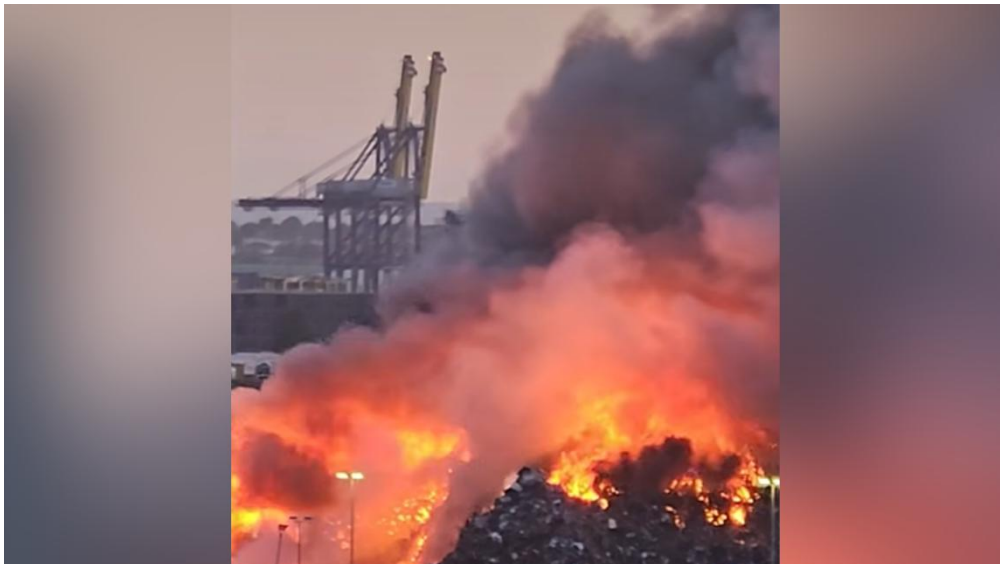


Aurora , MSC Virtuosa, Independence of the Seas ,Iona, Mein Schiff 3

LNG Fuelled vehicle Carrier Oceanus Highway



LONDON SCRAP TERMINAL, NORTHFLEET



A major fire occurred in late May 2025 of scrap metal in open storage at the terminal. The fire started on 26th May, and according to the local papers, 5000 tons of metal caught fire and numerous fire appliances, and the SVITZER

ADIRA, a firefighting tug, were involved, some remaining there for a few days to ensure the fire was fully out.



SVITZER

ADIRA FIRE FIGHTING

The site was acquired by Bowater in May 1914 for a paper making factory, but because of the war, construction work was delayed until 1923. The mill went into full production in July 1925, with a deepwater jetty used for importing raw materials and exporting finished products. Bowater was taken over by the Scott Paper Group in the mid-1980s who in turn were bought out by the Kimberly-Clark Corporation in 1995.

Post WW2, the mill mainly produced toilet tissue, with the jetty mainly handling the importing of pulp but in 2021, 2 out of the 3 paper machines were shut down, leaving the remaining machine producing sanitary towels and about half the workers were “let go”. In late 2023, most of the site was taken over by the Metal Recycling Group for assembly, storage and export of scrap metals. The site has a deepwater jetty 187.5 metres long, which gives 9.3 metres of water at Chart Datum.

The first vessel to load scrap metal at the jetty for MRG was the SIDER LUCK in December 2023. In the eighteen months or so since, a number of ships have called, including the SIDER OLYMPIA, the SIDER BEAR, the ANTONIA S and the QING FENG LING. A new arrival on 31st May was the SIDER ATHENA. Nova Marine Carriers seem to be the main callers to load scrap.



SIDER LUCK AT THE TERMINAL

SIDER LUCK: she is a Portuguese flagged dry bulker built in Japan in 2012 and is of 26,307 sdwt with dimensions 157.2m x 26.8m x 9.45m. She is powered by a Mitsu/MAN B&W 2-stroke 6-cylinder diesel of 5850 Kw driving a single screw. She is operated by Nova Marine Carriers of Lugano, Switzerland and owned by Dunbar Shipping of Valetta, Malta.



SIDER OLYMPIA



BERTHED AT THE TERMINAL



FIRE

FIGHTING ON THE SIDER OLYMPIC IN APRIL

SIDER OLYMPIA: she is a Marshall Islands dry bulk carrier built in Japan in 2013 as the KAMAGARI. She is of 38,182 dwt with dimensions 179.97m x 29.8m x 10.54m. She is powered by a MAN B&W Makita 6-cylinder engine of 7860 Kw driving a single screw. She is owned by Sugahara Kisen of Kure, Japan and managed by Nova Marine Carriers. She had a fire of scrap in one of her holds whilst berthed at the terminal in April 2025.



SIDER

BEAR



SIDER BEAR: she is a Panama flagged dry bulker built in China in 2013 as the WUCHOW. She is of 39,090 sdwt with dimensions 180m x 30m x 11m. She is owned by NovaAlgoma and managed by Nova Marine Carriers.



SIDER ATHENA

SIDER ATHENA: She is a Panama flagged dry bulkер built in China in 2013 as the WUCHANG. She is of 39,128 sdwt with dimensions 180m x 30m. She is owned by NovaAlgoma and managed by Nova Marine Carriers.



ANTONIA S

ANTONIA S: She is a Liberian flagged “Kamsarmax” geared dry bulkер built in China in 2014 as the MERIT SINO. She is of 81,462 dwt with dimensions 230m x 32m x 14.45m. She is powered by a MAN B&W 7S50MC-C engine She is owned by Oldendorf Carriers and operated by Seagate Navigation Company of Piraeus.



QING FENG LING

QING FENG LING: She is a Chinese flagged geared dry bulker built in China in 2013. She is of 34,472 dwt with dimensions 180m x 29m x 9.8m. She is powered by a MAN B&W 2-stroke W6S42MC engine of 8812 hp driving a single screw. She is owned and managed by Dalian Marine Transport of China.



SVITZER ADIRA

SVITZER ADIRA: She is a UK flagged Azimuth Stern Drive tug built by Sanmar at Tuzla in Turkey in 2016 as the SANMAR TERMINAL X1V. She is of 461 gt with dimensions 28.2m x 12.6m x 5.7m. She is an R.A.2800 class ASD and is powered by twin 4Sa V16-cylinder Caterpillar type 3516C-HD EPA engines rated at 2525 kW @1800 rpm each, which give a bollard pull of some 80 tons. She is propelled by two Rolls Royce US255 controllable pitch azimuth thrusters. She is owned and operated by Svitzer Euromed BV of Ijmuiden, Holland. She was initially based at Southampton, but as of 30th May, she is still working

MS BORE



MS Bore is a combination museum and hotel ship docked permanently in Turku, Finland. She was originally built in 1960 by Oskarshamn shipyard, Oskarshamn, Sweden as the ferry SS Bore for Steamship Company Bore, Finland, then the last commercial steam ship built in Scandinavia and the first ferry on the route between Finland and Sweden where cars could drive aboard. She was later known as SS Borea, before being rebuilt as a cruise ship in 1988. 1988 to 2010 she was owned by the Finnish shipping company Kristina Cruises and known as MS Kristina Regina until she was retired because she did not comply with new safety regulations.

In the late 1950s the Finnish Bore Steamship Company identified the need for a new car/passenger ferry to transport passengers and vehicles between Finland and Sweden. The company was at the time collaborating with the Finland Steamship Company and Rederi AB Svea (this collaboration gave birth to Silja Line in 1970) to provide a pooled service between the two countries. The resulting SS Bore was in many aspects a traditional design with two large funnels, two masts, a promenade deck and steam power plant

Despite this it offered a ro-ro facility due to the presence of a large hatch on its starboard side which allowed vehicles to enter and exit the vessel.

The vessel had two classes with berths for 333 passengers and space for cars in a garage on B deck. The public rooms were designed by the architect Ulf Stenhammar and included a separate dining room and bar for each passenger class. The vessel was built at the Oskarshamn shipyard in Oskarshamn, Sweden and by the time it was delivered on 5 April 1960 to its owners it had become last passenger steamship ever to be built in Scandinavia.^[3]

The Bore Steamship Company used the vessel between 1960 and 1976 providing overnight crossings on the Turku–Mariehamn–Stockholm route although she was often used on the Helsinki–Stockholm route as well. Most Bore Steamship Company's ships had a number in their name (Bore I of 1898, Bore II of 1906, and the Bore III of 1952), and the lack of number in the name of this ship led to it being nicknamed Nolla-Bore (Zero-Bore) by Finnish seamen. The establishment of the Silja Line in 1970 saw the ships in the fleet kept their own funnel colours, but with the Silja Line logo added. The ships which had been owned by the Finland Steamship Company and Svea Line were painted totally white after the merger, but the Bore kept her original corn-coloured hull.

In 1972 the ship was rebuilt with additional cabins, which reduced its passenger carrying capacity.

The vessel ended service with the Silja Line in September 1976 having over the past 16 years on the route carried over 1,5 million passengers . The vessel was laid up in Stockholm until on 10 October 1977 when she was sold to Jakob Lines, a company in which Bore Steamship had a major shareholding. The vessel was renovated and renamed SS Borea. In 1978, the Borea started operating between Jakobstad and Skellefteå. Generally Jakob Lines only operated her during the summer months, the rest of the year was spent either laid up or occasionally chartered to other companies, though some of which were not too successful. In January 1979, the Borea was chartered to house workers at an oil rig near the Scottish coast. The vessel returned to her sailings from September of that year.

Jakob Lines sold the ship in April 1984 to Ab Helsingfors Steamship Company who chartered it to the Finnish Aura Line Finnish Aura Line who used her to start a service from Turku to Stockholm as a tourist venture. The Borea began sailing for Aura Line in June 1984, but in October of that year the Aura Line was declared bankrupt. The 'Borea spent another year laid up, until in October 1985, it was sold to a Canadian firm called Aqua Culture Industries (trading as Vanderbilt Steamship Company) based in Vancouver, who intended to convert the ship into a luxury cruise ship. The ship continued to be laid up in Turku until January 1987 when Rannikkolinjat, a Finnish company which had been founded in 1985 purchased her. In the following year the company was renamed Kristina Cruises.



Kristina Regina entering Piraeus harbor

Renamed MS Kristina Regina the ship was extensively rebuilt as a cruise ship, with first having her steam engines replaced with diesel units at the Wartsila shipyard at Kotka. Then during the winter of 1988-89 the vessel was completely renovated at the Holming shipyard in Rauma. All cabins without bathrooms were removed and 120 brand new cabins were installed, whilst the remaining 30 were completely renovated. During the renovations her car deck was converted into a 250-seat conference and function hall, a sauna was added on first deck and a tax-free shop was installed on third deck With

exceptions of some minor alterations, her profile remained intact. In April 1989 the Kristina Regina commenced her first cruise, operating from Finland mostly to destinations along the Gulf of Finland, but later also destinations in the Baltic Sea, the North Sea, the Mediterranean Sea and Africa's west coast. By February 2007, she was the only Finnish cruise ship in service.



The ship off of Brest, France

A large modernization took place in 2001, but the interiors and exterior remained intact.¹

After 22 years service it was decided to withdraw the vessel from international cruise service and replace it with the much larger Kristina Katarina.

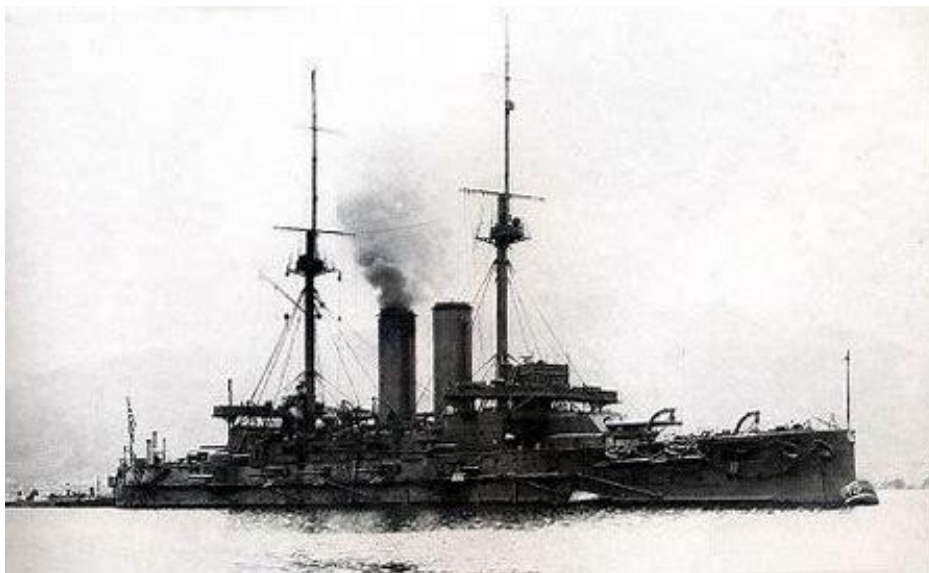
The Partanen family were very attached to the Kristina Regina and did not want to see it scrapped. Aware of the efforts of Finnish's entrepreneur Johnny Sid's well publicized but ultimately failed attempt in 2008 to save the ferry Finnjet Mikko Partanen approached the Finish entrepreneur Jonny Sid prior to withdrawing the cruise ship from service to see if he was interested in buying the MS Kristina Regina. Sid was able to obtain build a business case and obtain the financing necessary for the Finland-based Oy S/S Borea Ab to buy the Kristina Regina for operation as a hotel, restaurant and museum. Oy S/S Borea Ab is dedicated to preservation ships that have a notable position in Finland's maritime history for use in the fields of culture and tourism .

Handover of the ship to its new owners took place in August 2010 and it was then moved to Naantali for renovations. The ship was painted with its original livery and was also given back its original name.

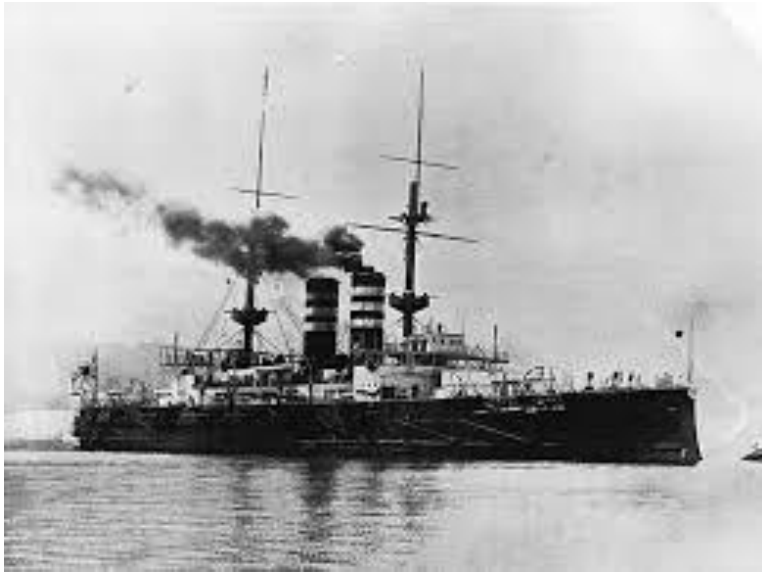
Viking Line loaned the vessel a berth which is a 10 minute walk from the Silja and Viking Line ferry terminals and adjacent to the vehicle queuing area. The vessel relocated there in May 2011 and became part of the museum fleet of the Forum Marinum.

In 2011, the ship was accepted into the Finnish Heritage Agency's register of traditional vessels, and accommodation and restaurant services were started on the ship in addition to its museum services. In the beginning of 2015, the City of Turku centralised its hostel services to Bore with a three-year contract.[[] The vessel's hotel offers accommodation for 250 guests.[]]

I.J.N. MIKASA



The MIKASA is the last surviving pre-dreadnought battleship and is also, incidentally, the last British-built battleship. She is at present a museum ship at Yokosuka in Japan, having been within a whisker of being scrapped on more than one occasion during her long life.



She was built for the government of Japan by Vickers, Sons & Maxim at Barrow in Furness. She was laid down on 24th January 1899, launched on 8th November 1900 and commissioned on 1st March 1902, a slightly improved version of the British MAJESTIC class battleships.

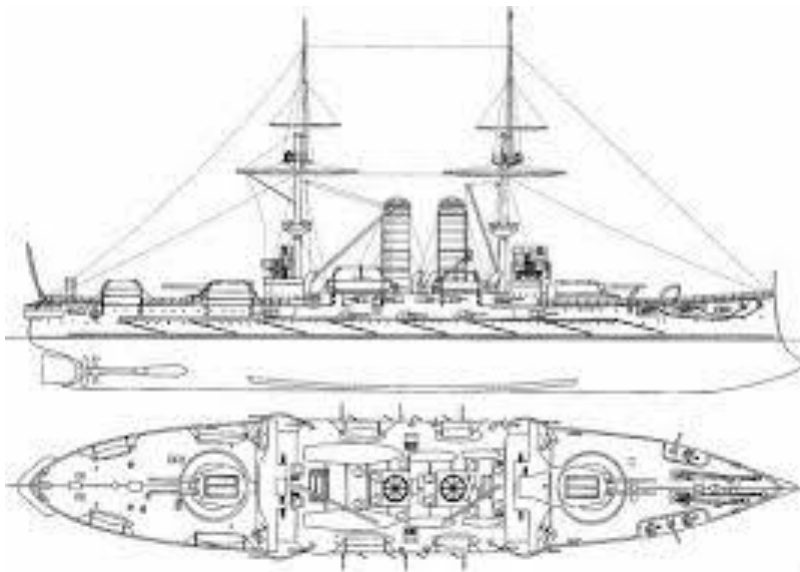


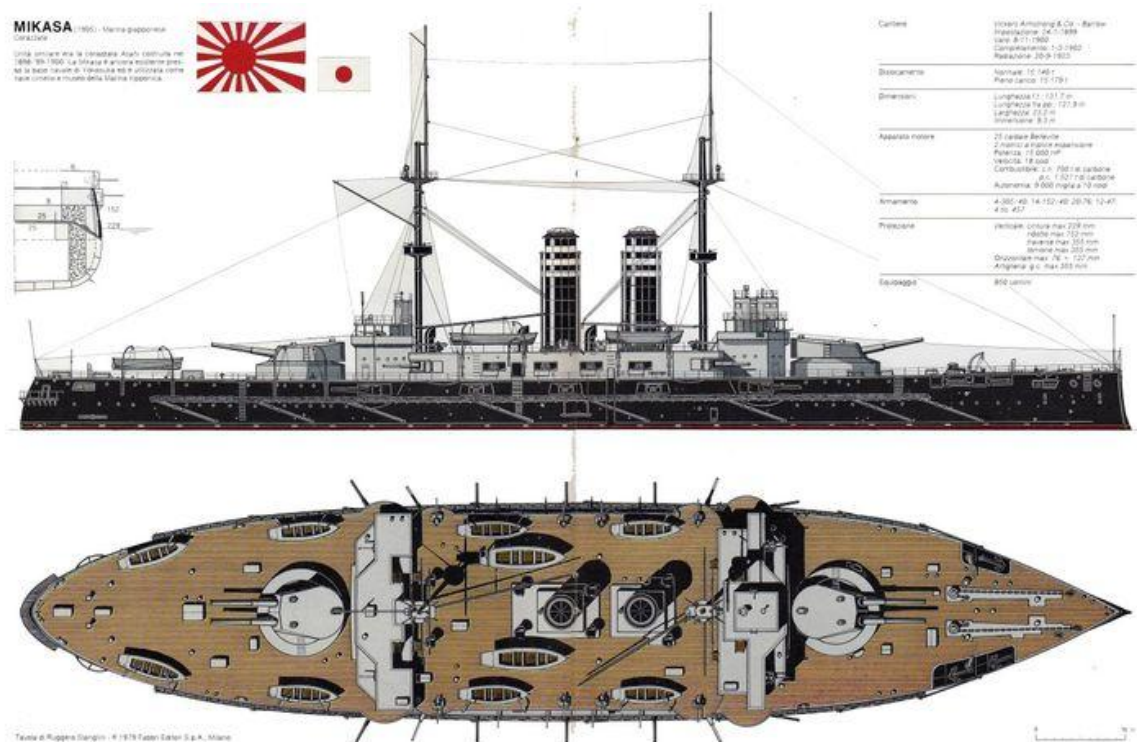
LAUNCHDAY

Her displacement was 15,140 tons and her dimensions were 432' x 76' x 27'. Her 25 Belleville boilers provided steam for her two vertical triple expansion engines rated at 15000 indicated horsepower driving two screws and giving a top speed of 18 knots. She could carry 2000 tons of coal giving a range of 9000 nautical miles at 10 knots. Her complement was 836 officers and men.



Her armament was four 12" guns in two turrets, fourteen 6" guns, twenty 12 pounder guns, six 3 pounder guns, six 2.5 pounder guns and four 18" torpedo tubes. She had Krupp cemented armour, 4" to 9" on her belt, 2" to 3" on her deck, 8" to 10" on her turrets, 8" to 14" on her barbettes, 4" to 14" on her conning tower and 2" to 6" on her casemates.





She participated in the Battle of Port Arthur against the Russian fleet on 9th February 1904 and was hit by two 10" shells. She was involved in two further actions in 1904 culminating in the Battle of Tsushima on 27th May 1905 during which she was flagship of the First Fleet. In the battle she was hit by ten 12" and twenty-two 6" shells.

Six days after the Treaty of Portsmouth was signed ending the war against Russia, a fire and magazine explosion took place on 11th December 1905, and she sank at her moorings. 251 of her crew were killed. She was refloated and reconstructed at Sasebo Naval Arsenal, a process which took 2 years, and she returned to active service on 24th August 1908. As a pre-dreadnought, she was by then outdated but continued to serve as a capital ship.

During WW1 she was mainly put on coast-defence duties. She was reclassified as a first-class coast-defence ship. She was decommissioned on 23rd September 1923 and was scheduled for scrapping. However, agreement was reached with the various other parties to the Washington Naval Treaty for her to be preserved as a memorial ship. Her guns and engines were to be removed, and her hull was to be encased in concrete. On 12th November 1926 she was opened at Yokosuka to the public for display.

During WW2, she was badly damaged by bombing. After the Japanese surrender in 1945, she deteriorated rapidly. US troops had removed her superstructure and erected a “Quonset” hut (like a Nissen hut) on her deck and turned the rest of the wreckage into an aquarium and “Club Mikasa”, a nightclub, cum brothel for US servicemen.



RECENT

In the period up to the 1950s, she deteriorated further. In the late 1950s an extensive restoration programme was begun, jointly funded by Japan and America, with Admiral Nimitz being a major proponent. Original drawings of the ship were obtained from Britain. Much of the former superstructure was located and retrieved, but some of the ship’s superstructure was made up from cannibalised sections from the decommissioned Chilean battleship ALMIRANTE LATORRE and possibly the Argentine ARA MORENO. Both ships were being scrapped in Japan at the time. The museum ship was reopened in May 1961.



RECENT

Because of the terms of the Washington Naval Treaty, all the ship's machinery and armament were removed and scrapped. The guns and turrets now on her are all replicas. There is no public access to the lower part of her hull, but in any case the original boilers and engines were removed around a hundred years ago.



RECENT. GUNS AND

TURRETS ARE REPLICAS

WORLD WAR 1 RAID ON OSTEND

The First Ostend Raid was the first of two attacks by the Royal Navy on the German-held port of Ostend during the late spring of 1918 during the First World War. Ostend was attacked in conjunction with the neighbouring harbour of Zeebrugge on 23 April in order to block the vital strategic port of Bruges. Bruges was situated about 6 miles inland and was ideally located to conduct raiding operations on the British coastline and shipping lanes. Bruges and its satellite ports allowed much quicker access to the Western Approaches for the U-boat fleet than their bases in Germany.

The assault on Ostend was a complete failure. What happened?

Firstly, what was the plan?

Zeebrugge was to be attacked by a large force consisting of three blockships and numerous supporting warships. Ostend had a similar but smaller force. The plan was for two obsolete cruisers, *HMS Sirius* and *Brilliant*, to be used in blocking the canal which emptied at Ostend. These ships would be stripped to essential fittings and their lower holds and ballast filled with rubble and concrete. This would make them ideal barriers to access if sunk in the correct channel at the correct angle.

When the weather was right, the force would cross the English Channel in darkness and attack shortly after midnight to coincide with the Zeebrugge Raid a few miles up the coast. By co-ordinating their operations, the assault forces would stretch the German defenders and hopefully gain the element of surprise. Covering the Inshore Squadron would be heavy bombardment from an offshore squadron of monitors and destroyers as well as artillery support from Royal Marine artillery near Ypres in Allied-held Flanders. Closer support would be offered by several flotillas of motor launches, small torpedo boats and coastal motor boats which would lay smoke screens to obscure the advancing blockships as well as evacuate the crews of the cruisers after they had blocked the channel.

What actually happened?

The assaults were launched on 23 April, after being twice delayed by poor weather. The Ostend force arrived off the port shortly before midnight and made final preparations; the monitors took up position offshore and the small craft moved forward to begin laying smoke. Covering the approach, the monitors opened fire on German shore defences. As a long-range artillery duel developed, the cruisers began their advance towards the harbour mouth, searching for the marker buoys which indicated the correct passage through the sandbanks which made navigation difficult along the Belgian coast.

It was at this stage that the attack began to go seriously wrong. Strong winds blowing off the land swept the smoke screen into the face of the advancing cruisers, blinding their commanders who attempted to navigate by dead reckoning. The same wind disclosed the Inshore Squadron to the German defenders who immediately opened fire on the blockships. With their volunteer crews suffering heavy casualties, the commanders increased speed despite the poor visibility and continued through the narrow channels inshore, searching for the buoy which directed shipping into the canal.

HMS *Brilliant* then stumbled into the most effective German counter-measure. Their lookout spotted the buoy ahead and they headed directly for it, coming under even heavier fire as they did so. Passing the navigation marker at speed, the cruiser was suddenly brought to a halt with a juddering lurch, throwing men to the decks and sticking fast in deep mud well outside the harbour mouth. Before warnings could be relayed to the *Sirius* following up close behind, she too passed the buoy and with no time to manoeuvre, *Sirius* ploughed into the port quarter of *Brilliant*, the blockships settling into the mud in a tangle of wreckage.

Artillery and long-range machine-gun fire continued to riddle the wrecks and the combined crews were ordered to evacuate as the officers set the scuttling charges which would sink the blockships in their current, useless locations. The assault was a complete failure.

Why did the operation go so wrong?

In assessing the operation, it was revealed that the German commander of Ostend had recognised that without the navigation buoy no night attack on Ostend could be successful without a strong familiarity with the port, which

none of the British navigators possessed. However, rather than simply remove the buoy, the German commander had ordered it moved 2,400 yards east of the canal mouth into the centre of a wide expanse of sandbanks, acting as a fatal decoy for any assault force. Admiral Keyes, who was one of those responsible for planning the raid, reported the following to the Admiralty:

“Their Lordships will share our disappointment at the defeat of our plans by the legitimate ruse of the enemy.”

What happened afterwards?

The assault at Zeebrugge a few miles away from Ostend was more successful and the blocking of the major channel did cause some consternation amongst the German forces in Bruges. The larger raiders could no longer leave the port, but smaller ships, including most submarines, were still able to traverse via Ostend.

Therefore, a second raid on Ostend was planned for 10 May using the cruiser *HMS Vindictive* and this proved more successful, but ultimately it also failed to completely close off Bruges. Nonetheless, it was presented as an example of careful planning by the Royal Navy. Three men were awarded the Victoria Cross for their actions during the raid.

A third planned operation was never conducted as it rapidly became clear that a new channel carved at Zeebrugge was enough to allow access for U-boats, thus calling for an even larger double assault, which would stretch resources too far. British losses in the futile attempts to close Bruges cost over 600 casualties and the loss of several ships.

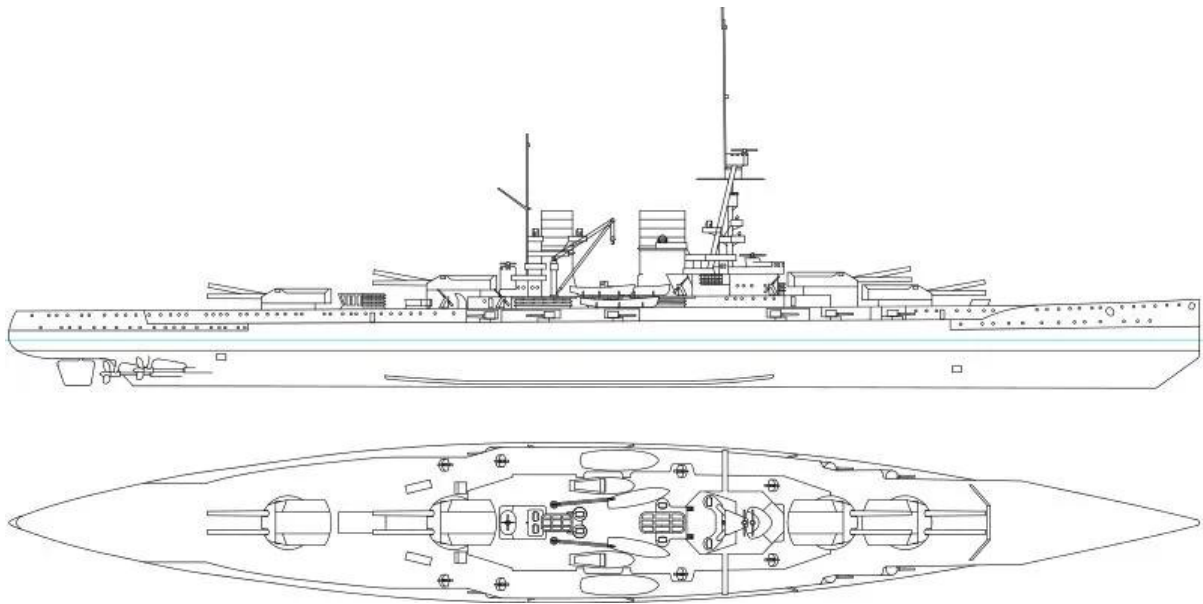
SMS MACKENSEN



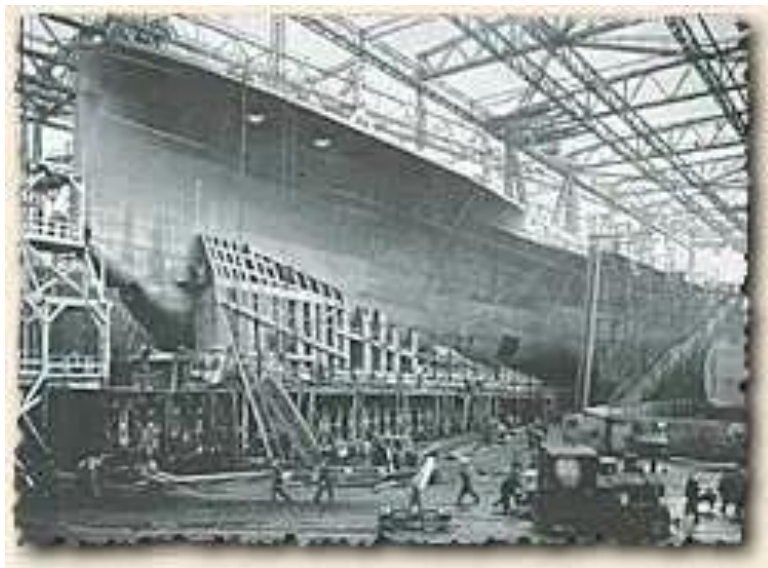
ARTISTS IMPRESSION

The Mackensen class were the last German class of Grobe Kruezers (battlecruisers) of World War 1. Originally there were to be seven ships, but the last three were to be built as larger and heavier 15" gun battleships. Construction work on the remaining four, Mackensen, Graf Spee, Prinz Eitel Friedrich and the Furst Bismark began during the war, and the first two were launched in 1917, but none were commissioned by the end of hostilities, as they were regarded as being of a lower priority than the building of U-Boats. All four were scrapped by 1922.

The Mackensen was built by Blohm & Voss at Hamburg, being ordered on 14th August 1914, laid down on 30th January 1915 and launched on 21st April 1917. Construction was halted about 15 months before she would have been completed. She was stricken from the German navy on 17th November 1919, according to the terms of the Treaty of Versailles. She was sold for scrap and eventually broken up in 1922 at Kiel-Nordmole.



She was of 31,000 tons displacement with dimensions 223m x 30.4m x 9.3m. Steam was to be provided by 32 boilers (24 single-ended coal fired and 8 oil fired). Steam was to be provided for 4 geared steam turbines of 89,000 shp in total driving 4 screws giving a top speed of 28 knots. Her range was to be 8000 nautical miles at 14 knots. Ship's complement was to be 46 officers and 1140 men.



BUILDING

Her armament was to consist of eight 13.8" guns in twin turrets, fourteen 5.9" guns, eight 3.5" flak guns and five 600mm submerged torpedo tubes. Her

armour was main belt 300mm thick tapering to 120mm forward and 100mm aft; deck 80mm to 30mm; forward conning tower-sides 300mm and roof 130mm; rear conning tower- sides 200mm and roof 50mm; main turrets-sides 270mm and roof 110mm and casemates 150mm.

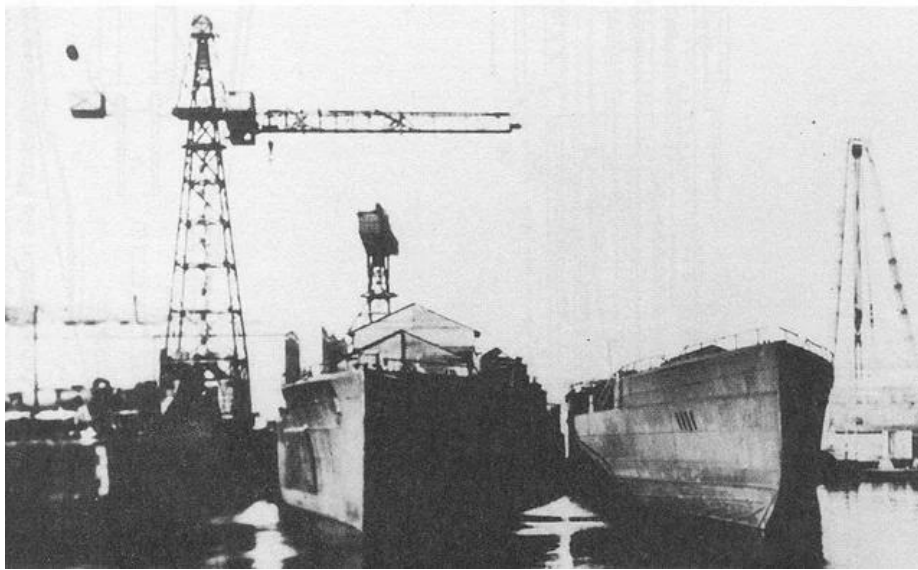


BUILDING

The design was a considerable improvement on the previous class of battlecruisers, the Derfflingers. The main armament was to be increased from 305mm diameter to 350mm, and more powerful engines were to be installed, giving a higher top speed and a better cruising range. Limitations of the sizes of available dry docks and locks on the Kiel Canal, however, gave the designers many headaches to overcome.



The class were never completed, so the effectiveness of their design in comparison with British battlecruisers can only be guessed. The nearest equivalent are the Renown and Repulse, which, although a few thousand tons lighter than the Mackensens, toted 15" guns instead of 13.8". They were, at least in theory, some 4 knots faster. The disposition of the armour in the German design was much better than that of the British, and in a conflict between the Mackensen and the Renown, the latter might well have been glad of that extra speed to get out of danger.



MACKENSEN AND GRAF SPEE IN 1917

The Hood was a larger ship, but she was completed after the Battle of Jutland, and she incorporated many lessons from the battle, principally though, much improved deck armour.

WELLINGTON JUBILEE FLOATING DOCK



Arrival in Wellington 28/12/31

At the end of the longest towing job ever undertaken from Newcastle upon Tyne to Wellington. Two Dutch tugs, Zwarte Zee & Witte Zee undertook the record 22,000-km tow via the Suez Canal, which began on 15 July, the dock's 11-man crew lived on board.

The dry dock in Wellington probably influenced the American decision to make Wellington a major staging port during the Second World War

.Built by Swan Hunter in three sections, the Wellington Harbour Board's new Jubilee Dock was 178 m long, 36 m wide and could lift ships displacing 17,000 tons. It cost about £250,000 (equivalent to \$28.5 million in 2020).It had its own 3 Phase 400v power generator ,an air compressor as well as a 5 ton travelling crane

As the dock neared Wellington, locals could accompany it from the Heads by ferry for 1s 6d (\$8.50) or view it from the air for the 'small charge' of £1 (\$115). Thousands more watched from the shore

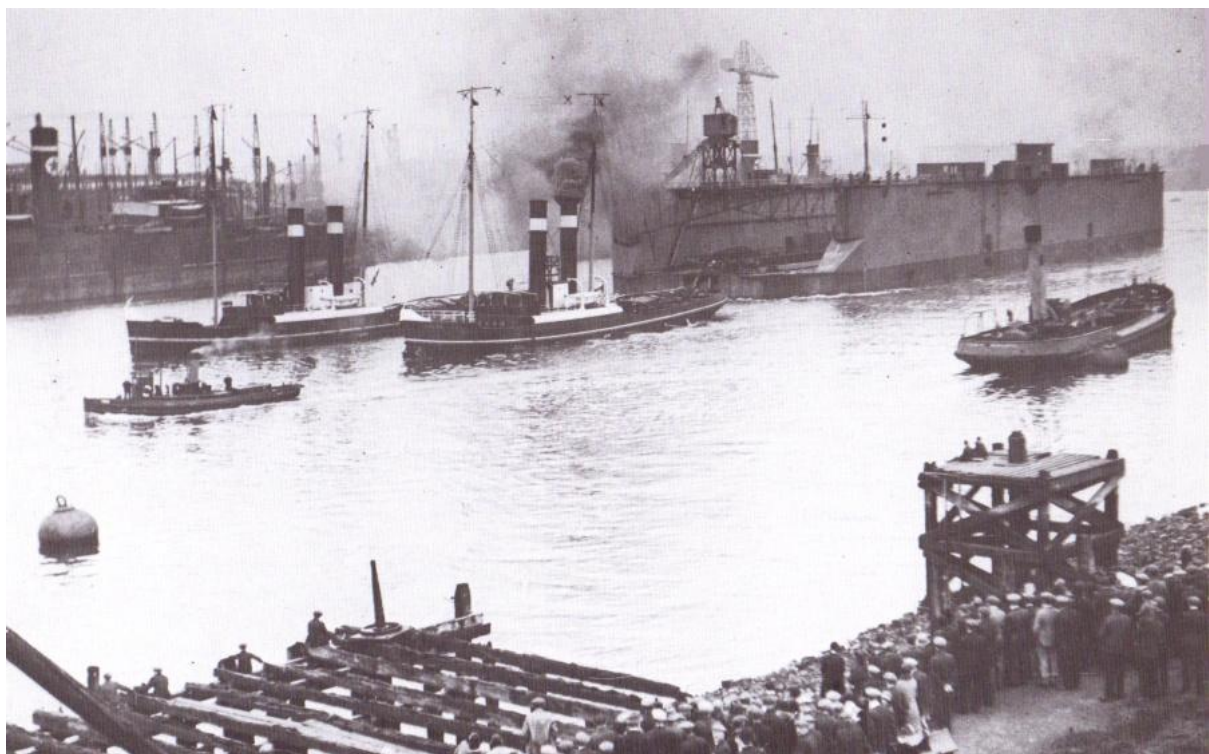
The dock entered the harbour on the afternoon of the 28th of December and anchored that evening. Next morning it was moved to a purpose-built dock. It slipped its temporary moorings in a northerly gale later that day, but was secured by the Dutch tugs.

Its first lift, of the Ruahine, was made on 2 April 1932. Rates payable: 6d per ton up to 5000T 5d P/T up to 7500 & 4d P/T over 7500 reducing after the first 24Hrs, Ship repairs were by local contractors many industrial disputes were common, the Harbour Board did not intervene!

Too small to take container ships, the floating dock was eventually sold. In 1989, it broke in two in the Tasman Sea while being towed to Bangkok.



Above the first Section and the second section below



All together and ready for the voyage to NZ 15 July



THE S.S. LUNULA DISASTER



On 9th April 1941, the oil tanker Lunula detonated a parachute mine whilst berthing at Thames Haven. In the resulting blast and fire, 39 lives were lost on

the tanker, a tug alongside and on the jetty. The fires on the Lunula burnt for 97 hours.

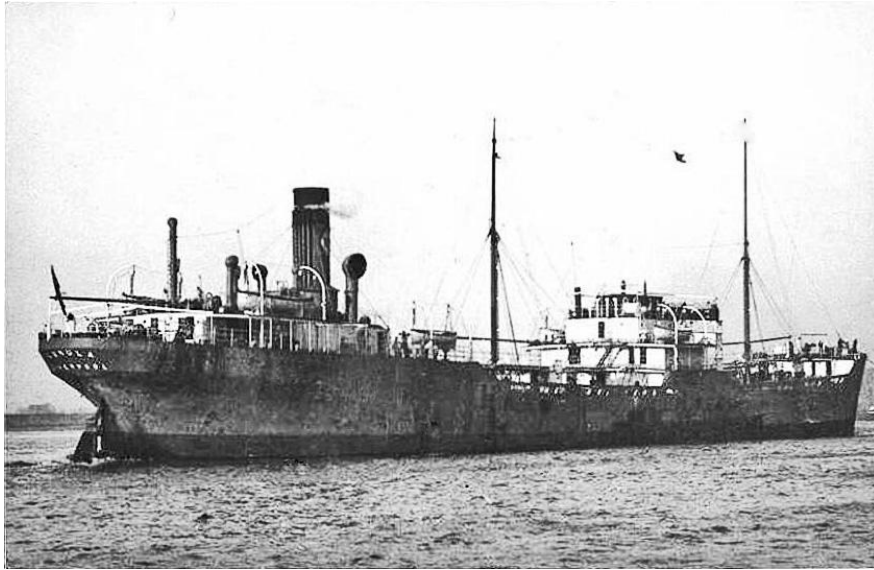
The Lunula had travelled from Halifax N.S. to Liverpool in Convoy HX114 with a cargo of petrol, arriving at Liverpool on 30th March 1941. She then sailed for the Thames, via the north of Scotland, presumably in another convoy, arriving off Southend on the 7th April. She had discharged part of her cargo at Shellhaven and on the afternoon of the 9th she was moving upstream to berth at Jetty No. 4 Thameshaven when the explosion occurred. It is believed that the ship had detonated a parachute mine that had been dropped in an air raid the previous night.

A tug, the PERSIA, was working alongside the tanker to shift berth at the time of the incident. The tug was completely gutted by the explosion, and all seven of her crew were killed. She drifted across to Blyth Sands. The stern of the Lunula settled on the mud, but the forward three tanks were still undamaged. Another tug, the WESTBOURNE, managed to get a towline connected and was able to drag the burning tanker upstream to Mucking Flats where she was beached.

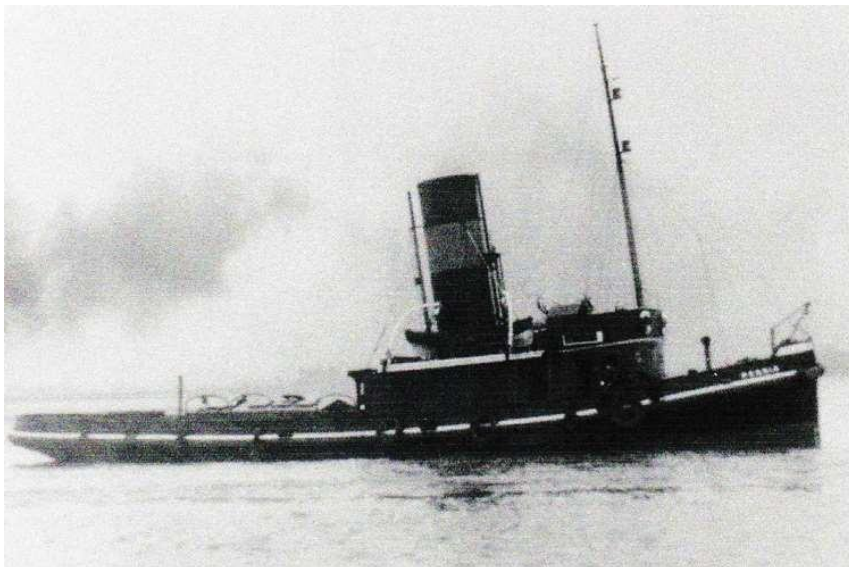
The ship burned for another 97 hours before the fire was extinguished and was declared a Constructive Total Loss. The wreck was left until 1948 when she was cut into two and each section was floated and towed to Wards at Grays for scrapping. The Persia was rebuilt at Ramsgate and was renamed MURIA in 1946.

A number of fires at the oil jetties were caused by the explosion, and the fire services had to deal with these as well as those on the two ships. As well as exploding ammunition from the tankers A.A. guns, patches of burning oil floated on the river, whilst showers of red-hot debris and cascades of burning oil added to the difficulties of the fire services. Some torpedoes mounted on a nearby jetty were fired as a precaution and they buried themselves in the mud on the south bank without exploding.

THE SHIPS INVOLVED



LUNULA: she was a British flagged steel screw steamer, being built by William Hamilton & Co. at Port Glasgow for Aral Steam Ship Co. Ltd. – H.E. Moss & Co. of Liverpool. She was launched on 25th August 1927 and registered in Liverpool. She was of 10,091 dwt and 6383 grt with dimensions 420' x 54.4' with a depth of 32.5'. She was powered by a 3-cylinder triple expansion steam engine of 544 notional horsepower built by David Rowan & Co. of Glasgow driving a single screw.



PERSIA

PERSIA: She was a British flagged steam screw tug built as the DONGARA by Cockrane & Sons at Selby, being launched on 9th January 1932. She was of 165

grt with dimensions 95' x 24' 1" with a depth of 11' 2". She was powered by a 3-cylinder triple expansion steam engine of 93 notional horsepower driving a single screw and giving 12 knots. She was acquired by William Watkins Ltd of London in 1937 but requisitioned in June 1940. After the Lunula explosion she was rebuilt between 1941 & 43 at Ramsgate and renamed MURIA. She was finally broken up in 1967 in Belgium.



WESTBOURNE

WESTBOURNE: She was also a British flagged steam screw tug built by Cammell Laird in 1911 for the PLA, who owned her for the whole of her service life. She was of 185 grt with dimensions 96' x 24' with a depth of 10'. She was powered by a 3-cylinder triple expansion steam engine of 575 horsepower built by Vauxhall Hydraulic Engineering Co. Ltd. She was broken up in Brugge in 1968.

SEAHORSE 1



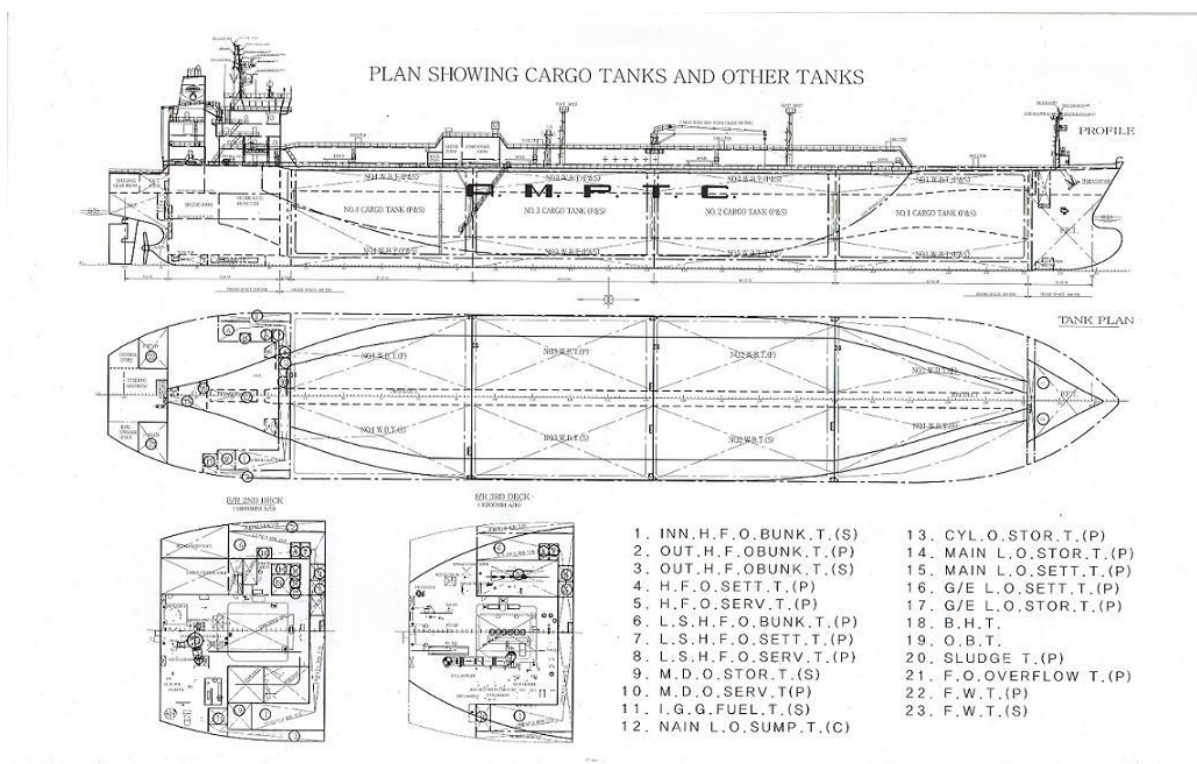
A caller at Oikos on Canvey and then at Shell haven in early June 2025 was the Panama flagged LR2 products tanker SEAHORSE 1. She unloaded a cargo of oil products from Ruwais in Abu Dhabi.



The Seahorse 1 was built by Hyundai Heavy Industries at Ulsan in South Korea, being delivered on 3rd January 2024, one of four sisters built for the same customer at that time, the others being OCEAN BLUE, CRYSTAL and SAQR. The customer for the group of ships was Arab Maritime Petroleum Transport Company, based in Kuwait City, who own and manage them, although they are normally chartered to major oil companies.



She is of 113,386 sdwt with dimensions 239.5m x 44.0m x 15m. She is double hulled and is powered by a Win GD 5-cylinder low pressure 2-stroke 5X72DF engine of 12,000 kW driving a single screw and giving 14 knots. It is a dual fuel engine, running on either LNG or diesel. The ship apparently exceeds the IMO Tier 111 Nox requirements.



S.S. NANTES



The NANTES and her sister ship BREST were passenger/cargo ships built by Blackwood & Gordon at Port Glasgow in 1874. They were built for the British & Foreign Steam Navigation Company, of Glasgow, which was a subsidiary of the Cunard Steamship Company of Liverpool. They were emigrant feeder ships, bringing emigrants for America from French ports to Liverpool.

They were built of iron and were of 1473 grt with dimensions 240' x 32' with a depth of 19'. When built the two ships were powered by a single 2-cylinder steam engine built by Blackwood & Gordon of 160 hp driving a single screw and giving 10 knots. Their capacity was 8 First class and 386 Third class passengers.

The Brest was wrecked off Cornwall in 1875. In 1878 the ownership of the Nantes was transferred to Cunard, and she was re-engined with a 2-cylinder compound steam engine of 212 hp built by James Jack, Rollo & Company of Liverpool.

On the night of 6th November 1888, the Nantes was en route from Liverpool to Havre de Grace, Seine-Inferieure to collect passengers for America via Liverpool. It was "a dark and stormy night", and she collided with the German fully rigged ship THEODORE RUGER, bound for Sydney, Australia, some 30

miles southeast of Plymouth. The German ship, which was wooden, pierced her hull, and she began to sink. Her lifeboats had been wrecked in the collision. The crew tried to keep her afloat by jamming mattresses and beds into the break, but she sank suddenly after several hours.

The Theodore Ruger also sank, but her lifeboat was intact, and most of her crew survived. 8 men were lost from the German and 25 from the Nantes.



The wreck of the Nantes was discovered by divers in 75 metres of water, but it was not formally identified as being the Nantes. In early June 2025, Dom Robinson identified the wreck as the Nantes by the type of construction, the wrecks dimensions and a piece of Cunard Steamship Company crockery.



LADOGA and ANKORVA



LADOGA and ANKORVA at EMR, ERITH



LADOGA and KINGSTON at EMR, ERITH

A sad aerial shot on Facebook this morning caught my attention. It was of the wharf at EMR (European Metal Recycling) at Erith, and it showed a coaster and a tug which were to be broken up. The coaster, or more properly the single hatch short sea dry cargo vessel, was the Russian flagged LADOGA, whilst the tug was the UK flagged ANKORVA.



LADOGA as FRI SKY

LADOGA: she was built by Peters Werft GmbH in Wewelsfeth Germany as the PIONEER, being laid down on 4th June 1982, launched on 18th September 1982 and delivered on 16th October 1982. She was one of 39 ships built to a standard design called “Peter’s river-sea ships” between 1979 and 1986. Her wheelhouse was hydraulically lowerable.



LADOGA

She is of 2309 dwt with dimensions 82.1m x 11.3m x 4.2m. She was powered by a Deutz SBA8M528 2-stroke 8-cylinder single acting diesel of 645 kW at 703 rpm driving a single fixed pitch screw and giving 10 knots. She also had a 132-kW bow thruster.

Over the years, she has had various owners, with resulting changes of names and flags. The most recent being in 2020, with the name change to Ladoga and registration in St. Petersburg.

She was berthed in Albert Dock, Hull from November 2024, having been towed into the port after suffering an engine failure due to a broken shaft. In April 2025, having been sold for breaking, she was towed to Erith by the tug KINGSTON (formerly SUN XX1V), with some local help at Erith by the SOPHIA D, arriving on 30th April.



ANKORVA



ANKORVA BEING BROKEN UP



ANKORVA BEING BROKEN UP

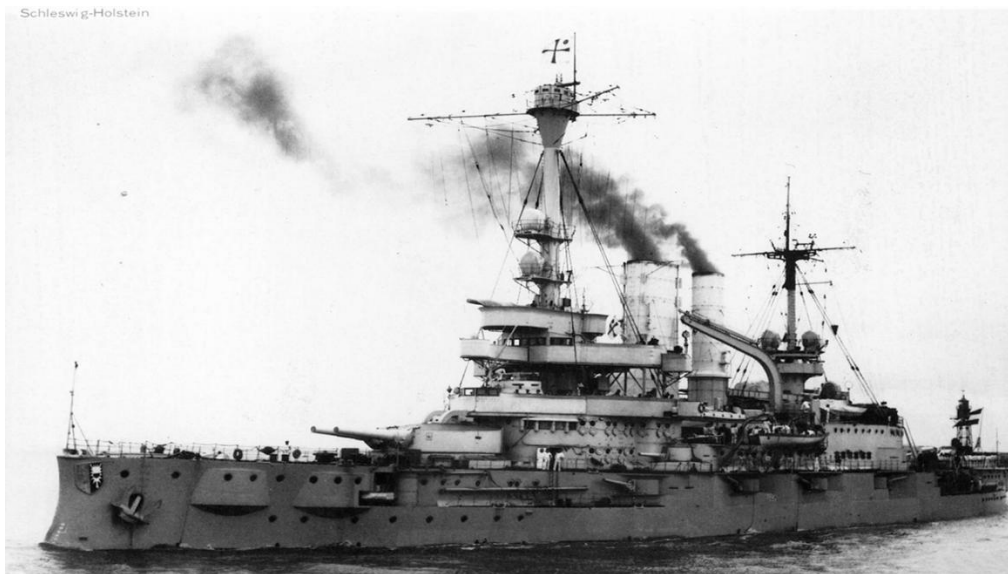
ANKORVA: Ahe was a “Twin Voith Tractor Tug” built way back in 1967 by Schichau in Bremerhaven as COMET. She was of 167 gt with dimensions 28.2m x 8.0m. She was powered by twin 6-cylinder Deutz type SBV6M536 diesels of 1420 kW driving two Voith Schneider propellers giving 11.6 knots and a bollard pull of 20 tons. Until recently, she was owned by the Falmouth Docks & Engineering Company and managed by the A & P Group of Hebburn on the Tyne. She was towed from Falmouth to Erith by the KINGSTON, arriving on 1st April 2025. Her long-term sister, PERCUIL is now also on the Thames, but in a happier situation, being operated by Tempest Towage Ltd.



KINGSTON

The EMR facility at Erith does not have a deepwater jetty, unlike their competitor, the London Scrap Terminal downstream at Northfleet. Scrap metal from the Erith site for export has to be taken by barge to the main EMR site inside Tilbury Docks.

SMS SCHLESWIG HOLSTEIN

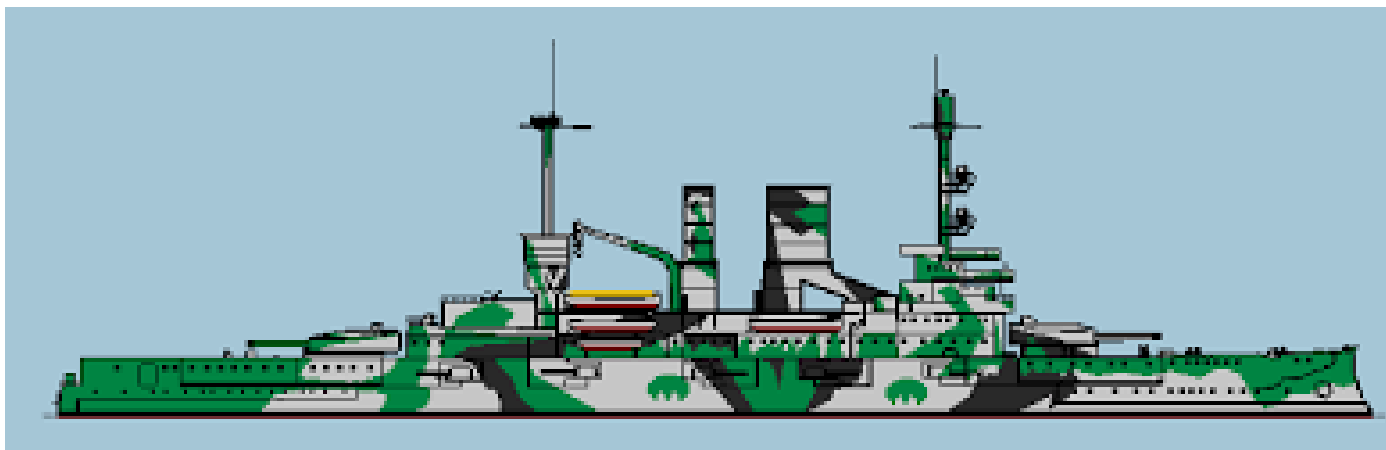


The Schleswig Holstein was the last of a class of five German pre-Dreadnoughts, the others being DEUTSCHLAND, HANNOVER, POMMERN and SCHLESIAN.

The Schleswig Holstein was built by Friedrich Krupp Germaniawerft dockyard at Kiel, being laid down on 18th August 1905, launched on 17th December 1906 and commissioned on 6th July 1908. With the commissioning of HMS DREADNOUGHT in 1906, the Deutschland class and all previous German battleships were obsolescent.



Her displacement was 13,191 tons with dimensions 127.6m x 22.2m x 8.21m. Her 12 coal-fired Schultz Thornycroft Marine type water-tube boilers provided steam for her three 3-cylinder vertical triple expansion engines totalling 19,330 shp driving 3 screws and giving a maximum speed of 19 knots. Her range was stated as 4800 nautical miles at 10 knots. Ship's complement was 35 officers and 708 other ranks.



As built, her armament consisted of four 11", fourteen 6.7", and twenty-two 3.5" guns with six 18" torpedo tubes. In terms of armour, her belt was 240mm, her deck 40mm and her turrets 280mm.

On commissioning in 1908 she joined the Second Battle Squadron along with her sisters. Once war was declared, she was active in the High Seas Fleet, taking part in the bombing of Great Yarmouth and Lowestoft in 1915. In 1916 she participated in the Battle of Jutland, being hit by the battlecruiser

HMS NEW ZEALAND, with 3 men killed. In the gathering darkness, she escaped, but her contribution to the battle had only been 20 rounds of her 6.7" guns.

After Jutland she was relegated to guard duty in the mouth of the Elbe, and in late 1917 she was decommissioned, becoming a tender at Bremerhaven. In 1918 she served as an accommodation ship at Kiel, where she remained for the rest of the war.

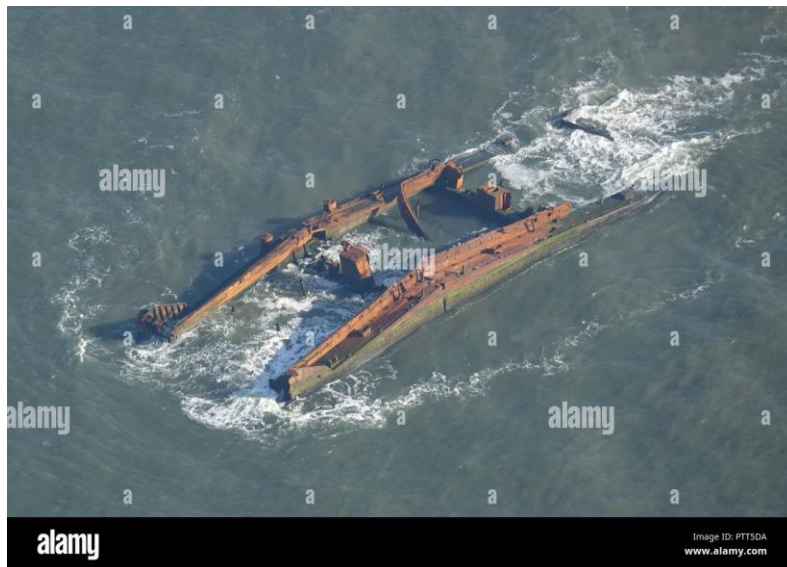
Under the Treaty of Versailles, Germany was allowed to retain eight pre-dreadnought battleships, three of the Deutschland class and five of the preceding Braunschweig class. In 1925/26, the Schleswig Holstein was reconstructed at Wilhelmshaven as fleet flagship. New fire controls and an enlarged aft superstructure were installed, and the secondary armament was replaced with 5.9" guns. Four new 19.5" torpedo tubes were also fitted forward. In 1935 she became a sea cadet training ship.

In August 1939, the Schleswig Holstein was ostensibly on a courtesy visit to Gdansk in Poland. In the early morning of 1st September, she bombarded the Polish defensive positions on the Westerrplatte Peninsular, firing the first shots of WW2. She scored eight 11" hits and fifty-nine 5.9" hits on the Westerplatte walls. Soon after she bombarded Polish positions at various locations.



In 1940, she was to support the invasion of Denmark, but the Danish government surrendered before she was in action. She acted as a training ship until September 1944 but then entered service as an A.A. picket ship. On 18th

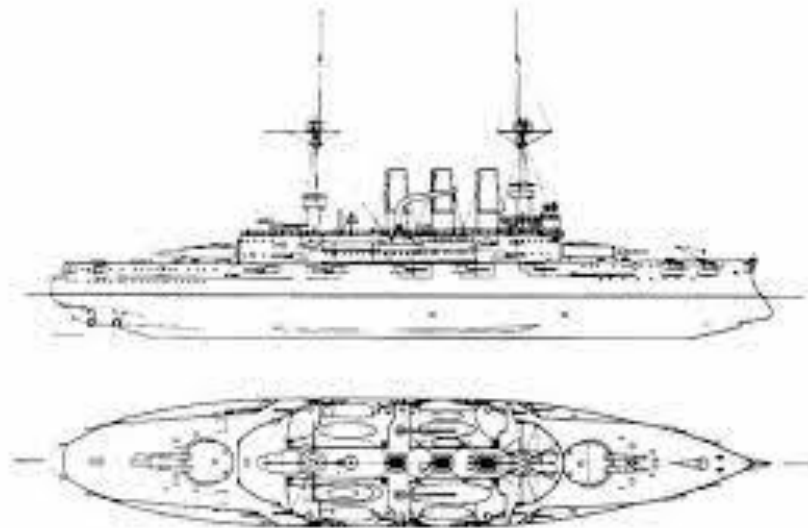
December 1944, RAF bombers scored 3 hits on her and she sank in shallow water near Gdynia.



THE WRECK IN 2018

After the war, the Soviet Navy raised her and patched her up at Tallin. Possibly under the name BORODINO she was used as a target in the Gulf of Finland. In 1948 she was scuttled near Osmussaar Island, but her hull was used for target practice until the 1960s. Her wreck remains underwater. The wreck is protected by the Estonian National Heritage Board as a historic shipwreck.





Most of the Deutschlands had quite long service lives, but the Pommern was lost at Jutland in 1916. The Deutschland was sold for scrap in 1920, the Schlesian was mined on 3rd May 1945 and broken up after the war, whilst the Hannover was broken up in April 1946.

THE SUGAR BOAT



RECENT

There is a shipwreck clearly visible in the Firth of Clyde in the middle of the river, roughly midway between Greenock and Helensburgh. She was the Greek freighter CAPTAYANNIS which had a cargo of raw sugar from Lourenco

Marques in Portuguese East Africa. She anchored in the river waiting for her berth at the sugar terminal in James Watt Dock at Greenock. The sugar was for the Tate & Lyle refinery nearby.



1974

On 28th January 1974, a 60-mph gale suddenly hit the river, and the Captayannis began to drag her anchor. Her captain ordered her engine to be started so that she could move to shelter in the Gareloch. Before she was able to get under way, however, she was blown across the anchor chain of the BP tanker BRITISH LIGHT, which had recently arrived off Greenock from Elderslie Dry Dock in Scotstoun, upstream.



CAPTAYANNIS

The anchor chain ripped a long gaping hole in the port side of the Captayannis, which quickly began to sink. The ship's pumps were unable to keep water levels in the ship under control, and then the inrush of water caused electrical power failure. She grounded on a sandbank in the middle of the river, or "The Tail o@ the Bank" as it is known locally, and her entire crew of 25 were taken off by the passenger launch ROVER and the tug LABRADOR.



CAPTAYANNIS

The accident became a major wrangle between the ship's owners and the insurers, so no salvage was attempted at the time, or since. Everything removable has long been stolen either for scrap value, or as souvenirs. She The wreck is now a local landmark and tourist attraction, similar to our Montgomery, but thankfully without the tons of ammunition. It is near to the Ardmore Point bird sanctuary, so demolition using explosives is not possible. There she lies on her port side, in about 8 metres of water, slowly corroding and covered in a very smelly layer of guano from seabirds.



NORDEN



CAPTAYANNIS

CAPTAYANNIS: She was built by A/S Nakskov Skibbs A.S. in Denmark as the NORDEN, being launched on 15th June 1946. She was of 8459 sdwt with dimensions 396' x 56' 4" x 25'. She was powered by a single 6-cylinder B & W diesel of 2300 bhp. She was Danish flagged from completion until 1963, and was owned by Norden D/S- Brown P. Jr. of Copenhagen. In 1963 she was bought by the Paleocrassus Brothers & Partners and registered in Piraeus under the name Captayannis. They owned her right up to her grounding.



BRITISH LIGHT



BRITISH LIGHT

BRITISH LIGHT: She was a UK flagged crude oil tanker built by Fincantieri Sestri at Genoa in 1959 for the B.P. Tanker Company Ltd. of London, being launched on 12th October 1958. She was of 37,987 sdwt with dimensions 208m x 26m. She was undamaged in the incident but went to Spanish shipbreakers in 1975.



ROVER

ROVER: She is a steel passenger launch built by Hugh McLean & Sons Ltd in 1964 for Clyde Marine Motoring Co. Ltd. of Greenock. She is of 55 gt. with dimensions 19.8m x 4.9m x 1.4m. She is powered by twin Bergius Kelvin Co Ltd 3-cylinder diesels of 180 bhp driving 2 screws and giving 10.5 knots. In 2002 she was transferred to Clyde Marine Services Ltd. of Greenock. She can carry 80 passengers.



RMAS LABRADOR

RMAS LABRADOR: She was a “Dog” class harbour tug built by Appledore Shipbuilders for the Royal Maritime Auxiliary Service. 18 of the class were built between 1962 and 1972. She was of 142 gt with dimensions 28.65m x 7.7m x 4.0m. She was powered by twin Lister Blackstone 8-cylinder engines of 1320 hp driving 2 screws. At the time of the accident, she was attached to the Faslane naval base. The naval tug services were privatised, and the Labrador was put up for sale in 1995. The last of the Dog class were sold off by 2012.



RECENT

HMS BRISTOL TYPE 82 DESTROYER

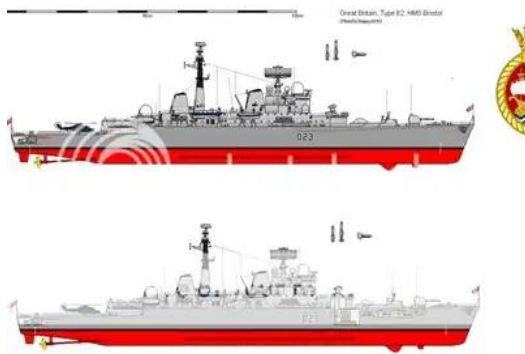


HMS BRISTOL LEAVING PORTSMOUTH UNDER TOW FROM PROTUG 87



Departing from Portsmouth on 11th June was the Bristol, under tow and bound for Aliaga in Turkey for recycling. She was finally decommissioned in 2020, after a Royal Navy career of 47 years. She was originally designed to escort the proposed CVA-01 and CVA-02 aircraft carriers, but the carriers and the other seven of the Type 82 destroyers were scrubbed under the Strategic Defence

Review of 1966. She was therefore very much of a “One of a Kind” and consequently spent much of her time in the Royal Navy trying out new technology.



HMS Bristol was built by Swan Hunter, at their Tyne and Wear Naval Yard, being laid down on 19th July 1967, launched on 30th June 1969 and commissioned on 31st March 1973. Her standard displacement was 6300 tons and her dimensions were 154.53m x 16.76m x 7.50m.

Her power plant was of the COSAG (Combined Steam And Gas turbine) type. She had two B&W boilers providing steam for twin standard range geared steam turbines of 30,000 hp total for cruising together with twin Bristol Siddeley Olympus TM1A gas turbines of 30,000shp each for high-speed working. Her two screws gave her a maximum speed of 28 knots and a range of 5750 nautical miles at 18 knots. She was the last Royal Navy warship to be powered by steam.

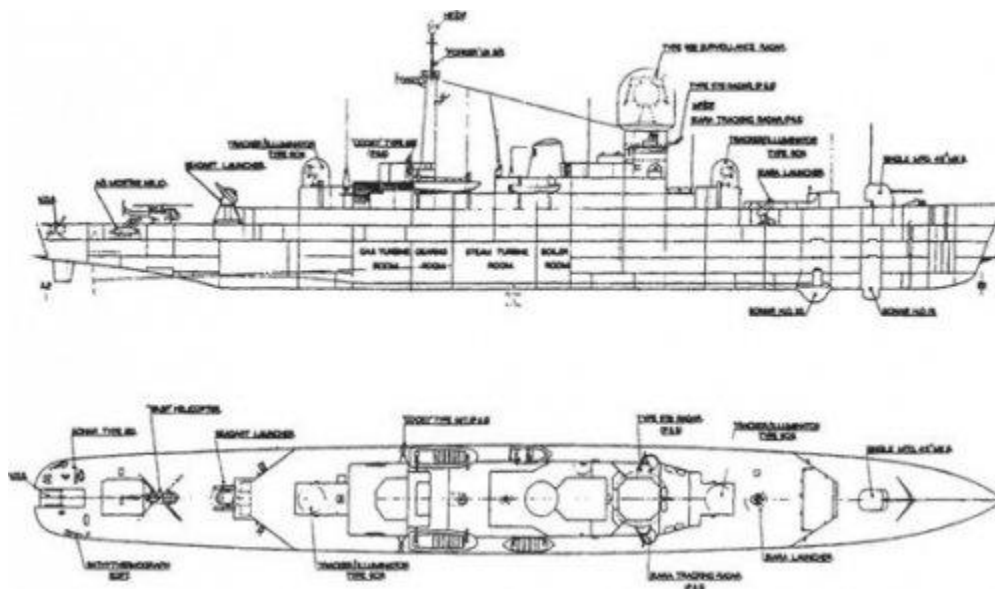


FIRING A SEA DART

Her armament consisted of a twin Sea Dart SAM launcher, an IKARA ASW missile system, a Mk 10 Limbo and a single 4.5" Mk8 gun. She had a helipad, but no hangar for helicopters. Later in her career the Limbo and Ikara were removed and a series of Oerlikon 30mm and 20mm guns were added.

She suffered a fire in her steam plant in 1974, and this was not repaired for three years and in the intervening period she could run on the gas turbines only. Having served for many years as a test bed for new technology, in 1982 she was earmarked for scrapping , but the Argentine invasion of the Falkland Islands changed the Royal Navy's requirements. She became a flagship and led the "Bristol group" of reinforcement ships consisting of 2 destroyers, 5 frigates and a RFA supply ship. She then joined the carrier battle group. After the loss of HMS COVENTRY, she was used in a A.A. role the rest of the war. After the conflict she remained as flagship of the remaining RN forces in the area.

On return to the UK, with the navy short of hulls from losses incurred in the Falklands, she made several overseas deployments until paid off in 1984. She had a refit, and her search radar was replaced and her Ikara system was removed.



Since 1987 she served as a training ship for the Dartmouth Training Squadron and from 2011 she was berthed adjacent to HMS EXCELLENT at Whale Island,

Portsmouth as a Harbour Training Ship. She was finally decommissioned in October 2020, with the MoD announcing that she would be disposed of.

On 11th June 2025 she left Portsmouth under tow of the PROTUG 87 for scrapping by Leyal Ship Recycling at Aliaga. Assistance in manoeuvring inside Portsmouth Harbour was given by the two harbour tugs SD BOUNTIFUL and SD INDULGENT. The Bristol and Protug 87 are due to reach Aliaga on 2nd July.

THE TUGS



PROTUG 87

1. PROTUG 87: She is a StanTug 4513 was built in 1992 by Damen Holding BV and Damen Shipyards BV at Gorinchem as the YARYOUR and is St. Vincent & Grenadines flagged. She is of 857 gt with dimensions 45m x 13.3m x 5.1m. She is powered by twin Caterpillar 8-cylinder Type 3608-Di-Ja of 4969 kW driving two screws in Kort nozzles, giving a speed (light) of 14.7 knots and 91 tons bollard pull. She is owned and managed by Promarine Shipmanagement Co. Sa. Of Greece.



SD BOUNTIFUL

2. SD BOUNTIFUL: She is an ATD 2090 class tug built by Damen at Gorinchem in 2010. She is of 271 gt with dimensions 29.14m x 9.98m x 4.8m. She is powered by twin Caterpillar 3512 diesels which provide electricity for her two Rolls-Royce US155 thrusters and give 13 knots (light). She is owned and operated by Serco Marine Services under a PFI contract from the MoD.



SD INDULGENT

3. SD INDULGENT: She is an ASD 2509 tug built by Damen in Poland and then in Gorinchem. She is of 158 gt with dimensions 26.09m x 9.44m x 4.20m. She is powered by twin Caterpillar 3512B TA/B engines of 1305

kW each providing electricity for her two thruster units. She too is owned and operated by Serco Marine Services.

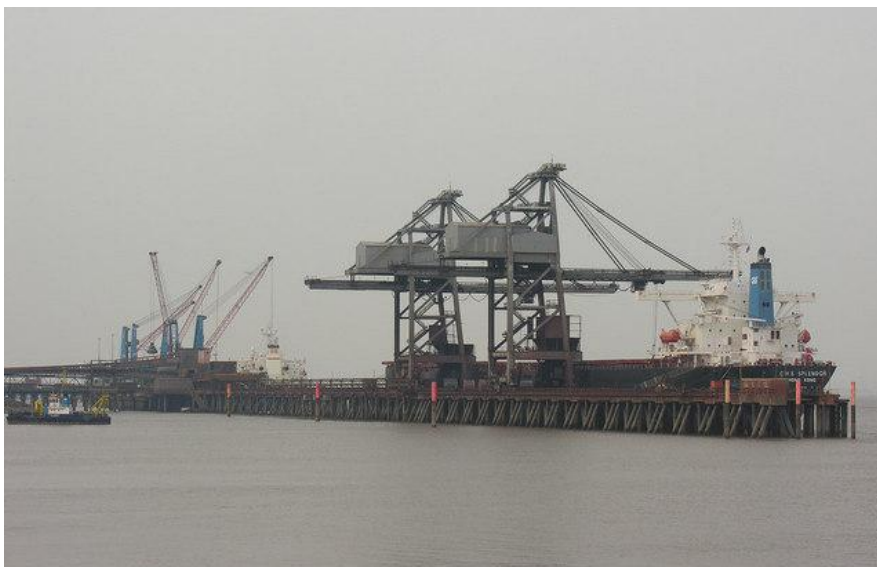
HAUKE OLDENDORF



A caller at the Immingham Bulk Terminal on 12th June was the Portuguese flagged Newcastlemax bulker Hauke Oldendorf. She had brought 130,000 tons of iron ore from South Africa for the blast furnaces of Scunthorpe Steelworks, some 20 miles from the terminal, via rail freight. The ship was loaded at Saldanha Port and departed for the UK on 19th May. She is said to be the largest bulker ever to enter the Humber. She is owned and operated by the German Shipping Company, Oldendorf Carriers Gmbh & Co. KG. of Lubeck.



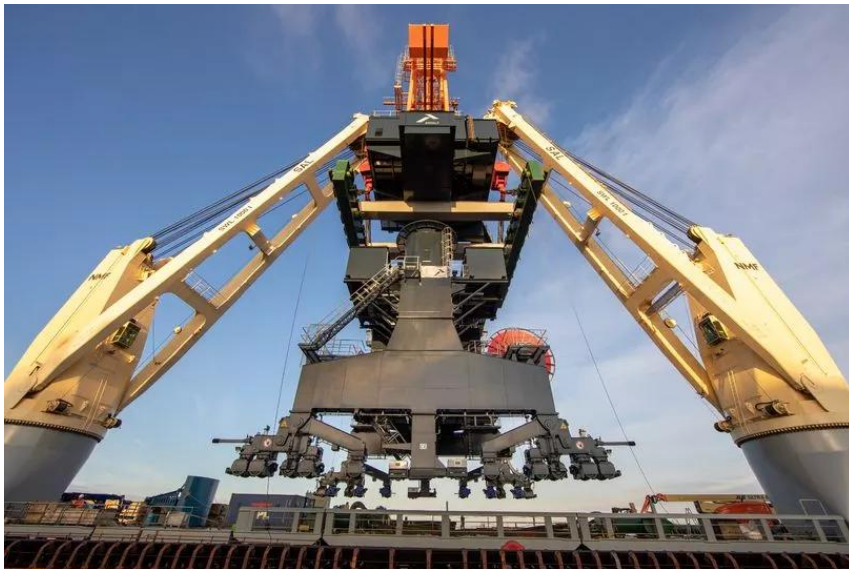
She was built by the Jiangsu New Hantong Shipyard in China, being laid down on 24th November 2015, launched on 2nd December 2021 and delivered on 21st January 2022. She is of the standard “Maric Eco” design, and has three sisters operated by Oldendorf, the HEIDE OLDENDORF, the HENRY OLDENDORF and the HUGO OLDENDORF.



She is of 207,694 sdwt, with dimensions 299.95m x 50m x 18.4m. She is powered by a single MAN-B & W/Dalian 6-cylinder 6G70ME-C9.2 engine of 15,131 kW driving a single screw and giving 14.5 knots. She has a crew of 28. She and the Heide Oldendorf are servicing a ten-year contract of affreightment which began in 2023.



IMMINGHAM BULK TERMINAL



ONE OF THE NEW UNLOADERS

The Immingham Bulk Terminal is owned by Associated British Ports but operated by British Steel. It can handle up to 9 million tons of raw materials a year to support steel production such as coal, coke and iron ore. The original facility was built in 1970 as a joint venture between the National Coal Board and British Steel for coal export and iron ore import. Materials handled are carried to and from the jetty by a high-level conveyer connecting to stockpiles to the rear and rail sidings. The original ship unloaders were replaced in 2023 by three German-built state of the art unloaders. The terminal can cater for vessels up to 303 metres overall length, 45 metres beam and a maximum

draught of 14 metres. The draught limitation is probably why the ship was only two thirds loaded for the voyage.

ONE FACT WONDER

King

S.S. KING ORRY



1975

The King Orry was the lead ship in a group of 6 similar classic passenger vessels built for the Isle of Man Steam Packet Company between 1946 and 1955. The previous King Orry was lost at Dunkirk in 1940. The last of the six, the famous MANXMAN, lasted until 2012 when she was finally broken up.



1946

The King Orry was built by Cammell Laird at Birkenhead and was launched on 22nd November 1945. Her maiden voyage began on 16th April 1946. Typically, she served on the Douglas to Liverpool route all year round, with seasonal trips to Belfast, Dublin, Ardrossan, Heysham and Llandudno. The Steam Packet Company were one of the last ferry companies to adopt RoRo, but it did result in much prettier ships. Any freight, including cars, had to be lifted on or off by crane, as she had no stern or side ramp. She served in the IOMSPC's fleet for over 30 years before finally going out of service on 31st August 1975.

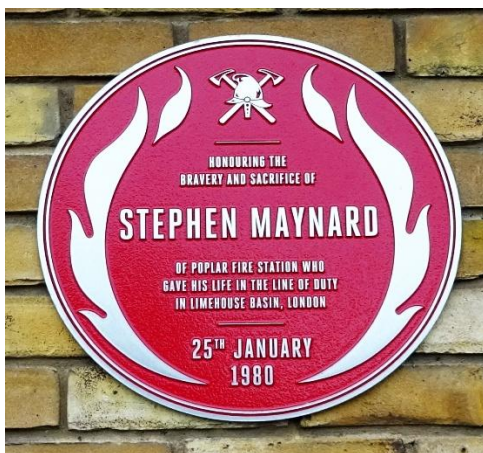
She was of 2485 GRT with dimensions 325' x 47' x 13'. Her 3 oil-fired boilers provided steam for her 4 Parsons turbines with single reduction gearing rated at 8500 bhp (Total) driving 2 screws and giving 21 knots. She was certified for 2136 passengers and had a crew of 68.

The ship was built as the LPG carrier *Teviot* at Burntisland Shipping Company at Burntisland for Leith shipowner George Gibson in 1966. She was 180 feet long and 694 GRT. She was sold to Panama-flag owners in 1979 and renamed *Rudi M*. In the winter of 1979/80, she came into Regents Canal Dock off the River Thames in East London to undergo a re-fit. On 17th January 1980, fire crews from Poplar Fire Station, whose ground covered the Regents Canal Dock, were called to a fire on the ship caused by workers using hot cutting equipment. The fire was quickly tackled by the fire crews and work on the ship continued until the morning of 25th January when another fire broke out again caused by workers using hot cutting equipment. An aluminium tank was being cut out of the ship's hold when sparks ignited its coating of polyurethane foam. Whilst fighting this fire, a 26-year-old firefighter, Leading fireman Stephen Maynard was killed. He was caught in the hold as it erupted into flames and smoke.

Later in 1980 she was sold to the Medway-based tug company J.P. Knight who converted her to a waste disposal tanker and renamed her *Kingasbbey*, and it was during this period of ownership on one of her regular trips down the Thames that she sliced through Southend Pier. It caused a 70 foot gap, severed the pierhead from the rest of the pier, destroyed the RNLI's boathouse and caused major structural damage due to the destruction of iron piles and supporting girders. A temporary bridge was constructed, but full repairs were not completed until 1989. The person on duty in the wheelhouse was later found to be intoxicated.

In 1988 she was sold again and renamed *St. Stephen*. The ship was sold for scrap in 2012.

A final postscript - on the 30th anniversary of the fire, a plaque was installed on the harbourmaster's office in Limehouse Basin with the inscription: "Honouring the bravery and sacrifice of Stephen Maynard of Poplar Fire Station who gave his life in the line of duty in Limehouse Basin, London. 25 January 1980."



KUNGS HOLM KINGS ISLAND



1928

Kungs Holm Swedish America Line.

Three versions were built all were motor ships.

The 1928 version was a real luxury liner with en suite bathrooms and Titanic style furnishing 1428 Passengers First Second & Third Class 17.5 Kn Service Speed Saw service as a trooper under the US flag, Sold in 1964 as a floating hotel scrapped in 1965

1952 Version: 21140 GRT. Full A/C 802 Passengers 418 Crew Eventually sold to Costa 981 until 1984 she sailed for Costa Cruises as MS Columbus C. She sank in the port of Cadiz, Spain after ramming a breakwater on 29 July 1984. The vessel was refloated later that year, but sent to a Barcelona ship breaker in 1985 for scrapping.

1966 Version: As built 26678 GRT then 28891 after rebuild initial passenger capacity was 713 as a liner but 450 cruising (subsequently increased to 736) in 1975 SAL ceased passenger services, sold to P&O Princess Cruises renamed Sea Princess several owners after P&O eventually scrapped 2016



MS Kungsholm was a combined ocean liner / cruise ship built in 1953 by the De Schelde shipyard in Vlissingen, the Netherlands for the Swedish American Line.

KING LINE

The King Alfred Steam Ship Co Ltd was formed in 1889 by Owen Philipps, to own a ship of the same name.

The business was managed by Philipps & Co. In 1893, the company name was changed to King Line Ltd and two single ship subsidiary companies were set up to buy two second-hand ships.

In the early years King Line frequently bought and sold existing ships, but the overall size of the fleet grew until it reached 10 tramp steamers by the outbreak of WW1. The company sold 2 ships and lost 6 during the war. After the war the fleet was rebuilt, mainly using war-standard ships. Philipps seems to have disposed of his interest in King Line at this time, as in 1923 the management of the firm was taken over by Dodd, Thompson & Co, led by Vernon Thompson, who was later to become chairman of Union-Castle.

King Line had 20 ships at the start of WW2, of which 15 were lost during the war. After the war the company again started to buy war-standard ships as replacements, but in 1948 King Line was bought by Union-Castle

King Line had 11 ships in 1956, when the Clan and Union-Castle groups merged and Cayzer. Irving & Co became managers of the combined fleet. Its conventional cargo ships were gradually replaced by bulk carriers. The bulk carrier fleet peaked at 6 vessels, owned from 1975 to 1978, when one was sold but was replaced by two tankers that were operated by another group company, Scottish Tankers Ltd. These two ships were sold in 1982 and 1985.

King Henry of 1958 was the last genuine vessel delivered to King Line

ESSEX BOAT & SHIPBUILDERS

PART 2 LEIGH-ON-SEA

LEIGH ON SEA based on articles by Stuart and Graham and info from Peter



1579 - The Speedwell is the first recorded Leigh built ship weighing 105 tonnes.

Like many ports on the East Coast shipbuilding has always played an important part in the development of Leigh. In the Sixteenth century, vessels of up to 300 tons were built for trade which could easily be turned into Men of War at times of need. Leigh was a deep-water harbour and easily accessible with the South Westerly winds which encouraged trade and especially ship repairs. This further encouraged the boat yards to develop their skills in Boatbuilding.

However, in the seventeenth century the vessels were getting larger and too big to berth at the small village port of Leigh. This was caused by the silting up and Leigh lost its importance as a major shipbuilder. The silting up of Leigh as a deep water Port began when the Dutch reclaimed massive areas, the tide used to come in as far as the bottom of the cliffs at Hadleigh Castle and Canvey was 3 Islands but by enclosing these areas for grazing meant that there was little run off from the saltings and marshes all around and narrowing the creek and Hadleigh Ray.

The eighteenth and nineteenth centuries saw little change in the size and population of Leigh. Fishing was gathering pace and some small fishing craft were built locally at the two shipbuilders in the town for estuary fishing, although many craft were built further around the Essex coast.

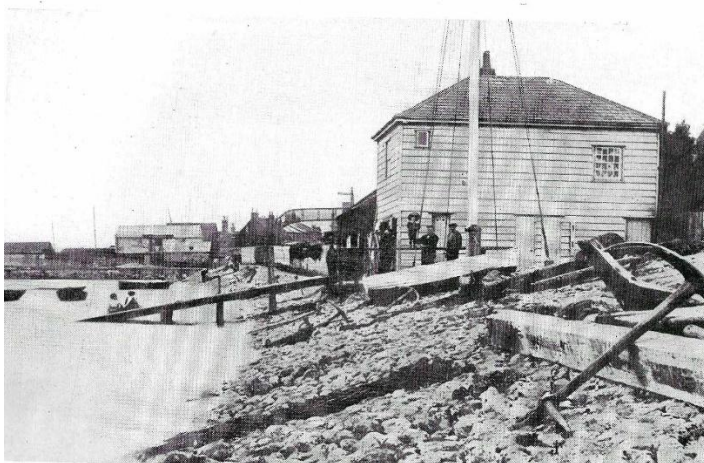
The William IV has been claimed as the first real bawley, a little craft of only four tons she was built around 1830. From then on each boat built tended to be bigger than the last. The Happy Home, built in 1890, and a good example of the final state of evolution, was 34 ft 10 in. long 12 ft 9 in. beam, and 5 ft 2 in. draft, going 10 1/2 tons measurement. The bawley's great beam enabled them to carry huge sail plans; The Happy Home's mast and topmast were together fifty feet long and she would carry nearly a thousand square feet of working sail in addition to kites.

The twentieth century saw an increase in the number of shipyards in Leigh,

1888 Sea Mynx NO PIC

Reportedly built as an apprentice piece in a yard specialising in Thames barges Sea Mynx is the oldest boat from the yard on the OGA register.

BUNDOCKS



A view from Bell Wharf in the 1890's The black building peeking out is Bundocks Boatyard

Bundock began building in Leigh about 1813 coming from Maldon and continued through his successors until 1948 At some point they moved from this site to occupy the site that was later be Seacrafts .

Bundock's were builders were still prominent in Leigh in the 1950's, before being incorporated into Seacrafts

Storm 1910



Yachts such as **“Tewk”** built at Bundocks in 1909 was still in service and owned in Connecticut, USA in 2001, another 7-ton yacht was owned by Maurice Griffith,

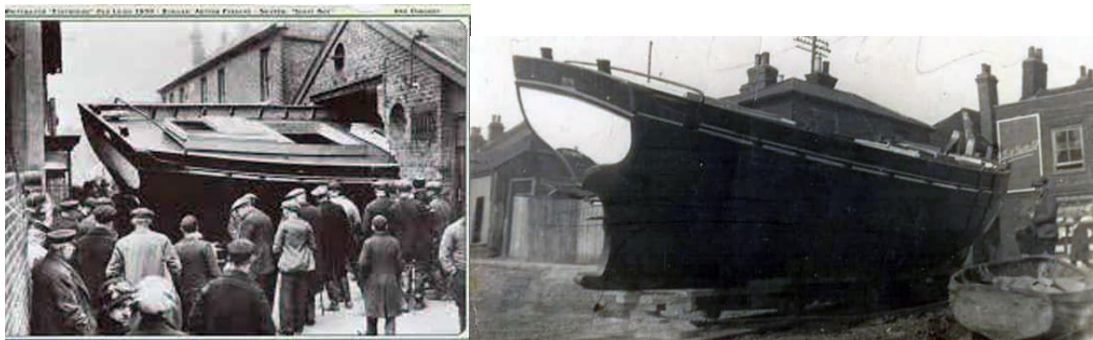


1845 Emma 38ft 6

Emma was built as a clinker bawley to fish out of Faversham and, at the turn of the century, she was over planked in carvel pitch pine. Rebuilt in 2008/09 and bought by her current owner in 2017.

ARTHUR THOMAS PARSON

Another prolific builder of fishing craft was Arthur Thomas Parsons (1882 – 1964) whose premises were sited at the Strand, he passed the lease to Sydney Clayton and moved to premises opposite the Peter Boat public house. These premises proved too small for the bawleys that were built there, each time a Bawley was ready to be moved to the Strand for launching they had to knock down part of the front wall. During the war years they were contracted to build dinghies and similar craft for the admiralty.



Enterprise(Pics from Peter Wexham)





Reminder

1938 Reminder built by Parsons in High Street

SEACRAFTS

The final move was to 8 High Street occupied by Bundocks when Arthur and his son Frank traded under the name "Seacrafts". which saw them build a large number of Shrimp and Cockle boats. The last vessels to leave Seacrafts were a pair of new builds "Paul Peter" & "Three Sons" for the Gilson family of Southend in the mid-sixties one was fully completed and the other partly completed as the yard had gone bankrupt, this hull was towed to Suttons of Gt Wakering for completion.



Renown 1948

About this time there were two Renowns built one in 1947 which proved to be too deep to work the beds and another Renown III correcting this



1947 Romulus and Remus





1960 Parsons fishing boat



Marjorie Nora

Marjorie Norah



Ceresta



Boy David of China Cotgrove



Rainbow



1949 Picotte II

1949 Picotte III

ESTUARY YACHT CO LTD ESTUARY BOATBUILDERS

just after the war, there was a large iron shed on the site of what is now the Foundry Car Park. This was home to the Estuary Yacht Co. Ltd. Who built a number of Estuary 4 tonners and launched them from the Strand opposite.

JACKSONS

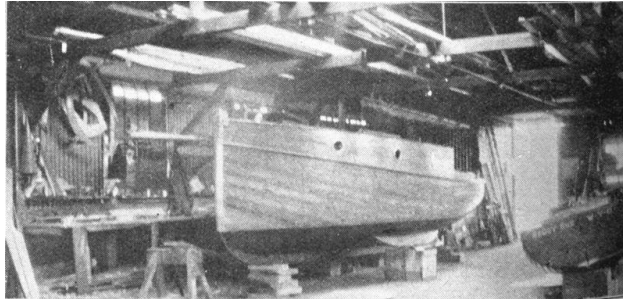
The Leitia and Romulas & Remus were all launched about the same time at the strand



1946 Letitia III

Letitis III was retired from fishing in 1990 and was seen a few years ago at Tollesbury

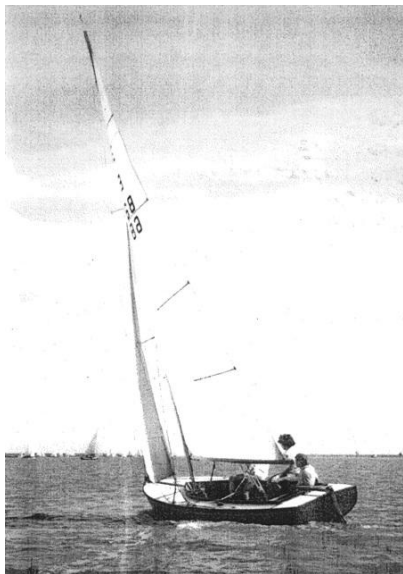
COLE & WIGGINS



Cole Wiggins 1926

Boat builders in Leigh on Sea from the early 1920s .H. E. Cole & Sons was located between 14 & 16 High Street, and merged to become Cole Wiggins & Wiggins trading at Victoria Wharf before leasing marshland at an annual rate of Gbp25.00 per annum from the Salvation Army in 1920 with a name change to Cole & Wiggins. The founders were Harry Edwin Cole, a Burnham lad, and brother of one of the founders of Tucker Brown in Burnham, and Messrs. George and Walter Wiggins

1912 Odette No pic Dinghy designed by Morgan Giles



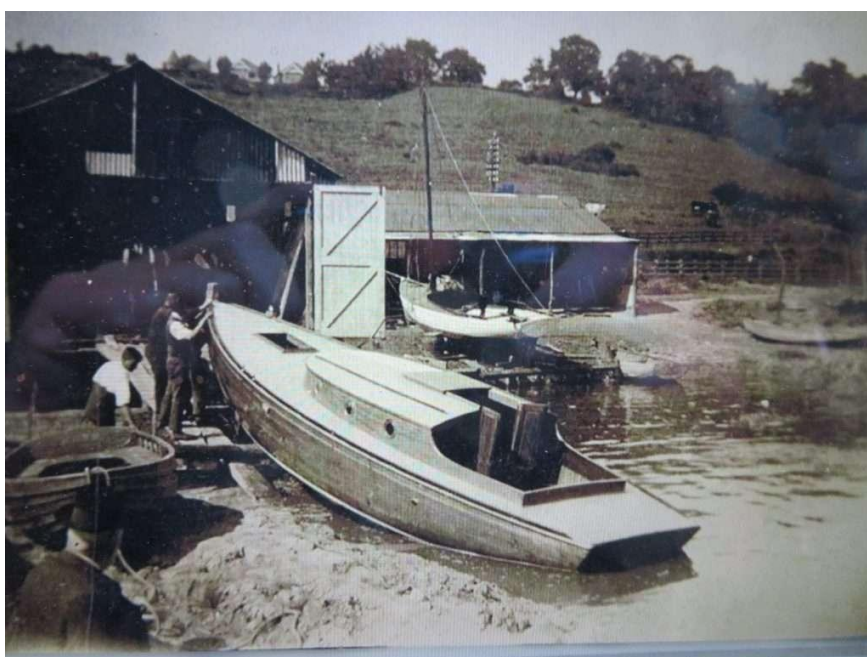
Arabesque

1920 First Essex One Designs Essex Yacht Club ordered 12 with sails from Turnidge at a maximum cost of £100

The first nine boats were on the club register in 1920

No new boats were built until 1925, when six were built for Whitstable Yacht Club and the Herne Bay Yacht Club.

1922 A fire occurred at the Leigh-on-Sea yard of Cole and Wiggins, in which new yachts, motor-boats, gear, sails, spars, and fittings were destroyed. Damage was estimated at £5,000.



1921 Betsy II

By Dick Durham

This the picture indicates that they had moved to the J & J marsh site .

Her owner, Harry Smith had to be shoal-draught, Harry's boat was named *Betty II*, because the name had already been taken by her proud owner's youngest daughter,.



Betty II's next owner was Ralph Mountstephens, who cruised her, without an engine, to Holland, Belgium

Next came a sailmaker, Stan Bishop,

Her fourth owner was Ray Davies, who rebuilt her in the 1970s,

He sold her to another Leigh sailor, Dick Johnson,

Her sixth owner was Nick Titshall who did complete a re-build.

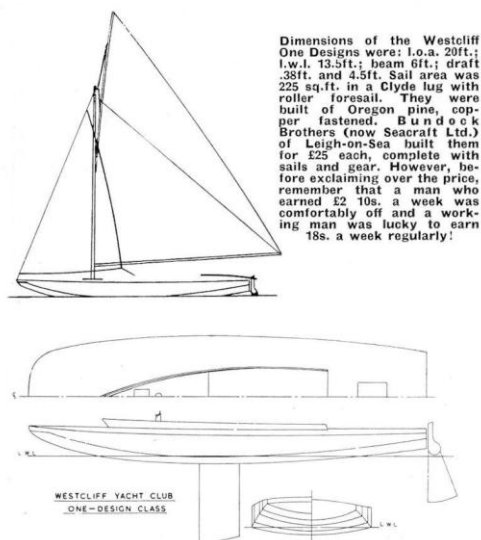
Nick sold her to headmaster, Ben Collins, who took her to Keyhaven, in Hampshire.

Dick Durham spent 15 years trying to buy her. until finally in 2017 Ben sold her and he sailed her back to the Thames in October

The Westcliff One Design

Built by both Bundocks and Cole & Wiggins

A popular and speedy design on the Estuary,



1923 *Squib*

Believed to be last surviving seen here at Royal Northumberland

Her first owner was Squire Taylor. Competed in Southend Yachting Week in the 1920s. She was kept on the River Crouch until the 1930s, moved to the north east coast and is recorded in the Royal Northumberland YC yearbook from 1939. In 1949 she was blown ashore and rebuilt. She was dismasted off Blyth in 1956 and is recorded as being sailed by Edward Cartner at Blyth, 1954 - 56. In 1977 Rodney Mitchell sold 'Squib' to, Spencer Johnstone and about five or six years later she was sold again. She was laid up ashore on a farm at Herrington. In 1988 and was near derelict.. Between 1996 and 1999, Ian Fairclough had 'Squib' totally restored. In 1998 - 1999 she was based at Fleetwood Marina and used for day sailing off the port and in the River Wyre. In 2008, she was moved to Brittany.

1924 nine new Cockle boats were built for use around the Leigh-on-sea area of Essex. Boat names were "Reliant", "Resolute", "Letitia", "Defender", "and "Endeavour".

Soon after this one of the Wiggins' moved to Great Wakering, and some of his family worked at what is now *Suttons* boatyard.



In Shoreham Harbour Motor Boat Magazine 1925 Firefly today (photograph courtesy of Mark Webb)

1923 Firefly

Firefly (26ftx7ft9in). Went to rescue troops in 1940 from Dunkirk as one of the Little Ships. Now living a quiet and peaceful life on the east coast (of England) as a much loved family yacht under the charge of Commander Bowen. From 1923 to 1929 she was owned by Captain Philip Stuart Jackson-Taylor. In 1925, Firefly was featured in Motor *Boat* magazine the article listed the voyages Philip had made in Firefly and his participation in the London to Cowes race (non-stop in 26 hours).

Philip did not survive the war.

1937 Cole and Wiggins Limited was struck off and dissolved which is probably about the time that J & J took over the marsh site on time for WW2

1924 Mahshooka 25 ft **NO PIC** Designer: Cole and Wiggins



1924 ENDEAVOUR :LO41

Since 1924 Endeavour has had several owners . Apart from a brief interlude when she was called into service to aid in the Dunkirk evacuation during the Second World War, she has plied her trade in the traditional way

Endeavour was re-discovered in Rochester in 2003

Endeavour has participated in commemorative anniversary returns to Dunkirk in 2005 and 2010 and took part in the Queen's Diamond Jubilee Pageant in 2012 and has returned to Dunkirk again in 2025



1947 Peggy later known as Skylark

JOHNSON & JAGO



Johnson & Jago had commenced boatbuilding in 1932 and may have operated on the previous site of Cole & Wiggin on Victoria Wharf s who had moved to the current J & j site by 1921. Cole & Wiggins ceased trading in 1937 and J & J were on the current site in time to build boats for WW2 and operated until the company called it a day in the Mid 1980's.



Glenalver 1938 Glenalver laying in leigh creek.

During the second world war her owner Philmer Turnidge was called up so he could not use Glenalver. Philmer loaned his boat to his brother-in-law Fredrick Cotgrove Known as Tate. On a early autumn day in late September 1941. he fishermen left on the tide. Today the boats left as soon as they floated and made for the Jenkin's Swatchway just off the Kent coast opposite Leigh. It was nearer than Gravesend. With nets cast, they waited when the silence was broken by a huge explosion. Glenalva had hit a mine dropped during the night. It took Frederick (Tate) Cotgrove who lived with his wife in Hillside road in Old Leigh, and his mate Arthur (Blonden) Carter who lived in Norman Terrace Frederick (Tate) Cotgrove had lived in Old Leigh all his life. At 69 he sold his own boat, the Honour and retired. He took a part time job as waterman to the Essex Yacht Club,.

Next day, brother-in-law Philmer went out on the Reminder all

he could find was a torn sail, the net and a huge crater in the mud.

From an article by the late Terry Cotgrove

In the 1930's they Johnson & Jago built several yachts . In 1938 "**Tai Feng**" a 31 ft Bermuda cutter and **Wings** an 18 ft both designed by R F Freeman . In 1938 they built the Suka a 28.4 ft Bermudian cutter designed by Maurice Griffiths and they built a number of Maurice Griffiths designs after the war.

1936 Liana NO PIC Designer: Reg Freeman

1937 Grace Darling NO PIC Gaff sloop 27 ft



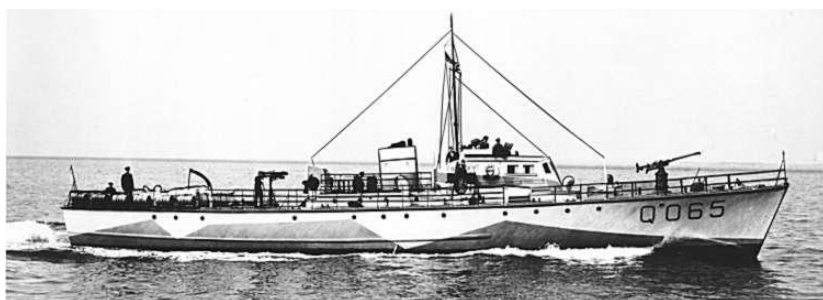
1937 Dawning Light Designer: Reg Freeman

During the war years Johnson & Jagos were contracted by the Admiralty War Department to build a range of Small naval craft, these included Thirty-Five Fairmile B" 112ft Motor Launches, Twelve 45ft M.F.V's and Five 65ft M.F.V's.

Among the large power craft were Diahla 1942 and Abingdon 1945

1937 Coronation NO PIC

Built as an open beach boat, Len Johnson hired her out until the early fifties when he sold her to Westcliff where the 'top' was put on. Name changed to 'Corbara'. The next owner took her over in 1975 and reverted to the original name, The centerboard case gave a lot of trouble so it was removed, a flew full length keel was fitted improving windward performance and stopping leaks. Gunter main, new foresails, bowsprit, dinghy on davits. Electric Kelvin 17 h.p, Lavac, coal stove oven. 4 berths



1942 ML 1952 Cottesmore

Vessel history

26/01/1954 seized by Spanish Customs off Barcelona while smuggling 175,000 cartons of cigarettes (value then £37,000)

08/02/1954 ship fined 14 million pesetas (£130,000) and cigarettes confiscated



1949 Evelyn CK62

Her current owner, Sidney Klimcke, has owned her since 1985! The previous owner was Hector Stocker, for P.R. Deal. Last heard of Tollesbury



1947 Devon Belle

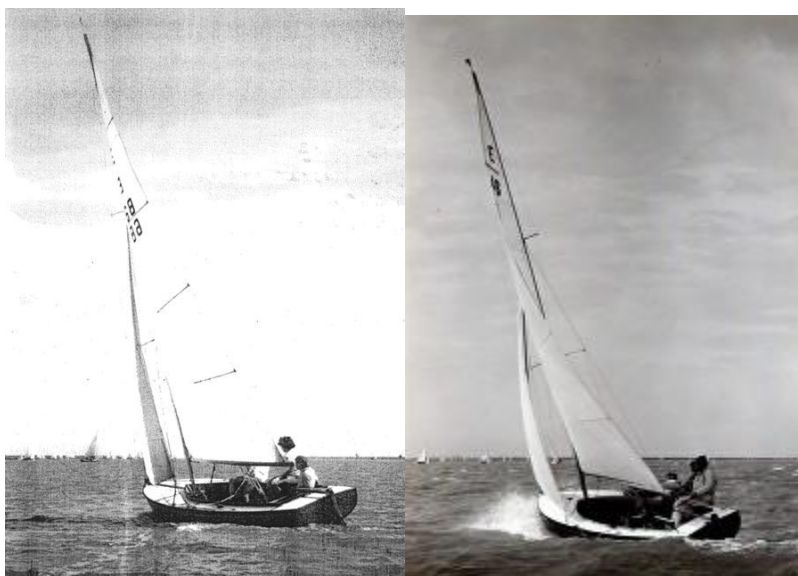
Operating under the Plymouth Boat trips Ltd. Banner. She is engaged in passenger carrying work which includes 1 hr harbour cruises, private charter work and is also sometimes used on the Plymouth to Cawsand in Cornwall ferry service. Originally built as the Westminster Belle and used as a passenger ferry working from Westminster pier on the Thames. Renamed Maid of Wareham Exmuth and now Devon Belle



1949 Boston Belle

Boston Belle was originally at Rhyl. She later ran from Westminster, Dartmouth, Plymouth and then Boston, Lincolnshire where she has been since 2002.

Boston Belle has a capacity for 100 passengers. Based at Boston, Lincolnshire, she cruises in the harbour and dockyard and operates charter trips on the River Tamar to Calstock, Morwellham and Weir Head.



1950 EODS

In 1950 it was decided that in Future the class should be strictly 'One Design'. Norman Dallimore, the Class measurer, produced a new set of drawings,. The sail plan and spars plan were based on the by now famous Nocturne E46. Six boats were built in 1948, five in 1949, five in 1950, three in 1951 and the last in 1952. Of these 20 boats, thirteen were built for EYC owners, ten at Johnson & Jago Ltd, Leigh, two at Tucker, Brown & Co, Burnham and one at Estuary Boat Building Co., Leigh. Typical of these was the author's boat E64, Valeta, built in

1950 at a cost of £285 by Johnson & Jago Ltd, of Leigh.
(From an essay by the late Stuart Redman my tutor at architectural college)



1946 Cipressi the only one surviving) Johnson & Jago runabout boat.
Restored 2017-2024.

Originally bought to be a Thames runabout, the current owner decided that she needed to be brought back to her former glory and made suitable and more usable..

They built the cockle boats **1948 VANGUARD** for Nunna Harvey to replace Defender and **MERLIN** which eventually went white weeding with Bill Russell from Hockley in the 1950's. She was sold to Boston and replaced by a steel Merin which is still active.



1951 Jassa

Commissioned for the ministry of agriculture and fisheries in 1951 for research. based on an Essex Bawley, Jassa Jassa was based at Burnham-on-crouch and used for oyster cultivation work within the Crouch and Roach.

Jassa was used for training young apprentices. In 2022 Jassa was bought by the Pioneer Sailing Trust. The trust plans to document the restoration, and launch its new Heritage Engineering Marine Technician apprenticeship..

The Trust plans to work in collaboration with a new lobster hatchery and education centre in Brightlingsea.

Len Johnson's partner, Jimmy Jago, drowned when he fell overboard from his yacht at Burnham on Crouch . His widow, Kitty, wished to maintain an interest in the firm, so it became Johnson, Sons and Jago.



EVENTIDES e,g, **Misty 2** by Maurice Griiffiths



La Deselsa Bawley class
by Maurice Griffiths

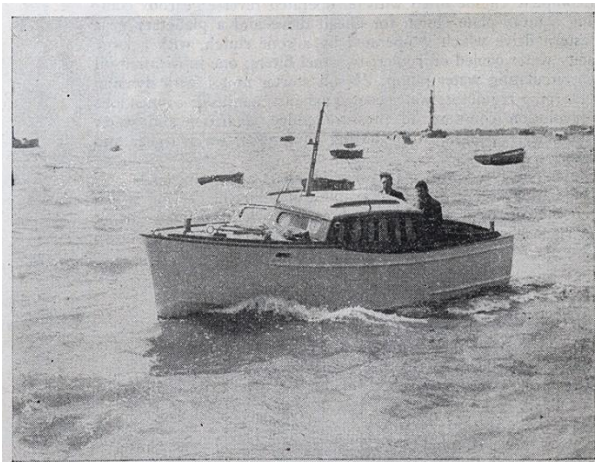


Thames bawley class
by Maurice Griffiths and J & J



1954 Lynette Class 22

1956 Nadine NO PIC



THAMES CRUISER 23' x 7'6" STAND No. 56
JOHNSON & JAGO, Leigh-on-Sea, Essex
Tele. 76639

After the war Johnson & Jagos designed and built a number of Thames Motor Cruisers, the designs were branded as the **“Thames Major”, “Thames Minor”,** Thames Cruiser”, “Thames 23” & “Thames 26



Viking Class Built 1967



1972 33 ft Neptunian

In the 1970's together with Shuttlewoods of Paglesham they built a number of Neptune and Neptunian using fibre glass hulls brought in from Tylers of Kent designed by Alan Buchanan. They also built the Neptune 41 based on the Van de Stat Victory hull

DAUNTLESS SEE ALSO SOUTH BENFLEET

On a smaller scale in the mid 1920's was a boatyard located near the Strand owned by Sydney James Clayton who designed and built the "Dauntless" range of clinker-built sailing Yachts. Reg Patten was foreman at Dauntless until the 29th October 1958 when he left to set up Sea-king.

SEA KING (BOATBUILDERS) LTD

Seaking Boat Builders was founded in 1958 by Reg Patten in Leigh-on-Sea, Essex. From its earliest days, the company specialised in crafting smaller, bespoke vessels, each designed and built to meet the specific desires of individual clients. The company's reputation quickly grew for its dedication to quality, precision, and the ability to blend traditional craftsmanship with innovative design.

Under Reg's leadership, Seaking became known for its commitment to creating hand-built boats with meticulous attention to detail. These vessels were celebrated not only for their performance but also for their timeless appeal, crafted using the finest materials and embodying the ethos of bespoke boatbuilding.

In the 1990s, Reg passed the business on to his son, Keith Patten, and his wife, Marian Patten. The transition was seamless, as Keith and Marian shared Reg's passion for boatbuilding and carried forward his vision. Under their leadership, Seaking maintained its reputation for exceptional craftsmanship while continuing to push the boundaries of design, creating boats that were as functional as they were beautiful.

In the early 2000s, the Patten family made the decision to sell Seaking Boat Builders.



Sea King 26ft

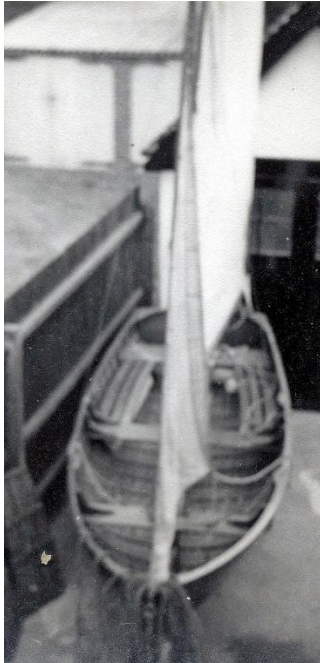
Founded on the 3rd December 1958 by Reg Patten who originally worked for Sidney Clayton. Sea Kings went onto build many Sea king 24ft Clinker built motor sailors which were similar to the Dauntless design. He built clinker yachts from 23 ft to 31 ft most with lifting keels. He built some 44 yachts from 1959 to 1967, 30 of the 23 ft class in both gaff and Bermuda rig, four of 24 ft LOA, three of 25 Ft LOA, two of 26 ft LOA, three of 28 Ft LOA and one or two of 31 ft LOA.

1970 Sol Kongen PIC

Sol-Kongen is a Sea King yacht, designed by R.H.Patten

Reg Patten died in February 1976

L H WALKER



Daisybelle 1962

The first Walker 12ft clinker-built Gunter Sloop was designed and built in 1954 by L.H. Walker Ltd., of Leigh-on-Sea, Essex.

By 1960 the complexity of variations had tended to resolve itself into three main forms the 'Popular' (or 'Standard'), the 'De Luxe' and the 'Super'.

The Popular above was undecked, had galvanised fittings, no stern locker, rear side benches only (usually solid), and was fitted with two separate pairs of holes for rowlocks. The De Luxe had a foredeck, but no side decks, had galvanised fittings, solid rear side benches and stern locker, but no forward side benches. The Super had fore and side decks, a stern locker, gun-metal fittings, a shelf under the foredeck, only one pair of rowlock mounts, and side benches both forward and aft, but made of wooden slats. Normally, fixed rudders were fitted to the Popular and drop rudders to the De Luxe and Super.

Most early sails were of cotton, From about 1960 all sails were of Terylene,

Boats were built in Walker's workshops at Leigh on Sea and at Great Wakering,. Centerplates were made by St.Anns of Southend-on-Sea, and sails by Windward Sails..

In 1979 production of Tideways ceased and the frames were later destroyed.

In 2003 'Tideway Dinghies' was formed and the class enjoyed a happy relationship with the builder, to the benefit of both. More than 50 GRP boats were built between 2003 and 2010.

Since 1980 other builders have produced the Tideway

The WSS Branch chairman has 2-3 examples of Tideway's

Paul Grey built fibre glass tideways on site of current Mikes Boatyard

MORE LEIGH BOAT BUILDERS

JAMES TAYLOR

An early builder at Leigh was James Taylor. He is believed to have built a brigantine and four spritsail barges: - Oak of 1812, British Oak of 1814, Fortune of 1815 and Betsy of 1819. Then he moved to Maldon where he built barges for the Chelmer Navigation, whilst retaining a small yard at Southend.

It is believed that Taylor's yard was on Leigh Marshes, where, many years later, Les Warland operated.

S & J PETERS at 39 High Street

1905 Alice & Florie NO PIC

Construction details: Ferro Cement Sheathed 1975 Named after her owner Harry Robinson's two daughters

Alice won Leigh Regatta in class 1910, receiving her first engine in 1925. Sailed as a yacht in 1935 when long cockpit coaming was rove on and coach roof over. Aft part of this raised in 1965. Rebuilt and sheathed in 1975. Restored to Bawley rig in 1987.

LES WARLAND

Les Warland's yard consisted of redundant Thames lighters connected by

planks. With one end cut off these old craft made small dry docks in which a yacht could be refitted or even built as my father's motor cruiser ISLANDER was. Most, if not all the lighters were rowed down from London by Les. Several top racing cruisers took advantage of Les' dry docking facilities each winter.

The number of employees at the Warland yard varied according to the current financial position between twelve and none. Even Les himself would take time out to skipper a white weeding vessel or work for Johnson and Jago when times were very bad. Nevertheless, several sailing barges were converted to yachts there including MAY FLOWER, GIPPING and EMMA. There were also other new builds including Frank Hann's BOY MARTIN and a number of her sister ships, which, unlike BOY MARTIN were sloop rigged with cabins. Les would never fail to help a customer out, acting as pilot on many difficult voyages and, on one occasion, travelling to Queenborough in Kent to bring ISLANDER back to Leigh after Grahams father had been injured in a collision. Southend Council had long wished to disperse Les' yard as they considered the group of rusting lighters an eyesore. Eventually they got their chance and the lighters were broken up. Les finished his nautical career as skipper of Len Johnson's yacht LADY LEIGH III, originally an RNLI lifeboat and later the white weeder FROGMAN'S MISS.

HENRY THOMPSON Boatbuilders of High Street and 7 New Road.

KNAPP & DEAL Victoria Wharf

Bought a number of ex naval pinnaces and custom launches which were converted to fishing boats and yachts

There were brothers Colin & John Knapp and brothers Mo and Mike Deal. All except Mike served their apprenticeships at Johnson & Jago,

BARRY THORNTON

Barry was in Cockle row building Wheelhouses with John Page.

SOUTHEND ENGINEERING

High Street

Marine engineers owned by Mr Davis who lived in Leigh park Road. Made an outboard motor under the name "viking" with heavy castings

FRANCIS TURNIDGE SAILMAKER

Bell Wharf

Made bawley sails sponsored races and gave flags to the winners
Followed by Lew Walkers brother

ANSWERS TO QUIZ 93

MARITIME QUIZ 93 JULY 2025 QUESTIONS

1. TRADE: Marshall Islands flagged cargo ship of 5888096 dwt built in 2011 had a fire in its cargo holds in Amsterdam whilst loading scrap. Fire put out with help from local fire services. Mid-May
2. COSTA FAVOLOSA: Costa cruise ship called at Lerwick with a reported viral sickness bug on board. Local bus companies refused to carry passengers on pre-arranged tours. Mid-May
3. KANG KAN: Second ship of the North Korean Choe Hyon class of destroyers had an accident at launching ceremony at Nampo. Kim Jong Un was present and several officials were arrested. Ship was righted and patched up a few weeks later. Mid-May
4. STENA IMMACULATE: A cubic metre of frozen meat and fish was donated to a foodbank at Gorleston from the ship, which had been docked at Great Yarmouth since the collision in March. Late May
5. HUNTS POINT: A waste disposal vessel of 5200 dwt owned by New York City had an explosion on the Hudson River in New York City. It was reported that men were working on board using a flame. One dead and two injured. Late May
6. MSC ELSA 111: Liberian flagged container ship of 22,994 dwt built in Poland in 1997 as the JAN RITSCHER capsized and sank in a storm off southern India. Her crew were rescued but some oil pollution caused. Late May

7. HMS BRISTOL: Type 82 destroyer left Portsmouth under tow by the PROTUG 87 for Turkey where she will be broken up.
Early June.
8. MEIN SCHIFF FLOW: 160,000 gt cruise ship launched at Fincantieri Monfalcone yard on 30th May. She will be dual fuelled, LNG of Marine Gas Oil. Due to join Tui Cruises fleet in 2026.
9. USS ENTERPRISE: A firm in Vermont was awarded a contract worth \$4536 million for dismantling the first nuclear powered aircraft carrier. Early June
10. MORNING MIDAS: A Liberian flagged car carrier of 12,259 dwt carrying over 3000 cars was abandoned in the Pacific after an uncontrollable fire on board. She was en route from China to Mexico. Early June
11. ENDEAVOUR: The remains of the ship at Newport, Rhode Island, have finally been positively identified as being Cook's ship. Early June
12. BERINGZEE and CONTAINERSHIP NORD: A collision occurred between the Belgian flagged 4024 dwt inland tanker and the UK flagged 20,272 dwt container ship near Antwerp on 30th May. The Beringzee was badly damaged, but the container ship was hardly affected.
13. HMS VENTURER: First Type 31 frigate was lowered into the water for the first time at Babcock's yard at Rosyth. Mid June.
14. WAN HAI 503: A Singapore flagged 4252 TEU container ship that has been on fire since 9th June off southern India, is nearing the Indian coast. An Indian Navy team have managed to get a salvage team aboard using a Sea King helicopter and fixed a new tow line, this time to the tug OCEAN WARRIOR.
Still happening at time of compiling.
15. ADALYNN and FRONT EAGLE: two crude oil tankers collided south of the Strait of Hormuz. The Antigua and

Barbuda flagged Adalynn, built in 2002 and of 164,551 sdwt travelling light towards Suez, caught fire and was badly damaged. Her crew were evacuated safely. The Liberian flagged Front Eagle, built in 2020 and of 299,550 dwt, was travelling fully loaded, bound for a Chinese port. She was less damaged, and her crew are safe. Interference with AIS or spoofing by outside parties is suspected. Mid-June

MYSTERY SHIPS 93



Nivaria, off Tenerife, 31.8.1991

NIVARIA IMO **7424231** Products Tanker
4,050g 4,998d Length: 111.9 Breadth: 16.92 Depth: 8.01 Draught: 6.7
(m)

1977: Completed by Ast. Del Cantabrico y de Riera (Factoria Cantabrico), Gijon as TUDELA.

1985: Renamed NIVARIA.

2004: Renamed GUAYAQUIL.

2006: Renamed VICUS.

2013: Renamed LAMBAYEQUE.

Still in service.



Lowlands Sunrise, Europoort, 27.9.1992

LOWLANDS SUNRISE **IMO 8511990** Bulk Carrier
 95,291g 186,876d Length: 290 Breadth: 47.2 Depth: 24.8 Draught: 18.2 (m)

1988: Completed by Kawasaki Heavy Industries Ltd, Sakaide as LOWLANDS SUNRISE.

2000: Renamed XINYUAN HAI.

2013: Broken up in China.



Far South 27.09.1992, Rotterdam

FAR SOUTH **IMO 8507298** General Cargo Ship
 12,273g 17,506d Length: 159 Breadth: 22.8 Depth: 13.4 Draught: 10 (m)

1988: Completed by 'Georgi Dimitrov' Shipyard, Varna, as TURID.

1992: Renamed FAR SOUTH.

1993: Renamed EKUELLE.

1994: Renamed LADY EMILY.
2000: Renamed DANIELLA.
2003: Renamed VISPATAURINI.
2006: Renamed SAFAGA.
2010: Broken up in India.



BREB Mukran, 3.9.2022

BREB MUKRAN IMO **9155432** General Cargo/Container ship
4,115g 5,184d 374 TEU Length: 100.6 Breadth: 16.2 Depth: 8.2 Draught: 6.4
(m)

1998: Completed by Jiangsu Yangzijiang Shipbuilding Co Ltd, Jiangyin JS as OPDR CARTAGENA.
2008: Renamed FLETUM.
2014: Renamed BLUE PHANTOM.
2016: Renamed LYRA.
2021: Renamed BREB MUKRAN.
2024: Renamed LYRA. Still in Service.



Berge Athene, 27.09.1992 at Europoort.

BERGE ATHENEIMO **7404140** Ore/Oil Carrier

112,947g 225,162d

Length: 313 Breadth: 50 Depth: 26 Draught: 20 (m)

1979: Completed by Brodogradiliste 'Uljanik', Pula as KONKAR THEODOROS.

1987: Renamed PANKAR THEODOROS.

1988: Renamed BERGE ATHENE.

1995: Converted to Ore Carrier.

2004: Renamed EDWARD N.

2009: Broken up at Bangladesh.

**Benimourad, 10.9.1992****BENIMOURAD**

IMO 7041194 General Cargo Ship

2,116g 2,540d

Length: 87m Breadth:13.3m Depth:7.5m Draught: 4.9m

1971: Completed by SA Juliana Constructora Gijonesa, Gijon as BENIAJAN.

1979: Renamed ALHAKEM

1990: Renamed BENIMOURAD

1994: Renamed ABDELRAHMAN

1997: Stranded near Benghazi, subsequently broke in two.