The World Ship Society

Southend Branch

News and Views

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NOTES

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CONTENTS

Visitors

News from the Solent

News from Pembrokeshire Sail Training

Quiz

Colourful Cliffside Towns of the Amalfi Coast Borealis Cruise Parts 2

Two Ham Class Survivors

Historic Vessels Built at Northfleet -LV 16

USS Cyclops

Thamesborg

K Class submarines

Gog and Magog

Hengist and Horsa

Neoliner Origin

Ships Built at Faversham on the Historic Ships Register Part 1

ONE FACT WONDER HARBOURS

- Harwich Harbour Dredging
- Seaton Sluice
- Powell River
- Northfleet Harbour

NEWS

GLEANER Lt14

Seen by Peter recently in Falmouth

Gleaner was built as a Lowestoft drifter of wooden carvel construction by Kitto of Porthleven in 1874 and at some point was taken to Germany where she was hauled ashore for restoration in the 1970s. This was not completed and the vessel was brought back to the UK by her present owner.

Since then, Cornish shipwright Spike Davies saved her after the local council threatened to destroy her and he, with a team of helpers, dismantled the entire boat into a container, shipped her back to England and spent the next five years putting her back together. She sailed for the first time in 40 years in the summer of 2018.

ANJI ANSHENG

Passing my window today (21st October 2025) was the Liberian flagged but Chinese owned and built Ro-Ro ship ANJI ANSHENG. For a little while, she is the largest Ro-Ro ship and largest car carrier in the world.

She was built by the China Merchant Jinling Shipyard for the car manufacturers SAIC, being delivered in Shanghai on 13th May this year. She is the first of eight similar ships being built by the China Merchant shipyards for the same owner, with the second vessel, the ANJI SOUNDNESS, being delivered in June. Her registered owner is Anji No.1 Shipping (Shanghai) Ltd and she is managed by SAICC Anji Logistics Co. Ltd. of Shanghai.

She is of 87,008 gt with dimensions 228m x 37.8m x 10.3m and her carrying capacity is 9500 CEU (Car Equivalent Units). She is powered by a single 14 cylinder 2-stroke turbocharged low speed Wartsila-Sulzer RTA 96-C diesel of 81,000 kW driving a single screw giving 19 knots. She is IMO Tier 111 emission regulations compliant with the main and auxiliary engines fitted with selective catalytic reduction and exhaust after-treatment systems.

At present she burns heavy fuel oil, but in the future, she can be converted to run on Methanol, and a methanol fuel reserve was incorporated in her design. She is equipped with photovoltaic energy storage systems that allow for zero carbon emissions during loading and unloading.

NAMING CEREMONY

She left Shanghai on 15th May on her Maiden Voyage carrying some 7000 Chinese-built cars. She called at Lianyongang, Yantai, Portbury, Wilhelmshaven, Vlissingen, Zeebrugge, Antwerp and then the Tilbury 2 upstream Ro-Ro berth.

As is evident from the attached images, the Anji Ansheng is no work of art visually, but her looks are no worse than other ships of her type. With all that windage and a single screw, she must be difficult to manoeuvre when berthing in windy conditions.

LOUWE SENIOR

Recently seen on AIS in estuary after sailing from Harwich

Built in 2002 by Astilleros Cardama of Vigo in Spain.

Sailing under UK flag .

432 GRT

Owner Osprey Trawlers of Aberdeen

Home Port Padstow

BROWN OWL

Seen on AIS outbound crossing the mouth of the Medway on 26 September

Built in 1928 by J. A. Silver at Rosneath, Brown Owl is an auxiliary ketch. Her hull is carvel built of oak frames and pitch pine planking and her current engine is an inboard diesel made by Lister, 40 hp fitted in 1999. She was the first of a class of yachts named after her and the design was very popular. She was requisitioned for service in World War II and participated in the Dunkirk evacuations. Later she returned to Scotland and was reported to be part of the River Clyde Small Boat Pool. Dame Vera Laughton-Matthews, Commandant of the WRENS, bought her from the Admiralty in 1948. There have been other changes in ownership since and the following name changes: Brown Owl 1928, Brisk 1930, Wairwakie 1932, Vivanti 1945-1991. In 1991 she reverted to her

original name of Brown Owl . Her present owner keeps her in Ramsgate and she attends the annual Association of Dunkirk Little Ships reunions in Dunkirk.

M.V. SOMERSET

The Somerset has been a regular visitor to the Thames, recently running on Cobelfret's Tilbury-Zeebrugge route. She was built by Flender Werft at Lubeck in Germany for the Dutch firm Wagenborg Shipping BV as the SPAARNEBORG, being launched on 20th August 1999 and delivered on 3rd January 2000. She was one of three sisterships, the others being the SCHIEBORG and the SLINGEBORG. The Ro-Ro sister ships were specially designed to load the 90t Storabox cassettes (SECUs) for paper and card supplies and could carry 132 of these.

The ships are of 12,500 dwt and 21,005 gt with dimensions 184m x 24m x 7.5m. They are powered by a 7-cylinder Hanjung-Sulzer 7RTA 52U of 10,920 kW at 135 rpm driving a single 4 blade screw giving 18 knots. They provide 1884 lane metres, equivalent to 106 TEU with accommodation for10 drivers as well as the normal 14 crew.

SPAARNEBORG

The Somerset was originally Dutch flagged and chartered for 15 years to the Swedish forest products firm Stora, and operated on the Gothenburg to Zeebrugge service, managed by Cobelfret. In 2015 she was bought by CLdn RoRo and renamed Somerset. She was chartered by Stena between 2018 and December 2023. She now is Malta flagged and operated by Cobelfret on the Tilbury-Zeebrugge and Rotterdam services.

SPAARNEBORG

SOMERSET

SOMERSET

KISMET

A recent visitor

Kismet built 2024 is a 122-metre superyacht built for a longstanding Lürssen client. Designed by Nuvolari Lenard, KISMET features sleek and elegant exterior lines and a leaping jaguar bow figure, adding a touch of grandeur to her profile. The sophisticated and refined interiors are by Reymond Langton Design. Key highlights include a 7-star wellness suite, complete with a hammam, sauna and cryotherapy chamber. There is also a private treatment room equipped with a massage table, waterfall shower, and chromotherapy bathtub. Kismet also has a state-of-the-art gym and yoga studio, a Nemo cinema on the lower deck featuring a 150-inch television, and an underwater seating area. Kismet is equipped with state-of-the-art technology and technical systems characteristic of all Lürssen yachts. She features a cutting-edge hybrid powertrain combined with a full-electric mode, positioning KISMET among the world’s most powerful superyachts. KISMET also has a heat recovery system in the generators for pool water heating and dynamic positioning for electronic anchoring in sensitive and remote areas, underscoring Lürssen's commitment to sustainability and safety.

ROYALIST

Seen in the estuary

On 26 July 2013 a £4.8 million contract was awarded to Spanish shipyard Astilleros Gondan S.A and designers Acubens, to build the Sea Cadets' new 21st Century flagship which will take thousands of cadets on offshore voyages. The replacement - also called TS Royalistwas launched on 19 December 2014, and entered service in the spring of 2015.

The innovative design offers greater use of space, with better all-round sailing ability and performance. Faster and easier to handle than Royalist, the new ship will also be more economical to run. This makes it ideal for offering young people offshore sailing, helping them to learn greater seamanship and sailing skills. The ship is expected to be in service for 40 years.

In 2025, TS Royalist competed in the tall ships race (le Havre-Dunkirk and Dunkirk-Aberdeen). she had two different crews for the two different legs. for the le Havre to Dunkirk race they came 2nd in class. The crew also won best in crew parade in Le Havre before the races began. For the Dunkirk to Aberdeen crew the came 4th in the race. each crew was on board for 2 weeks. and photos can be seen on the sea cadets offshore Instagram page.

VISITORS

Hamburg Built 1997 15067 GRT Bahamas

Current Position

Al Zubara Built 2015 195363 GRT Germany

Current Position En route to Tanger

Marseille Maersk Built 2018 214 280 GRT Denmark

Current Position North Sea to Hamburg

Msc Annabella Built 2025150587 GRT Liberia

Current Position Eastern Mediterranean en route Libya

Msc Namibia Built 2025 79102 GRT Liberia

Current Position West Africa en route Mauritius

Sti Broadway Built 2014 64875 GRT Portugal

Current Position Antwerp

Hanseatic Nature Built 2019 15651GRT Malta

Current Position Honningsvag Norway

Marit Maersk Built 2015 194898 GRT Denmark

Current Position N E Atlantic en route Singapore

Atayal Brave Built 2013 9988 GRT Panama

Current Position En route to Marocco

Nord Allegro Built 2022 34510 GRT Panama

Current Position North Sea

FPMC P IDEAL Built 2012 59174 GRT Liberia

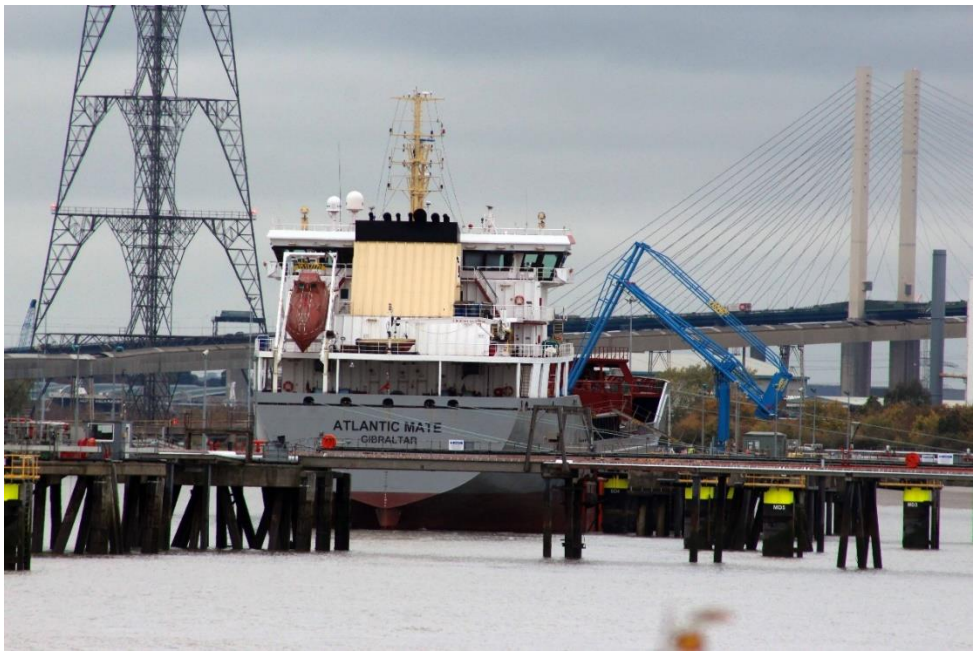
Current Position West Meditteranean en route Gibraltar

Astrea Built 2010 7366 GRT Sweden

Current Position North Sea

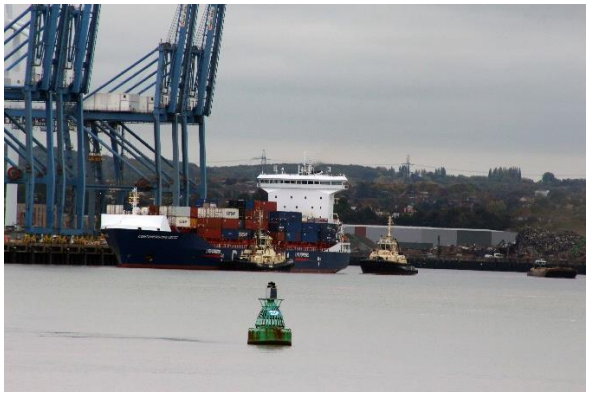
Magnolia Theresa Built 2007 11186 GRT Malta

Current Position Antwerp



Atlantic Mate Built 2007 11711 GRT Gibraltar

Current Position En route Clydebank

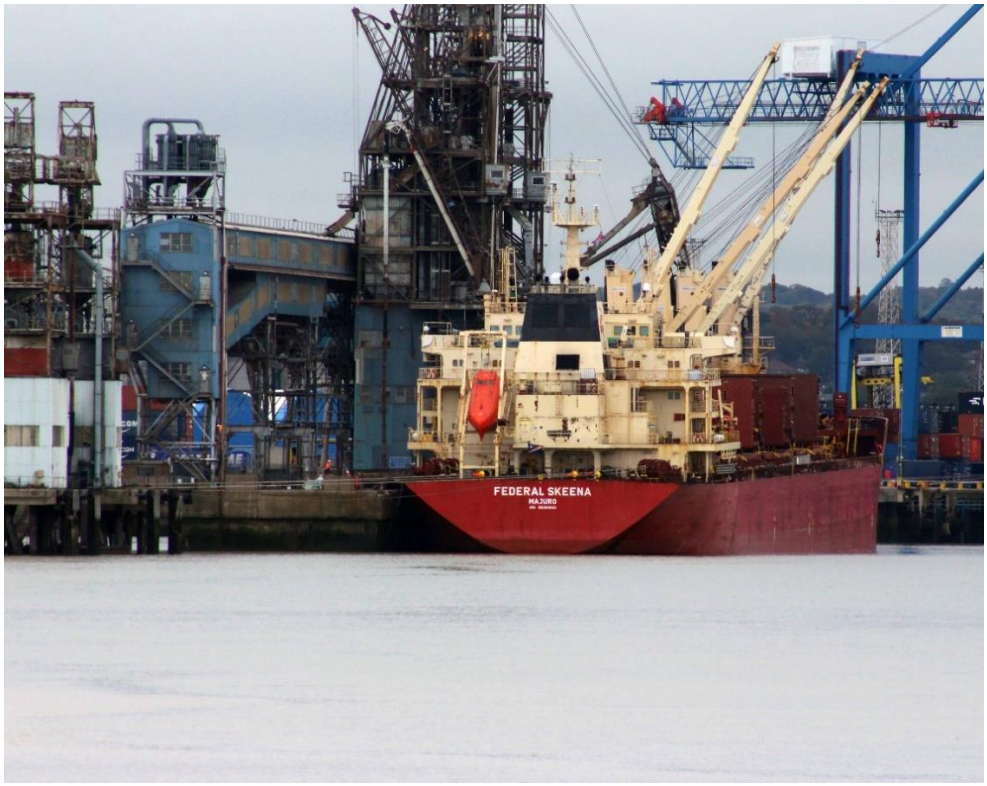


Containership Arctic Built 2019 17982 GRT Cyprus

Current Position En route Tilbury

Anl Wyong Built 2008 39906 GRT Malta

Current Position En route Algeciras



Federal Skeena Built 2012 24196 GRT Marshall Islands

Current Position Atlantic Ocean en route to Canada

Ocean Joy Built 2013 23268 GRT Hong Kong

Current Position North Sea en route to Brazil

Oslo Star Built 2025 62930 GRT Marhsall Islands

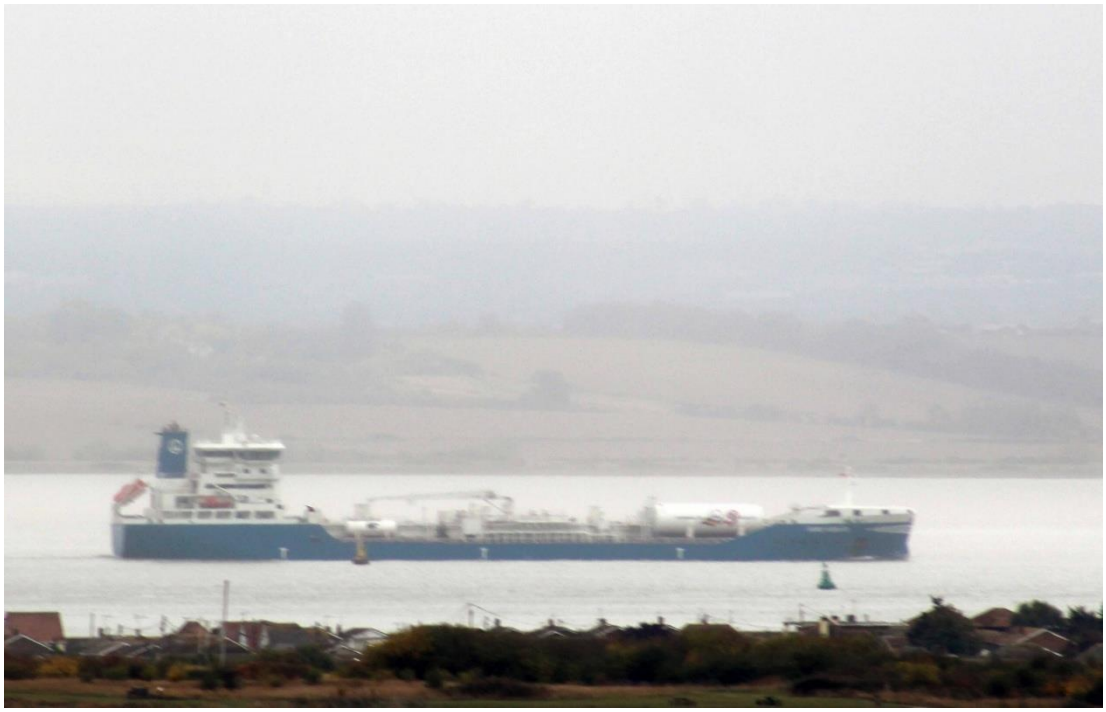
Current Position En route to Corpus Christi

CMA CGM Monaco Built 2024 71706 GRT Malta

Current Position Bremerhaven

MSC Zondo II Built2008 36907 GRT Portugal

Current Position North Sea en route Baltimore



Fure Viskar Built 2024 12763 GRT Sweden

Current Position En route North Sea

CMA CGM Ermitage Built 2024 32245 GRT Malta

Current Location En route Tilbury

Peace Victoria Built 2019 46140 GRT Liberia

Current Location West Africa en route Singapore

Msc Calypso Built 2023 150783 GRT Liberia

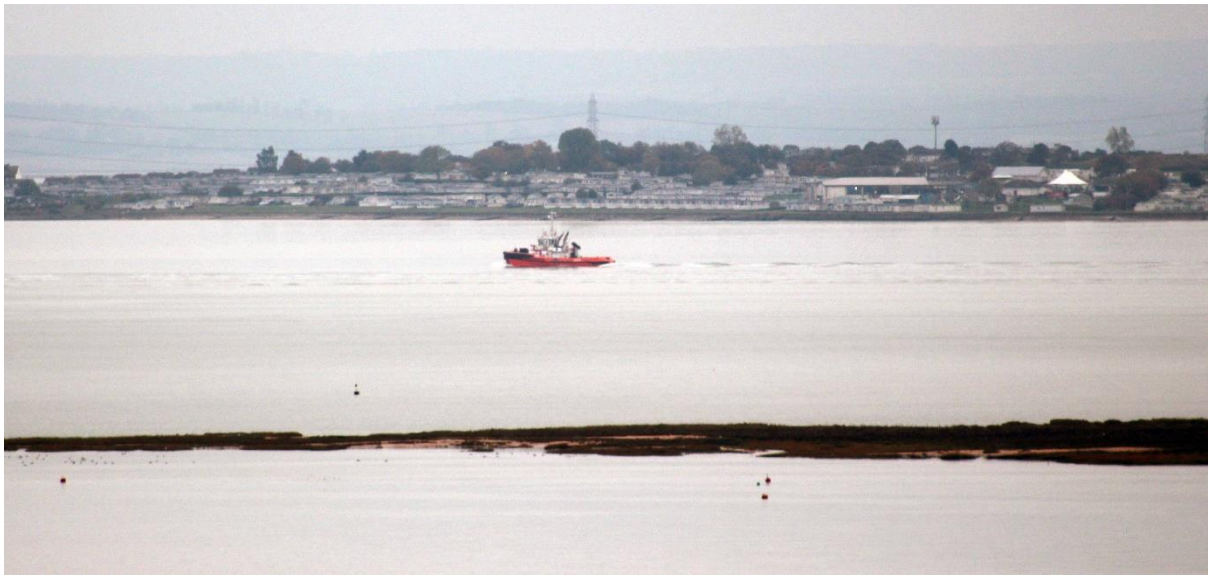
Current Position West Africa en route Singapore

Darleakay Built 2012 32839 GRT Marshall Islands

Current Position En route Algeciras

Mogens Maersk Built 2014 194049GRT Denmark

Current Position En route Rotterdam



Jean T Built 1995 120GRT UK

Current Position Bradwell

CMA CGM Fort Royal Built 2019 36946 GRT Malta

Current Position Caribbean

CMA CGM Loire Built 2015 96523 GRT Malta

Current Position En route Valencia

Marlin Loreto Built 2021 65552 GRT Marshall Islands

Current Position Gulf of Mexico

Majestic Maersk Built 2013 194849 GRT Denmark

Current Location West Africa en route Pelepas

Saga Morus Built 1997 36463 GRT Bahamas

Current Position West Africa en route La Pallice

Front Fusion Built 2021 62395 GRT Marshall islands

Current position Gulf of Mexico

Emma Maersk Built 2006 171542 GRT Singapore

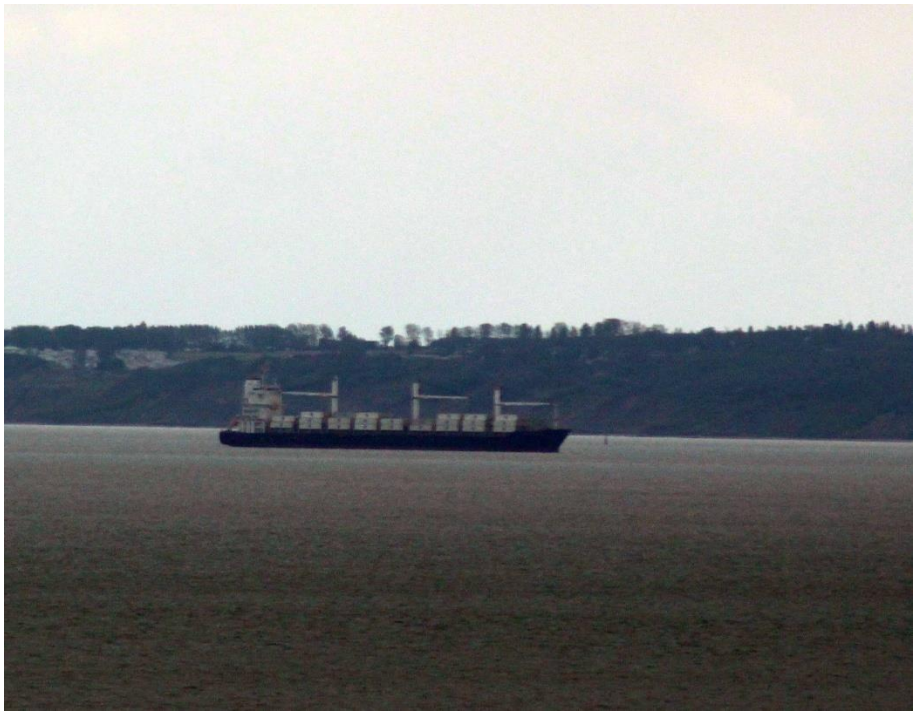
Current position Indian Ocean en route Singapore

Jenny D Built 2009 149 GRT UK

Current Location North Sea

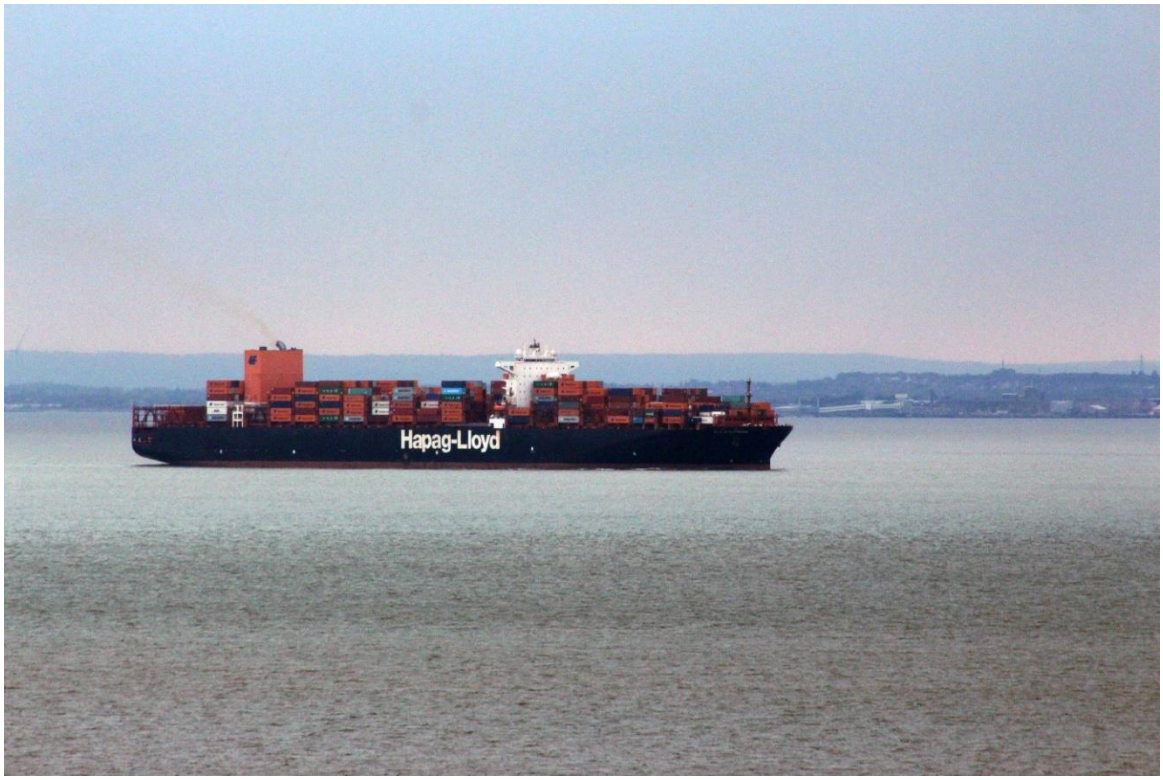
Santos Express Built 2009 1189445 GRT Germany

Current Position Ecuador



San Amerigo Built 2008 22914 GRT Liberia

Current Position Turkey



Alula Express Built 2012 141077 GRT Liberia

Current Position East Africa en n route Jebel Ali

NEWS FROM THE SOLENT

Berthed alongside the Queen Anne as Wendy and Andrew set off on a half term cruise to Vigo and Lisbon

Attached are photos from Ashlet Creek south of Fawley. The large tanker is Azure Nova (319743 DWT built 2012) with Mary A (8084 DWT built 2007 off to Rotterdam) n front, showing the difference in size. The other tanker is the EastCoast (37515 DWT built 2005).

NEWS FROM PEMBROKESHIRE

Sail training ships visiting Pembrokeshire

It was interesting to read in the October ***News and Views*** that the Royal Navy is planning to reintroduce sail training and that the barquentine 'Pelican of London' has been used for trials. The ship is in fact a fairly frequent visitor to Pembrokeshire as it is a convenient sailing area across the Irish Sea from Dublin, from where she often undertakes voyages for Sail Training Ireland. She also works for a range of other organisations including the Sea Cadets, Gordonstoun International Summer School and the North Liverpool Academy.

The 'Pelican of London' in Newport Bay, Pembrokeshire (2022)

The 'Pelican of London' was built in Le Havre in 1948 for a Norwegian company as a double-beam arctic trawler named 'Le Pelican'. In 1968 she was converted to a freighter and renamed 'Kadett'. Then, between 1995 and 2007 she was reconstructed as a sail training ship with her present rig and renamed 'Pelican of London'. She is rather unusual in being a main-mast barquentine, with square sails on her main mast rather than fore mast. She has a long poop which provides for extensive accommodation – for 47 trainees and permanent crew. She has a steel hull, a gross tonnage of 226, a hull length of 35 metres and extreme length of 45 metres.

The 'Pelican of London' berthed at Fishguard (2023)

Another visitor to Pembrokeshire was 'La Malouine' which anchored in Newport Bay after dark one night in July 2022 and sailed early the following morning, without appearing on the vessel tracking sites. Most websites state that she was built in Gdansk although her origins are somewhat unclear. The current owner is quoted as saying "Officially the boat was built in Poland in 1968 but then we discovered that the boat was built by the Russians in 1955". It seems that she served as a tug under the name 'Bogdan' in the former East Germany until 1992 when she was sold to a Dutch owner and renamed the 'Willem'. She was converted to a brigantine and sailed in the charter business taking guests for team training, match races and participating in events such as those at Kiel, Hamburg and Amsterdam. She was bought by a French owner in 2010 and renamed 'La Malouine', for sailing from St. Malo in summer and the Cape Verde Islands in winter. She was resold in 2012 to another French owner in Granvile. In 2015 she was bought by a British owner and re-registered at Dumfries. She operates for a non-profit organisation and can often be seen in Scotland, Northern Ireland and north-west England. She is 30 metres long overall, 70 gross tons, has a steel hull and can accommodate 22 passengers and 3 crew.

'La Malouine' in Newport Bay, Pembrokeshire (2022)

The sail training ship 'Maybe' visited Fishguard in August 2025 from Arklow in Ireland. She was built in Amsterdam in 1929 for a Dutch family who sailed her to many parts of the world. During the Second World War she was taken to the Dutch town of Jutplaces where she was hidden in a remote backwater. In 1956 she took part in the first ever Tall Ships Race and is one of the few original ships still doing so. She was bought by a Swiss family in 1962 and regularly crossed the Atlantic to the West Indies during the next two decades. In 1989 she was bought by her current owners, Maybe Sailing, a not-for-profit sail training organisation. She is a gaff rigged ketch, having her original gaff rig restored in 2011. She is 22 metres long overall and has a wooden hull (teak planking on steel frames). She carries 14 trainees and 4 permanent crew.

'Maybe' at Fishguard Harbour (2025)

The 'Spirit of Falmouth' is a replica Mersey pilot gaff-rigged schooner and visited Milford harbour in July 2024. She was built in 1984 as the 'Spirit of Merseyside' (and later renamed 'Spirit of Scotland', then 'Spirit of Fairbridge'). She was renamed 'Spirit of Falmouth' in 2014 by her current operator, the charity ***Turn to Starboard***, which helps Armed Forces personnel affected by military operations, through sail training programmes. She can carry 12 passengers plus 6 crew. She has a wooden hull with a gross tonnage of 88 and is 28 metres long overall.

'Spirit of Falmouth' at Milford (2024)

Another replica sailing ship in Pembrokeshire recently was the 'Galeon Andalucia'. Although this is more of an exhibition ship than a sail training ship, it does carry some volunteer trainees. The 'Galeon Andalucia' was built in 2010 at Huelva, Spain as a full-size replica of a 17th century Spanish galleon, typical of those that sailed from America and the Philippines carrying gold, spices and other goods. She is rigged with two square sails on each of the fore and main masts, a lateen sail on the mizzen and two square spritsails at the bow. Her hull is constructed of fibre glass and wood. Her voyages have taken her to many parts of the world and she arrived in Fishguard on her European tour from Liverpool before sailing back to Vigo, Spain. She is 49 metres long overall and has a gross tonnage of 496.

'Galeon Andalucia' at Fishguard Harbour (2025)

A more modern looking sail training ship is the 'Faramir' which visited Fishguard in May 2023. She is a wooden Bermudan ketch and was built in 1982 as the 'Arethusa' (later renamed 'Bulldog'). She was acquired by her current owner, the Cirdan Sailing Trust, in 2006 and was renamed 'Faramir' at that time. She is 22 metres long and can accommodate 15 trainees and 3 crew. She is based at Bradwell-on-Sea, Essex, and provides sail training mainly for disadvantaged youngsters.

'Faramir' anchored in Fishguard harbour (2023)

Aother modern sail training vessel that visits Pembrokeshire is the 'Challenge Wales', a 22 metres long steel-hulled Bermudan rigged cutter. She was built in 2000 at Devonport as one of twelve identical boats to sail in the Global Challenge races around the world in a westerly direction against the prevailing winds and currents. She was acquired in 2009 by the Challenge Wales charity which aims to help young people develop through sail training. The vessel was based at Neyland in Milford Haven for a few days in June 2024 to offer sailing experience to local youngsters. She normally takes 12 trainees and 6 crew. The charity had to close in 2025 due to financial pressures but fortunately the vessel will continue with the Tall Ships Youth Trust, based in Portsmouth, which operates four other Challenge 72 yachts. Hopefully, she will be back visiting Pembrokeshire sometime in the future.

'Challenge Wales' at Cardiff Bay waterfront (Photo: Challenge Wales charity)

MARITIME QUIZ FOR NOVEMBER 2025 – ANSWERS

These are the answers to our Ships in the News Quiz, but what were the questions?

1. HMS King George V1
2. Sidlesham
3. Admiral Nakhimov
4. HMS Bulwark
5. Pelican of London
6. Silver Raven
7. Novorossiys
8. RFA Argus
9. PS Waverley
10. Caledonian Isles
11. Richard Montgomery
12. Qing Hua Shan
13. Amadea
14. Kathleen & May
15. Grad

COLOURFUL CLIFFSIDE TOWNS OF THE AMALFI COAST

Cruise on the BOREALIS in August/Sept. 2025

PART 2: Friday August 29th to Monday 1st September

MSC MUSICA

Friday 29th August: We arrived at our Berth at Lisbon at 06.30 in pitch darkness after a rough night. We were the first cruise ship in port that morning but were followed in by the MSC MUSICA which berthed downstream of us. She was built in 2006 by Chantiers de l'Atlantique and is Panama flagged. She is of 92,409 gt with a passenger capacity of 2550 and is operated by MSC Cruises. The morning was mostly cloudy with spells of warm sunshine and a light breeze from the south. We stayed on board, reading, eating, drinking and snoozing.

MSC MUSICA


ARKLOW CLIPPER

In the anchorage south of us was the Ireland flagged Multipurpose and Heavy Lift Carrier ARKLOW CLIPPER. She is one of Arklow Shipping's "C class" vessels and was built in 2021 in the Netherlands. She is of 5060 dwt and is owned and managed by Arklow Shipping Ulc.

SCHAPROLE (taken through a window)

FERNANDO NAMORA

We left our berth at 14.45 in sunny conditions, heading for Gibraltar. After passing close to the MSC MUSICA, we passed the Germany flagged passenger vessel SCHAPRODE. She has a length of 37 m and has a capacity of 366 passengers. She is operated by frs.pt River Sightseeing. We also passed the Portuguese flagged FERNANDO NAMORA, an aluminium high speed passenger ferry built by Damen in Singapore in 2003. She is of 713 gt and is owned by Scma of Lisbon.

Saturday 30th August: We approached Gibraltar on a sunny and warm morning passing several ships anchored in the bay, mostly for bunkering as, I understand, Gibraltar is the cheapest place for marine fuel in the region.

COOL DISCOVERER

PRYSMIAN MARCO POLO

In the bay we passed the Malta flagged LNG tanker COOL DISCOVERER. She was built in South Korea in 2020 and she is of 116,354 gt. She is owned by Serendipity Maritime Ltd of Athens. Also anchored there was the Malta flagged cable-laying vessel PRYSMIAN

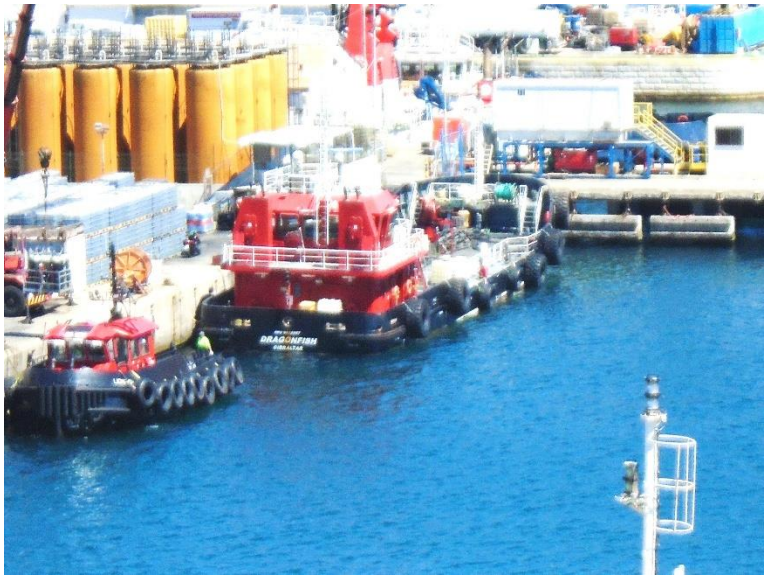
MARCO POLO. She was built in 2024 and is of 18,931 dwt. She is a specialised vessel for cable laying and burial in shallow water.

PORT FUKUOKA AND HERCULES SKY

We then passed close to the Marshall Islands flagged bulker PORT FUKUOKA. She dates from 2022, being built by Oshima Shipbuilding in Japan and is of 64,624 dwt and is managed by Portline. She was about to be bunkered by the Portugal flagged oil products tanker HERCULES SKY. She was built in China in 2021 and is of 9091 dwt.

LA DATCHA

We reached the cruise berth at 12.00 in warm and sunny conditions. Berthed nearby was the 77 m long Panama flagged expedition yacht LA DATCHA, which is owned by Oleg Tinkov. She was built in 2020 by Damen and is of 2517 gt. In the high season, to charter her costs a mere $740,000 per week plus expenses.


DRAGONFISH

Somewhat less imposing was the bunkering tanker DRAGONFISH berthed nearby. She is Gibraltar flagged and was built in 1969 by Appledore Shipbuilders as the RMAS OILWELL Y23 and is of 584 dwt. She was sold in1999 by the MoD and was renamed Dragonfish. She is now owned and managed by Bland Marine Services of Gibraltar.


IOS 1 AND KEFALONIA

Berthed on the opposite side of our pier were two bunkering tankers. The first was the Malta flagged IOS 1which was built in China in 2010 as the IOS. She is of 4820 dwt and is owned by Navios Tankers Management of Athens. Alongside her was the Liberia flagged KEFALONIA, also built in China in 2009 and of 6290 dwt. She is owned and managed by Aegean Bunkering Singapore.

We did go ashore for a wander and picked up one or two trinkets, but it was very hot and we were glad to get back to the ship.


ORAKAI

Whilst on the berth, Borealis was fuelled by the Portugal flagged bunkering tanker ORAKAI. She too was built in China in 2008 as the PRIORITY. She is of 6886 dwt and is owned and managed by South End Tanker Management of Dordrecht.

We left the berth during the evening by which time it was too dark for ship photography. We spent the next two days at sea, heading ENE for Sorrento, Italy, in sunny weather (27 degrees Celsius) and slight seas.

TWO HAM CLASS SURVIVORS

The Ham class were Inshore Minesweepers built in the 1950s under a NATO programme. They were intended to clear mines from our rivers and estuaries after they had been dropped by Russian aircraft. A total of 93 vessels were built, of which a number were transferred to other friendly countries. They were built in various UK shipyards, with Samuel White of Cowes being the "parent firm", advising and checking the other yards.

There were three sub-classes, the hulls of the first having an aluminium structure clad in double mahogany planking. The later sub-classes were built entirely of timber. The aim of both types was to reduce the magnetic signature as far as possible.

The ships were of 120 tons standard displacement with dimensions 107.5' x 22.0' x 5.75'. They were powered by twin Paxman engines of 550 bhp at 1000 rpm driving two 3-blade propellors which gave 14 knots or 9 knots when sweeping. Her normal complement was 15, but this would have increased to 22 in wartime. The class's main fault was their small size and consequent inability to take new equipment, hence their early demise from Royal Navy use.

HMS TONGHAM

HMS TONGHAM (M2735): Our first survivor is the mv Tongham. She was built by James N. Miller & Sons at St. Monance, near Dundee. She was launched on 30th June 1955 and completed on 18th June 1957. On completion, she was dry stored at the Gairloch Naval Base in Operational Reserve. After 15 years she was released and was used by the Royal Navy Auxiliary Service at Greenock.,

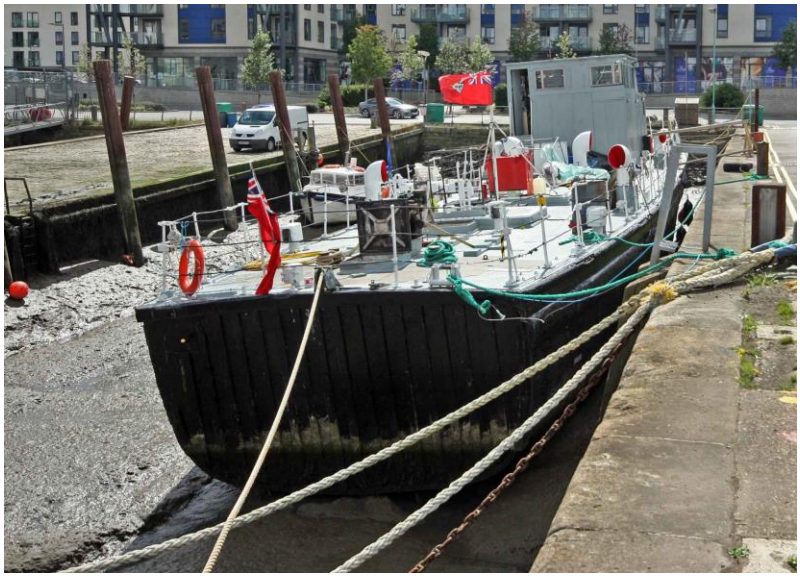
MV TONGHAM AT MISTLEY

She was decommissioned and sold in 1980 to Pounds at Portsmouth but resold in 1981and taken to Shotley. Some restoration to her hull was carried out at Mistley where she was moored from 1996, including fitting an enclosed wheelhouse. She was put up for sale in 2016 at Mistley, with most of her original furniture including leather crew bunks; various gauges, fixtures and

electronics; officers quarters including the galley, 4 cabins and 2 heads; and 17 single berths. Her engines had been run in recent years.

MV TONGHAM AT GILLINGHAM PIER

She was bought by her present owners, Chris Beer and Janet Fischer and moved to Gillingham Pier. They proposed to carry out some restoration, converting her to a venue for a vegan restaurant together with rooms for yoga and 3 music studios. Given that a lot of her hull was compartmentalised with access from multiple deck level hatches, it is difficult to see much of the original interior could have survived the conversion.



MV TONGHAM AT GILLINGHAM PIER

Several members of the group saw her at Gillingham Pier on a visit to the Medway Queen a few years ago. For her age, she looked to be sound and well cared for

HMS SIDLESHAM

HMS SIDLESHAM (M2729): Our second survivor is the former HMS Sidlesham. She was built by P.K. Harris & Sons in Appledore, being launched on 25th March 1955 and completed on 23rd November 1955. Between 1956 and 1957 she was in Operational Reserve at Hythe/Gosport. Between 1958 and 1963 she was in Operational Reserve at Rosneath on the Gairloch. She was decommissioned and sold in 1967.


AT CHICHESTER

She was donated to the Sussex Constabulary and renamed T.S. GERALD DANIEL for a HQ for their sailing club and was moored in Bosham Channel in Chichester Harbour. In 1985 the Sussex Police closed their training unit and she was sold to the CYE Sailing Centre, a Christian Youth Charity. By 2007 she was moored in Chichester Harbour and used as accommodation for a youth sailing centre.


BEACHED AT BATTERSEA 2017

ON A MOORING AT CHELSEA

In 2010 she was bought by a private individual who had her towed to Chelsea Reach where she became something of a party venue. In January 2017 she took in water and was beached to avoid sinking. She was pumped out and repaired and was taken back to her Chelsea moorings by the tug FORMIDABLE. In February 2018 she was up for sale by Riverhomes South West London under the name HMS Sidlesham. Her port side had been dazzle painted. In September 2025 she sank at her moorings again. She was pumped out and patched and taken back to her moorings by the tugs REBEL and ALBION. Her future is very much in doubt.

SUNK AT MOORING IN 2025

THE TUGS

BVT FORMIDABLE

FORMIDABLE: Built by Richard Dunstan at Hessle in 1979. 422 gt and UK flagged. In 2017 operated by Quest Underwater Services & Portland Towage Ltd. Now renamed BVT Formidable and German flagged.


REBEL

REBEL: 12m x 3m x 1.8m and UK flagged.

ALBION

ALBION: 12m x 3m x 1.6m and UK flagged. Built in 1984 by Mervyn Street at Gravesend. Operated by ThamesTek Drydocking & Towage Services at Chelsea.

HISTORIC VESSELS BUILT AT NORTHFLEET

LV16

Built for Trinity House, it is thought that LV 16 was constructed by William Pitcher of Northfleet and laid on the Spurn station until that station was taken over by the Humber Conservancy Board. LV 16 served on various stations including Calshot Spit and Inner Dowsing.

She was then sold to Benfleet Yacht Club and moored in Benfleet Creek unitl 1984 when she was brought to the River Medway and moored at the Medway Bridge Marina, Manor Lane, Borstal, Rochester and opened as a private members' club. In 1989 she was granted an open licence and now welcomes the public. A number of original wooden hull beams, indicating great strength of light vessel fittings, including the tower, have been removed.

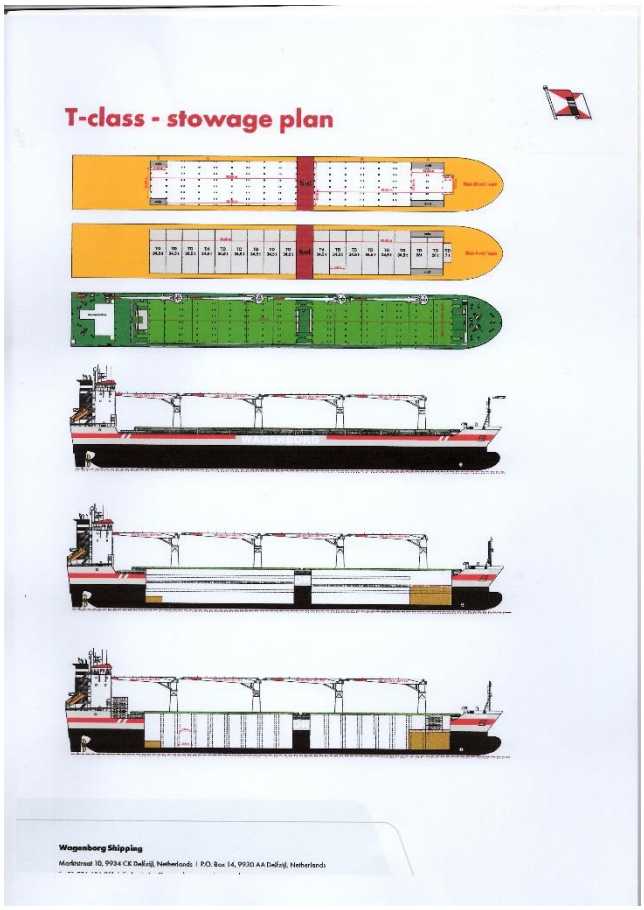
In November 2007, LV 16 was being renovated and the owner had plans to convert her into flats

THAMESBORG

THAMESBORG GROUNDED IN THE FRANKLIN STRAIT

The THAMESBORG is a Netherlands-flagged multi-purpose dry cargo carrier and is one of Royal Wagenborg Shipping's T class of four ships. She was built in 2013 by Hudong-Zhonghua Shipbuilding Group Co. Ltd. of Shanghai. She is of 21,338 dwt with dimensions 172.3m x 21.74m x 9.4m and is double-skinned and rated as Ice class 1A. This means she is allowed to navigate in ice up to 1 metre thick. She has 4 cranes portside rated at 60 tons at 16 m reach. She is powered by a Wartsila 6L46F engine of 7500 kW driving a 4-blade propellor. She burns low sulphur marine gas oil.

IN HAPPIER TIMES



THAMESBORG

On 6th September 2025, during a voyage from China to Quebec with a cargo of carbon blocks she grounded in Franklin Strait of Prince of Wales Island, Nunavut, Canada. Her hull was damaged with multiple ballast tanks ruptured, but her cargo holds, and fuel tanks remained intact. No injuries or pollution have been reported.

The Canadian Coast Guard buoy tender CCGS SIR WILFRED LAURIER was on the scene 9 hours after the accident. The Heavy Lift vessel MIENA DESGAGNES proceeded to the area to assist. On 18th September it was reported that the Canadian Coast Guard had deployed the icebreaker CCGS DES GROSEILLIERS to lead the response, relieving the CCGS SIR WILFRED LAURIER and the CCGS JEAN GOODWILL.

On 25th September, it was announced that the Canadian Coast Guard had approved the salvage plan presented by Royal Wagenborg. Transfer of the cargo onto the SILVER COPENHAGEN began at the end of September with the tug BEVERLY M 1 stationed nearby. Silver Copenhagen is a1B ice-class cargo vessel and can safely operate in icy water. The MSV BOTNICA, an icebreaker was due to arrive and give additional support.

So far, no pollution has been reported, but the whole salvage operation depends on reasonable weather conditions, so let's hope for good weather over the next few days.

FOOTNOTE: as of October 6th, she is still aground. Part of her cargo was taken off by the Silver Copenhagen, with the remainder likely to be offloaded onto the cargo vessel NUNALIK. With winter approaching, there is considerable pressure on the recovery team to get her away before the ice thickens too much.

SECOND FOOTNOTE: As of 8th October, She is still stuck. Some 4000 tons of her cargo have been removed and loaded onto the Silver Copenhagen and the Nunalik. The site has experienced high winds and foggy conditions in recent weeks. With the arrival of the Botnika, the aim is to reduce the amount of ballast water in the damaged tanks. The current plan is for the Thamesborg to travel out of the Arctic under her own power with the Botnika standing by, ready to tow if necessary.

SUPPORTING VESSELS

SIR WILFRED LAURIER

CCGS SIR WILFRED LAURIER: She is a light icebreaker and major navaid tender. She was built in 1986 by Canadian Shipbuilding at Collingwood, Ontario. She is of 3812 gt with dimensions 83m x 16.2m x 5.8m. She is rated as CASPPR Arctic-class 2. She is diesel-electric powered with 3 recently installed Wartsila 26 series diesels and 2 GE electric motors driving 2 fixed pitch propellors giving 15.5 knots. She has a hangar for a light helicopter.

DES GROSEILLIERS

CCGS DES GROSEILLIERS: She is an icebreaker built in 1982 by Port Weller Dry Docks. She is of 6098 gt with dimensions 98.2m x 19.8m x 7.4m. She is rated as CASPPRRR Arctic-class 3. She has diesel-electric propulsion. She has a hangar for a light helicopter.


JEAN GOODWILL

CCGS JEAN GOODWILL: She is an icebreaking anchor handling tug/supply vessel. She was built in 2000 as BALDER VIKING by Havyard leirvik AS of Leirvik, Norway. She is of 3382 gt with dimensions 83.7m x 18m x 6.5m. She is rated as DNV ICE_10 icebreaker. She is powered by4 Mak diesels, 2 of 3840 kW and 2 of 2880 kW with 2 ducted controllable pitch propellors giving 16 knots.

MIENA DESGAGNES

MIENA DESGAGNES: She is a heavy lift vessel built in China in 2017 as the JIANGGZHOU UNION. She is of 1492 gt with dimensions 147m x 22m.

SILVER COPENHAGEN

SILVER COPENHAGEN: She is a Norwegian flagged ice-class reefer cargo ship built in 1998 by Euroflex Marine at Aarhus in Denmark. She is of 4230 dwt with dimensions 98m x 16m. she is powered by a MAK 8M32C engine of 3520 kW. She is owned and managed by Fjord Shipping of Maaloy, Norway.

BEVERLY M1

BEVERLY M1: She is a Canadian flagged tug built in Japan in 1994 as HUNTER. She is of 450 gt with dimensions 35m x 10.5m x 4m. She is powered by a 2984 kW diesel with Z drive propulsion, which gives a bollard pull of 71 tons. She is operated by McKeil Marine.

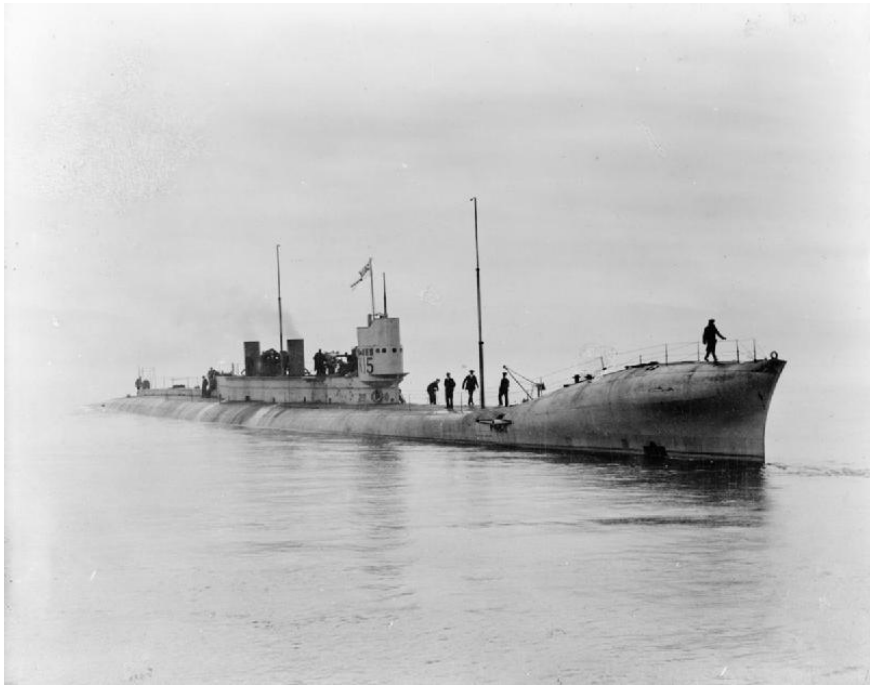
MSV BOTNICA

MSV BOTNICA: She is a Finnish flagged multipurpose offshore support vessel built in Finland in 1998. She is of 6370 gt with dimensions 96.7m x 24m x 7.8m. She is powered by12 Caterpillar 3512B DITA engines of 1258 kW each with 2 ABB azipods giving 16.5 knots. She is rated as DNV ICE-10 and is owned by the Port of Tallin and has a bollard pull of 117 tons.


NUNALIK

NUNALIK: She is a Canadian flagged multi-purpose container/heavy lift vessel built in 2009 in China. She is of 12,662 dwt and is an ice Class 1 ship. Her main diesel is rated at 397

K CLASS SUBMARINES



The K-class submarines were a class of steam-propelled submarines of the Royal Navy designed in 1913. Intended as large, fast vessels with the endurance and speed to operate with the battle fleet, they gained notoriety and the nickname of "Kalamity class" for being involved in many accidents. Of the 18 built, none were lost through enemy action, but six sank, with significant loss of life, in accidents. Only one ever engaged an enemy vessel, *K-7* hitting a U-boat amidships, though the torpedo failed to explode with what has been described as typical "K" luck; *K-7* escaped retaliation by steaming away at speed.[2]

The class found favour with Commodore Roger Keyes, then Inspector Captain of Submarines, and with admirals Sir John Jellicoe, Commander-in-Chief British Grand Fleet, and Sir David Beatty, Commander-in-Chief Battlecruiser Squadrons. An opponent of the class was Admiral Jacky Fisher, later First Sea Lord, who on the class' suggestion in 1913 had responded 'The most fatal error imaginable would be to put steam engines in submarines.]

Submarines and their use at the time were still in its infancy. Submarines, which later acted only by stealth, are no longer expected to be within a surface warship formation.

In 1913, a design outline was prepared for a new class of submarine which could operate with the surface fleet, sweeping ahead of it in a fleet action. It was intended that the submarines would get around the back of the German High Seas Fleet and ambush it as it retreated from the superior British Grand Fleet.

The boats were to be 339 feet long and displace 1,700 tons on the surface. It was decided not to proceed until results from trials of two prototypes, Nautilus and Swordfish, had taken place. Following the trials with Nautilus, the slightly smaller J class was designed with a conventional diesel propulsion system.

By the middle of 1915 it was clear that the J class would not meet expectations; the triple-screw diesel configuration could only enable them to make 19 knots on the surface, less than the 24 mph of HMS Dreadnought, which would need to be matched to accompany the fleet. It was judged that the only way to give submarines sufficient surface speed to keep up with the fleet was to power them by steam turbines.

The K-class design was resurrected and 21 boats ordered in August at a cost of £340,000 each. These boats were ordered without performing tests beforehand with a prototype, which was the result of the country being in a state of war and the urgent need for submarines. Only 17 were constructed, the orders for the last four being cancelled and replaced by orders for the equally large M class.

The double hull design had a reserve buoyancy of 32.5 per cent.[Although powered on the surface by oil-fired steam turbines, they were also equipped with an 800 hp diesel generator to charge the batteries and provide limited propulsive power in the event of problems with the boilers.

They were equipped with four 18-inch torpedo tubes at the bow, two on either beam and another pair in a swivel mounting on the superstructure for night use. The swivel pair were later removed because they were prone to damage in rough seas. The K-class submarines were fitted with a proper deckhouse, built over and around the conning tower,

The great size of the boats led to control and depth-keeping problems. This was made worse by the estimated maximum diving depth of 200 feet being much less than their overall length. Even a 10-degree angle on the 339-foot-long hull would cause a 59-foot difference in depth of the bow and stern, and 30 degrees would produce 170 feet , which meant that while the stern would almost be on the surface, the bow would almost be at its maximum safe depth. The submarines were made more dangerous because the eight internal bulkheads were designed and tested during development to stand a pressure equivalent to only 70 feet , risking their collapse if the hull was compromised at a depth below this figure.

K3 was the first of the class to be completed in May 1916, and trials revealed numerous problems, such as the aforementioned swivel tubes, and that their low freeboard and great length made them awkward to handle either surfaced or submerged.

A dive from steam-powered surface operation normally required 30 minutes.

There were still problems with seaworthiness, such as that in a heavy storm, sea water could enter the boat through the short twin funnels and put the boiler fires out.

- *K13* sank on 19 January 1917 during sea trials when an intake failed to close whilst diving and her engine room flooded.
- *K1* collided with *K4* off the Danish coast on 18 November 1917 and was scuttled to avoid capture.
- Two boats were lost in an incident known as the Battle of May Island on 31 January 1918. The cruiser HMS *Fearless* collided with the head of a line of submarines, *K17*,. *K4* was struck by *K6* which almost cut her in half and was then struck by *K7* before she finally sank with all her crew. At the same time *K22* and *K14* collided although both survived. In just 75 minutes, two submarines had been sunk, three badly damaged and 105 crew killed.
- *K5* was lost for unknown reasons during a mock battle in the Bay of Biscay on 20 January 1921.
- *K15* sank at her mooring in Portsmouth on 25 June 1921.

- *K16* and *K12* were both trapped on the bottom of Gareloch; th*K3* held the unofficial record for maximum diving depth (266 feet [81 m]) following an uncontrolled descent to the bottom of the Pentland Firth. The ship managed to surface without further difficulty despite spending an unrecorded period below 'crush depth.'

K4 ran aground on Walney Island in January 1917

Morale was a frequent problem. Submariners were 'Volunteers Only,' and the class reputation as being designated 'K' for Kalamity did little to endear them to their crews,

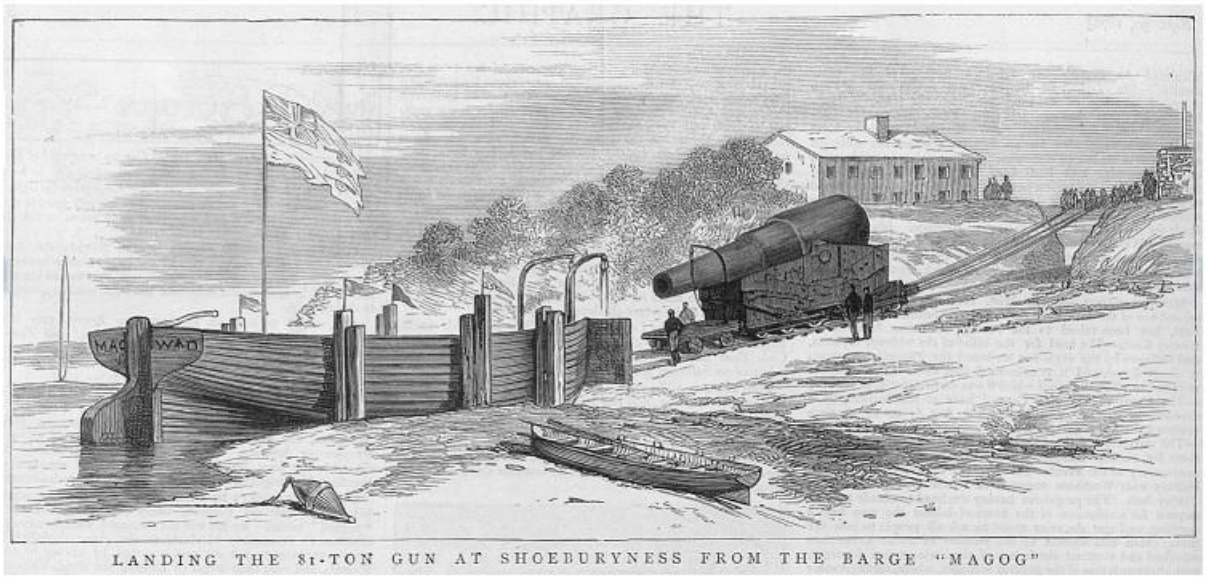
With a dive time of around 5 minutes (with the record being 3 minutes 25 seconds which was claimed by *K8*) it allowed the captain the luxury of being able to walk around the superstructure to ensure that the funnels were securely folded. The last, improved, boat, *K26* was completed slowly, being commissioned in 1923.

Most were scrapped between 1921 and 1926 but *K26* survived until 1931, then being broken up because her displacement exceeded the limits for submarine displacement in the London Naval Treaty of 1930. *K18*, *K19* and *K20* became the new M-class submarines. *K21*, *K23*, *K24*, *K25*, *K27* and *K28* were cancelled.

GOG AND MAGOG

GOG'S BERTH TODAY

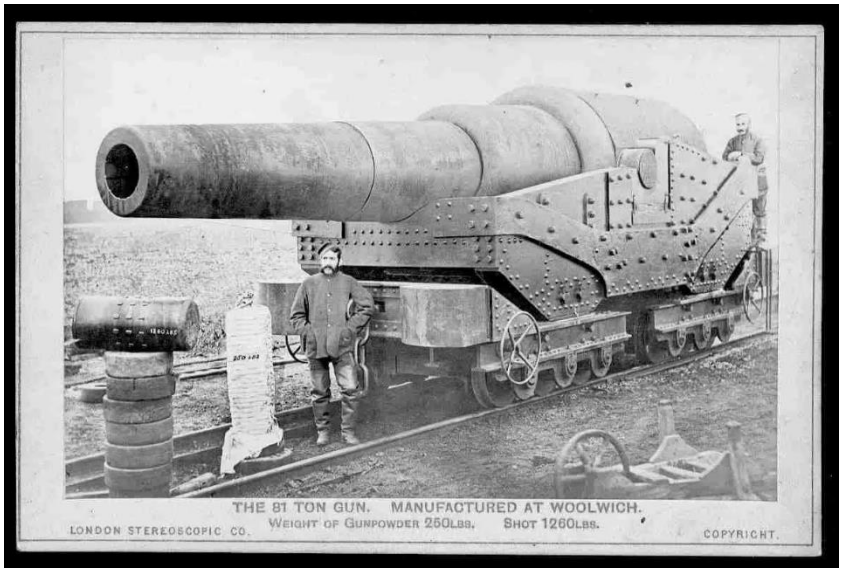
In legendary terms, Gog and Magog were the guardians of the City of London. The names however were used for a pair of non-propelled heavy-lift barges built for the War Department mainly for the transport of heavy guns from Woolwich Arsenal to Shoeburyness for testing. Among the pieces carried were 16” diameter guns weighing some 81 tons.



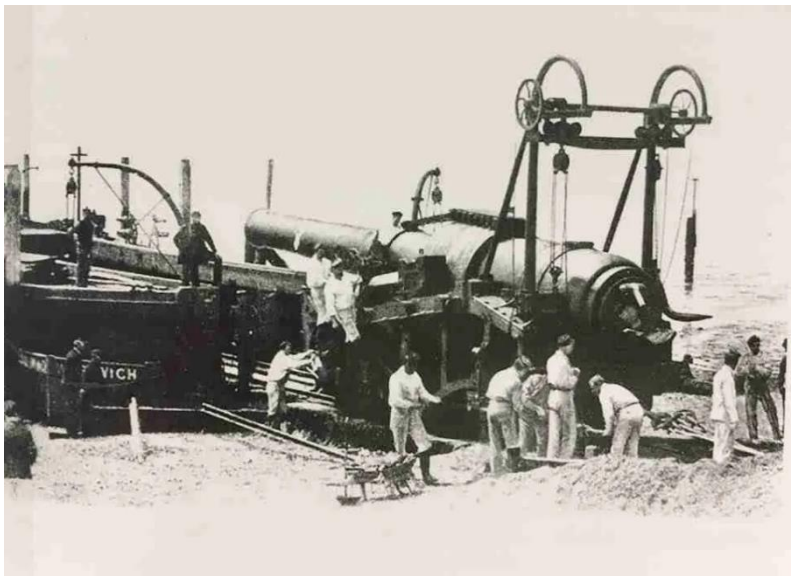
LANDING THE 81-TON GUN AT SHOEBURYNESS FROM THE BARGE "MAGOG"

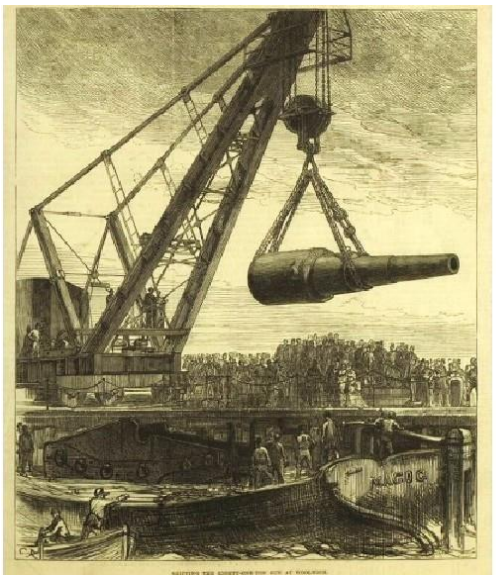
MAGOG UNLOADING AT SHOEBURYNESS

As the range of artillery steadily increased in the 19th century, it became apparent that the existing firing ranges at Woolwich were no longer adequate or safe. A new site was located at Shoeburyness, with the weapons firing safely (mostly) across the Maplin Sands. The site is now called the Old Range, as a new one was later opened on Foulness. Guns were also sent by barge in 1917 for testing to the Grain Island Firing Point.



AN 81 TON GUN



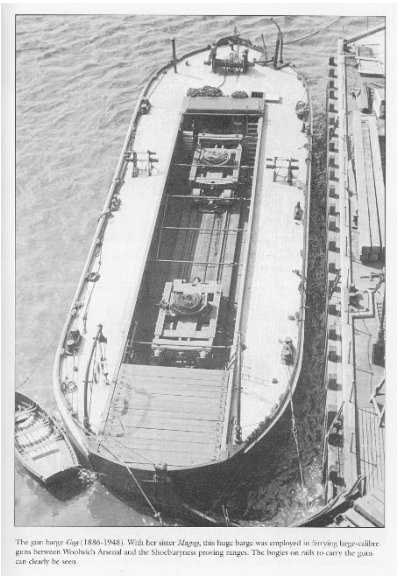


UNLOADING A GUN FROM GOG

GOG'S BERTH

A pier and grid-iron were built at Woolwich as a roll-on dock for the heavy guns to be loaded from railway wagons and this became known as the Gog Pier. A similar facility was built at Shoeburyness which became known as Gog's Berth. I understand that nothing remains visible of the Woolwich terminal, but some timber piles etc. are still apparent at Shoeburyness, alongside the Barge Pier.

MAGOG: She was built of wood by Surridge & Hartnoll at Millwall for the War Department in 1876. Her dimensions were 85' x 27' with a depth of 6.5'. In 1886 she was converted to a floating storage vessel for loaded mines and later she served as a powder barge. There are unconfirmed reports that she was lengthened in 1880 for unloading guns in Malta. She operated until the 1950's.



The gun barge *Gog* (1886-1948). With her sister *Magog*, this huge barge was employed in ferrying large-calibre guns between Woolwich Arsenal and the Shoeburyness proving ranges. The bogies on rails to carry the guns can clearly be seen.

GOG

GOG: She was built of wood by Surridge & Son at Millwall for the War Department in 1885. She was larger, with dimensions 105’ x 30’ with a depth of 7.3’. She was reported as being out of service in 1948

HENGIST AND HORSA

HENGIST

The Hengist and Horsa were a pair of identical UK flagged passenger and car ferries, best known here on the Folkstone to Boulogne service. They were built for the British Railways Board in France by the Arsenal de Brest 1972, the Hengist and Horsa entering service on the route on 16th June and 2nd August respectively. By that time, they were part of Sealink British Rail’s fleet.

HORSA IN BOULOIGNE

PENELOPE A IN 2007

HORSA

They were of 5590 gt with dimensions 118.1m x 19.8m x 4.1m. They were powered by twin 16-cylinder PC2V400 four stroke single acting diesels rated at 11030 kw each at 465 rpm driving 2 screws and giving 19.5 knots. They had 24 cabins, but their capacity was 1400 passengers and either 256 cars or 38 lorries and 80 cars. They had vehicle ramps fore and aft to facilitate quick turnrounds as they were designed to operate on short sea routes.

THE HENGIST IN SERVICE: In the 1987 hurricane she was damaged alongside at Folkstone. She tried to get out to sea to limit the damage at her berth, but she lost all electrical power and she was driven onto the beach between Dover and Folkstone, where she was impaled by a knuckle of the concrete sea wall. She was rescued by the tug SALVAGEMAN with SEAMAN in attendance and towed stern first to Dover. She was then towed by the LADY MOIRA to the Humber for repairs, and she returned to service on 15th January 1988.

HENGIST AGROUND IN 1987

She mainly was used on the Folkstone / Boulogne service, continuing once the full takeover of Sealink UK by Stena, and on 1st January 1991 she was renamed STENA HENGIST. On 18th March 1992 she was sold to Flanmore Shipping Inc of

Piraeus and was renamed ROMILDA. In April 1993 she was sold to Ventouris Sea Lines of Piraeus and renamed APOLLO EXPRESS. In October 1995 she was laid up in Piraeus.

AGIOS GEORGIOS

In October 1996 she was acquired by Agapitos Lines of Piraeus and renamed PANAGIA EKATONTAPILIANI. On 18th November 1999 she was sold to Minoan Flying Dolphins of Piraeus and renamed EXPRESS ARTEMIS. In June 2001 she was named PANAGIA EKATONTAPILIANI again but following severe engine problems, she was laid up. In February 2004 she was sold to Vaggelis Ventouris of Piraeus and renamed AGIOS GEORGIOS. In January 2015 she was renamed PANAGIA TINOU.

On 26th April 2016 she tilted over and sank in the port of Piraeus. She at that time was owned by Ventouris Sea Lines and was arrested due to financial problems. By February 2017 she had been refloated, and on 21st March 2017 she left Piraeus under tow by the PANTOKRATOR for scrapping at Aliaga, Turkey.

THE HORSA IN SERVICE: In January 1975 she collided with the LORD WARDEN in Calais. In January 1978 she was damaged in a heavy swell at Dover and was towed off and repaired at Calais. On 17th June 1978 she damaged the link-span at Folkstone. On 26th February1985 she ran aground in thick fog off Folkstone and was taken for drydocking at Chatham.

In January 1990 she was sold to Stena Line and operated on the Holyhead to Dun Laoghaire route under the name STENA HORSA. On 15th October 1990 she was back on the Folkstone to Boulogne service. In January 1992 she was laid up in Milford Haven.

PENELOPE A

In February 1992 she was sold to Flanmore Shipping Inc. of Piraeus and renamed PENELOPE A, and she began operating with Agoudimos Lines. In November 1999 she was sold to Minoan Flying Dolphins of Piraeus and renamed EXPRESS PENELOPE. In January 2004 she was sold to Mimis Agoudimos and named PENELOPE A again.

PENELOPE A

On 28th December 2012 her operations ceased due to “financial problems”. In September 2013 her crew seized her owing to non-payment of wages. In January 2014 her crew departed, and the ship was arrested. By 1st March 2019 she was at Eleusis but reported as taking on water. She was patched and put up for auction, but there were no bids. On 3rd January 2025 it was announced that she was to be removed and scrapped at Aliaga, Turkey. On 27th February she left Eleusis under tow by the PROTUG 40 for Aliaga and she was beached there on 7th March.

SHIPS ON THE HISTORIC SHIPS REGISTER BUILT AT FAVERSHAM

PART 1

Medway Princess

Medway Princess was built in 1946 and was one of a batch of 8 RAF Refuellers built by Pollocks in late 1942/1943, and sent to Dumbarton. The original engine was a Twin Scammell, each of 54 BHP.

The vessel was converted from a naval craft to a houseboat and is almost refurbished outside having had all of the steel work treated and painted.

Prince

The royalty Class narrowboats were a revolutionary new design intended to allow them onto the tidal Thames to load directly from waiting ships, very deep hull sides allowed enough freeboard on the river. After the two prototype boats Only 6 motor boats were produced, 4 by Yarwoods of Northwich and two by Pollock and Sons, PRINCE is believed to be the only surviving of the two Pollock and Sons boats.

After canal carrying this boat was used on maintenance as a cement gun plant whilst in the hands of British Waterways and after that carried coal in London and gravel on the river soar.

The hull is largely original, though the original Bolinder has long been replaced by a Lister JS3.

Kennet

Kennet was built in 1931 to work for the Thames Conservancy towing barges between Brentford and Reading. Formerly, her appearance had been presented to resemble the 'STAR' tug from the children's TV series 'Tugs'. However, in more recent years the current owner has carried out some restoration work to return her to her original appearance, as much as possible.

The engine is a Gardner 4LW, installed in 2012. The original, a Gardner 3J5, of similar horsepower, was removed in the 1950s.

Normally based around the River Weaver and other North-West inland waters, though currently 'touring' the Yorkshire waterways. *Source: Current owner, July 2014*

Varlet

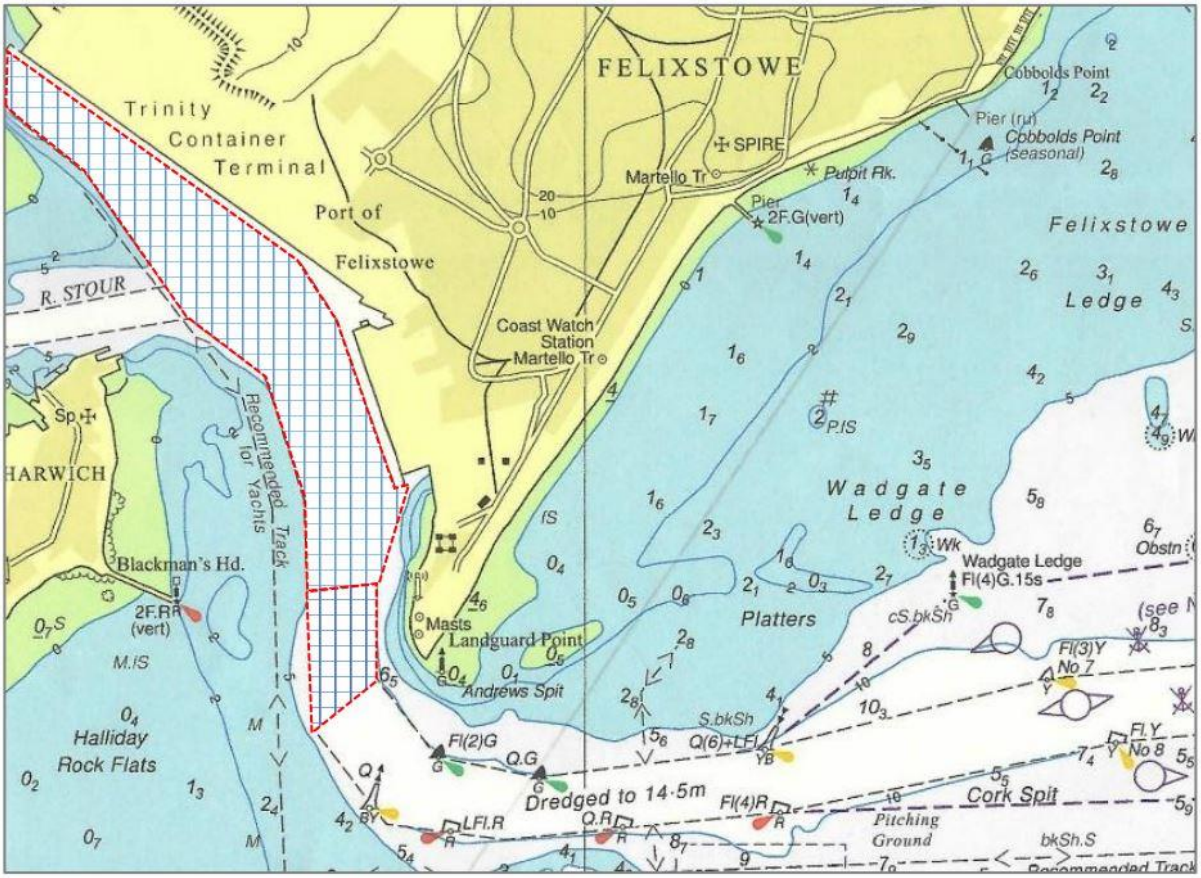
Built in 1937 by James Pollock Sons & Co. Limited of Faversham, Varlet is a Jubilee class tug of steel construction with a diesel engine by Widdop & Co. Limited of Keighley. She was built for the London lighterage company Vokins & Co. and was used in the West India and Royal Docks and on the River Lea. During World War II, she worked up to Henley on Thames. Continuing to work until the early 1980s, she entered the Museum of London collection on 5 August 1986.

In November 2016, she was acquired by Trinity Buoy Wharf.

ONE FACT WONDER HARBOURS

HARWICH HARBOUR DREDGING

The Harwich Haven Authority is responsible for the safe navigation of the five Haven ports. These are Felixstowe, Ipswich, Harwich International, Harwich Navyard and Mistley. Of these, Felixstowe is by far the most important, handling over 4 million TEUs annually.



SOUNDINGS PRIOR TO DEEPENING

The haven requires about 3.5 million cubic metres of silt to be removed each year to maintain the channel and berth depths needed for each of the five ports. The current maintenance dredging contract, running from 2023 to 2025 was awarded to Boskalis Westminster and expires this December.

The £130 million Channel Deepening Project works started in 2021 and were completed in October 2023. The work was to deepen the harbour and channel to Felixstowe from 14.5 metres below Chart Datum to 16 metres. Berths 8 and 9 at Felixstowe were also deepened from 16 metres below Chart Datum to 18 metres. By way of a comparison, the approaches to the London Gateway Port are dredged to 14.5 metres below CD and the berths are dredged to 17 metres.

Most of the 17.1 million cubic metres arising from the dredging was disposed at a licenced disposal area at Inner Gabbard, some 22 miles offshore. It involved stiff clay, sand and gravel, stone and soft mud, most of the work being done by Trailing Suction Hopper Dredgers. The contractor was a joint venture between Boskalis Westminster and Van Oord.

The deepest draught ships ever to berth in the UK were the MSC ELENOIRE and the MSC SIENA, which berthed at Felixstowe in December 2024 and September 2025 respectively at 17.1 metres. The deepest vessel to enter the Thames was the HMM ALGECIRAS which berthed at London Gateway Port in June 2020 at 16.5 metres. Clearly at both ports, vessels as large as this are still to some extent dependant on tidal conditions. With limitations on berth lengths and ship to shore crane reach, it is likely that for “Hub Ports” at least dredged depths will need to be increased in the future.

SEATON SLUICE

Seaton Sluice lies half a mile north of the village of Hartley, and was once part of it, being called Hartley Pans, because of the salt pans that were used to make salt there from as far back as 1236. Hartley was once an area stretching from the Brier Dene Burn (in present-day Whitley Bay) to the Seaton Burn, which belonged to Tynemouth Priory. In 1100 the land became the property of the Hubert de Laval, nephew by marriage to William the Conqueror. The de Lavals (or Delavals) settled about half a mile inland from Hartley Pans and their place of residence became Seaton Delaval, the name ‘˜Seaton' being derived from Old English meaning a settlement (ton) by the sea.

Prior to 1550 the salt produced at Hartley Pans had been transported to Blyth to be exported, but after this date it was shipped directly from the small, natural harbour. The village henceforth became known as Hartley Haven, and was used for the export of coal as well as salt. However the harbour was prone to silting, which limited access by ships. This problem was tackled by Sir Ralph Delaval (1622-1691), who had a pier constructed, and sluice gates that trapped the seawater at each high tide. At low tide the gates were opened, flushing the sand out of the harbour. Henceforth the village became known as Seaton Sluice.

The harbour remained like this until the 1760s, when Sir John Humphry Delaval had a new entrance made for the harbour by blasting a channel through solid rock, providing what was known as ‘˜The Cut', 16 m (52 ft) deep, 9.1 m (30 ft) wide and 274 m (900 ft) long. The new channel was opened in 1763 and, as a

result, the land between the old harbour entrance and the new channel became an island, known as ‘˜Rocky Island'. The new channel could be sealed off at both ends to allow loading to continue no matter what the state of the tide. On the other side of the old channel, opposite Rocky Island, was a ballast hill known as Sandy Island, built up from the ballast of ships entering the harbour. The ballast hill can still be seen.

The new entrance proved to be a success, and in 1777, 177 ships sailed out of the harbour carrying 48,000 tonnes of coal. The coal was brought to the harbour from nearby collieries via wagonways, with coal wagons being drawn by horses. Salt continued to be exported from Seaton Sluice until 1798, when a new salt tax put and end to the trade.

The bottleworks

In 1763 Sir Francis Blake Delaval obtained Parliamentary approval to develop 10 hectares of land at Seaton Sluice as glassworks. The works was known as ‘˜The Royal Hartley Bottleworks'. Sir Francis needed skilled glassmakers, and his brother Tom Delaval brought skilled men from Neinberg, in Germany, to train the local men in glassmaking. The works used local materials: sea sand, sea kelp, clay from the links and local coal. The glassworks expanded with time and eventually had six large cone-shaped furnaces which dominated the skyline; they were given the names: Gallagan, Bias, Charlotte, Hartley, Waterford and Success. The three larger cones were 130 ft tall. In 1777 production reached 1,740,000 bottles per year. Bottles were sent down to the harbour via narrow gauge railways running through tunnels. The tunnels were used as air-raid shelters during the Second World War.

The bottles were carried to London on ‘˜bottle sloops', slightly smaller than collier brigs, about 50 ft long. A distinctive feature was that the main mast could be lowered, allowing them to pass under the arches of old London Bridge. A bottle sloop would make one round trip to London per month, as did the collier brigs. Bottles were also exported to Europe.

The bottleworks were so large that they contained a market place, a brewery, a granary, a brickyard, a chapel, shops, public houses and a quarry. The workers lived in stone-built houses in several streets around the bottleworks. In 1768 a shipyard was established. Unfortunately, competition from other glass-making centres led to a decline in orders and the bottleworks closed in 1872. The last bottles to leave were on the ‘˜Unity of Boston', bound for the Channel Islands. A few years later, in 1896 the cone-shaped furnaces were demolished and replaced by houses. Nowadays there is hardly any trace of the original bottleworks.

Even with the harbour improvements made by the Delaval family, the harbour was still limited in the size of ships that it could handle. Meanwhile, competing ports such as Blyth, to the north, and the Tyne to the south spent money improving the dock facilities. The new Northumberland Dock on the Tyne was completed in 1857. Seaton Sluice found it difficult to compete with these larger facilities.

A further blow to the coal trade from Seaton Sluice was the Hartley pit disaster that occurred at the village of New Hartley, about two miles west of Seaton Sluice. The Hester Pit was the main source of local coal. However, in 1862 there was a disaster when the beam of the pumping engine broke and fell down the only mineshaft, blocking it and trapping the miners underground. In all, 204 men and boys perished, in some cases several from the same family. The disaster led to the working practice in future mines, that there should always be two shafts. The loss of production from the Hester pit spelt the end of the coal trade from Seaton Sluice, and it became a quiet backwater.

An attempt in the early part of the 20th century to develop the village as a tourist resort failed as a railway line, intended to lead north up the coast from Whitley Bay, was partly constructed but then abandoned as the first world war intervened. The remains of railway bridges and embankments can still be seen.

The Delavals settled at Seaton Delaval, inland from Seaton Sluice. There was already a Saxon church there and the Delavals built a fortified house near it. In 1100 Hubert de la Val rebuilt the Saxon church as the present Church of Our Lady on the same spot. The fortified house was gradually expanded during Tudor and Jacobean times to become an extensive manor house. In the early 18th century the manor house was replaced by the present Seaton Delaval Hall, designed by architect Sir John Vanbrugh.

POWELL RIVER

Powell River is a city on the northern Sunshine Coast of southwestern British Columbia, Canada. Most of its population lives near the eastern shores of Malaspina Strait, which is part of the larger Georgia Strait between Vancouver Island and the Mainland. With two intervening long, steep-sided fjords inhibiting the construction of a contiguous road connection with Vancouver to the south, geographical surroundings explain Powell River's remoteness as a community, despite relative proximity to Vancouver and other populous areas of the BC Coast. The city is the location of the head office of

the qathet Regional District
Town millworkers chartered the first credit union in British Columbia in 1939.

The Powell River was named for Israel Wood Powell. Powell was B.C.'s first superintendent for Indian Affairs and a chief architect of colonial policies, including the establishment of residential schools in British Columbia and the banning of the potlatch. He was traveling up the coast of BC in 1881 and the river and lake were named after him.

Powell was a supporter of B.C. being part of the union with Canada and brought the first Canadian flag to BC on June 17, 1871.

Construction of the pulp mill was started in 1908, with a corresponding townsite company town commenced in 1910: the first roll of paper was produced at Powell River Mill in 1912 Similarly, large logging companies had earlier moved in to take advantage of the huge timber. Brooks, Scanlon & Obrien; Bloedel, Stewart and Welch; and Theodosia Logging were but a few logging companies, with the Brooks brothers (Dwight and Anson) and M.J. Scanlon forming the Powell River Company, western Canada's first pulp and paper mill. The Historic Townsite District is an exceptionally well preserved early 20th Century planned community, and was designated a National Historic Site of Canada in 1995. The Townsite Heritage Society has suggested the neighbourhood was planned according to the principles of the Garden City Movement.[However, this isn't corroborated by the district's listing in the Canadian Register of Historic Places, and recent work has been addressed misconceptions surrounding Ebenezer Howard's Garden City concept.[9][10][11]

When the British Columbia Credit Unions Act was passed in 1939, a study club organized by local millworkers secured the first charter with a deposit of $48.30. The mill provided a small office space at very low rent in the early years. By 1955, when the Powell River Credit Union (now 'First Credit Union')

moved into a permanent office, it had over 3,000 members and $1 million in assets

In March 1944, the former Canadian Steamships five-masted lumber schooner (and some-time rum runner) Malahat began taking on water while being towed in the Barkley Sound. She was then moved to Powell River where she was made part of the breakwater.

The mill in Powell River was at one time the largest pulp and paper mill in the world. In its prime, one in every 25 newspapers in the world was printed on paper from the Powell River mill. However, it later significantly cut back on production, in the 21st century producing newsprint and specialty papers for Catalyst Paper. In 2019, Paper Excellence Group acquired Catalyst Paper. In 2023, the mill was permanently curtailed Most recently, the Tla'amin First Nation and Domtar (rebranded from Paper Excellence) reached an agreement in March 2025 to reclaim a large portion of the mill land.]

The subsequent diversification of the local economy led to an increased focus on ecotourism and the arts, in addition to more traditional resources like mining, fishing, and general forestry. In recognition of its strong arts and cultural programs, Powell River was named a "Cultural Capital of Canada" in 2004.

The Powell River area is the current home to the Tla'amin Nation of the Mainland Comox branch of the Coast Salish peoples, who still reside there to this day. Their village is commonly referred to as Sliammon (the usual English adaptation of Tla'amin).

In May 2021, Tla'amin Nation submitted a request to Powell River city council to change the name of the city. The request comes because city namesake Israel Powell, B.C.’s superintendent of Indian affairs from 1872 to 1889, helped to ensure that the sale of Lot 450, land that included tiyskʷat village, went through, as well as overseeing the removal of children from their homes to be sent to residential schools, and the banning of potlatch, language and other Indigenous customs.

NORTHFLEET HARBOUR

Robins Creek in Northfleet is the site of the historic Northfleet Harbour

The picture abvove is of the the site in 1939

The below picture is Northfleet Harbour as it is in June 2011, cut off from the Thames by the sea wall flood defences and as a consequence this important historic harbour with its public slipway at the end of College Road has been allowed to silt over and become over grown as the below shows. The factories to the left of the picture have recently been demolished with the prospect of a mixed use development coming forward, the Trust is keen to work with the developer, the Port of London Authority, Gravesham Borough Council and the Environment Agency to help restore the harbour and restore some maritime pride to the area.

This picture taken in the 1960's shows the huge scale of the site prior to it being shut off from the river and allowed to overgrow, , all the harbour walls in this picture are still 100% intact and could be used tomorrow if the tide could come in.

The following pictures show the sea wall blocking off the harbour from the Thames and on the right what a lock gate could look like if installed

This is the West sea wall of the closed off harbour,

History Pitchers Dockyard 1789 to 1865

Pitchers dockyard was also known as the Northfleet Dockyard, and was sited at Northfleet in Kent and owned by the Pitcher family from 1789 until 1864 and then by C.J. Mare until 1865. The land had originally sloped down to the river Thames but had been worked extensively since the fifteenth/sixteenth centuries for chalk to make lime mortar and for use as ships' ballast.. On 27 March 1788 John Clements was given leave to build The Royal Charlotte, for chartering to the East India Company. He appointed Todd and Thomas Pitcher to build the ship and 75 days later the keel was laid. She was 1,238 tons and one of the largest cargo ships of that time and yet she was built on waste ground with no infrastructure in place, and with workmen brought in, and launched in November 1789, less than two years after the land was purchased. Another East Indiaman, the Alfred followed, but then orders dried up and Todd and Pitcher dissolved their partnership and put the yard up for auction. However, by 1793 when England was at war with France, Thomas Pitcher was the sole owner. He then obtained contracts to build three ships for the Royal Navy, to supplement the ships being built in the Royal Dockyards. Pitcher seems to have been quite advanced in his methods. In 1796 it was reported that he was using a steam machine to haul up HMS Hermione for repairs and steam to bend timber when hot water was the norm. Within three years the yard was full. He had been building the Argent, and she was converted for the Royal Navy, and became famous at the battle of Camperdown. The dockyard was expanding with wharves and a wet dock. The dry dock in 1800 could take two 74 gun warships. There were houses for

senior workers and the area around became known as Lower Northfleet. One of the ships built at the yard was the Earl of Abergavenny.

By the end of the eighteenth century Pitcher had built 20 ships over only ten years in business.. One remarkable ship was started in 1800, the HMS Eagle, also a 74 gun ship of the line for the Royal Navy.. She was finally broken up in 1926 after 122 years afloat.

The Russian Baltic Fleet sailed from St. Petersburg before the Baltic Sea froze and over 20 Russian warships was anchored off Northfleet. Pitchers undertook the repair work and servicing of the Russian ships.. Since 1789 the Northfleet yard had built 49 ships, 47 of which were for two customers, the East India Company and the Royal Navy. Then in 1814 the government ended the East India Company's monopoly of the East India trade and its control over the chartering of ships. The Northfleet yard did survive, mainly due to repair work and a few building contracts, such as for the Lowther Castle. In 1830 after Thomas Pitcher's death the yard was modernised. In 1832 Henry Jones Pitcher, aged 53, signed a contract to build their first steam. At this point William became the owner of both yards. An impressive castle gate to the yard was erected in Northfleet, with an enclosing stone wall replacing the old wooden fence. In addition Northfleet's first public clock was erected. Gravesend had become a popular day resort for Londoners. William Pitcher saw a business opportunity and in 1831 arranged for them to call at Northfleet and tie up at his jetty. By the end of the summer season 40,000 passengers had landed at the dock. However, before he could develop a pier, Gravesend built its own pier.

In 1839 six paddle steamers were launched three for the East India Company - which became some of the first ships of the Indian Navy - and three for the Russian Government. These were hulls which were towed to London to have their engines and boilers installed by such firms as Maudslay or Penn. In 1840 four steam driven paddle steamers were built for the Royal Mail Steam Packet Company for its West Indies and the Americas contract. Although wooden hulled they needed new machinery, to deal with a larger iron content stipulated by the Admiralty, and Pitcher had to finance this by borrowing. Further, in order to win a contract for the repair of the Company's ships in 1846 Pitcher had to build one of the largest dry docks in the country,

500 feet long and 74 feet wide, to accommodate the ships with their paddles in place. Pitcher built six light vessels for Trinity House. One LV 16 was still afloat in the Medway marina at Strood.

Many other ships were built at this time, although the yard had problems when P & O sold two ships under construction to mercenaries and they were seized by the Customs. In 1851 the Royal Mail ship Orinoco, at 2,900 tons was the largest ship built on the Thames up to that date, although it was followed by the Magdalene which was slightly larger and the largest ship built in the yard. The Orinoco was used to carry troops to the Crimea.

In 1853 Pitcher's did build one sailing ship. It was the clipper Northfleet. It made some very fast runs from China; it's fastest in about 88 days,. Sailing from Gravesend under the command of Captain Knowles of Gravesend in January 1873, carrying a cargo of steel railway lines to Tasmania and with 388 people on board, she was struck amidships by the Spanish steamer, the Murillo, whilst at anchor near Dungeness and sank..

Corvettes for the Russian Navy. At the outbreak of the Crimean War in March 1854 these ships were near completion and their engines and boilers were standing on the quay ready to be installed. On 4 April 1854 the ships were seized by the British Government William was ordered to complete their construction and they were commissioned by the Royal Navy as HMS Cossack and HMS Tarter. William showed his patriotism by quoting low prices to obtain contracts for a new fleet of gunboats. Of the 158 ordered by the Admiralty during the war 54 were from William Pitcher at Northfleet . He had a workforce of over two thousand men and built them in two years, which equated to the launch of one gunboat every two weeks..

In May 1857 a meeting of creditors revealed that the estate was now tens of thousands of pounds in debt. The dockyard was closed but by August William had new contracts and managed to convince his creditors that allowing him to continue in business was their best option. He then borrowed more money to build four gunboats for the Brazilian Government. He followed these with warships for Turkey, Spain and Portugal.

He purchased the famous racing yacht America, the yacht which had won the first race for the America's Cup around the Isle of Wight in 1851. She had been left to rot and he rebuilt and restored her and Henry sold her in 1860..

The Amalia, a 1,330 ton screw frigate built for the Greek Government, launched just after William's death, was the last ship to be built by Pitchers as the creditors now moved in. In February 1861 an Official Receiver was appointed. The debts were some £170,000 against asset estimated at £100,000. In 1862 the yard was leased to C.J. Mare who obtained contracts and re-opened the yard and then bought it from the Official Receiver for only £76,000. The financial settlement between the Pitcher family and the creditors took another ten years to resolve. It is thought four blockade runners were secretly built there to run cotton cargos from the South in the American Civil War. The yard then built two Mersey ferries, both paddle steamers with iron hulls and these are the last known ships to have been built at the yard. C.J. Mare was unable to make a go of the yard and it was sold in 1865 for £65,000 and ceased to build ships. Over its entire 72 year history 180 ships are known to have been built at the yard

The dockyard was purchased by Bowaters but the advent of the First World War delayed redevelopment until 1924. It appears that the old Northfleet Dockyard may have been used during the First World War. The Imperial War Museum has two photographs showing women making panels for concrete ships at the 'Stewart Concrete Ship Company, Northfleet Dockyard'

Coming up to date in 2024 planning permission was granted for a mixed use development including a football club around the basin and there are proposals for a marina with 24 hour access to the river.

ANSWERS TO QUIZ 97

MARITIME QUIZ FOR NOVEMBER 2025 - QUESTIONS

1. HMS KING GEORGE V1: The fourth Dreadnought class SSBN had steel first cut at Barrow in Furness. Mid Sept.
2. SIDLESHAM: Former Ham class inshore minesweeper HMS SIDLESHAM sank at her moorings in Chelsea Reach. She has since been refloated. Late Sept.
3. ADMIRAL NAKHIMOV: Russian Kirov class cruiser at sea after 28 years. She is of 28000 tons displacement and has 2 nuclear reactors with a vast array of SSMs and SAMs. Aug.
4. HMS BULWARK: The contract has been signed for her sale to Brazil. She is at present in Plymouth under a revitalisation process.
   Mid Sept.
5. PELICAN OF LONDON: The Royal Navy is to charter this UK flagged sailing ship to sail train young officers. She was built in 1948.
6. SILVER RAVEN: A 39m aluminium hybrid passenger vessel built by Pendennis Shipyard and Vulkan UK. She will operate 40-minute circular

tours from Tower Bridge Quay with up to 250 passengers. Her battery bank will be rapid charged between each tour from a 2000kW shore charging facility.

7. NOVOROSSIYS: Russian Kilo class diesel electric submarine reported as leaking fuel into its hold whilst in the Straits of Gibraltar.
   Late Sept.
8. RFA ARGUS: Royal Navy Littoral Strike Ship of 28,081 tons displacement built in 1981 in Italy as the container ship CONTENDER BEZANT and commissioned as HMS Argus in 1988 after conversion by Harland & Wolff. Since July she has been stuck at Portsmouth Naval Base after her safety certificates were withdrawn. She had been due to go to Falmouth for refurbishment and modernisation.
9. P.S. WAVERLEY: On Friday 3rd October, a fault was found in the port paddle box. She was en route from Gravesend to Southend. She berthed at Southend and her passengers were taken off and were returned home by bus. The ship was towed to Chatham Docks by the tug HAVEN SUPPORTER. The Waverley dates from 1946 and she is of 693 gt.
10. CALEDONIAN ISLES: A CalMac Arran ferry is back on the Ardrossan to Brodick run after being under repair for the last 20 months at a cost of nearly £12 million. She dated from 1993 and is of 5221 gt.
11. RICHARD MONTGOMERY: Russian state TV has suggested blowing up the wreck of the Montgomery, which still carries some 1400 tons of munitions as “revenge” for UK-backed strikes on Russian oil refineries.
12. QING HUA SHAN: A HongKong flagged bulker with a cargo of scrap metal had a major fire on board while berthed in Southampton Docks. She was built in 2016 and is of 63,457 dwt. 40 firefighters involved but no casualties reported.
13. AMADEA: A US flagged Lurssen-built super yacht was to be offered for sale in a sealed-bid auction in San Diego, with the proceeds potentially going to Ukraine. She was built in 2017 for a Russian businessman S. Kerimov. She was seized by the US government in 2022 as part of sanctions against Russian oligarchs. She is of 4402 gt with a steel hull and aluminium superstructure, with twin MTU engines giving a top speed of 20 knots.
14. KATHLEEN & MAY: She is a three masted schooner built at Connah’s Quay in 1900 as the LIZZIEMAY . She is at present laid up in Gloucester Docks in desperate need of stabilising work on her wooden

hull. The Kathleen & May Community Interest Company is organising a 100-day fundraising appeal to get her back to sailing condition again. The fundraising has a target of £250,000, which doesn't seem very much for a ship of this importance.

15. GRAD: A Russian missile carrying corvette was hit by a Ukrainian missile in Lake Onega, near St. Petersburg. She is of 420 tons displacement and can travel at 26 knots and is heavily armed with guns and missiles. She was laid down in 2017