The World Ship Society

Southend Branch

News and Views

Edition 99- LOCAL

1ST JANUARY 2026

Next Edition 1st FEBRUARY 2026

Chairman & Secretary Stuart Emery stuart.emery@hotmail.com

& Views Coordinator Richard King rking567@btinternet.com

HAPPY NEW YEAR

NOTES

Thanks go to, Peter and Tony, for their contributions

Graham has sadly been in hospital

CONTENTS

Quiz

Colourful Cliffside Towns of the Amalfi Coast Borealis Cruise Part 4

Pictures from Stuarts cruise to Rotterdam on Queen Anne

Noah's Ark

Two Eco Friendly Inland Carriers

TSS Carlotta and her sisters

Two Sanctioned Oil Tankers

Three Northern Lighthouse Tenders

Shorts Sailing Barges

HMS Bangor

M T Skipper

P S Crested Eagle

Mirai

CMA CGM Antigone

Ships on the historic register built at Rochester Part 1

NEWS

Quay2Quay introduces a new £1m catamaran for Yarmouth-Lymington route: Kraken

Quay2Quay's latest vessel, Kraken, made its debut after a delivery voyage from Dover to Yarmouth.

Quay2Quay have invested £1m in Kraken, a 15-metre-long catamaran built by Blyth Catamarans of Canvey Island

The vessel boasts a capacity of 110 passengers, promising a more comfortable and efficient journey for commuters and tourists alike.

Kraken's final delivery stage spanned nine hours, with a refuelling stop in Brighton.

With an onboard toilet and bar, passengers can look forward to enjoying the modern amenities aboard Kraken during their crossings.

VISITORS

Samskip Amina Built 2011 12514 GRT Portugal

En Route Casablanca

Msc Valeria Built 2012 153115 GRT Panama

Current Position West Africa en route India

Mary Maersk Built 2013 194849 GRT Denmark

Current Position En route Aarhus

Msc Houston V Built 2010 44768 GRT Portugal

Current Position Piraeus

Happy Lady Built 2013 30201 GRT Greece

Current Location En route Skaw

Msc Roshney V Built 2005 55487 GRT Liberia

Current Location West Africa en route India

Morning Laura Built 2010 70853 GRT Marshall Islands

Current Position Immingham

Electra Built 2019 23765 GRT Marhsall Islands

Msc Elma Built 2016 97805 GRT Portugal

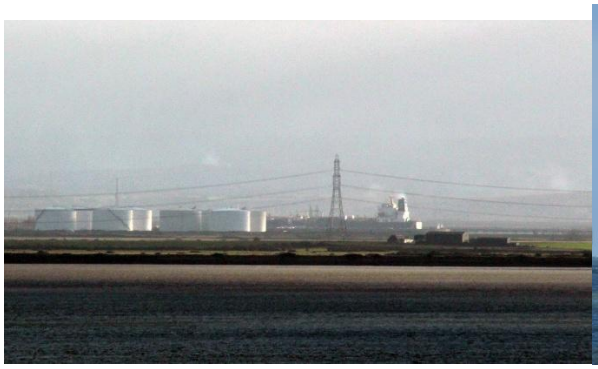
Current Position Eastern Mediterranean en route Egypt

Msc Leranto Built 2025 15987 GRT Liberia

Current Position South Africa en route India

BW Lilac Built 2018 114363 GRT Malta

Current Position En route Gulf of Mexico



Sandpiper Pacific Built 2013 39398 GRT Singapore

Current Location En route Sikda Algeria

Mette Maersk Built 2015 194949 GRT Denmark

Current Position West Africa en route Malaysia

Hafnia Galatea Built 2010 62493 Singapore GRT

Current position En route Sikda Algeria

Moscow Maersk Built GRT

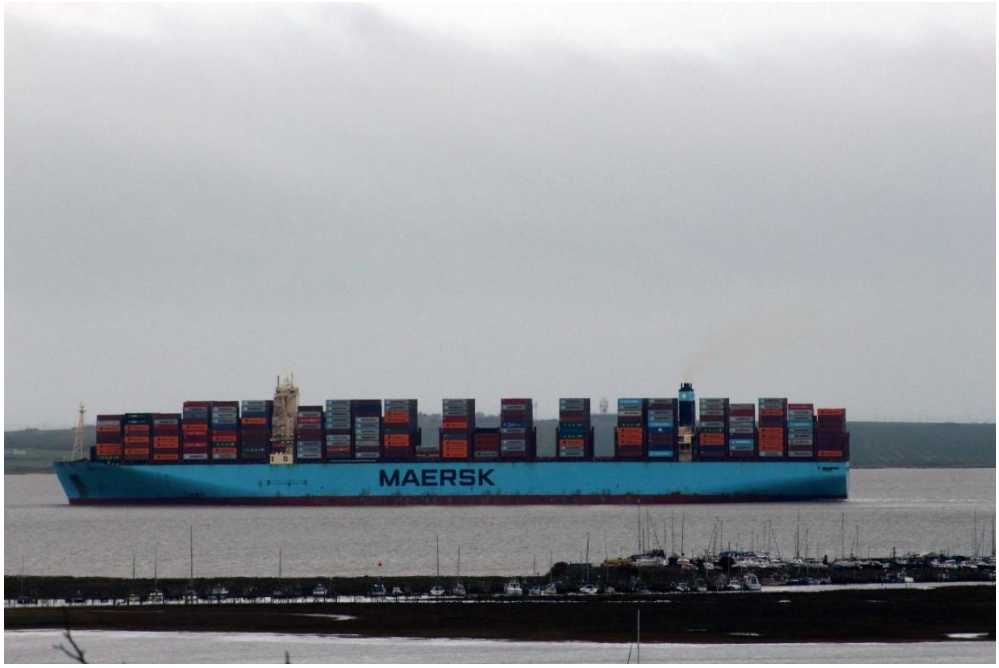
Current Position West Africa en route Malaysia

Venus 9 Built 2025 30019 GRT Liberia

Current position Fos Sur Mer

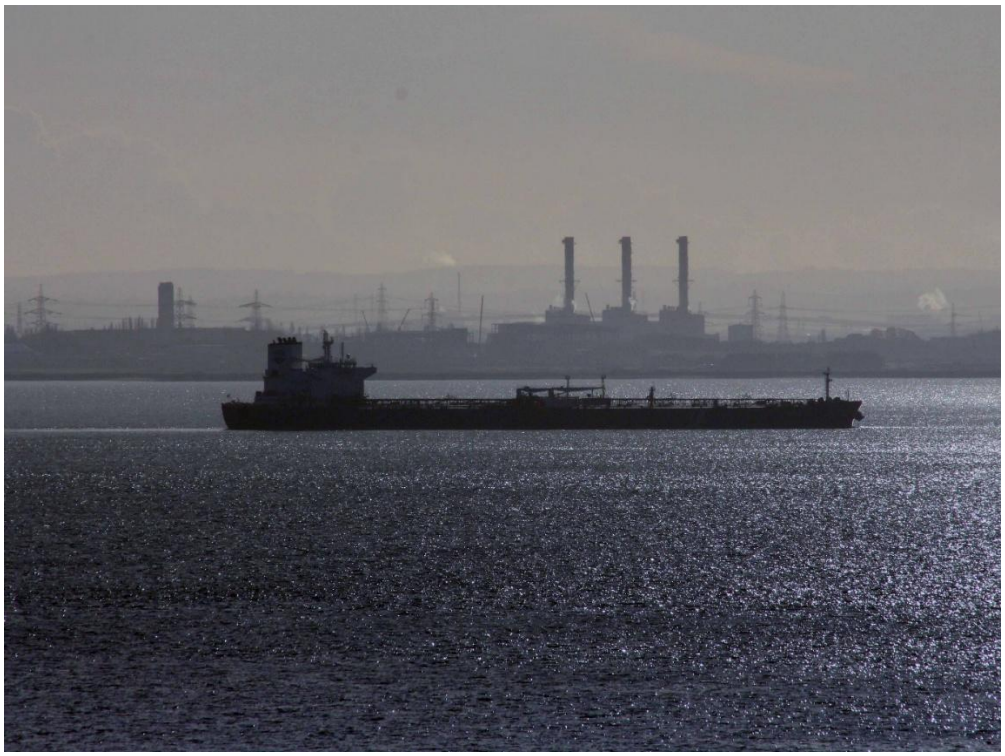
Rider Built 2006 7852 GRT Antigua

Current Location Santander



Murcia Maersk Built 2018 214286 GRT Denmark

Current Position South Africa en route Singapore



Hafnia Nesa Built 2019 62437 GRT Singapore

Current Position NW Atlantic en route Rotterdam

APL New York Built GRT nd

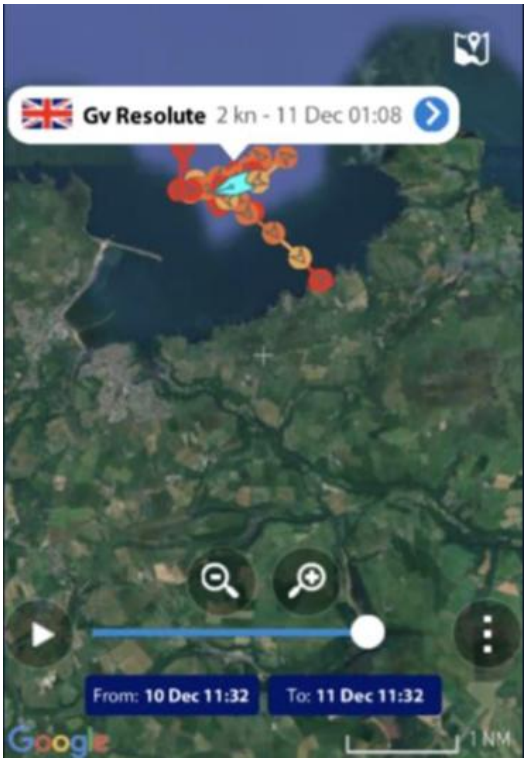
Current Position En route Fos sur Mer

NEWS FROM PEMBROKESHIRE

Cable Guard Ships – Part Two

At the end of October 2025, five guard ships came across the Irish Sea to Pembrokeshire to shelter from a passing gale. These had been protecting the laying of the Celtic Interconnector electrical link between Ireland and France. The five vessels were joined by a further guard ship, the 'Resolute', and then sailed back to take up station again just to the east of Cork. These guard ships were described in the December edition of *News and Views*. However, in early December, a further gale was forecast and the ships returned to Fishguard Bay to take shelter yet again.

Unfortunately, one of them, the 'Resolute', ended up on the rocks on this occasion. It is unclear at this stage what caused the 'Resolute' to go aground as there was a southerly Force 7 'near gale' at the time which would normally have blown any ship that had lost power away from the coast. The tracking plot published in a local newspaper shows the 'Resolute' sheltering by motoring slowly east and west parallel to the coast but then suddenly moving south-east towards the rocks.



Track of the 'Resolute' during the night of 10th-11th December 2025 (Source: Western Telegraph / Marc Evans)

HM Coastguard asked the Fishguard all-weather lifeboat (Trent class, numbered 14-03) to launch at 3.30am on 11th December 2025. Being only about two miles from the incident, she was soon on the scene but could not get close enough to the guard ship which was by then already on the rocks. The Fishguard inshore lifeboat (D-class) was then launched whilst a Coastguard helicopter and Coastguard ground crews from Fishguard and St. Davids were also assisting. The conditions were considered to be too turbulent for the helicopter to winch the crew to safety.

The plan was for the four crew of the 'Resolute' to climb down a rope ladder to a life raft secured alongside and for the inshore lifeboat to deploy its anchor and move towards the lifer aft to pick them up. This worked for the first two crew members but the third fell from the ladder and was swept away into the dark choppy waters. The inshore lifeboat managed to manoeuvre to rescue him/her unharmed. They then went back for the final crew member before cutting their anchor line so that they could quickly move away from the rocks and transfer all the crew to the Trent-class lifeboat which was standing off. The crew were assessed medically and taken to Fishguard lifeboat station. No injuries were reported.

The scene of the rescue operation in the early hours of 11th December 2025 (Source: RNLI / Nick Hall)

When the weather calmed over the next couple of days, a small local fishing boat took the crew, and presumably some marine specialists, back to the vessel to assess the damage. It was decided to remove the guard ship's fuel to reduce the risk of any environmental damage and to develop a plan to rescue the vessel itself. As of 27th December 2025, she was still stuck fast on the rocks with no obvious sign of activity around the stricken vessel.

The 'Resolute', with Fishguard harbour and the Fishguard–Rosslare ferry 'Stena Nordica' in the background, on 16th December 2025

The 'Resolute' aground on the rocks near Aber Hywel beach, Dinas, on 16th December 2025

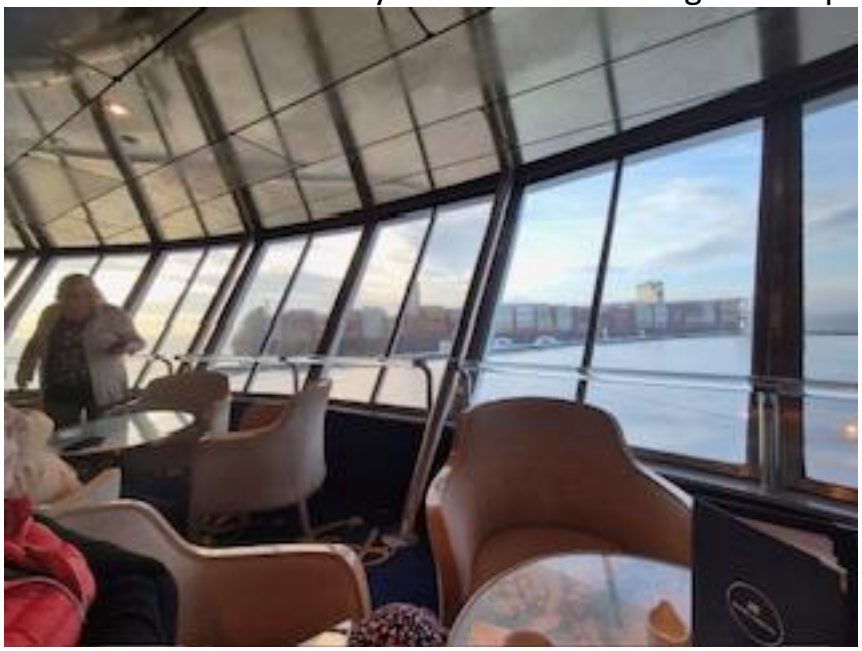
The 'Resolute' was built in 1970 by McLean & Sons, Renfrew, as the trawler 'Brighter Morn'. She was converted in 2016 to a guard vessel. She is 152 gross tons and 24 metres long, with a beam of 8 metres. Her maximum speed is 12.5 knots and economical speed 8.5 knots, with a stated endurance of 30 days. Her accommodation comprises one cabin aft and eight bunks.

The 'Resolute' pictured in 2012 as the 'Brighter Morn' in trawler livery but showing the sign 'GUARD' on its side
(Source: www.marinetraffic.com)

The coming days will determine whether she can be recovered and, if so, in what condition.

NEWS FROM SOUTHAMPTON

Msc Alessia from Wendy and Andrew leaving Antwerp on Blamoral




MSC


MSC

QUIZ FOR JANUARY 2026 – ANSWERS

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

1. KHABAROVSK
2. VERTOM TULA
3. SHETLAND TRADER
4. HELLAS APHRODITE
5. MEIN SCHIFF 1
6. KOMMANDER
7. SEAHORSE
8. ROYAL DAFFODIL
9. HMS SEVERN
10. TALARA
11. ARMAN 114
12. USS CONSTELLATION
13. RFA RESURGENT
14. BF CARP
15. BALTIC KLIPPER

COLOURFUL CLIFFSIDE TOWNS OF THE AMALFI COAST

BOREALIS CRUISE IN AUGUST/SEPTEMBER 2025

PART 4: Thursday 4th September at Naples


MSC DIVINA

We berthed at Angionino Wharf in Naples Port in the early morning. It was mostly sunny and warm (28 degrees C) with a gentle SSW breeze. We decided to stay on board today, mainly because of the heat.

LEVANZO

In a basin near us were three Italian military-type vessels moored stern-on. The first was the LEVANZO (A5366) and is a Ponza class coastal transport ship operated by the Italian Navy. She was built by CN Morini in

Ancona,Italy, being launched in 1989. She is of 584 tons displacement, and her dimensions are 56.7m x 10.0m x 2.4m. She is powered by twin Isotta Fraschini diesels giving 14

class of three vessels in service. She is of 316.5 tons displacement with dimensions 51.0m x 7.5m x 2.1m.. She is powered by four MTU diesels totalling 9500 kW giving 36.6 knots.

Moored nearby was the DENARO (P03). She is the last remaining Zara class patrol boat. She was built by Fincantieri at Muggiano as and commissioned in 1987. She is of 316.5 tons displacement with dimensions 51.0m x 7.5m x 2.1m. She is powered by four MTU diesels totalling 9500 kW which give 36.6 knots. She is armed with a single Breda 30/82mm gun plus two 7.62mm machine guns.

Berthed alongside was the Offshore Patrol Vessel BRUNO GREGORETTI (CP920). She was built by Cantieri Navale Megaride at Naples in 2014 for the Guarda Costiera. She is of 2153 tons displacement with dimensions 62.5m x 13.7m x 5.0m. She has a diesel-electric propulsion system with two Caterpillar diesels of 177765 kW each and two Siemens electric motors rated at 180 kW each driving 2 screws and giving 18.4 knots. She is armed with two 7.62mm machine guns.

SALERNO JET

Operating nearby was the Italian flagged High Speed Catamaran passenger ferry SALERNO JET. She was built in 1992 by Rodriquez Cantieri Navali as the MARCONI. She is of 391 gt with dimensions 47.0m x 7.9m x 1.3m with a passenger capacity of 445. She is powered by an MTU diesel of 2000 kW,

which gives a service speed of 34 knots. She is owned and managed by Navigazione Llibera Del Golfo, mainly on the Naples to Salerno service.

SNAV SIRIUS

Another fast ferry which passed near us was the Italian flagged SNAV SIRIUS. She was built by Intermarine of Sarzana, Italy in 2024. She is of 1137 gt with dimensions 58.0m x 12.0m x 1.6m and is aluminium hulled. She has dual-fuel propulsion with 4 diesels and 3 generators plus 4 water jets.

SNAV ORION

Passing us later was the Italian flagged fast ferry SNAV ORION. She was built in Singapore by Marinteknik Shipbuilders in 2005 and is aluminium hulled. She is of 590 gt with dimensions 50.0m x 9.0m. Her service speed is 33 knots, and her capacity is 653 passengers.


PATRIZIA

A more sedate vessel is the rather beautiful Italian flagged day-cruise passenger ferry PATRIZIA. She was built in Split in Croatia way back in 1954 as the NOVI SAD. She is of 495 gt with dimensions 57.8m x 8.7m x 2.66m and her passenger capacity is 700. She is powered by twin MTU diesels of 610 kW each driving 2 screws and giving 16 knots. She is operated by Navigazione Libera del Golfo of Naples.

ACHERNAR

Another Italian flagged fast passenger craft observed was the ACHERNAR. She was built by Rodriquez Cantieri Navali SPA at Messina in 1993. She is of 624 gt and is built in aluminium with dimensions 44m x 10.5m x 1.8m. She is powered by twin MTU diesels of 2000 kW in total driving two water jets giving 37 knots. She is owned and managed by Caremar of Naples.

ONE

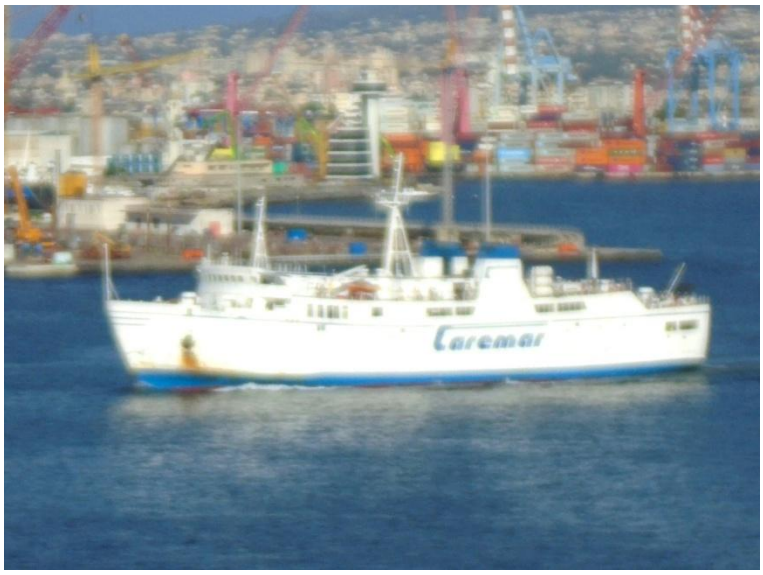
Looking slightly forlorn was the Italian flagged Passenger RoRo vessel ONE. She was built in 1974 by Cantieri Navali Benetti Viareggio in Italy and for most of her life, she was Moby's BASTIA. She is of 2033 gt with dimensions 75m x 14m x 3.3m. She is powered by twin diesels of 4412 kW driving 2 screws. She is operated by Alilauro.

DON ANGELO

Alongside the One was the Italian flagged offshore tug and supply ship DON ANGELO. She was built in 1971 by Hitzler Werft in Germany. She is of 494 gt with dimensions 58.5m x 11.3m x 4.0m. She is powered by twin MAN diesels of 1103kW each giving 13.2 knots. She is owned and managed by Rimorchiatori Laziali of Naples.

SNAV AQUILA

Another fast passenger ferry noted was the Italian flagged catamaran SNAV AQUILA. She was built in 1993 in Omastrand, Norway of aluminium as the BENCHI EXPRESS for Fred Olsen Express. She is of 490 gt with dimensions 40.0m x 10.0m x 1.85m. She is powered by 2 MTU diesels of 2000 kW and 2 waterjets giving her a service speed is 33 knots, and her capacity is 300 passengers. She is owned by SNAV.



FAUNO

An Italian Passenger RoRo vessel passing nearby was the FAUNO. She was built in Italy by Cantieri Navali Fratelli Orlando at Livorno in 1981. She is of 1386 gt with dimensions 69m x 14m x 3.4m. She is powered by twin Grandi Motori engines of 4412 kw total giving 17 knots. She can carry 690 passengers and 45 cars. She is operated by Caremar.

MSC DIVINA

Berthing near us in the afternoon was the Panama flagged cruise ship MSC DIVINA. She was built by Chantiers de l@Atlantique at St. Nazaire, being launched on 3rd September 2011 and completed on 12th May 2012. She is one of four Fantasia class cruise ships operated by MSC Cruises. She is of 139,400 gt with dimensions 333.3m x 37.9m x 8.65m. Her capacity is 3502 passengers with 1388 crew.

She has diesel electric propulsion, with 5 Wartsila diesels (3 of 16,800 kW and 2 of 12,400 kW) and 2 GE Energy Power Conversion electric motors, each giving 21,850 kW at 138 rpm and driving 2 screws. She has 4 bow thrusters and has Rolls-Royce folding fin stabilizers.

Further away was the Italian flagged Passenger RoRo ferry VICENZO FLORIO. She was built in 1999 by Cantieri Navali Baguetto at La Spezia. She is of 31,041 gt with dimensions 181m x 26.8m. She is powered by twin Wartsila diesels which give a speed of 22 knots. Her capacity is 1471 passengers and630 vehicles with a crew of 35. She is owned and managed by Tirrenia di Navigazione.

GALLUZZO

Close to us in the afternoon was the Italian flagged tug GALLUZZO. She is an Azimuth Stern Drive tug and was built in Turkey in 2019 by Sanmar Shipyards as the BOGACAY. She is of 312 gt with dimensions 24m x 12m. She is powered by twin Caterpillar diesels of 2350 kW each serving two Azimuth thrusters, giving 75 tons bollard pull. She is operated by Rimorchiatori Napolitani.

GIOVE JET

Yet another fast ferry passing us was the Italian flagged GIOVE JET. She was built in Sweden in 1985 and is of 322 gt with dimensions 33.0m x 9.4m x 1.2m. She can carry 276 passengers.

Since 2024 she has been powered with a quadruple Volvo Penta D13-IPS 1050 IMO 111 engine installation with each engine developing 588kW at 2300 rpm each connected to an IPS 30 with twin counter-rotating propellor and individually steerable drive. She can travel at 28 knots when fully loaded. She is operated by Alilauro.

SB FLEGRA

Heading out to sea later was the Italian flagged bunkering tanker SB FLEGRA. She was built in 2005 in Romania as CAP SICIE by Vard Braila. She is of 3536 sdwt with dimensions 89m x 14m x 5m. She is powered by twin Wartsila diesels of 2160 kW in total driving 2 controllable pitch propellors and giving 12.5 knots. She is owned and managed by Sarda Bunkers SPA.

STUARTS CRUISE TO TOTTERDAM ON QUEEN ANNE

Fast Sim and WEC De Hoogh passing Dover Strait

Silja Europa being used to house refugees

Transnav nearly ready to have sails fitted

The Ark

Rotterdam pilot boat

Johan's Ark

Johan's Ark in Dordrecht, Netherlands

 Amphitheatre in Johan's Ark 

Floating core composed of LASH barges visible during construction

Johan's Ark is a Noah's Ark-themed barge in Dordrecht, Netherlands, which was built by the Dutch building contractor, carpenter and creationist Johan Huibers. It is a full-scale interpretation of the biblical Ark, featuring animal models, including cows, penguins, a crocodile, and a giraffe. It opened to the public in 2012.

Huibers built his ark with eight helpers in four years. It is divided in seven stories. The wooden construction is carried on a hidden floating platform from steel made up of 21 LASH barges. The ark can be towed by tugboats over the rivers. This ark is made of American Cedar and Pine. The ark is 390 ft long, 98 ft wide, and 75 ft high. The cost of building it was 4 million euros.

TWO ECO-FRIENDLY INLAND CARRIERS

BLUE MARLIN

Two state of the art inland water dry cargo vessels have recently been commissioned, one in China and the other in Germany. Both are electric powered but utilising very different concepts for the power supply.

PUFFER FISH BLUE No.1

PUFFER FISH BLUE No. 1 LAUNCH

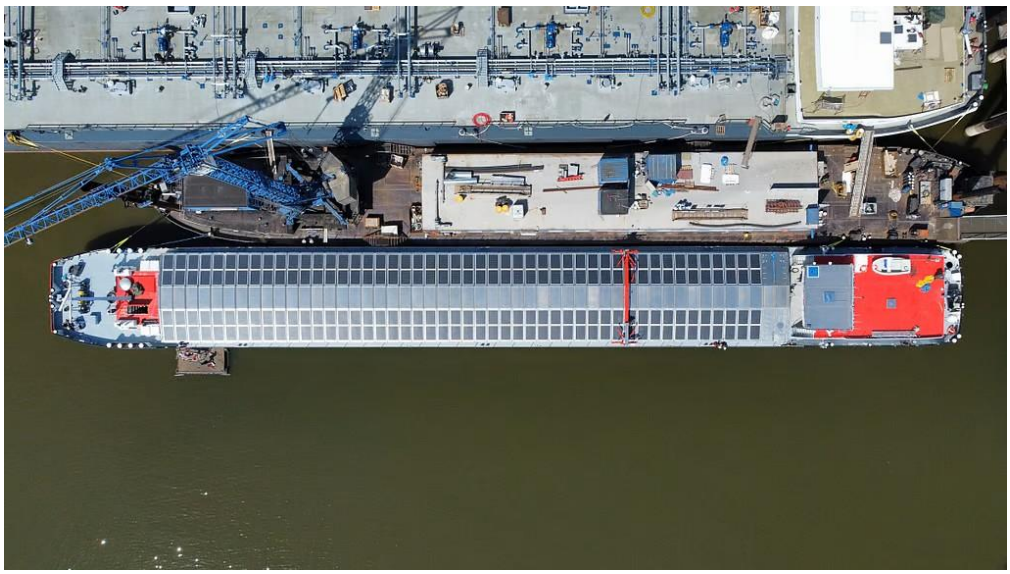
Delivered in November 2025 by the Wuhu Shipyard in China was the Chinese flagged PUFFER FISH BLUE No.1, a flexible bulk or container ship, for operation in the Yangtze River, between Hefei and Wuhu in the Anhui province. Of particular interest is her propulsion system, with her electric motors powered by swappable modular batteries.

PUFFER FISH BLUE No. 1

She is of 3000 dwt and 132 TEU with dimensions 88.9m x 13.2m x 3.4m. Her “vehicle – grade” electric motors are powered by six 430 kWh batteries, each of which weighs 4 tons.

PUFFER FISH BLUE No. 1

She was designed for efficient short-range cargo transport. Her six batteries can be swapped within 30 minutes, whereas pier charging would have taken 5 to 8 hours each time. She also is equipped with smart navigation and automatic berthing systems to reduce crewing requirements. The batteries have an energy management system.



BLUE MARLIN

BLUE MARLIN

Launched in July 2025 was the German flagged cargo carrier BLUE MARLIN. She is said to be “the world’s first hybrid solar-powered inland cargo vessel”. Her hull was built at the Orsova Shipyard in Romania whilst the technical fitting-out was carried out by De Gerlien van Tiem at Druten in the Netherlands. Her design was by HGK Dry Shipping and Wattlab, and she is to be mainly used for transporting steel and other bulk goods in the northwest German canal network on behalf of steel manufacturer Salzgitter.

BLUE MARLIN

Her dimensions are 86m x 9.5m x 1.1m and she can be coupled with a pushed barge to carry loads of up to 3110 tons. She has two Veth azimuth propellors and a bow thruster powered by four diesel generators solar panels. A Seafar system allows remotely controlled navigation.

Her Wattlab solar module system has 129 SolarDeck modular deck-mounted solar panels, and these can generate up to 35 kW under optimal conditions and 37,500 kWh per year. The system's automated energy management will distribute energy where and when needed. The system normally supplies the hotel load but can also supply power for the main propulsion. Her solar energy plus batteries can help reduce the need to turn on an extra generator during times of high energy demand.

BLUE MARLIN

It is anticipated that Blue Marlin may sail using only solar power for limited periods, especially when sailing light and travelling downstream.

TSS CARLOTTA AND HER SISTERS

In 1852, the Tilbury to Gravesend ferry route was acquired by the London, Tilbury and Southend Railway Company. Ownership of the service remained in railway company hands until 1984.

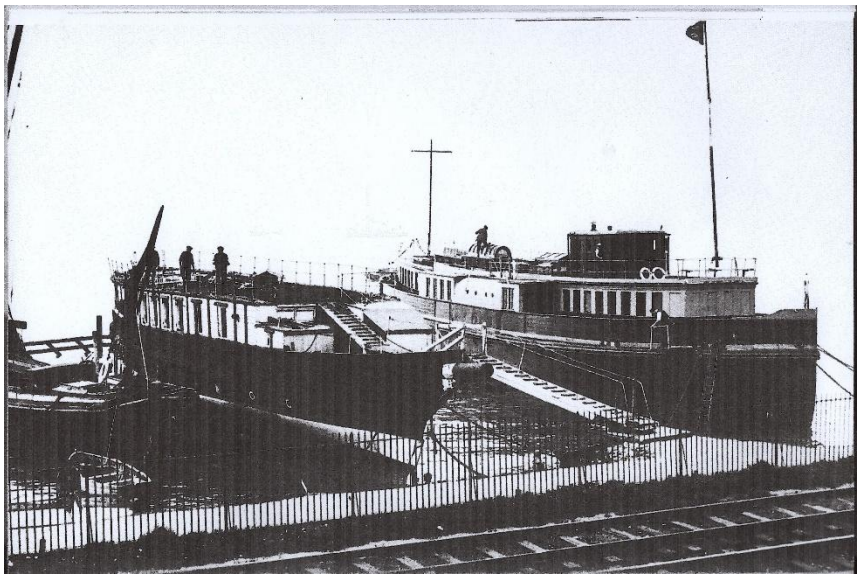
Late in the nineteenth century, the LTS decided to update the passenger ferries on the route. Between 1893, when the CARLOTTA was launched, and 1905, when the GERTRUDE was launched, four passenger ferries were built for them by A.W. Robertson on the River Lea at Canning Town. They were driven by propellors rather than the paddles used on earlier ferries on the route. AW Robertson was established in 1878 as shipbuilders and boilermakers. In 1918 they were acquired by the Lea Shipbuilding & Repair Co., which went into Voluntary Liquidation in 1923.

I had never heard of A.W. Robertson or the Lea Shipyard, but all four vessels had long lives, excepting the Carlotta whose life was terminated early by the Luftwaffe, which cannot be blamed on the shipbuilder, so they must have been well-built. 60 or so years is a long time, in the rough handling life as ferries. It appears that their original compound steam engines remained and they were never converted to burn oil instead of coal. The shipbuilder traded successfully for over 40 years, outlasting its larger neighbour, Thames Ironworks, by several years.

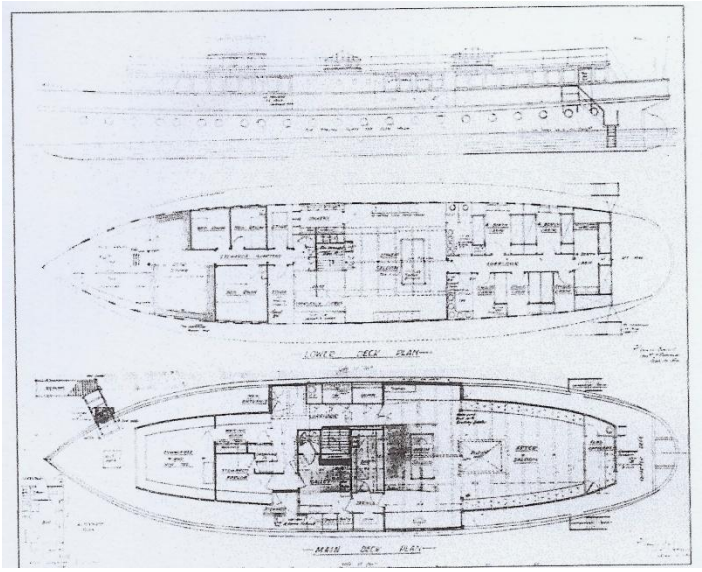
CARLOTTA

CARLOTTA: She was an iron screw steamer built for the LTS Railway by A.W. Robertson & Co. Ltd at their Lea Shipyard. She was launched on 21st November 1892 and completed on 13th January 1893. She was of 261 grt and 177 nrt with dimensions 124.7' x 24.5' with a draught of 5.0'. Her two compound steam engines were built by Robertsons and were 2 cylinder (12" and 24" by 18" diameter) giving 50 rated horsepower (each) and driving 2 screws.

She operated on the Tilbury to Gravesend service until 1930, when she was to be sold for scrap. She was bought by the Essex Yacht Club, however, for their new headquarters ship. Her boilers and engines were taken out by Thomas Ward at Grays, and the conversion was carried out by Harland & Wolff at North Woolwich.



AFTER CONVERSION TO EYC HQ PREDECESSOR GYPSY ALONGSIDE



DETAILS OF CONVERSION

In WW2 she was requisitioned by the Admiralty and stationed off Tower Pier as a depot ship. Sadly, on 11th May 1941 she was sunk there by a bomb from a German aircraft.

ROSE

ROSE: She was a sister ship to the Carlotta, also built for the LTS Railway Company by A W Robertson in 1901. She was of 259 grt and was also powered by two compound steam engines of 100 notional horsepower (total) driving two screws. Apparently like the Catherine, she initially used oil lamps for

lighting and navigation lights only getting an electrical supply on board in 1948 for radio equipment.

She was retired from the ferry service in February 1961 and was renamed ROSE 11 before being towed to Belgium for breaking up that May.

CATHERINE AT GRAVESEND TERMINAL

CATHERINE: Also, a sister ship of the Carlotta and built for the LTS Railway Co. by Robertson and completed in 1903. She was of 259 grt and powered by two compound steam engines of 70 nhp driving 2 screws.

She was retired in 1960 and renamed CATHERINE11 for the tow to Belgium for scrapping. Her ship's wheel and binnacle are preserved in the Science Museum.

GERTRUDE AT GRAVESEND TERMINAL

GERTRUDE: The final sister ship built for the LTS Railway Co by Robertsons was launched on 19th October 1905. She was of steel and of 255 grt with dimensions 125’ x 26.6’ with a depth of 8.4’. She was also powered by twin compound steam engines of 48 nhp each (12” & 24”by 18” diameter) driving 2 screws.

She was sold in 1932 to the New Medway Steam Packet Company and renamed ROCHESTER QUEEN and used her for excursions on the Thames and Medway. She was sold in 1934 to M.H. Bland & Co. and renamed CAID for operation in Gibraltar and renamed again in 1949 as DJEBEL DERIF. She was dismantled in 1962 in Gibraltar and her hull was used as a jetty.

TWO SANCTIONED OIL TANKERS

KAIROS

In the news at the end of November were the KAIROS and the VIRAT, both of which were attacked and damaged by Ukrainian naval drones, close to the northern end of the Bosphorus (Kairos) and off the Turkish coast in the Black Sea (Virat). Both have been sailing under various flags, the most recent being that of the Gambia, but on this trip, they were navigating without any registered flag, so technically stateless and without any insurance or class.

KAIROS

KAIROS: A crude tanker of 149,989 dwt with dimensions 274m x 48m x 15.96m. She is powered by a single Sulzer 6RTA72 of 16,460 kW, giving 15.4 knots. She was built in 2002 as the Greek flagged PAROS by NKK Shipbuilding of Japan. She is currently owned by Alafia Trading Ltd. of China. She faces sanctions from the UK, Switzerland and the EU.

She was travelling light from Port Suez in Egypt for Novorossiysk Port to load Russian oil. She was hit by one or more Ukrainian Sea Baby drones on 28th November, causing an explosion and fire in her engine room. All 25 crew were evacuated by the Turkish fast rescue boats KEGH-9 & 10, and the fires were extinguished over the next day or two by the Turkish rescue vessels KURTARMA 12 and NENE HATUN, who then took her in tow. She was to be taken to Canakkale in Turkey.

FOOTNOTE: As of 7th December, the Kairos curiously turned up adrift off the Bulgarian coast. In bad weather she was anchored a mile or so from the shore, apparently with 12 crew on board.

CRUDESUN

VIRAT: A product tanker of 115643 dwt with dimensions 250m x 44m x 15.2m. She is powered by a single Hyundai Heavy Industries MAN B&W diesel of 8600 kW giving 16 knots. She was built by Daehan Shipbuilding Co. Ltd. of South Korea as the CRUDESUN in 2018. She is currently owned by East Honest Hong Kong Ltd. and managed by Prominent Shipmanagement Ltd. of Hong Kong. She is at present under sanctions from the USA, EU, Switzerland, UK and Canada.

CRUDESUN

She was travelling in ballast for Novorossiysk to load Russian oil, but was anchored north of Turkey at the time of the attacks, awaiting orders. She was hit by Ukrainian Sea Baby drones on 28th and 29th November, causing damage mainly to her engine room. All 20 crew are accounted for. She was towed to Karadeniz Liman in Turkey.

TUGS/RESCUE VESSELS INVOLVED: Reports indicate three Turkish vessels were involved in firefighting and towage after the incidents.

NENE HATUN

1. NENE HATUN: She is a Turkish Emergency Response Vessel owned and operated by the Directorate General of Coastal Safety. She was built in 2015 at the Safine Shipyard in Turkey and is of 4291 gt with dimensions 88m x 20m. She is powered by four 4500 kW diesels which give 18 knots.

KURTARMA 12

2. KURTARMA 12: She is a Turkish Anchor Handling Tug built in 2019 at the Yutek Shipyard in Istanbul. She is of 546 gt with dimensions 32m x 12m x 5.5m.

MED XXV111 A SISTER SHIP OF MED FIRAT

3. MED FIRAT: She is a Turkish ASD tug built in Turkey in 2025 and operated by Med Marine. She is of 329 gt with dimensions 23m x 12m. She is powered by twin medium-speed diesels which give 12 knots.

A DAMEN SAR 1906

4. & 5. K.E.G.M. 9 and 10: Fast Rescue Boats built by Damen's Antalya shipyard for the Turkish Coast Guard. Their design is Damen SAR1906, and they have 19 m aluminium hulls and composite wheelhouses. They have inboard diesels and water jet propulsion giving 33 knots and a range of 300 nautical miles.

THREE NORTHERN LIGHTHOUSE BOARD TENDERS

The Northern Lighthouse Board is the general lighthouse authority for Scotland, its seas and adjacent islands including the Isle of Man. The Board services over 200 automatic lighthouses, buoys and beacons. It was formed in 1786.

The Board normally operates two UK flagged buoy and lighthouse tenders, but their older vessel, NLV POLE STAR, was sold in May 2025 to Hays Ships Ltd of Leith and renamed KOMMANDOR CLAIRE. Until their new vessel, also named NLV POLE STAR, enters service in January 2026, their sole vessel is the NLV PHAROS.


PHAROS

NLV PHAROS: She was built for the NLB by Gdanska Stocznia “Remontowa” in Poland, being delivered in March 2007. She is of 3672 gt with dimensions 84.25m x 16.7m x 4.25m. She is diesel-electric powered, with 3 Wartsila 8L20 (1440 kW each)and 2 Wartsila 4L20 (720 kW each) diesels powering 2 Rolls-Royce azimuth thrusters (1500 kW each) giving 12.5 knots. She also has 2 Rolls-Royce bow thrusters of 750 kW each. As well as a helipad and a 30-ton crane, she has a dynamic positioning system. She is the tenth NLB vessel to bear the name PHAROS.

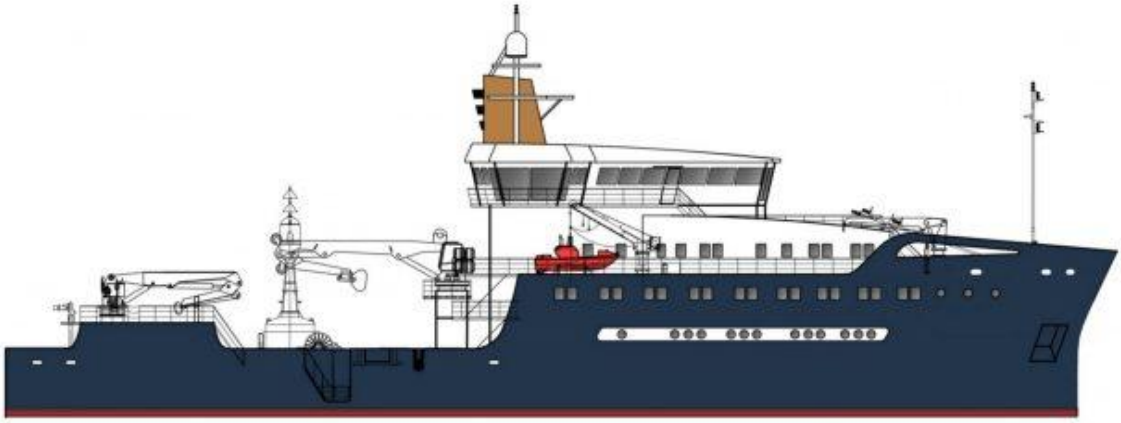
LONE STAR (1V)

KOMMANDOR CLAIRE (EX NLV LONE STAR): She was built by Ferguson Marine Engineering at Greenock in 2000. She is of 1373 gt with dimensions 51.52m x 12.0m x 3.2m. She is also diesel-electric powered, with 3 Cummins-Wartsila

CW8L170 diesels of 920 kW each powering 2 azimuth thrusters giving 12 knots. She also has 2 bow thrusters and has an 18 -ton crane. She was sold in May 2025 to Hays Ships Ltd and renamed Kommandor Claire, but still UK flagged. Hays have a small fleet of survey, research and patrol vessels and are based on the Firth of Forth. She was the fourth NLB vessel to be named Lone Star.

LONE STAR (1V)

KOMMANDOR CLAIRE



POLE STAR (V)

NLV LONE STAR: The fifth NLB ship named LONE STAR was delivered to the Board on 3rd December 2025 in Gijon, Spain. After some crew familiarisation, she will voyage to Oban, presumably starting work in January. She was built by Gondan Shipbuilders at Asturias, Spain under a fixed price contract worth £51.8 million to a design by OSK Design and Seaplace. She is of 2872 gt with dimensions 70m x 16m x 3.9m.

POLE STAR (V) LAUNCH

She is diesel-electric hybrid powered, with 3 MAN 12V175D-MEV IMO Tier 111 compliant engines of 1860 kW each powering 2 Scholte Rudder Propellors SRP

460 LG FP of 2000 kW each. She has a Corus Blue Whale battery system of 4644 kWh capacity which gives “peak shaving” 2 hours at manoeuvring speed and 12 hours hotel load endurance at anchor or in port. The whole system gives 14 knots maximum and 10 5 knots up to sea state 6. She has a bollard pull capacity of 60 tons and three cranes, one 20-tons, one 6 tons and one 2 tons. She has a crew of 16 but has accommodation for a further 10.

LONE STAR (V)

SHORT BROTHERS SAILING BARGES

In 1919, there was chaos in the British aircraft industry with no new orders and a huge surplus of mainly ex-military aircraft. Many aircraft making firms were going bust. Short Brothers at Rochester too had expanded hugely during WW1 but decided to diversify in order to retain its design team and skilled workforce. The firm designed and built barges, motorboats, bus bodies and even a carpet sweeper, and the diversification seems to have been successful in keeping their staff until the aircraft industry woke up again in the 1930s.

Shorts seem to have utilised the skills of James Little, a local barge builder, and produced their first barge, the LORD HAIG in 1920 for D.J. Bradley, part owner of Thomas Watson (Shipping). Thomas Watson later became the owner of a large fleet of coasters, generally named with a Lady prefix. Like the other two barges built by Shorts, she was built from detailed plans instead of the traditional working from half models. They were fine coasting barges and were solidly built of timber, utilising many of the skills developed in aircraft manufacture. Presumably there were supplies of well-seasoned timber of suitable types and sizes that had been secreted away during the war.


LADY JEAN

LADY DAPHNE AS AN AUXILIARY BARGE

The Lord Haig appears to have been a success both for Shorts and for Bradley, as follow-ons the LADY DAPHNE was delivered to Bradley in 1923 and the LADY JEAN in 1926. Both Ladies are still around, and are registered as National Historic Vessels, but the Lord Haig was sunk after a collision in November 1933.

LORD HAIG: She was of 74 tons with dimensions 87.2' x 20.7' x 6.65'. After her delivery in 1920, her ownership passed from D.J. Bradley to Mrs. L. Bradley on his death in 1928. On 29th November 1933 she sank off the Humber estuary after a collision with the Grimsby trawler COURSER whilst on passage light from Great Yarmouth to Keadby. The wreck lies off Spurn Head in 17 to 14.6 metres of water.

LADY DAPHNE ENTERING ST. KATHERINES DOCKS

LADY DAPHNE

LADY DAPHNE: She was of 85 tons with dimensions 90.8’ x 21.4’ x7.4’. She had oak frames, side planking and wales, elm chine planks, Oregan pine spars and a steel keelson. She was built for D.S. Bradley, and she passed to his widow Mrs. L. Bradley on his death in 1928. On Boxing Day 1927, her skipper was washed overboard, and the two remaining crew abandoned her off the Cornish coast. Lady Daphne sailed herself through the rocks of the Scilly Isles and beached herself on the only safe spot for miles. In 1932, a 4-cylinder 60hp 4SA Kelvin oil engine was installed.

LADY DAPHNE

In 1936, she assisted in the salvage of the cargo of the famous four-masted barque HERZOGIN CECILE off Salcombe. In 1937 she was acquired by R. & W. Paul of Ipswich. In 1947, she was re-engined with a 5-cylinder 100 hp Ruston &

Hornsby engine, and in 1957 she was cut down to a motor barge. Pauls morphed into Pauls Foods Ltd in 1963 and R. & W. Paul (Maltsters) Ltd in 1966. She was sold to Taylor Woodrow Property Ltd in 1973, re-rigged at Maldon and moved to St. Katherines Haven in 1974.

In 1996, she was sold to E & M Mainelli and again in 2017 to S Howe and A Taylor and was based at Faversham. In April 2022 she was moved to Charlestown in Cornwall. This year, she is back on the Medway as “the Flagship for the Rochester Maritime Heritage” owned under the Tiller & Wheel CIC of Chatham, joining EDITH MAY, ARDWINA and the Whitstable oyster smack THISTLE.

LADY JEAN: She was the largest of the three and the third one built, being delivered to Bradley in 1926 and passing on to Mrs. L. Bradley in 1928. She was of 86 grt with dimensions 91.15’ x 21.67’ x 7.51’ depth. Her first commercial voyage, which was in 1926, was to La Corunna in Spain, which is believed to have been the longest cargo carrying trip ever made by a Thames spritsail barge.

LADY JEAN AS A MOTOR BARGE

LADY JEAN AS A MOTOR BARGE

Like the Lady Daphne, she was sold to R & W Paul of Ipswich. An auxiliary engine was installed in 1942, and she was reduced to a motor barge in 1958. In 1963 R & W Paul became Pauls Foods and R & W Paul (Malsters) in 1966. She traded under power until 1973 when she was acquired by the Felixstowe Dock & Railway Co. and she came under the East Coast Sail Trust who refurbished and re-rigged her, re-naming her SIR ALAN HERBERT in 1974. They also installed a new Kelvin engine that year. She became the ECST's second barge, accompanying the THALATTA.


LADY JEAN

She was bought by L & S Wickings in 1990, and in 1991 her name reverted to Lady Jean. She was acquired by S. Morrison in 2008. In 2012 she was listed for

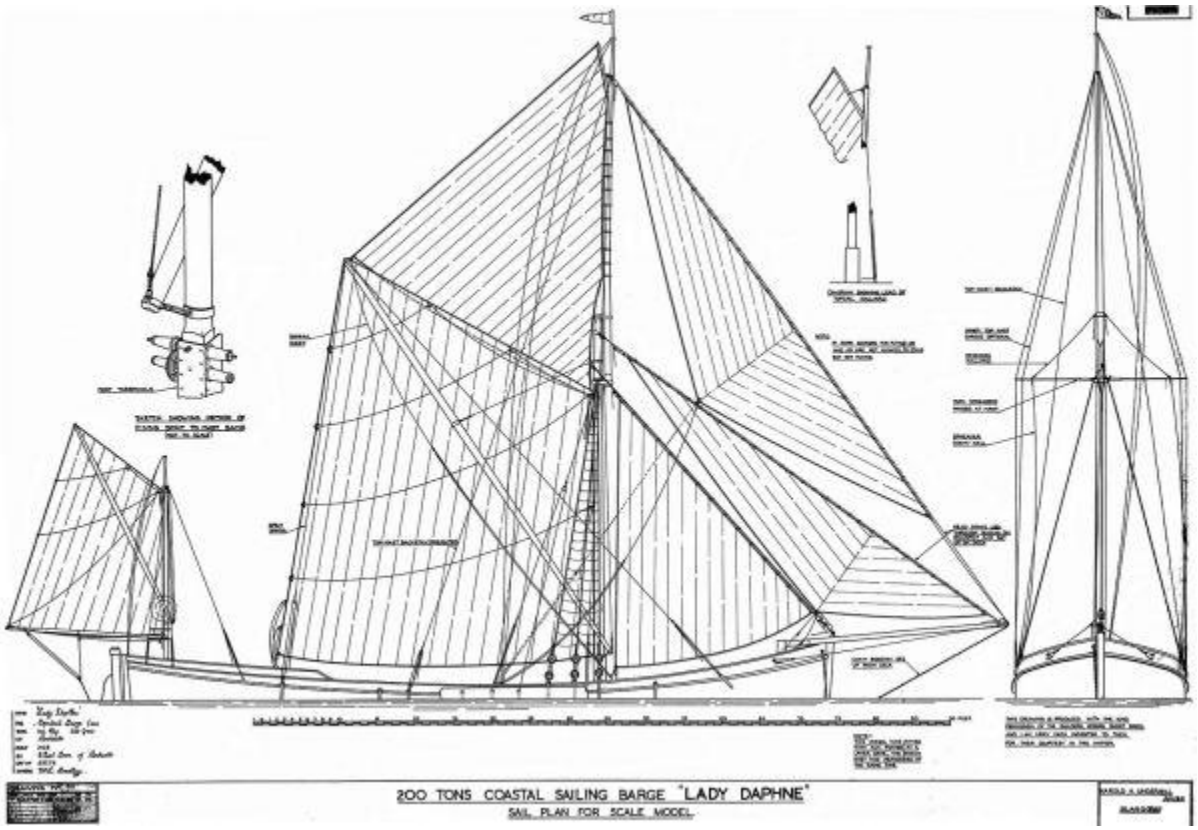
sale with an asking price of £95000. For a while in 2017 she was berthed in Smallgains Creek on Canvey, under the ownership of Paul Brum.


LADY JEAN FOR SALE 2012 ON E-BAY


LADY JEAN ARRIVING AT BROADNESS CREEK 2024

At present she is in a non-floating condition in Broadness Creek near Northfleet with the Broadness Cruising Club. In an on-going dispute between the club and the landowner, access to the creek for maintenance such as transporting pumps etc. has not been possible, hence the recent deterioration of the barge.

IN BROADNESS CREEK RECENTLY



HMS BANGOR

HMS BANGOR

It was announced in early December 2025 that the life of the minehunter HMS BANGOR is to be extended by five years. She is the last serving member of the Sandown class, which are “single-role minehunters. The class was designed for deep-water mine hunting, and her retention for that purpose is that autonomous mine hunting is taking longer than anticipated to come onstream in the Royal Navy.

In recent years, the Bangor, together with the Hunt class multi-role minehunters HMS CHIDDINGFOLD and HMS MIDDLETON have been operating from the Naval Support Facility at Mina Salman in Bahrain. Deployed as part of Operation Kipion, they have been supporting peacekeeping and maritime security in the Gulf region, as well as ensuring the safe flow of oil and trade.

In January 2024, HMS Chiddingfold accidentally reversed into HMS Bangor whilst berthing in Bahrain harbour, causing some £25 million of damage to the two vessels. Damage to the Chiddingfold was relatively small, and after repairs in Bahrain, she was back in service by April 2024. The enquiry into the collision

is still going on, but it appears that the cause was a mechanical issue on Chiddingfold, a wiring fault in the propulsion control system. This fault led to an unexpected reversal into the Bangor. Thankfully there were no injuries caused.


DAMAGE TO HULL OF BANGOR

The damage to Bangor was worse than that of the Chiddingfold, and she was apparently “close to sinking”, with a large hole in ther port side of her fibreglass hull, damage and distortion to her internal structure and her galley and some crew bedrooms were ruined. She suffered further minor damage later in a collision with the USS GLADIATOR, an Avenger class mine countermeasures ship.

Her initial repairs were carried out in a floating dry dock at the Bahrain base ready for the return journey to the UK. In November 2025 she was loaded on the semi-submersible MIGHTY SERVANT 3 and transported home and was then refitted at Rosyth. She is currently back in service on the Clyde.

HMS CHIDDINGFOLD was loaded onto the semi-submersible ROLLDOCK STORM for the trip home, arriving at Portsmouth in April 2025. She is to be retained in an “Extended Readiness”, mainly for the use of her spare parts for the remaining few Hunt class. With the Type 23 frigate HMS LANCASTER being paid off and disposed of in Bahrain next year, HMS MIDDLETON is now the only active Royal Navy ship based at the Bahrain facility. She too is to be placed on a semi-submersible and returned to the UK next year.

SHIP DETAILS

HMS BANGOR

HMS BANGOR: She is a Sandown class Single Role Mine Hunter, one of 12 built of grp for the Royal Navy by Vosper Thornycroft and commissioned between 1989 and 2001. She is of 600-ton standard displacement with dimensions 52.5m x 10.9m x 2.3m. She is diesel-electric powered with twin Paxman Valemta 6RP200E diesels totalling 2272 kW, Coulimac electric motors and Voith Schneider propellors giving 13 knots.

HMS CHIDDINGFOLD

HMS CHIDDINGFOLD and HMS MIDDLETON: They are Hunt class Multi-Role Mine Hunters, of 13 built of grp for the Royal Navy by Vosper Thornycroft and

Yarrow and commissioned between 1978 and 1988. They are of 750 tons standard displacement with dimensions 60.0m x 9.8m x 2.2m. Their original twin Napier Deltic diesels were replaced in 2008 by twin Caterpillar CAT C32 engines driving 2 screws and giving 17 knots.

ROLLDOCK STORM

ROLLDOCK STORM: She is a Dutch flagged Heavy Load Carrier built by FSG at Flensburg in 2014 for the Roll Group. She is a semi-submersible with a deadweight of 9063 tons and dimensions of 151.5m x 25.5m x 4.5/12.5m. She is powered by twin Wartsila 9L32 diesels of 900 kW in total driving two variable pitch propellors. She carries a 350 Liebherr crane.

MIGHTY SERVANT 3

MIGHTY SERVANT 3: She is a Curacao flagged Heavy Load Carrier built by Oshima Shipbuilding Co. Ltd. in Japan in 1984 for the Dutch firm Wijsmuller Transport. She is a semi-submersible with a tonnage of 27,720 dwt and dimensions 181.2m x 40.0m x 4.0/22.0 m. She is diesel-electric powered with twin 6500 kW diesels and four 3100 kW electric motors driving 2 controllable pitch propellors giving 15 knots. In December 2006 she capsized and sank in 52m of water off Luanda but was salvaged by Smit Salvage. Her current operators are Boskalis Offshore Marine Transport BV.

M.T. SKIPPER

Making the newspaper headlines in mid-December was the seizure by U.S. Special Forces of the sanctioned crude oil tanker SKIPPER. She had left the Jose Oil Export Terminal of Venezuela on 4th December with a cargo of some 1.8 million barrels of Merey crude. On 7th, she transferred about 200,000 barrels of oil to the also sanctioned Panama flagged crude carrier NEPTUNE 6, which then proceeded to Cuba.

The Skipper was boarded in international waters on 9th/10th by special forces via two MH-60S Knighthawk helicopters from the US carrier GERALD R. FORD. She had been with her AIS turned off and/or giving false data about her location. She was falsely sailing under the Guyana flag, but the Guyanan authorities have denied that she was registered with them. Whether the ship and cargo were adequately insured is therefore very doubtful.

The ship had been sanctioned in November 2022 by the US when sailing under the name ADISA for carrying illicit oil on behalf of Iran and Hezbollah. The legality of the seizure is highly questionable, but at least no casualties have been reported. She is to be taken to Houston, where the oil cargo will be offloaded into smaller tankers and where the ship and cargo are reportedly to be confiscated by the USA. A 20-year-old tanker is unlikely to be worth much, but 1.6 million barrels of oil at, say $60.0 would be worth about $96 million.

There are, as of 11th December 2025, 30 sanctioned oil tankers operating in Venezuelan ports and waters. They are mostly fully loaded but stuck in Venezuelan waters. The only tankers able to sail into international waters are those chartered by Chevron, which has US government authorisation to operate through joint ventures in the country and export oil to the US.


SKIPPER

SKIPPER: She was built by the Imabari Saijo shipyard at Saijo in Japan as the TOYO for the NYK Line. She was laid down on 9th April 2004, launched on 19th September 2004 and delivered on 27th January 2005. She is of 310,309 sdwt with dimensions 333.0m x 60.0m x 21.1m. She is powered by a MAN B & W

8S80MC-C engine of 27,960 kW. She is owned by Triton Navigation, a Marshall Islands company, and managed by Thomarose Global Ventures Ltd, a Nigeria-based company. Her last flag was that of Guyana.

SKIPPER

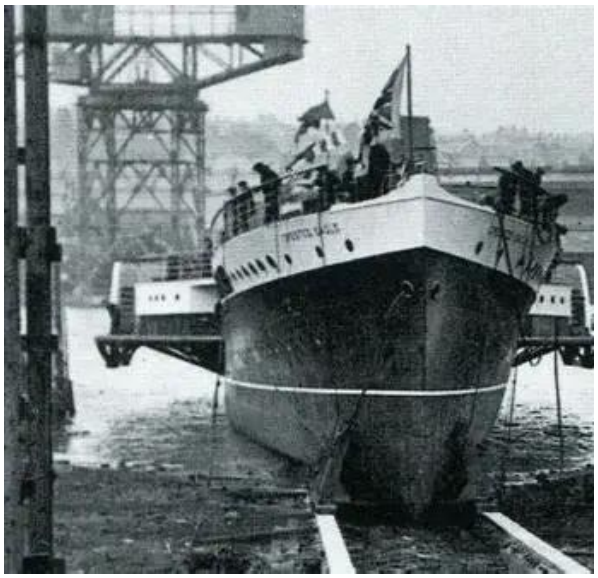
NEPTUNE 6

NEPTUNE 6: She was built by Hyundai Heavy Industries at Ulsan in South Korea in 2018 as the OTTOMAN DIGNITY. She is of 152,923 sdwt with dimensions 269.1m x 46.0m x 17.8m. She is powered by a MAN B & W 6SSS70MC-C diesel of 15,368 kW which gives 15.2 knots. She is Panama flagged and owned by Onwell Capital, a Marshall Islands company, which is listed at the same address as the manager, Nanjing Changhao Shipping.

NEPTUNE 6

P.S. CRESTED EAGLE

The paddle steamer CRESTED EAGLE was built for the General Steam Navigation Company by J. Samuel White at Cowes. She was launched on 25th March 1925 and completed in June of that year. She was of 1110 grt with dimensions 229.7’ x 34.6’.


THE LAUNCH

She was powered by marine water-tube boilers and a triple expansion diagonal steam engine (30”,46”, 69.25”x 66”) of 538 Nominal Horsepower built by JS White giving 19 knots. She was the first oil-burning paddle steamer built for the Thames.


PRE 1927 WITH TELESCOPIC FUNNEL RETRACTED

She originally had a 3-part telescopic funnel, hinged mast and low superstructure for passing under London Bridge, as her London terminal was the Old Swan Pier, just upstream of the bridge. Her bridge was abaft the funnel, and she had a bow rudder for going astern to the London berth, after swinging at Woolwich. After 1927, her London terminal was Tower Pier, below London Bridge and her funnel was replaced with a conventional one.

AT SOUTHEND PIER

Her initial route was from Swan Pier to Margate and Ramsgate, but in 1932 it was changed to London, Southend, Clacton and Felixstowe. In 1939 she was fitted with large shelters fore and aft on the Promenade Deck. At the outbreak of WW2, she evacuated hundreds of children from London to Felixstowe.

In March 1940 she was requisitioned by the Admiralty and converted into an auxiliary anti-aircraft vessel as part of the Thames Special Service Flotilla. Her life as HMS CRESTED EAGLE was sadly very short.

On 29th April 1940 she sailed from Sheerness to the east mole at Dunkirk. She left the mole with 600 soldiers on board, but less than a mile out she was hit by several bombs from Stukas and started to sink. Her oil fuel bunkers ignited

and her after end set ablaze. Her captain decided to beach her, to save as many as possible, but some 300 lives were lost.


HER REMAINS

Her remains are now visible at low water spring tides on Zuydcoote beach, along with those of another paddler, DEVONIA. The original ship's bell was gifted to the City of Dunkirk in May 2025, marking the 85th anniversary of the sinking.


HER REMAINS

MIRAI

Two large energy-efficient vessels were recently completed by the Jiangnan Shipyard in Shanghai, having been designed and developed in China. They are the MIRAI, a dual-fuel LPG burning LPG tanker and the CMA CGM ANTIGONE, a dual-fuel methanol burning container ship.

MIRAI

MIRAI

Departing from the Calor-Gas Terminal on Canvey on 13th December was the Marshall Islands flagged LPG tanker MIRAI. She was bound for the Braefoot Marine Terminal on the north shore of the Firth of Forth, where she berthed on 15th December. There followed a voyage to Rotterdam and then to Mongstad in Norway, where she arrived on 22nd December. She is a 40,000 cubic metre Medium Gas Carrier. The name Mirai is a Japanese word meaning “future”.

She was delivered on 31st March 2023 by the Jiangnan Shipyard in Shanghai, a subsidiary of the China State Shipbuilding Corporation Group (CSSC) and is the first fully refrigerated LPG vessel to be designed and built in China. She is of 30,212 dwt with dimensions 180.0m x 30.0m x 10.9m.

MIRAI

She is powered by a dual fuelled low-speed 2-stroke diesel, a Kawasaki-MAN B&W 6G60ME-LGIP to be precise (meaning a “6-cylinder Marine Engine-Liquid Gas Injection Propane”) of 14,530 kW. She can run on conventional marine fuel oil or LPG and is also “ammonia ready”.

She is certified to carry Liquified Petroleum Gas (LPG), ammonia and Vinyl Chloride Monomer (VCM). VCM is a key raw material for making PVC plastic, and both that and ammonia can be transported as a refrigerated or pressurised liquid.

She is owned by Southern Pacific Holding Corporation and managed by Kumiai Senpaku Co. Ltd. both of Tokyo.

It used to be said that the Chines could only build unsophisticated ships like bulkers and oil tankers, but this is completely different high value vessel.

THE BRAEFOOT MARINE TERMINAL

BRAEFOOT: The Braefoot Marine Terminal is located on the north side of the Firth of Forth, slightly downstream of the bridges. Opened in 1984, it has two deepwater jetties for loading tankers and is a key part of the SEGAS system (Shell Esso Gas and Associated Liquids), handling products from North Sea gas processing for European and US markets. Natural gas products, such as LPG, ethane and natural gasoline are transported to the terminal by underground pipeline from the Mossmorron plant, some 4 miles inland.

Sadly, Exxon Mobil, who are joint operators of the Mossmorron complex, are due to pull out in February 2026, so the long-term viability of the plant and terminal may be doubtful.

BRAEFOOT

CMA CGM ANTIGONE

CMA CGM ANTIGONE NAMING CEREMONY

The second featured new ship designed and developed by the Jiangnan Shipyard in Shanghai is the CMA CGM ANTIGONE. She is a Malta flagged large (15000 TEU) container ship built for the French CMA CGM Group. Delivered on 12th December 2025, she is the first of the "Kun" series built by the shipyard. She is of 156,100 dwt with dimensions 366m x 51m with a summer draught of 16m and thus can be classified as "Neo-Panamax". She is the first methanol dual-fuelled vessel to be classed by Bureau Veritas. She was followed a few days later with the naming ceremony of the second of the Kun series, the CMA CGM EUGENE.

She is powered by a MAN B&W dual-fuel methanol engine, specifically a MAN B&W 12G95ME-10.5-LGIM high power two-stroke rated at 82,440 kW at 80 rpm driving a single screw giving a service speed of 15 to 16 knots. She can carry 8300 tons of methanol and 6000 tons of fuel oil. She can burn conventional marine fuel or methanol, and on methanol she should sharply reduce nitrogen oxide emissions and almost eliminate sulphur oxide emissions

and particulate matter compared with similar oil-fuelled vessels. This should allow early compliance with the IMO's 2030 emission targets.

She will operate on the "Phoenician Express" BEX2 service, connecting Asia, the Middle East and the Mediterranean.

VESSELS ON THE HISTORIC REGISTER BUILT AT ROCHESTER

PART 1

RR2

RR2 THISTLE is one of two remaining Medway Bawleys, the other being at Chatham Historic Dockyard. She was built by Gill's in 1887 and she was sold to Sutherlands a well known Gravesend Fishing family in 1943. She remained with the family as a working vessel until 1970, when Bill Sutherland died. She was then the last such craft to lie of Bawley Bay on the Thames waterfront.
RR2 THISTLE was eventually bought by Philip Wilkinson. She was towed to Strood to be restored. Philip Wilkinson returned her back to her original specification, i.e.. as built by Gill. He carried out extensive restoration work, and was able to participate in many races, including the East Coast Old Gaffers Race in 1981. Eventually, she came under new ownership, and due to personal circumstances, fell into disrepair and left sunken on a mud bank, awaiting braking up (at Faversham Creek). She was eventually hauled up on the foreshore at Hollow Shore for dismantling. In July 2017 she was purchased and towed to her new berth at Iron Wharf Boatyard, Faversham. Thistle is now

lying on a mud berth at the Iron Wharf Boatyard, Faversham, Kent and has been made watertight, mud cleared out of the hull and rubbish removed. She will be lifted in the Autumn 2017 for assessment, and made winter ready. She will lie in her berth to keep her hull in its current state, and avoid shrinkage. At this point no works have taken place until the assessment. A list of works will be made and a works plan/materials plan ready for works to commence. THISTLE is now resting on a mud berth at the Iron Wharf Boatyard. She will be lifted in the Autumn 2017 for assessment.

Update, July 2020: Much work has been carried out on THISTLE since last update. The hull has been completely re-caulked the traditional way, using caulking irons etc, oakum and elbow grease, over 700 man hours with volunteers dropping in to help. Splines and tingles were fitted in various areas. A Kelvin engine is due to be fitted in the next month and work has begun scraping and prepping the deck for resealing. The engine bay is currently being prepped and the shaft and other fittings including the fuel tank and electrics are being gathered and fabricated. The mast, rig and blocks need are in good order, but still need to be prepared for refit. The team hope to have THISTLE afloat under motor pretty soon.

Barbary T

Barbary T was originally a Harbour Launch/Steam Pinnace of double diagonal teak and oak construction and was built by Gill & Son at Chatham in 1910.

After service with the Royal Navy she became a coal and fish bait cargo vessel in the Bristol Channel. She was later converted for use as a houseboat.

As of September 2023, she has been recently purchased by her current owner and has went through a refit at Rolt's Boat Yard in Bristol, which included a new deck, wheelhouse, stem and transom, rubbing strakes and electrics.

Iverna

Built by Gill & Sons Rochester in 1893 Iverna is the last surviving example of a Medway Bawley. These small fishing vessels were once common around North Kent and Essex, near the mouth of the Medway and the Thames. They were used for fishing and particularly for shrimping. Iverna was purchased by her current owners in 1986, using a PRISM grant. She was bought under exceptional circumstances to protect the last surviving example of a vernacular Medway boat. She is now located at Chatham Historic Dockyard

Hydrogen

Built of pitch pine on oak in 1906 by John Gill & Sons of Rochester, Hydrogen was a large boomie (gaff ketch) rigged coasting barge capable of carrying 200 tons of cargo. Her owners were Burt, Boulton and Heywood, chemical manufacturers of Silvertown, and she was one of three similar barges built for them by Gills: Carbon, Oxygen and the last of the trio, Hydrogen, all named after the elements that make up oil.

Launched on 9 May 1906, she was built with tanks to carry tar, creosote and oil from the Thames and Medway to Grangemouth on the Firth of Forth, and could take over 200 tons. George Dines, of Grays, was her first skipper. In 1912 her tanks were removed and she was sold to George Andrews (and Arthur Coward as a minority share-owner), of Sittingbourne, and used for general

cargo trade, mainly cement to the Humber and coal back to the Thames and Medway.

Arthur Coward, a respected racing skipper, became her master, a position he held for 20 years. Hydrogen was converted to spritsail rig, which could be handled by a smaller crew, and continued to trade to the Humber, as well as further afield to Cornwall, the north-east, and the near continent. Arthur Coward drove the barge hard and carried a gilded cockerel at Hydrogens masthead. This annoyed the other skippers who told him to 'take that thing down'. Coward said he would when anyone managed to beat his record in 1921 of 24 hours from Spurn Head to Milton Creek, Kent, but no-one did!

Coward retired in 1932 and Bill Gorf replaced him as skipper and part-owner. Since 1912 Hydrogen had been owned under the share system by various co-owners including Alfred Sulley, and this continued until 1978, the barge remaining in coastal trade throughout this time. In 1941 she was requisitioned for war service on the Clyde. An engine was fitted at Sittingbourne and on arrival at Greenock her sailing gear was removed and put into storage. She worked as a motor barge taking cargo from ships in the sea locks into the Glasgow docks. Returning to commercial service after the war, she was refitted on the Clyde and worked as an auxiliary barge on the east coast, and from 1948 as a motor barge (her current engine dates from 1968). She carried cargo until 1976. In June 1978 she was sold to Arthur Bell & Sons Ltd and was re-rigged as a mulie at Cook's yard in Maldon. Her hold was converted to resemble a Victorian pub, with a bar running down the length of her keelson. She regularly sailed around the UK promoting Bells Whisky and became a well-known visitor entertaining guests at many ports.

In the late 80s she was laid up at Burnham, but continued to be maintained: in 1990 her owners became United Distillers plc. In 1992 Hydrogen was bought by Active Lease Ltd, of Maldon, and later the Blackwater Barge Co Ltd, of Maldon, and has been progressively restored by them.

Hydrogen is now owned by Topsail Charters of Maldon, Essex. She is run as a Class V and VI passenger vessel for 50 people.

Update, August 2024: Vessel for sale as part of the business Topsail Charters.

Dinah

Dinah was built in 1887 by Gill & Sons of Rochester as a Thames Sailing Barge, not built to trade but as a pleasure vessel and is one of the earliest surviving examples of a barge yacht. She is a vessel of timber construction with a Ford diesel engine.

Her first owner was the Honourable Reginald Thomas Dudley Brougham of London. Her registered owners are: 1888 Reginald T. D. Brougham, London; 1890 Arthur G. Potter, Islington, London; 1891 Ernest Cecil Latter, Corinthian Club, Piccadilly, London; 1904 Aubrey Stuart, South Hampstead, London; 1907 Lilian Macmahon, Ramsgate; 1911 Frederick G. Ensor, City of London; 1913 Howard Hollingsworth, North Lowestoft; 1919 Matthew L. Crane, Ipswich; 1921 Gerald N. Newton, Piccadilly, London; 1923 Garnet J. Oswell, Stratford, Essex; 1929 Capt. H.E.D. Cullen (M.C.), Surrey; 1933 Louise M. Milward, Old Windsor; 1947 Rupert Brooke, Lowestoft; 1952 Sam Street, Lowestoft; 1954

M.W. Pratt & M.B. Prichard; 1979 Aidan & Yvonne de la Mare; 2006 Richard Johnson; 2013 P. Knopp & J. Armour-Marshall. By 1979 Dinah was lying derelict in a lighter in Sharpness, Gloucestershire. She was then purchased by Aidan de la Mare and his wife Yvonne, and taken by land to Dock End Yard, Ipswich, where initial restoration work was undertaken by Roy Woods before she moved to Chelmondiston and, later, Southwold. Restoration work was finally completed in June 2006. From 2006 onwards Dinah was moored at Iken on the Alde, Suffolk. In 2013, after further repairs in Maldon, Essex, she was moved to London with her current owners.

2022 - Dinah is currently covered having had the deck fully restored and her owners are about to progress onto the rails, hatch combines and re-instating her traditional hatchboards. Hopefully she will be back in the water late 2022

ANSWERS TO QUIZ 99

1. KHABAROVSK: A Russian "Special Purpose" nuclear submarine started sea trials in October. She was originally due to be commissioned in 2020. She is of 10,000 t displacement and can carry 12 Poseidon nuclear torpedoes.
2. VERTOM TULA: A new 7280 dwt Dutch flagged cargo vessel with diesel-electric propulsion. 44 solar panels are sited on her hatch covers provide power to onboard systems, saving 20% of the hotel load.
3. SHETLAND TRADER: A Liberian flagged dry cargo vessel of 2386 dwt built in 1992 had engine failure in Cowes Harbour and collided with several moored yachts. She is owned and managed by Faversham Ships Ltd. Early Nov.
4. HELLAS APHRODITE: A Malta flagged LNG tanker operated by Stolt-Nielson was attacked by pirates off the Somali coast. She is of 49,992 sdwt and was built in 2016. The crew was safe inside her citadel and were later rescued by EU naval forces from Operation Atalanta. Early Nov.
5. MEIN SCHIFF 1: Malta flagged cruise ship operated by Tui of 111,553 gt and built in 2018 had an excursion boat sinking with 55

passengers on board near the Dominican Republic. Everyone were rescued by nearby small craft. Mid Nov.

6. KOMMMANDER: A Russian flagged Aframax crude tanker of 150,600 dwt built in 2004 blocked northbound traffic in the Suez Canal for several hours after engine issues whilst southbound. She had loaded at Murmansk for China. She is owned and managed by Yo Shui Marine of Hong Kong and is on the US list of sanctioned ships. Late Oct.

7. SEAHORSE: A sanctioned Barbados & Cameroon flagged product tanker of 70,426 dwt built in 2004 with a cargo of Russian diluent was intercepted by the American destroyer USS STOCKDALE whilst returning to Venezuela from Cuba and was forced to change course several times. She had already discharged a cargo of Russian naphtha in October. She finally docked in Venezuela in late Nov.
8. ROYAL DAFFODIL: A new Mersea ferry was floated out at Cammell Laird in Birkenhead on 6th November. It is due to enter service in summer 2026.
9. HMS SEVERN: Royal Navy offshore patrol vessel tracked the Russian corvette RFN STOIKIY and its accompanying oiler YELNYA westbound through the Dover Strait and English Channel in late November. The corvette was commissioned in 2014 and is of 1800 t displacement and is diesel powered. The oiler was built in Finland and was commissioned in 1968, and her full load displacement is 7230 t.
10. TALARA: A Marshall Islands flagged product tanker of 73,371 dwt built in 2010 was seized by the Islamic Revolutionary Guard Corps in the Straits of Hormuz in mid-November. She was released a week or so later, but without her cargo of 30,000 t of petroleum products.
11. ARMAN 114: An Iranian flagged crude oil tanker of 300,600 dwt built in 1997 was seized by a joint Malaysia & Indonesian commando operation during an unauthorised ship to ship oil transfer in 2023. It was announced that both ship and cargo are to be sold by auction on 2nd December with a reserve price of $70 million. Late Nov.
12. USS CONSTELLATION: The lead ship in what was intended to be a class of six frigates. They were to be built by Fincantieri at Marinette, Wisconsin to a modified European FREMM design. They

will be of 7291 t full load displacement and powered by combined diesel electric and gas turbine (CODLAG). In late November it was announced that the last four have been cancelled, leaving just the Constellation and the USS CONGRESS to be built but with their delivery date put back by 3 years. The construction had started before the design had been finalised, causing major delays and cost overruns.

13. RFA RESURGENT: The first of three Fleet Solid Support Ships being built for the Royal Fleet Auxiliary by Team Resolute. A steel cutting ceremony took place at Appledore in early December. Names of the other two have been announced as RFA RESOURCE and RFA REGENT.
14. BF CARP: Berthed at the London Gateway Port at the start of December, the BF Carp marked the start of the new Atlas weekly service carrying fruit and vegetables from Agadir, Morocco. She was built in China in 2009 as the WARNOW CARP and is Antigua & Barbuda flagged. She is of 12,083 dwt and 990 TEU.

15. BALTIC KLIPPER: She is a Liberian flagged refrigerated container ship of 15,609 dwt built in 2010. She lost 16 containers in bad weather off the coast of the Isle of Wight on 6th December. Several were washed ashore containing bananas.