The World Ship Society

Southend Branch

News and Views

Edition 94- LOCAL

1st AUGUST 2025

Next Edition 1st SEPTEMBER 2025

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

& Views Coordinator Richard King rking567@btinternet.com

NOTES

Thanks go to Krispen ,Geoff, Eddie, Peter, Ron and Tony, for their contributions

CONTENTS

A K LLen

Photographs from Krispen

Bap Union

Oosterschelde

MV Lady of Mann

Cariade

The Empress of Canada

Gypsy Moth IV

Msc Nigeria

Schooner America

The Re engineing of QE2

Borealis

Gladys Sails West Year 3 to Brixham

The end of the Astoria

Cunard's Caronia and Carpathia

The First Maersk Steamship

ONE FACT WONDER Princess

Princess Victoria

Sea Princess

Princess Louise

Princess Marguerite

Essex Boatbuilders Part 3 South Essex

NEWS

Southend Barge Race 2025

Competitors Niagara , Marjorie, Lady Daphne and Edith May

Thames Barge Race Nigeria. Pudge,, Blue Mermaid Gladys

Fincantieri delivers Viking Vesta to Viking in Italy

Viking has taken delivery of its newest ocean ship, Viking Vesta, from Italian shipbuilder Fincantieri.

The 54,300gt vessel was handed over during a ceremony at Fincantieri's yard in Ancona, Italy, and features an identical design to Viking's other ocean ships. It accommodates 998 guests in 499 veranda staterooms and offers onboard spaces including the Living Room, Nordic Spa and fitness centre, Manfredi's Italian Restaurant, the Chef's Table, the Kitchen Table, a theatre, the Explorers' Lounge, a pool covered by a retractable roof and an outdoor terrace with an infinity pool.

Viking Vesta will spend its maiden season sailing itineraries in Northern Europe and the Mediterranean.

Fincantieri is also constructing Viking Libra and Viking Astrea, the world's first hydrogen-powered cruise vessels, which will be delivered in late 2026 and 2027 respectively. They will be equipped with a new hydrogen propulsion system and advanced polymer electrolyte membrane fuel cell technology developed by Fincantieri subsidiary Isotta Fraschini Motori. The technologies will allow the ships to operate with zero emissions. Viking Vesta has been

designed so it can be retrofitted will these new technologies as they become available.

Viking has ordered two additional 998-guest ocean ships from Fincantieri for delivery in 2031 and has an option to extend the contract to include two further vessels for delivery in 2033. Based on its committed orderbook, Viking expects to take delivery of 26 additional river ships by 2028 and 11 new ocean ships by 2031. This will mean it will operate 110 river ships by 2028 and 23 ocean and expedition ships by 2031.

VISITORS

Mayview Maersk Built 2018 194486 GRT Denmark

Current Location Thames

Sparto Built 2020 62812 GRT Malta

Current Position North Sea en route to Algeria

Lyric Magnolia Built 2016 63694 GRT Bahamas

Current Position Canvey

CMA CGM Ermitage Built 2024 32445GRT Malta

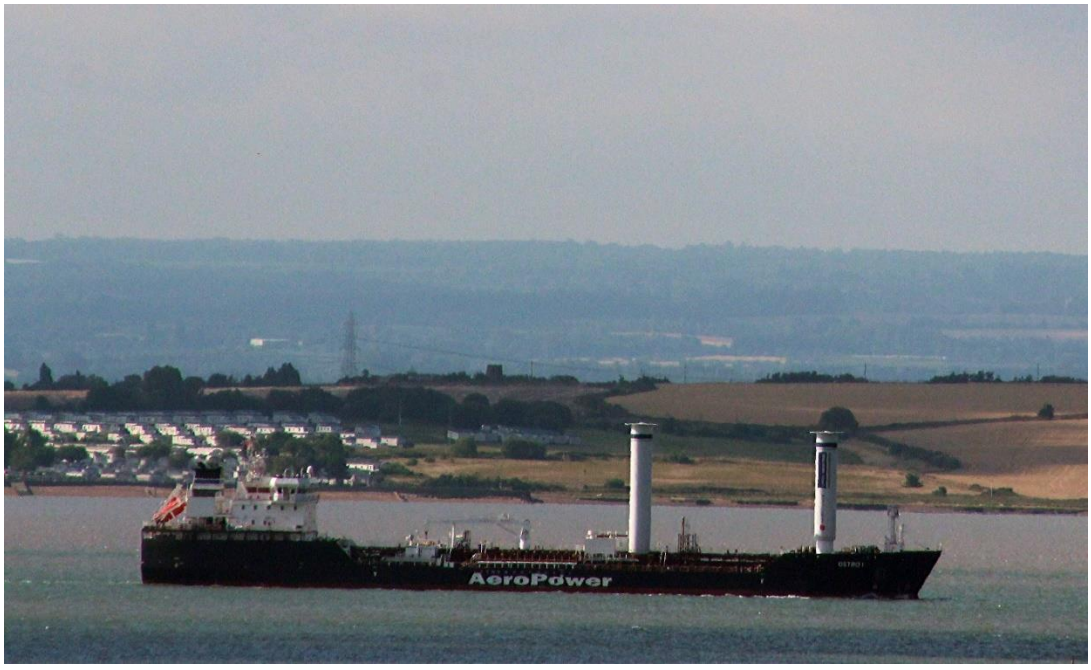
Current Position Tilbury

Oakland Express Built 2014 148667 GRT Liberia

Current Position Thames

Milan Maersk Built 2017 214286 GRT

Current Position Enroute to Tanger



Ostro 1 Built 2025 11952 GRT Malta

Current Position Antwerp

Epic Trader Built 2012 32987 GRT Liberia

Current Position North Sea en route to Turkey

Atlanta Express Built 2014 148667 GRT Liberia

Current Position West Mediterranean

Norwegian Sky Built 1999 77104 GRT Bahamas

Current Position En route to Bilbao

Marit Maersk Built 2015 194849 GRT Denmark

Current Position En route Algeciras

Laem Chabang Express Built 2018 113897 GRT Hong Kong

Current Position Antwerp

Pacific Anna Built 2017 62397 GRT Marshall islands

Current Position Libya

Stellar Rianini Built 2017 24655 GRT

Current Position Anchored Thames

Solero Built 2009 13471 GRT Sweden

Current Position Antwerp

Alula Express Built 2012 141077 GRT Liberia

Current Location South Africa En route Oman

Timor sun Built 2016 43042 GRT Liberia

Current Location Rosyth

Nao Santa Maria Built 2018 151 GRT Spanish

Bap Union 2016 GRT Peru

Cape George Built 2012 23426 GRT Marshall Islands

Current Position Baltic en route Luga

Rochester Built 2025 25150 GRT Malta

Current Position Baltic en route Sundsvall

Great Tema Built 2023 89797 GRT Italy

Current Position Cotonou

GPS Felucca Built

Matz Maersk Built 2014 194849 GRT Denmark

Current Location North Sea en route Rotterdam

CMA CGM Jamaica Built 2006 41899 GRT Malta

Current Position En route Abidjan

Msc Brunella Built 2015 96381 GRT Portugal

Current position West Africa en route Rio de Janeiro

Sti Leblon Built 2017 29760 GRT Marshall Islands

Current Position En route LanoraieAnchorage

Marseille Maersk Built 2018 214286 GRT Denmark

Current position West Africa en route Pelepas Malaysia

Msc Anita Built 2024 155942GRT Liberia

Current Position West Africa En route Singapore

Raybel Built GRT

Current Position

SEEN ON AIS SAILING IN THE ESTUARY

VIVEKA

Viveka, Ex JOAN II was designed by Frank C. Paine of Paine, Belknap & Skene and built by Fred Lawley in Quincy, Massachusetts, in 1929 and 1930. She was designed for J.P. Morgan who wanted a fast cruiser, putting special emphasis on speed. For this reason Frank Paine designed her to rate at the top class G, a 38 rating, and at the same time under the universal rules in the 12-meter class. Viveka can thus be considered one of the very few schooners that rated in the 12-meter class.

Viveka has sailed 1.5 times around the world with Merl Petersen at the helm.

The boat was double planked of cedar and mahogany on oak frames. She was designed with a deck length of 72’9”, Water line of 48’, a beam of 14’ and a draft of 9’1”

LES TRES HOMBRES

The worlds last sail only cargo ship

Tres Hombres is vNamed after three friends who energetically started a new clean shipping movement in 2007. It connects the route of the engineless brigantine Tres Hombres South, Central & North America and Europe. She transports sustainable, organic and traditionally produced goods and has become a shining example for alternative transport and the entire freight shipping movement. Today she is a global ambassador for freight under sail, transporting up to 40 tonnes of our fairly produced and fairly traded products.

Good examples of this are Tres Hombres Rum, Cocoa, Coffee and Olive Oil!

Tres Hombres specifications

- Built: 1943
- Sailwork: Brigantine
- Length complete: 32 meters
- Deck length: 28 meters
- Freight capacity: 40 tons / 50 m3

- **TED OF LADRAM**
- 

- Seen on AIS moving south from their yard in Whitby is Parkol in Whitby's latest product >
- She is the Ted of Ladram for Devon based Waterdance Ltd and is a whelker and the fifth in a modernisation programme for this owner

QUIZ 94

1. A series of 5 yachts named "Morning Cloud" was owned between 1969 and 1983 by which British politician?

2. In June 2025, Johan Helberg woke up to find a container ship had run aground and crashed into his front garden. In which country did this take place?

3. What does the Blue Peter flag mean when flown in harbour?

4. The ferry *Scillonian III* is expected to be replaced by *Scillonian IV* in 2026 operating between St Mary's on the Isles of Scilly and which port in the West of England?

5. In which famous novel does the vessel *Pequod* feature?

6. Following a recent Pentagon-led review of naval vessels named after civil rights leaders, a US Navy fleet replenishment oiler was renamed *USNS Oscar Peterson*. Who was this ship previously named after?

7. Where can you find the ship's bell from *HMS Lutine*, lost in 1799?

8. In the shipping forecast areas moving clockwise, what comes after Thames?

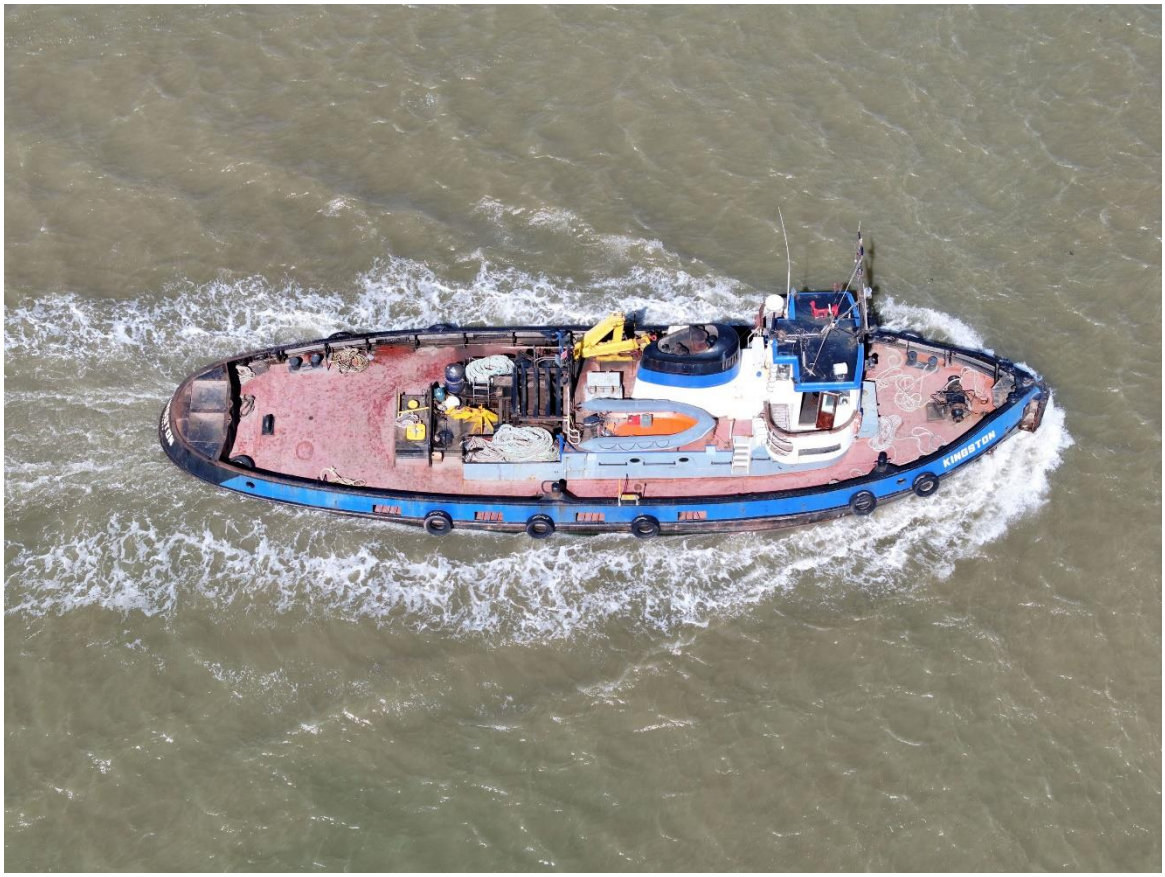
9. 25th June is designated by the UN to recognise a critical role in global trade, security and the flow of essential goods, and celebrations are led by the International Maritime Organisation. What is this day called?

10. The UK's nuclear deterrent currently depends on a few Vanguard-class submarines. What is the name of the class of submarines that is replacing them, at a cost of over £30billion?

PHOTOGRAPHS FROM KRISPEN

Union

Ostro I



Kingston

PHOTOGRAPHS FROM KRISPEN

Dupuy de Lome

MYSTERY SHIPS 94

Msc Sabrina

Mountain Cloud 07 08 93

Hermes 16 09 92

Giovanni Grimaldi

Arosa 27 09 92

16 09 92

14 09 92

NEWS FROM PEMBROKESHIRE

A.K. Ilen

A recent visitor to Fishguard was the 56-foot Irish A.K. Ilen (A.K. standing for auxiliary ketch). She is the last Irish wooden sailing vessel with a cargo hold.

The 'Ilen' in Fishguard Bay heading for Wicklow, Ireland

The story of the 'Ilen' begins in 1923-25 when Conor O'Brien became the first Irishman to circumnavigate the world by small boat in his sailing ketch 'Saoirse'. On his stop in the Falkland Islands, the islanders were very impressed with her sailing qualities and asked O'Brien to design and build a similar, but larger, vessel. The new vessel was built at the Baltimore Fisheries School in West Cork in 1926. She was named the 'Ilen' after the local river. O'Brien delivered the boat, with two cousins as crew, to the Falkland Islands Company in 1927.

She served for almost 70 years until the early 1990's, carrying passengers, mail, cargo and livestock between settlements on the islands.

The 'Ilen' transporting horses in the Falklands, 1976 (Photo: www.boatingnz.co.nz)

The 'Ilen' at anchor in the Falkland Islands (Photo: www.boatingnz.co.nz)

By 1997, the 'Ilen' was unused and in a poor state of repair as she languished on a beach in the Falklands. It was said that "only the copper sheathing was holding the hull together". She was brought back to Dublin on a Russian cargo ship using the ship's inboard crane to lift her onboard as no suitable crane was available at Port Stanley. She was then sailed south for restoration at Hegerty's Boatyard at Skibbereen, County Cork, where she laid dormant for 10 years. When funding was secured, she became the centre of a community educational programme there teaching carpentry, joinery and traditional boatbuilding. The restoration was finally completed in 2018.

During her time at Skibbereen, she appeared on stamps issued by both Eire and the Falkland Islands. The Eire stamp was issued in 1999 as part of a set marking the country's maritime heritage, whilst the Falkland Islands stamp was issued in 2001. The latter included the Irish tricolour to recognise the vessel's origin.

Eire and Falkland Islands stamps

One of her initial voyages was to transport local products around various ports in south and west Ireland. These included cheese, coffee, water, whiskey and gin. She currently undertakes voyages for various sailing charities such as Sail Training Ireland (which promotes the development of young people through

sail training experiences) and Sailing into Wellness (which provides therapeutic sailing programmes for marginalised individuals, including those undergoing drug recovery). For this, she carries 3 crew plus 12 participants for day-sailing or 9 for overnight. Since her restoration, she has sailed to various destinations including London, Madeira, the Azores, Greenland and, of course, Fishguard.

B.A.P. UNION

Visiting the Thames in early July was the Peruvian Navy training ship B.A.P. Union. As well as giving sea-going training to future sailors, she acts as a sailing ambassador for Peru. With a displacement of 3200 tons, she is the largest sail

training ship in Latin America. She normally carries 97 midshipmen and a regular navy crew of 149.

She was built of steel for the Peruvian Navy by Shipyard Marine Industrial Services at Callao (SIMA), being laid down on 8th December 2012, launched on 22nd December 2014 and commissioned on 27th January 2015. She was ordered from SIMA, in co-operation with the Government of Spain through the contractor Cypsa and Navantia, who together were responsible for the ship's structural design.

Her dimensions are 115m (oa) x 13m x 6.5m. She is powered by a Caterpillar 3516H engine driving a BERG propellor via a Reintjes LAF-863L gearbox. She also has a Rolls Royce manoeuvring propellor. Maximum speed under power alone is 12 knots.

She is rigged as a four-masted barque, with Royals over double Topgallants and Topsails over Courses on all three square-rigged masts. On the aft mast, the "Spanker mast" she had double gaff rig, as was the custom in German pre-war sailing ships. Total sail area is 4302 square metres.

She was the first sail training ship for the Peruvian Navy, so during her construction, the Peruvian Government arranged training for the future crew with the help of a Spanish Navy instructor and by sending personnel to serve on sail training ships of other countries, such as the ARM CUAUHTTEMOC.

The structural design of the BAP Union was carried out by Spanish naval architects, based on the experience of four previously built sail training ships, the Colombian ARC GLORIA of 1967, Ecuadorian BAE GUAYAS, the Venezuelan SIMON BOLIVAR and finally the Mexican CUAUHTEMOC, which was in the news recently, hitting Brooklyn Bridge. These were all smaller and were rigged as three-masted barques. Interestingly, Panama have been in discussions recently with the Peruvian Government and SIMA about the construction of a sister ship to the BAM Union for the Panamanian Navy.

The design for these ships was developed from a series of German sail training ships built by Blohm & Voss in Hamburg in the 1930s. Three of these are still sailing, the HORST WESSEL (now USCG EAGLE), the ALBERT LEO SCHLAGETER (now the Portugese NRP SAGRES) and the Romanian MERCEA.

OFF SOUTHEND PIER, taken by our in-house photographer

The BAP Union arrived in the Thames on 4th July and anchored downstream of Southend Pier, before heading upstream on the morning of 6th July and berthing in the West India Docks. Her air draft is 53.5 metres, giving a respectable clearance under the Dartford Bridge (given as 60.2 metres at

MHWS), but in any case, she went under it without problem in 2017, on her previous visit.

She is engaged on a multi-nation voyage for training and “showing the flag” purposes lasting several months. Apart from London, she will be calling at Aberdeen and Liverpool.

OOSTERSCHELDE

AT TOWER BRIDGE QUAY

Anchored off Southend on 23rd July from Falmouth was the beautiful Dutch topsail schooner OOSTERSCHELDE. She proceeded upstream, with the tide under her, the following morning, arriving at the Tower Bridge Quay on 24th. For the last two years she has been following the route of HMS BEAGLE, calling at numerous ports under the much publicised “DARWIN 200 Global Voyage”. The Voyage began in Plymouth and ended in Falmouth, with the subsequent trip to London being described as her “Lap of Honour”. The Duke of Edinburgh was scheduled to visit the ship on 25th July.

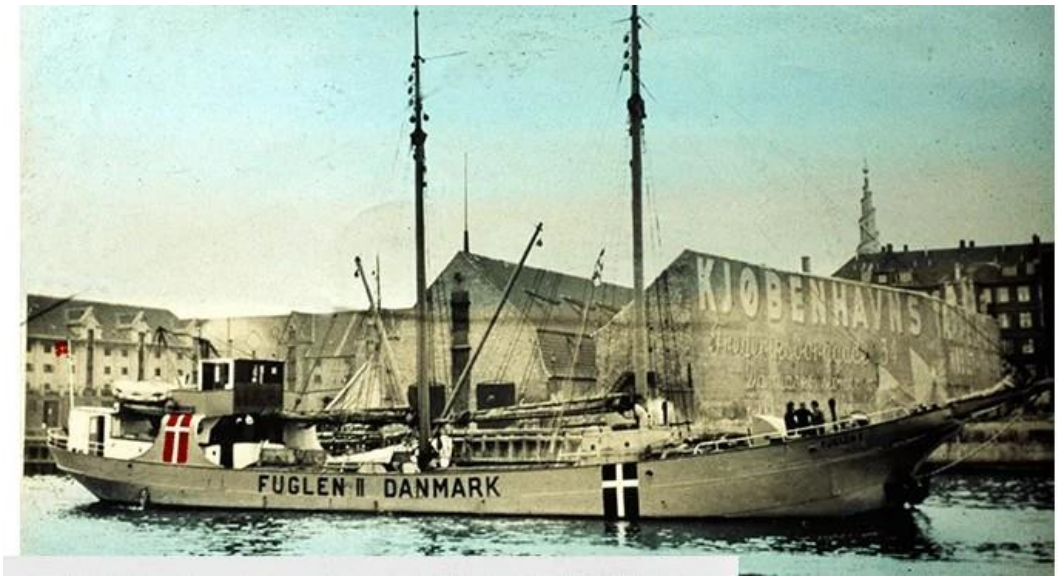
FITTING OUT 1918

She is steel-hulled, launched in 1917 and completed in 1918. She was built by H. Appelo & Sons in Rotterdam, as an auxiliary sailing coaster, with a three masted schooner rig, very much as she has at present. She is of 370 tons with dimensions 50.0m (o.a.) and 40.12m (Stem to stern) x 7.5m x 3.0m. Her air draught is 36m and her sail area is 891 square metres. Her John Deere 6-cylinder diesel is of 450 hp. Her permanent crew is of 4 to 8 and she can comfortably accommodate 24 “Voyage Crew” in 9 cabins.

NEWLY RIGGED

Her first owners were H.A.A.S., who were a firm of Rotterdam shipowners. For some years she made a good profit for her owners, but in the 1930s her rig

was cut down and a larger diesel engine installed. In 1939 she was sold to a Danish company based on the Island of Aero who renamed her FUGLEN 11.



FULGEN 11

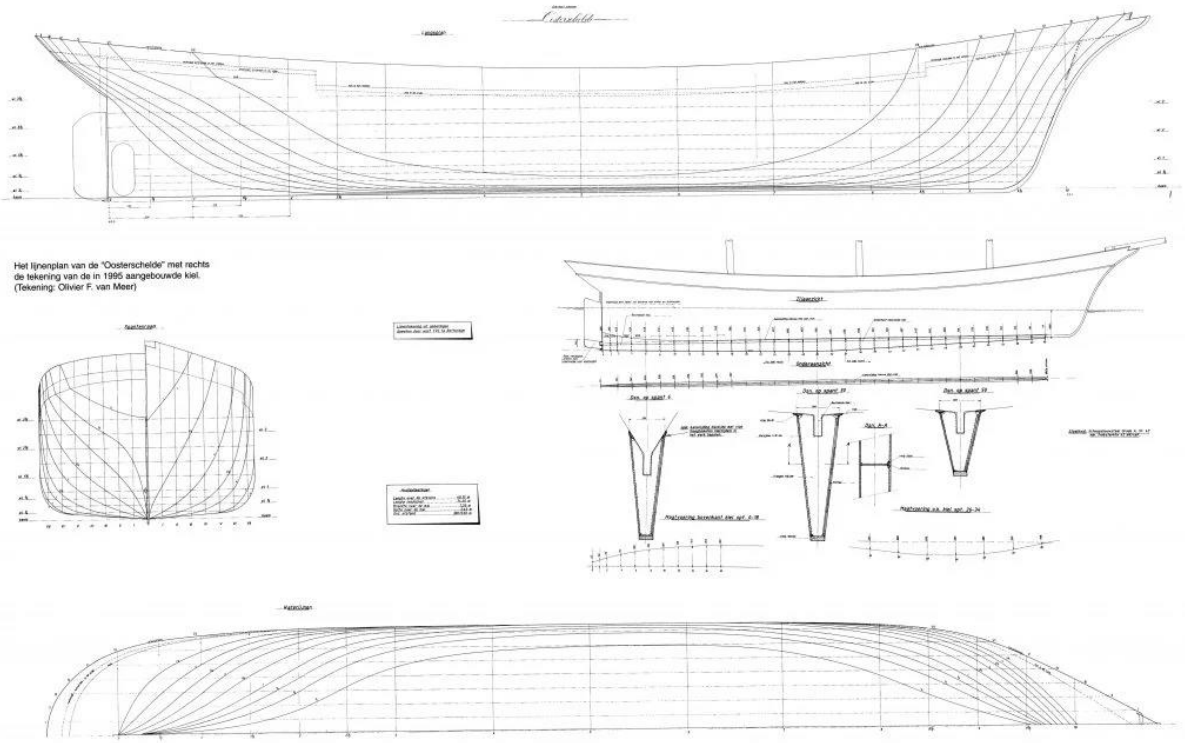
In 1943 she was damaged by a magnetic mine, and her decks were awash by the time they got her into port. In 1954 she was sold to S. Petterson and was renamed SYLVAN. In 1962 Petterson had her refitted as a pure motor coaster.

SYLVAN AS MOTOR COASTER

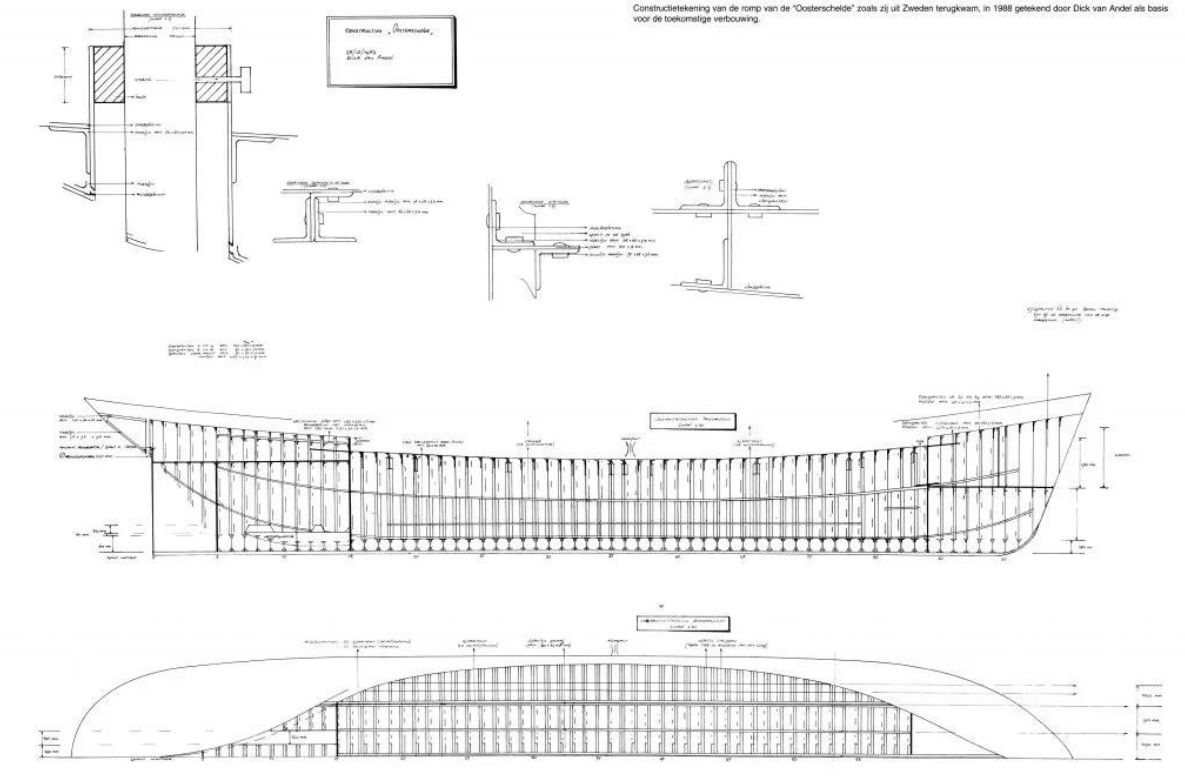
In 1988 she was acquired by a group of Dutch museums and a foundation was set up for her restoration. Between 1990 and 1992 she was rerigged and fitted out for seagoing with paying passengers. Since 1992 she has travelled extensively, carrying world cruises in 1996-98 and 2012-14. In 2024 she won

the Tall Ships Race from Bermuda to Boston as well as the transatlantic race from Halifax N.S. to Le Havre.

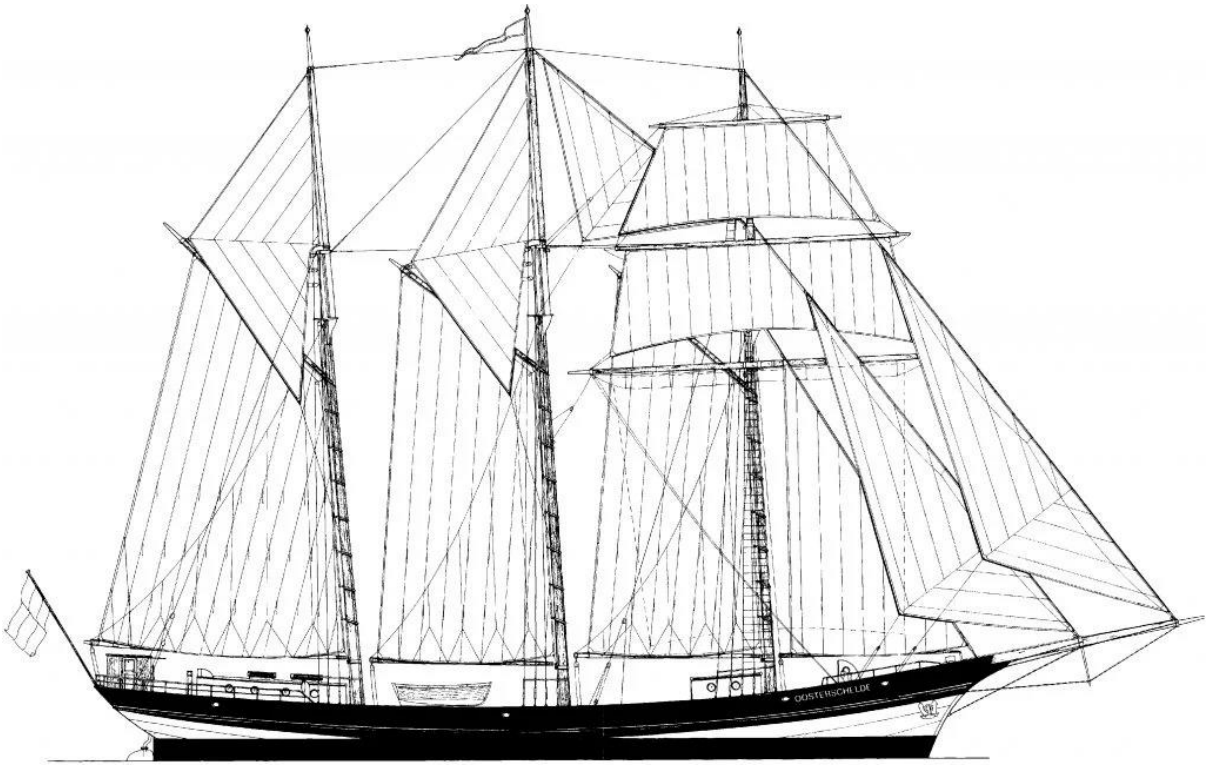
HEADING UPSTREAM ON THE THAMES

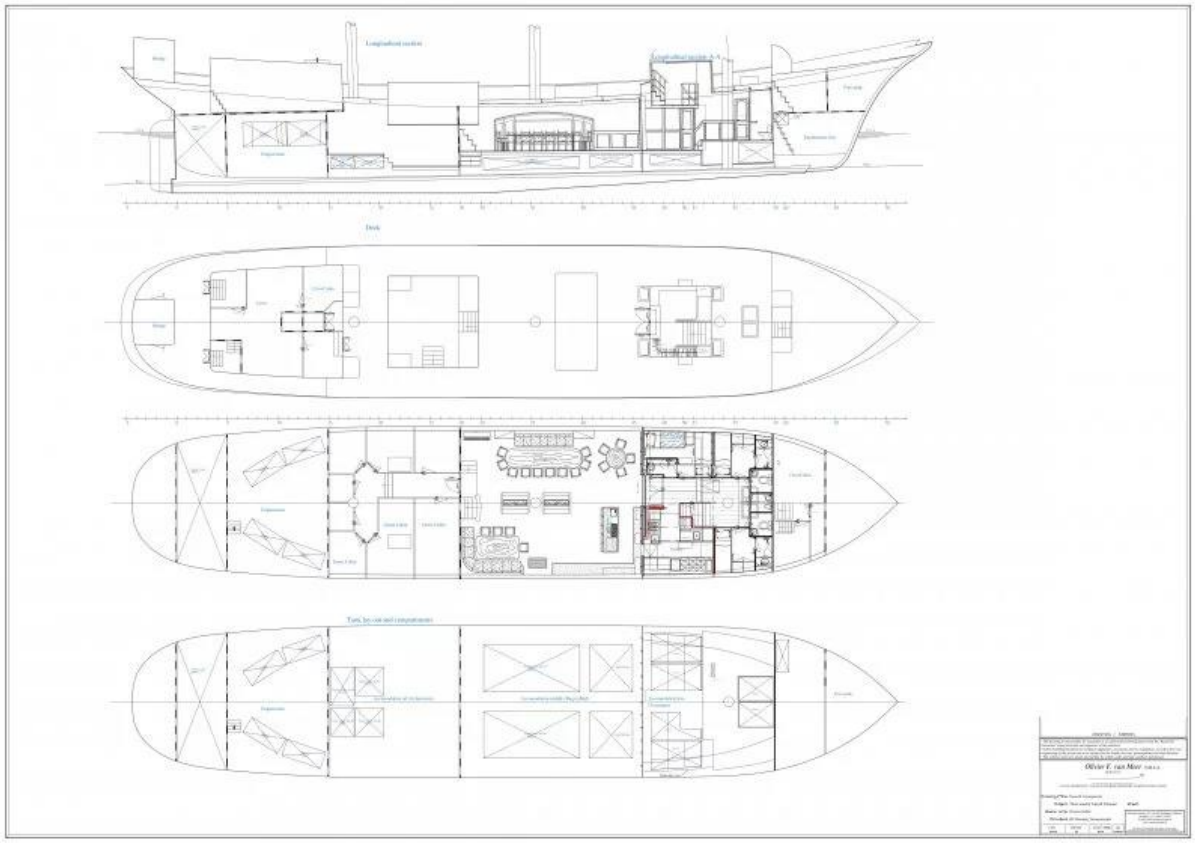


Het lijnenplan van de "Oosterschelde" met rechts de tekening van de in 1995 aangebouwde kiel. (Tekening: Olivier F. van Meer)



Constructietekening van de romp van de "Oosterschelde" zoals zij uit Zweden terugkwam, in 1988 getekend door Dick van Andel als basis voor de toekomstige verbouwing.


OOSTERSCHELDE




PERFECTION!

M.V. LADY OF MANN

In the late 1970s, I was involved in some engineering studies relating to the terminals for the Isle of Man Steam Packet Company. The work involved a trip from Liverpool to Douglas on the Lady of Mann for a meeting with the client, although sadly we had to fly back owing to a lack of time.


AT LIVERPOOL STAGE

The Lady of Mann was the apple of the Packet company's eye at the time, as she was the newest vessel in their fleet, and she was considered to be their flagship. She was the last of four mainly similar side-loading ferries, the others being MANX MAID of 1962, BEN-MY-CHREE of 1966 and the MONA'S QUEEN of 1972.

The Lady of Mann was built by Ailsa Shipbuilding at Troon, being launched on 4th December 1975 and her maiden voyage began on 30th June 1976. She was

usually used on the Liverpool to Douglas, I o M route. She was of 3083 gt with dimensions 104.43m x 16.74m x 3.63m. She was powered by twin 12-cylinder Pielstock diesels of 8092 kW built by Crossley Brothers Ltd driving 2 screws and giving 21 knots. Of the four ships, the earlier two were powered by steam turbines, but the Mona's Queen, like the Lady of Mann, was diesel engined.

The four ferries were the first Isle of Man vessels to have drive-on capability for cars and light vehicles. Because of the limitations of some of the terminals they served, particularly at Douglas, the ships had a spiral set of ramps at the stern linked with the car deck, so that vehicles could be driven on or off from the appropriate level on departure or entry. The ramps could discharge cars at five levels according to tide levels. Her capacity was 1200 passengers and 100 cars.

The Lady of Mann served the IoMSPC for 29 years, and remained the company's flagship until 1984 when she was replaced as flagship by the MONA'S ISLE. The company by then was in financial difficulties, forcing a merger with a rival firm, the Manx Line. She was withdrawn in 1989 for a £2.6 million refit by Wright & Beyer at Birkenhead. Her interior layout was modernised and her capacity increased to 130 cars. She returned to service on 26th May 1989.

PANAGIA SOUMELA

On 2nd June 1993, she crashed into the Victoria Pier in Douglas, crumpling her bow. She was withdrawn for repairs to be carried out. In 1995 she operated for Porto Santo Line in Madeira under charter. In 1996 the IoMSPC was bought by

Sea Containers, and she was given the Sea Containers blue livery. In 1996 she was operated on the Liverpool to Dublin run and often was able to travel when sea conditions were too bad for the company's new high-speed ferries to sail. In 2001 she had an upgrade at Cammell Laird to comply with the latest SOLAS regulations.

In 2005 she was sold to SAOS Ferries of Greece and was renamed PANAGIA SOUMELA. During the winter 2005/06 she was converted to a stern loading ferry in Piraeus, with her tonnage increased to 4482 gt and her capacity changed to 750 passengers and 125 cars. In August 2006 she started on the Lavrion to Limnos route. In 2011 she was sold for breaking up at Aliaga in Turkey.

CONVERSION TO STERN LOADING RAMP

CARIADE

Recentky seen anchored off Isle of Grain

The rebirth of this great Summers & Payne ketch is finished

The 1896 ketch Cariad has been restored for the second time, barely thirteen years after doing so previously. “


Credit: Nigel Sharp

Cariad was designed by Arthur Payne and built by Summers & Payne, the Southampton company which had been formed when he went into partnership with William Summers in 1890. She was built for - the 4th Earl of

Dunraven who had recently twice challenged for the America's Cup: in 1893 with Valkyrie II and in 1895 Valkyrie III, both of which were beaten 3-0. Cariad was launched in January 1896

In February 1897, Cariad left the Solent bound for the Mediterranean before damage to her steering gear forced her into Plymouth and then back to Southampton for repairs. But the following year Cariad sailed to the Cascures Regatta in Lisbon

He commissioned Summers & Payne to produce a new, bigger Cariad which he would own until 1922.

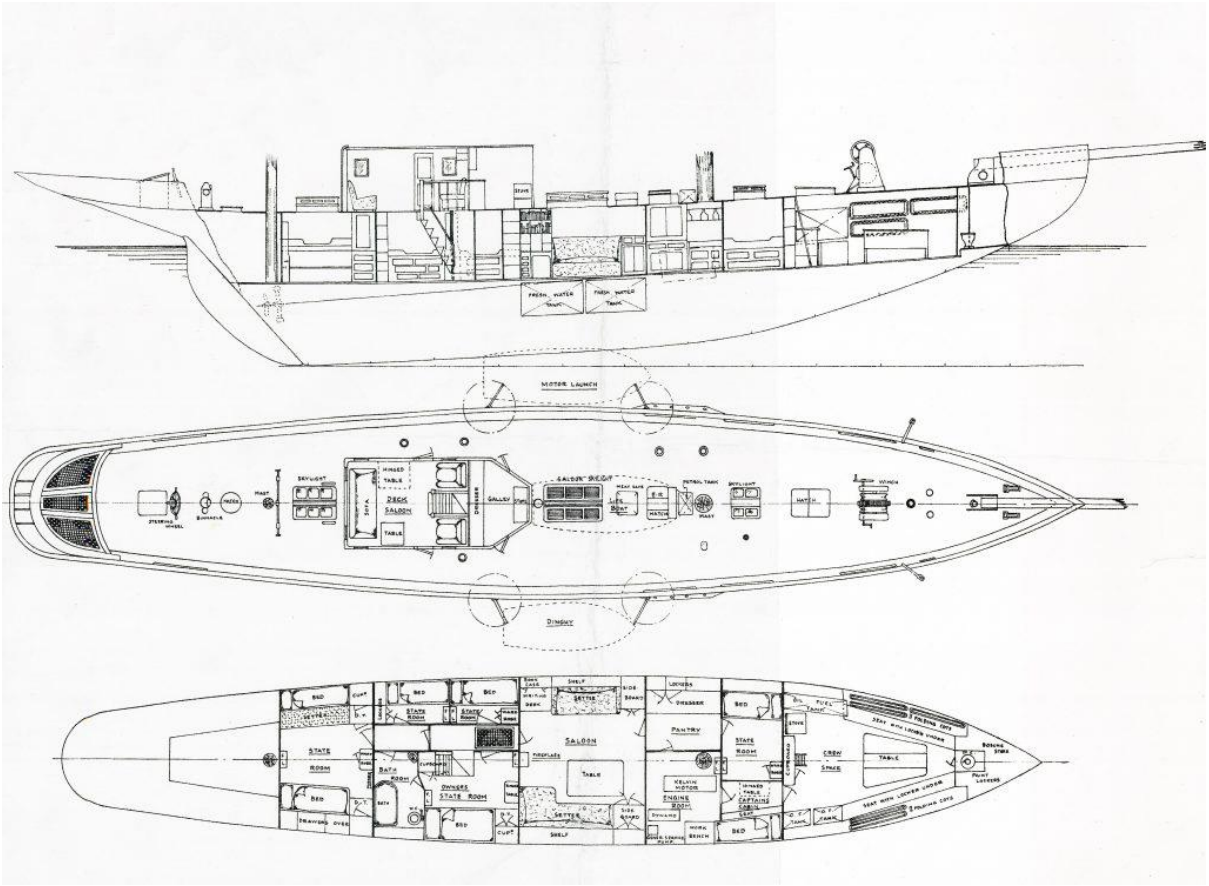

Cariad. Credit: Nigel Sharp

Cariad 1 was then purchased by JB Millar.. Millar seems to have kept her in Essex and Kent during part of his short period of ownership, In September 1909 Cariad took part in the Cowes to St Malo race in which she finished just 13 seconds in front.

Cariad's next owner was Philip de Vilmorin, who kept her in the Mediterranean. In 1913 he sold her to Frank Chaplin who changed her name to Fidra . The outbreak of war curtailed yachting activities.

Soon after the war ended Fidra was purchased for £4,800 by brothers Sune and Sebastian Tamm, who, in September 1920, set off from Karlskrona in Sweden on a world circumnavigation. She arrived, back in September 1922,

In July 1924, Mr Butcher bought her “at the recent auction sale in London” and that she had then been sold again at another auction Her new owner was Henry J Wenborn. Wenborn did, take her to Cape Town – probably in 1927 – where he kept her for the remainder of his ownership,.



Plan for ‘Cariad I’ (1896)

Cariad remained in South Africa with her next three owners, the first of whom, from 1947, was AW Flitton.

Cariad’s home port became Durban when Loring CM Rattray bought her in 1962, and she remained there after he sold her to Krasni Sutic eight years later.

She left South Africa in 1976 when she was purchased by Seymour and Pamela Marvin, who lived in Rio de Janeiro. installed by Antiguan boatbuilders supervised by a small number of SYS craftsmen.

Cariad returned to England in 1983 and took part in Cowes Week before going to Turkey to do a charter season there. Sold to a Japanese corporation in 1987. She was taken via the Suez Canal to Yokosuka where she had some work In 1989 she took part in the Yokohama Exposition YES and then sailed to

Singapore. Sometime after that she was abandoned when her owners experienced financial difficulties, before she was saved by the Japan Charter Yacht Association which used her as a flagship to promote charter sailing and ocean leisure in Tokyo.

In 2005 Cariad was purchased by Stuart Williamson after he found her in a derelict state near Bangkok. He took her to a small shipyard in Southern Thailand where she was extensively restored.

In 2008 Cariad was purchased by a Singapore/Chinese national. For the next thirteen years she was never used,

In 2021, along came Tim Hartnoll and immediately commissioned another restoration..

Cariad: Credit: Nigel Sharp

she will be based in the Mediterranean where she will compete in some of the classic boat regattas.

EMPRESS OF CANADA

EMPRESS OF CANADA

The Empress of Canada was the last, and perhaps the prettiest, passenger ship built for Canadian Pacific Railways. She was built by Vickers Armstrong at their Newcastle walker yard, being laid down in January 1959, launched on 10th May 1960 and starting her maiden voyage on 24th April 1961.

She was to join her sisterships, the EMPRESS OF ENGLAND and EMPRESS OF BRITAIN, but she was 10 feet longer and a foot wider than the sisters and the Empress of Canada had a bulbous bow, a first for Canadian Pacific passenger vessel. Her hull was strengthened for ice, and she was equipped with Denny-Brown stabilisers.

EMPRESS OF CANADA

She was built for Canadian Pacific Steamships Ltd., a British subsidiary of the Canadian Pacific Railway Company. She was to serve primarily on the Liverpool to Montreal route, but when the waterway was iced up, she was used for cruising. She was of 27,284 grt with dimensions 650.0’ x 86.5’ x 29.0’.

EMPRESS OF CANADA

Her 3 Foster Wheeler boilers provided steam for her 6 Pametrada double reduction geared turbines totalling 30,000 shp driving 2 screws and giving a maximum speed of 20 knots. As built, she could carry 192 First class and 856 tourist class with a crew of 470. During cruises she operated as a one class ship.

Towards the late 1960s the regular Liverpool to Canada service was becoming uneconomic, and she was increasingly used for cruises. On 9th November 1971 it was announced that she was to be withdrawn from service. On 14th December 1971 she sailed from Liverpool for Tilbury, where she arrived on 17th December, for laying up.

MARDI GRAS

In January 1972 it was announced that she had been sold to the newly formed Carnival Cruise Line and was to be renamed MARDI GRAS. Her registration was changed from UK to Panama, whose method of assessing gross tonnage

changed it to 18,261 grt, which saved money in harbour dues etc. After a strike at Tilbury, she sailed for Miami on 26th February 1972.

After a shaky start with Carnival, she was showing a profit by 1975, and so Carnival then bought her near sister EMPRESS OF BRITAIN, which they renamed CARNIVALE. Early in 1982, the Mardi Gras was given an extensive refit. After 1990, she began operating out of Port Canaveral.

In 1993 she was sold to Epirotiki Line of Piraeus and renamed OLYMPIC. Later that year she was chartered to Gold Star Cruises, based in Galveston, and who renamed her STAR OF TEXAS. In December 1994, Gold Star Cruises ceased trading, and the ship was laid up in the Bahamas. On 10th May 1995, she arrived back at Piraeus.

APOLLON

Later in 1995 Epirotiki merged with Sun Line, forming a new company called Royal Olympic Cruise Lines, and she was renamed APOLLON. She was chartered for 5 years by Direct Cruises and given a major revamp aimed at the UK market. During 1998 she operated cruises from Liverpool, Greenock and Newcastle upon Tyne. In 2000, all her planned cruises were cancelled, and she returned to Greece where she was laid up.

From May 2001 she was put into service on short cruises from Piraeus, but by 2003 she was in need of a major upgrade, To avoid this expense she was sold for scrap on 16th September 2003. On 12th November 2003 she departed

Piraeus for Alang, arriving there on 4th December 2003 for breaking up by Jain Shipbreaking Company.

GYPSY MOTH IV

Gipsy Moth IV is the 53 ft ketch that Sir Francis Chichester commissioned to sail single-handed around the globe, racing against the times set by the clipper ships of the 19th century.

Gipsy Moth IV was the first ever purpose-built ocean racer Gipsy Moth IV's voyage was the inspiration for the Golden Globe Race (

The name, the fourth boat in Chichester's series, all named Gipsy Moth, originated from the de Havilland Gipsy Moth aircraft in which Chichester completed pioneering work in aerial navigation techniques.

After being nursed back to health Chichester undertook two single-handed Transatlantic races from Plymouth to New York in 1960 and Plymouth to Newport in 1964 in Gipsy Moth III.. During the '64 race he became inspired to challenge the times set by the tea and wool clipper ships. The tea clippers took an average of 123 days to make their passage to the East Indies, so Chichester set himself the target of making the passage in 100 days.

In 1965 Chichester commissioned Camper and Nicholsons to build the boat, designed by John Illingworth and Angus Primrose. Launched in March 1966, Gipsy Moth IV is 38 ft 6 in on the waterline and 53 ft overall. The boat incorporated the maximum amount of sail for the minimum amount of rigging, whilst employing tiller based self-steering

Gipsy Moth IV set out from Plymouth on 27 August 1966 with 64-year-old Sir Francis at the helm. An exhausted Chichester entered Sydney harbour for a stopover 107 days later.

In July 1968, Gipsy Moth IV was put on permanent display at Greenwich in a land-locked purpose-built dry dock next to the Cutty Sark. The yacht was open to the public for many years.

By the early 2000s, the condition of Gipsy Moth IV, even though she continued to rest in a Greenwich dry dock hoist, had seriously deteriorated.

In 2004, in a joint proposal with Yachting Monthly and Gipsy Moth IV's owners, The Maritime Trust, the yacht was purchased by the United Kingdom Sailing Academy for a token sum of £1 and a gin and tonic .

In November 2004 Gipsy Moth IV was lifted out of Greenwich dry dock and taken by road to Camper and Nicholson's yard in Gosport, where she had been built and launched, for restoration. Although C&N did the work at cost price, the structural restoration cost more than £300,000, The additional equipment and services were provided by the British marine industry.. On 20 June 2005, Gipsy Moth IV was relaunched and put back into "active service" by HRH Princess Anne.

Gipsy Moth IV set sail from Plymouth Sound on the first leg of the 2005-07 Blue Water Round the World Rally on 25 September 2005. She had a mixture of experienced crew and teams of disadvantaged youth on board,

The first leg took just over two weeks to reach Gibraltar, the official starting point for the Blue Water Round the World Rally. After crossing the Bay of Biscay to make landfall in Bayona, Spain, where Paul Gelder left to return to the UK, there was a crew change at Vilamoura, Portugal, and Tom Buggy joined the yacht as Crew Leader for the rest of the leg. Yachting Monthly's Dick Durham sailed the next leg and crew leader to the Canary Islands, where James Jermain took over as Mate to Richard Baggett for the Atlantic crossing to

Antigua. The yacht went through the Panama Canal in February 2006 and headed for the Galapagos islands and the Marquesas.

On April 29, 2006, after a navigational error, Gipsy Moth ran aground on a coral reef at Rangiroa, an atoll in the Tuamotus, known as The Dangerous Archipelago in the Pacific Ocean. The yacht was seriously damaged.. She was towed to Tahiti and put on a cargo ship to be taken to New Zealand.
In Auckland, Grant Dalton's America's Cup team donated help and premises at their HQ in Viaduct Harbour, and the yacht underwent a second restoration. After two weeks or so she was sailing again on 23 June 2006.

Her return leg was via Cairns and Darwin, in
Australia; Indonesia, Singapore, Phuket, Sri Lanka, the Red Sea, Suez Canal and the Mediterranean.. She was accompanied into Plymouth by a flotilla of small craft, Gipsy Moth IV docked on 28 May 2007, as she did exactly 40 years earlier. She was welcomed home by Giles Chichester, son of Sir Francis Chichester.

For some time Gipsy Moth IV lay in Lymington Marina, and in November 2010, she was sold to new British owners and remained at Cowes on display to the public.

The yacht was owned and maintained by The Gipsy Moth Trust, a registered charity, until 2021.

In February 2021 she was put up for sale by the Trust

In March 2022, Gipsy Moth IV was purchased by Simon Oberholzer. Oberholzer undertook her second complete restoration, back to her original 1967 state, at the Elephant Boatyard on the River Hamble Gipsy Moth IV's 2022 outer-restoration was completed just a day before her Royal Review by the Princess Royal at Cowes Week The cumulative cost of the Gipsy Moth IV and

On 6 May 2023 Gipsy Moth IV departed Ramsgate for The Netherlands, making her first voyage away from British waters in 16 years. In August 2023 Gipsy Moth IV was open to the public shortly at the National Maritime Museum (Het Scheepvaart) in Amsterdam.

The restoration has continued on the interior of Gipsy Moth IV on the dry in Ijmuiden, The Netherlands. Gipsy Moth IV has been relaunched during the week of 28 May, 2025.

MSC NIGERIA

A caller at London Gateway Port in late June was the Liberia flagged 8100 TEU container ship MSC Nigeria. She was built by New Times Shipbuilding Co. Ltd. in Jingjiang, China, and was delivered to the Mediterranean Shipping Corporation in January 2025.

She was one of a class of ten similar ships built by New Times for MSC, all named after African countries. The route taken by the MSC Nigeria was Coega, Durban and Cape Town, all in South Africa, then Las Palmas in the Canary Islands, Sines in Portugal, followed by LGP, Rotterdam and Antwerp.

She is of 101,103 sdwt with dimensions 260m x 46m x 14m and is double bottomed. She is powered by a single LNG dual-fuelled engine of 36,937 kW giving a service speed of 16.5 knots.

THE SCHOONER AMERICA

The inspiration for researching the schooner, America, was a crossword clue:

Clue: A two-masted sailing craft, such as America, after which the America's Cup was named.

Answer: Schooner

So, what was the history of America?

In 1851, a syndicate of New York Yacht Club members built a yacht to sail to England. The purpose of this visit was twofold: to show off U.S. shipbuilding skill and to make money through competing in yachting regattas. She was launched on 3rd May 1851 in New York. She cost $30,000 (equivalent to $1.1million in 2024).

America was designed by James Rich Steers and George Steers. The design had a concave clipper-bow with the beam of the vessel at midships. She was designed along the lines of pilot boats designed by George Steer which were among the fastest and most seaworthy of their day. They had to be seaworthy, for they met inbound and outbound vessels in any kind of weather. These vessels also had to be fast because harbour pilots competed with each other for business.

Crewed mainly by professional sailors America left New York on 21st June 1851, and arrived at Le Havre on 11th July. After drydocking and repainting America left for Cowes, Isle of Wight, on 31st July. While there the crew enjoyed the hospitality of the Royal Yacht Squadron while they searched for someone who would race against the yacht.

When America arrived on the Solent there was one yacht, Laverock, that appeared for an impromptu race and accounts of the race are contradictory. Whatever the outcome, it seemed to have discouraged other British yachtsmen from challenging America to a match. She never raced until the last day of the Royal Yacht Squadron's annual members-only regatta for which Queen Victoria customarily donated the prize. Because of America's presence, a special provision was made to "open to all nations" a race of 53 miles (85 km) around the Isle of Wight.

The race was held on 22nd August 1851, with a line of seven schooners and another line of eight cutters. America had a slow start due to a fouled anchor and was well behind when she finally got under way. Within half an hour however, she was in 5th place and gaining.

Traditionally, races would sail around the eastern seaward side of the lightship that marked the edge of the Nab Rocks, but you could sail between the lightship and the mainland if you had a knowledgeable pilot. America had such a pilot, and he took her down the western landward side of the lightship.

This tactic put America in the lead, which she held throughout the rest of the race. On the final leg of the race the yacht Aurora closed but was 18 minutes behind when America finished shortly after 6:00 PM. Legend has it that while watching the race, Queen Victoria asked who was second, and received the famous reply: "There is no second, your Majesty."

The Royal Yacht Squadron's "One Hundred Sovereign Cup" or "£100 Cup", sometimes mistakenly known in America as the "One Hundred Guinea Cup", was later renamed “The America’s Cup” after the original winning yacht.

The syndicate from the New York Yacht Club owned the America from the time that she was launched in May 1851, until ten days after she won the regatta that made her famous.

Subsequently, America changed hands several times and was renamed Camilla. In 1860, she was sold to the Confederate States of America for use as a blockade runner in the American Civil War, including being used on a secret mission to purchase weapons and supplies for the Confederacy.

In 1862, she was scuttled in Florida when Union troops took the city of Jacksonville. She was raised, repaired, and renamed America by the Union and served the United States Navy until May 1863. She became a training ship at the United States Naval Academy. In August 1870, the Navy entered her in the America's Cup race at New York Harbour, where she finished fourth.

America remained in the Navy until 1873, when she was sold for $5,000. She continued to race occasionally and was well-maintained for many years, but by 1901 she fell into disuse and disrepair.

Eventually, in 1921, she was sold to the America Restoration Fund, which donated her to the US Naval Academy in Annapolis.

In 1923 America was given the hull designation of IX-41 by the US Navy. ("IX" being the designation for "unclassified miscellaneous".) She was not

maintained at the Naval Academy either and became seriously decayed by 1940. The shed which housed America collapsed during a heavy snowstorm on 29th March 1942. The remains of the shed and ship were scrapped and burned in 1945.

America was one of only four ships in service in the U.S. Navy in both the Civil War and World War II, along with USS Constitution, USS Constellation and USS Hartford.

THE RE-ENGINING OF THE QE2

When first commissioned in 1969, the QE2 was powered with steam turbines constructed by John Brown (Engineering) Ltd., at Clydebank. The turbines and boilers were replaced with a new diesel-electric powerplant at Bremerhaven during a six-month period in 1986/87.

THE STEAM TURBINE SYSTEM

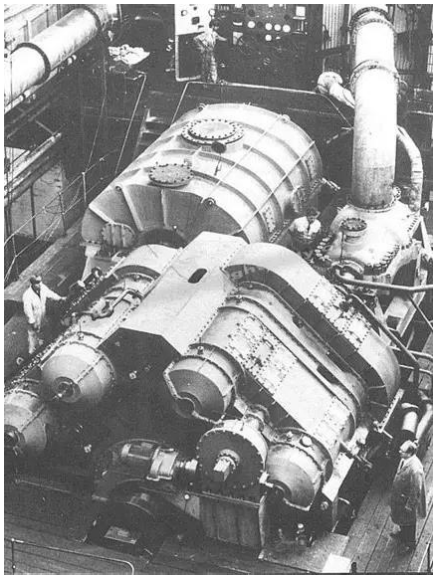
When built, the QE2 was equipped with three Foster-Wheeler ESD2 boilers, which were the largest ever fitted in a passenger ship at the time. The original design had been for four of them, but it was reduced to three to save money (now where have I heard that before). Having only three meant that in service

there was little redundancy and therefore more reliability problems. They were housed in a single boiler room.

AS BUILT ENGINE AND BOILER ROOMS

The two Brown Parsons steam turbines were designed by Pametrada (Parsons Marine Turbine Research and Development Assiciation) and developed 110,000 shp, driving two 6-bladed fixed-pitch screws via double-reduction gearing and giving 28.5 knots service speed. They were located in a single engine room.

The turbines were plagued with problems, despite being technically advanced and very fuel-efficient. By the 1980s though, the 600 tons of fuel she consumed every 24 hours was expensive and spare parts for the turbines and boilers were becoming difficult to obtain.



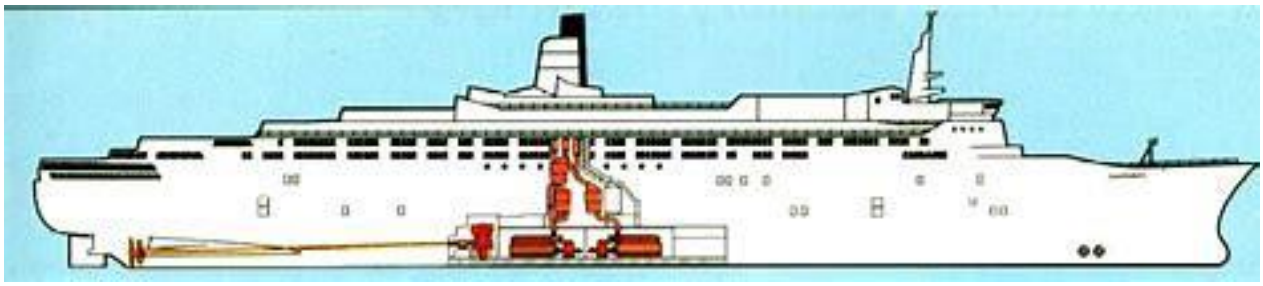
ONE OF HER TURBINES UNDER TEST AT JOHN BROWN

SCRAP FROM THE TURBINES AND BOILERS AT BREMERHAVEN

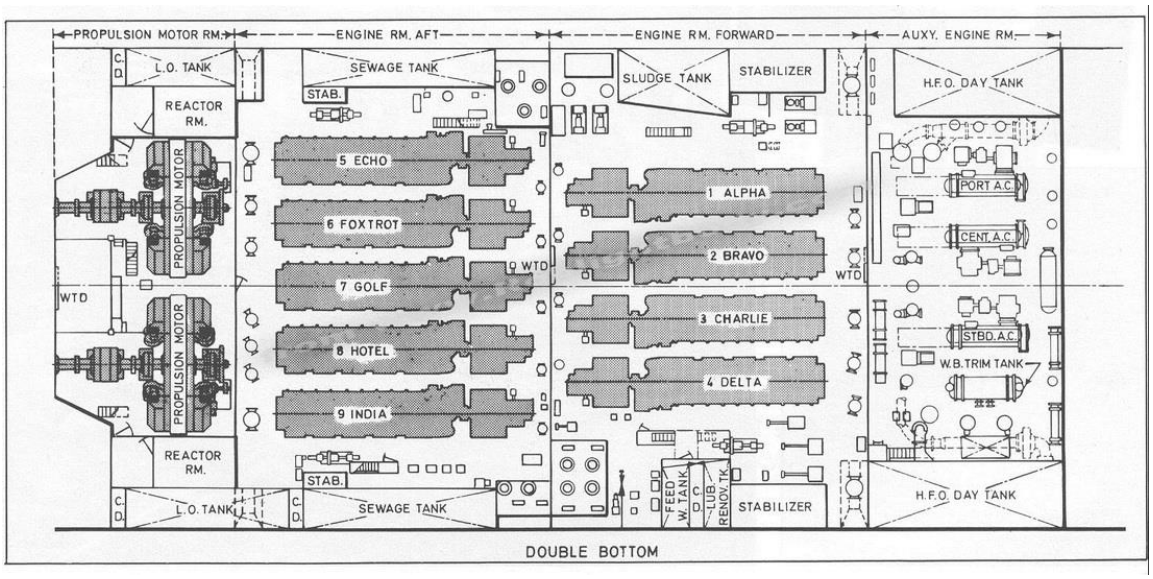
THE DIESEL-ELECTRIC POWERPLANT

The new system was for nine 9-cylinder 9L58/64 medium speed oil engines by MAN B & W Diesel GmbH of Augsburg totalling 130 bhp, each driving a generator. The generators provided the electricity that powered the two electric propulsion motors rated at 59000 hp each, which drove the two 70-metre-long prop shafts and the 5-bladed controllable pitch propellors. As an extra efficiency measure, Grim vane wheels were installed downstream of each propellor. At the time, the new system was the World's most powerful merchant marine propulsion plant and the World's most powerful electro-

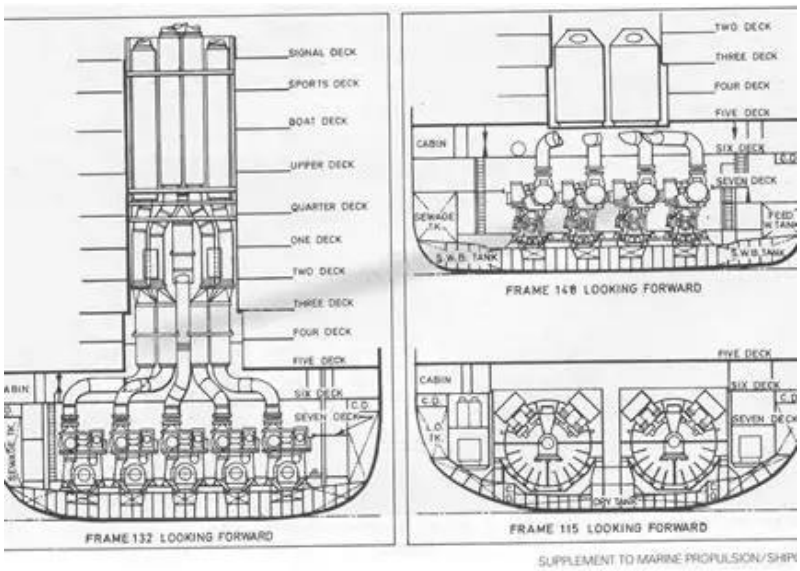
propulsion plant. The work also included the provision of a new wider funnel to accommodate extra exhaust pipes.



LONG SECTION SHOWING DIESELS AND ELECTRIC MOTORS



DIESEL ENGINE ROOMS

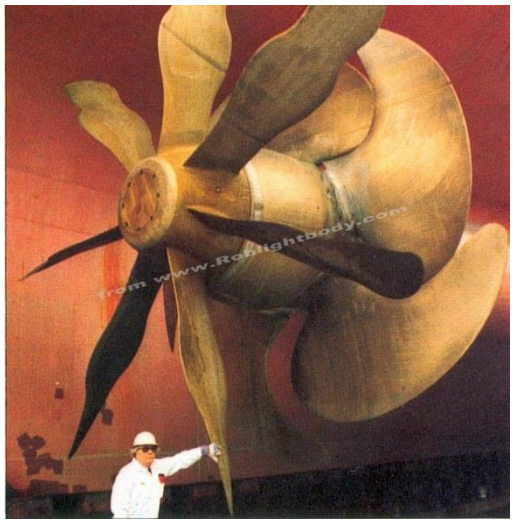


SECTIONS THROUGH DIESEL ENGINE ROOMS

Four of the diesels were located in the forward engine room (largely the former boiler room) and five were located in the aft engine room (largely the former engine room). Only seven of the engines were needed in normal service, enabling routine maintenance to be done at sea on the others. The diesels used 25% less fuel than the turbines had and required significantly less manpower to operate them.

THE CONTRACT

Trafalgar House plc, the then parent company of Cunard, made the decision in the early 1980s to re-engine the ship to make her more efficient and to extend her service life for a further 20 years. They reported at the time that no UK yard had been able to carry out the work, so the contract was placed abroad. There was a lot of controversy at the time about the loss of engineering jobs in the UK. Trafalgar House countered, saying that 30% of the total cost would be spent in the UK, as GEC were to supply the two electric motors and generating plant whilst Harland & Wolff would be supplying some engine parts. The lead time for some of the key elements was 12 to 14 months.



CONTROLLABLE PITCH PROPELLOR WITH GRIM VANE WHEEL

The contract was awarded to Lloyd Werft's Bremerhaven yard, I imagine with huge penalties if her return to service was delayed by the work. As it turned out, she was out of service from November 1986 to April 1987 and she returned to service on time. The operation gave the ship a further 20 years of reliable and profitable service. During her 39 year-long career with Cunard she sailed over 6 million nautical miles and had hosted 2.5 million passengers.

Because of the re-engining, the QE2 was the longest serving Cunarder of all time and travelled further than any other ship in history. She was in service for Cunard for almost 40 years. It was expected that the pay-back for the contract would be obtained in under 4 years, and the improvements in running costs were even better than had been anticipated.

APRIL 2018

In 2008 she was sold to Istithmar , the investment arm of Dubai World, for £100 million for conversion into a floating hotel at Dubai's Port Rashid. The hotel opened in 2018. As part of the conversion, her engines etc were removed.

AT PORT RASHID

FRED OLSEN'S BOREALIS

The BOREALIS was built as the ROTTERDAM by Fincantieri at Breda, Venice for the Holland America Line. She was laid down on 1st July 1996, launched on 21st December 1996 and her Maiden Voyage began on 11th November 1997. She was the first of four "R class" cruise ships built by Fincantieri for Holland America, the others being AMSTERDAM, VOLENDAM and ZAANDAM, all of which were delivered within a few years of the Rotterdam, and all were Dutch flagged.

ROTTERDAM

She is of 61,849 gt with dimensions 237.7m x 32.2m x 8.0m. She can carry 1404 passengers and normally has a crew of 600. She has diesel – electric propulsion, with 5 Wartsila-Sulzer 16ZAV40S 16-cylinder 4-stroke single acting diesels with a combined power output of 57,600 kW at 514 rpm providing electricity for her twin electric motors. The motors have a combined output of

37,500 kW and drive two controllable pitch propellors giving a service speed of 22.5 knots and a maximum of 25 knots. She has two 1900 kW thrusters forward and two 1900 kW thrusters aft. As Rotterdam she carried an art collection worth over $2 million and featured fine art and antiques. One dramatic interior feature was the clock tower, which, going by the BOLETTE, is probably still on board.

In 2004 she lost power on all four propulsion engines after experiencing a 9-metre-tall rogue wave during Hurricane Kari on a transatlantic crossing. She managed to restart the engines without outside assistance after 3 hours, but 85 passengers and 5 crew were injured during the incident. In 2012 she underwent a major refit in Hamburg. Her aft swimming pool was removed and some cabins added.

On 16th July 2020 it was announced that she and her sister, AMSTERDAM (now BOLETTE) had been sold to Fred Olsen, for delivery in that September, and she was renamed Borealis. In August 2020 the transformation from Rotterdam to Borealis began at Damen Shipyards in Schiedam, near Rotterdam, with completion in July 2021. She began her cruising career with Fred Olsen soon after. She is Bahamas flagged, and her registered owner is Borealis Cruise Ltd of Nassau, c/o Fred Olsen Windcarrier A.S. of Oslo.

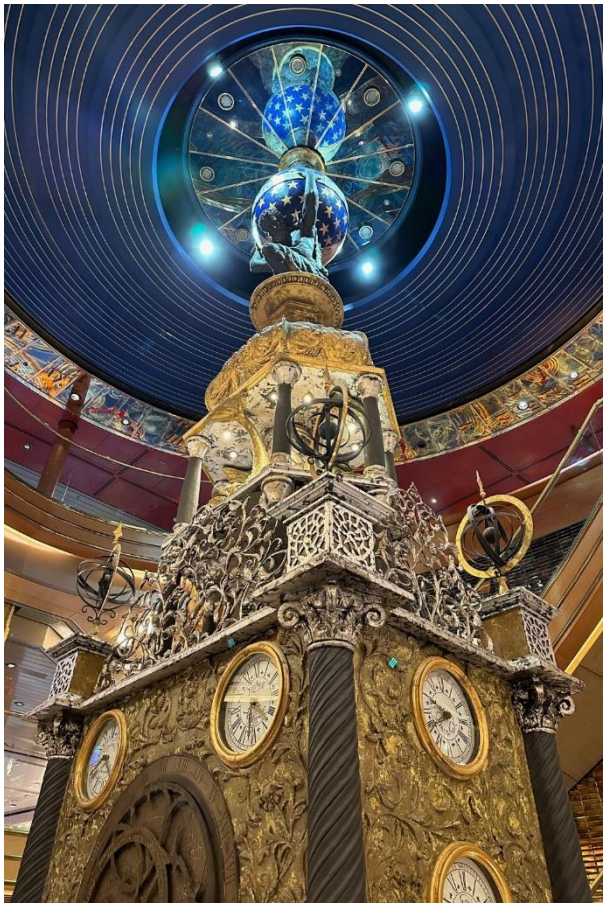
AT CAMMELL LAIRD

In early 2022 she was given a multi-million pound refurbishment at Cammell Laird. The work included a comprehensive engine upgrade by Wartsila, and now she is IMO Tier 11 Nox compliant.

ON MAIDEN VOYAGE FOR FRED OLSEN AT LIVERPOOL

AT LIVERPOOL

The Webers are booked on a Mediterranean cruise on board the Borealis starting in late August. We hope that she will turn out to be at least as comfortable and friendly as the BOLETTE, on which we cruised in 2023.



THE CLOCK TOWER

ROTTERDAM

GLADYS SAILS WEST SUMMER VOYAGE YEAR 3

MAYLANDSEA TO BRIXHAM

Day 1 Monday Leave Maylandsea anchor off West Mersea

Day 2 Tuesday West Mersea to Ramsgate

BF Volunteer BF Defender BF Hurricane BF Typhoon

MCS Kaver MCS Taku Cpp

Njord Snipe

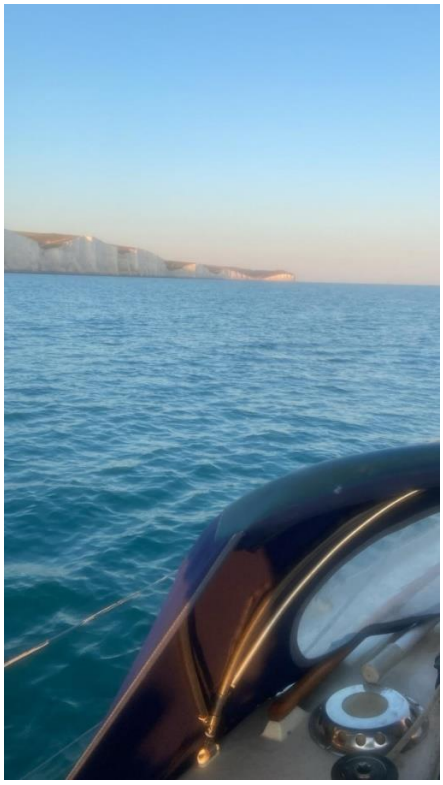
DAY 2 RAMSGATE TO DYMCHURCH

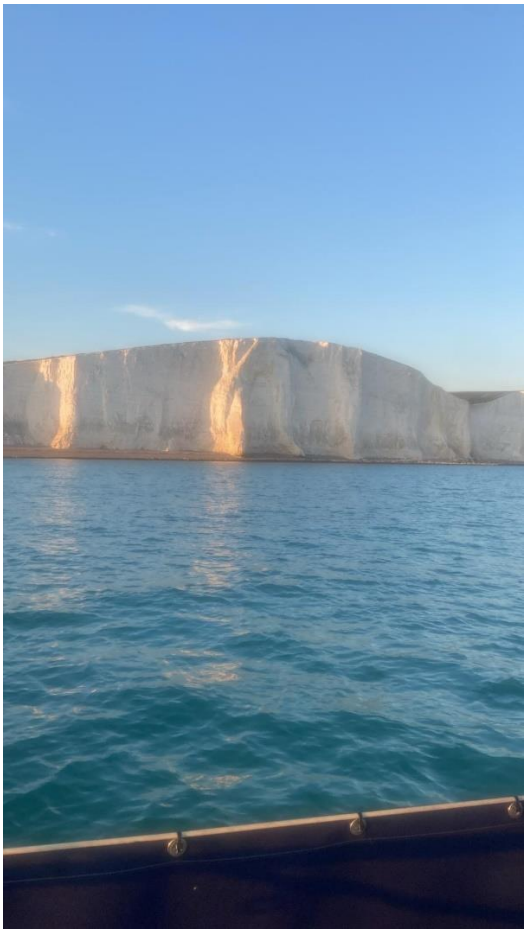
Hyundai Tokyo

Far Eastern Jupiter

DAY 3 DYMCHURCH TO CUCKMERE HAVEN BEACH

Seven Sisters





DAY 4 ANCHORED CUCKMERE

DAY 5 CUCKMERE TO OSBORNE ISLE OF WIGHT

19 hours solo sail

Signia Theresa

Eco Universe

Versutius

St Clare

Ventura

Sky Princess

DAY 6 OSBORNE TO STUDLAND VIA YARMOUTH HARBOUR

Yarmouth Harbour

Wight Sun

Willchallenge

Studland Bay

DAY 7 STUDLAND TO POOLE HARBOUR

Poole Harbour

DAY 8 POOLE HARBOUR

Levant Jet

DAY 9 POOLE HARBOUR TO STUDLAND BAY

DAY 10 STUDLAND TO LULWORTH COVE

DAY 11 LULWORTH TO TORBAY

Aidasol

HMM Dublin

Cieilo Ace

Dolphin

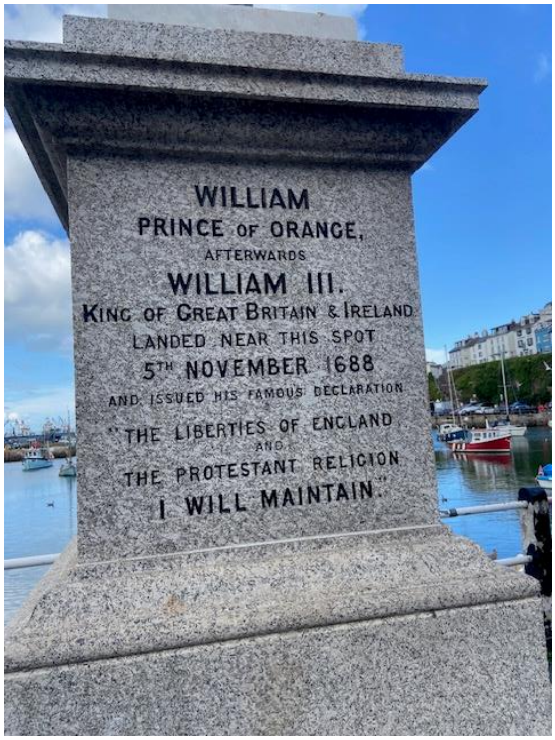
Lauren Anne

DAY 12 ANCHORED TORBAY

Sara Lea

DAY 13 BRIXHAM HARBOUR

Barentszee of Ladram



Brixham Life boat

THE END OF THE ASTORIA

ASTORIA

WHILST WITH CMV

The following report is in effect an update of one we published in News & Views in 2024 covering the ASTOR and the ASTORIA.

The ASTORIA on her last voyage enroute the breakers in Gent under tow of the MULTRATUG 20 & MULTRATUG 3 with the MULTRATUG 13 escorting the transport

On 4th July 2025, The ASTORIA arrived at the Galloo Recycling facility at Ghent, in Belgium for scrapping. Galloo NV is one of the largest recycling concerns in Europe and has been breaking up ships at Ghent for over 75 years.

The Astoria dates from 1948, when she began operating as a passenger liner for Swedish Lloyd as the STOCKHOLM. She is still remembered for colliding with the Italian liner ANDREA DORIA off Nantucket in fog on 25th July 1956. Over 50 lives were lost in the accident. In the 1990s she was completely gutted and converted into a cruise ship, and she cruised for various companies under several names.

In 2015 she was long-term chartered by Cruise & Maritime Voyages (CMV) from her then owners Portuscale Cruises of Portugal. After some years with CMV, on 14th March 2020 she sailed from Poole to Tilbury, where she was laid up with most of the CMV fleet because of the Covid pandemic. On 20th July 2020 it was announced that CMV had been placed in administration, and about this time, Portuscale too went under.

IN THE THAMES IN 2020

On 21st October 2020, she was due to depart from Tilbury for Lisbon under tow by the tug MONTE DA LUZ, but due to technical issues, the ship returned and berthed at Tower Wharf at Northfleet. Three further attempts were made at towing her on 5th, 23rd and 29th November 2020.

LEAVING TOWER WHARF, NORTHFLEET NOV. 2020

Finally of 5th December, initially with the tugs BRENT, GINGER, SVITZER MONARCH, SVITZER GANGES and RT AMBITION, the tow started successfully, and once clear of the Thames Estuary, just the Brent carried out the tow. On 9th December, the Astoria and the Brent arrived in Falmouth Bay, but the

attempt to enter Falmouth was abandoned due to bad weather, and the Brent with Astoria under tow headed back up the Channel.

On 13th December the Astoria, under tow from the Brent and Ginger arrived in Port Rotterdam and was laid up there. In March 2021 she was put up for auction with a minimum sale price of 10 million euros, but there were no takers. In July 2021 she was bought by The Roundtable LLC.

In February 2022, she broke loose from her moorings in a storm and crashed into the SEATRADE ORANGE, a container ship. Astoria was put up for sale again. In 2025 the Rotterdam District Council ordered that she should be auctioned off to cover outstanding port charges, and at an auction in Rotterdam on 17th June she was sold to Galloo for 200,000 euros. Galloo was the sole bidder.


DEPARTING ROTTERDAM JULY 2025

On 3rd July she left Rotterdam under tow from MULTRATUG 20 and MULTRATUG 3, with back-up from MULTRATUG 13, arriving at Ghent the next day at the Galloo Recycling facility. The voyage was made using inland waterways including the Westerschelde and other canals and rivers.

The Multratug towing operations seem to have been more trouble free than the late 2020 efforts, but they were able to use inland waterways and benign weather conditions.

ARRIVING AT GHENT JULY 2025

SHIPS INVOLVED RECENTLY

SEATRADE ORANGE

SEATRADE ORANGE: She is a Liberian flagged 2256 TEU container ship built in China in 2016 as the YANGFAN. She is of 22,380 dwt with dimensions 185m x 30m x 10.4m.

MULTRATUG 13

MULTRATUG 13: She is a Dutch flagged harbour tug built in Belgium in 1993 as the NATHALIE LETZER. She is of 249 gt with dimensions 32m x 8m x 3.95m. She is powered by a single 4-stroke 8-cylinder ABC 8(M)DZC-800-173 engine of 1472 kW @800 rpm driving a steerable Kurt nozzle and a fixed pitch propellor giving a bollard pull of 39 tons.

MULTRATUG 20

MULTRATUG 20: She is a Dutch flagged harbour tug built in 2010 as the BOGAZICI 7. She is of 463 gt with dimensions 32.5m x 11.7mmmmm x 5.6m. She is powered by twin Caterpillar 3516B of 2100 kW driving twin Schottel controllable pitch propellors giving a bollard pull of 72 tons.

MULTRATUG 3

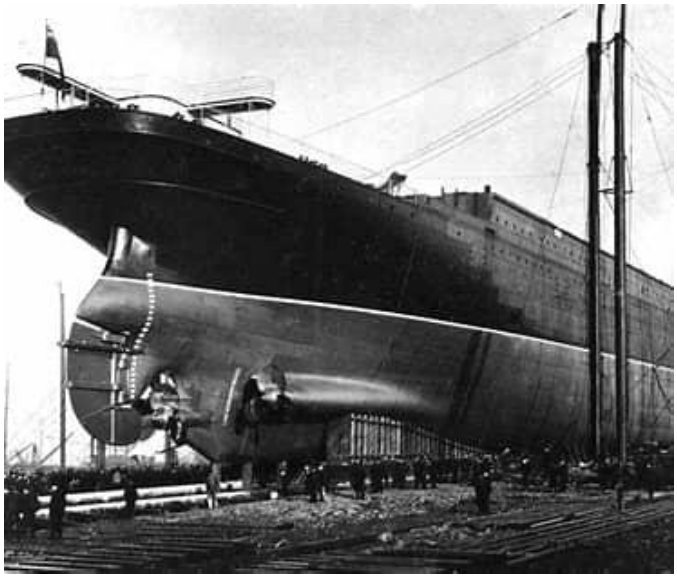
MULTRATUG 3: She is a Dutch flagged harbour tug built in 2010. She is of 484 gt with dimensions 32.1m x 13.3m x 6.3m. She is powered by twin Caterpillar C280-8/L of 5420 bkW @ 1000 rpm driving two Rolls-Royce azimuth thrusters with controllable pitch propellors giving a bollard pull of 94.7 tons.

CUNARD'S CARONIA AND CARMANIA

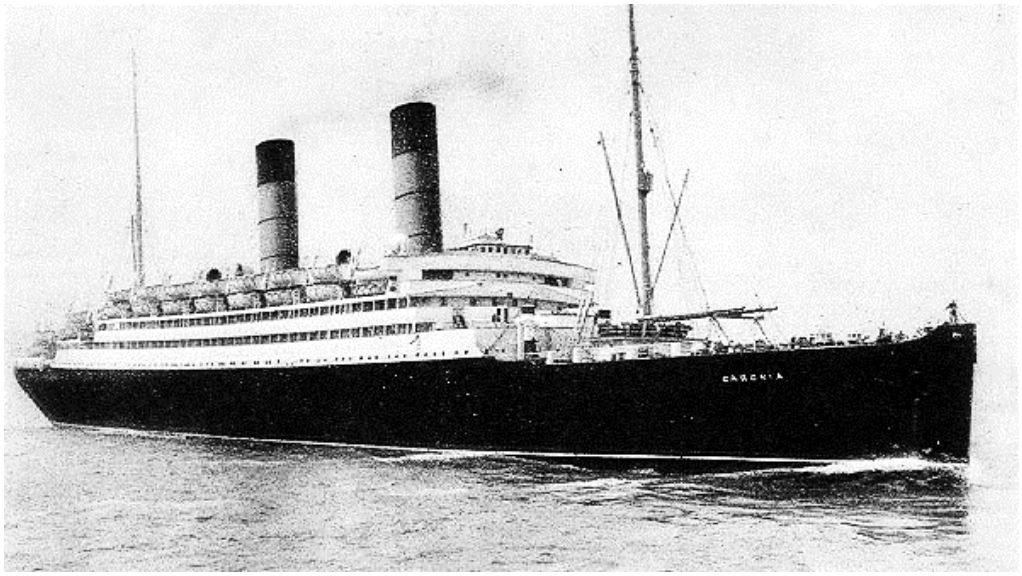
The CARONIA (1904) and CARMANIA (1905) were built by John Brown & Co. at Clydebank, for whom they performed long and profitable lives. In dimensions and layout they were identical, but whilst Caronia was powered by twin quadruple expansion reciprocating steam engines, Carmania was powered by three Parsons direct-acting steam turbines. The two were at that time the biggest ships in the Cunard fleet and they were known as the "Pretty Sisters".

CARMANIA LEAVING NEW YORK (painting)

With the two ships being designed, Cunard decided to use the opportunity to evaluate the benefit of using the relatively new Parsons steam turbines against the more conventional reciprocating steam engines. The turbine-powered Carmania was found to be faster and more efficient, and Cunard's next two "superliners", the LUSITANIA and MAURITANIA, were both powered by direct acting steam turbines.


CARMANIA AT LAUNCH

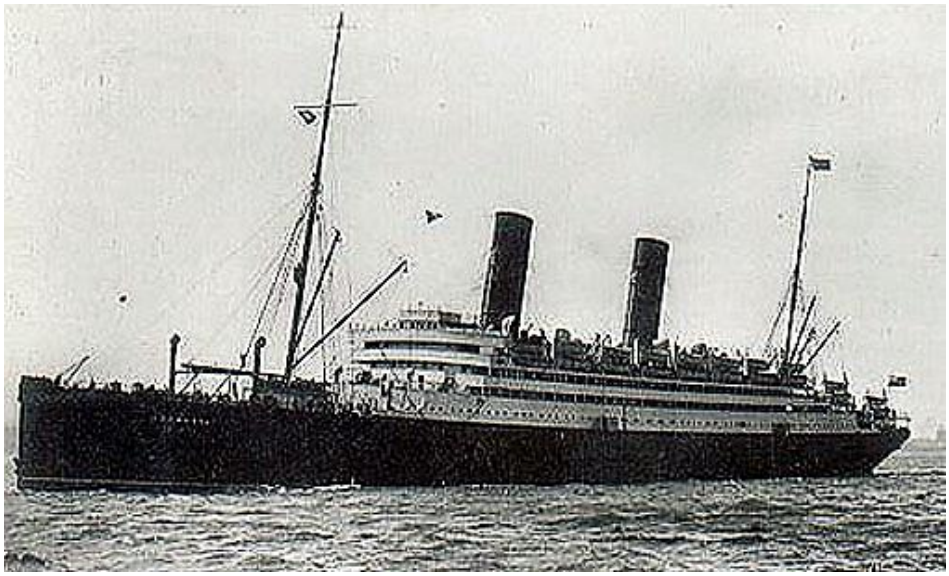
CARONIA: She was built by John Brown at Clydebank, as were most Cunard ships at that time. She was launched on 13th July 1904 and began her maiden voyage on 25th February 1905. She was of 19,594 grt with dimensions 768' (oa) x 72.2' x 33.25'. Her Scotch marine boilers had coal-fired furnaces providing steam for her two quadruple expansion steam engines of 22000 indicated horsepower driving two screws and giving 18 knots.



CARONIA IN 1905

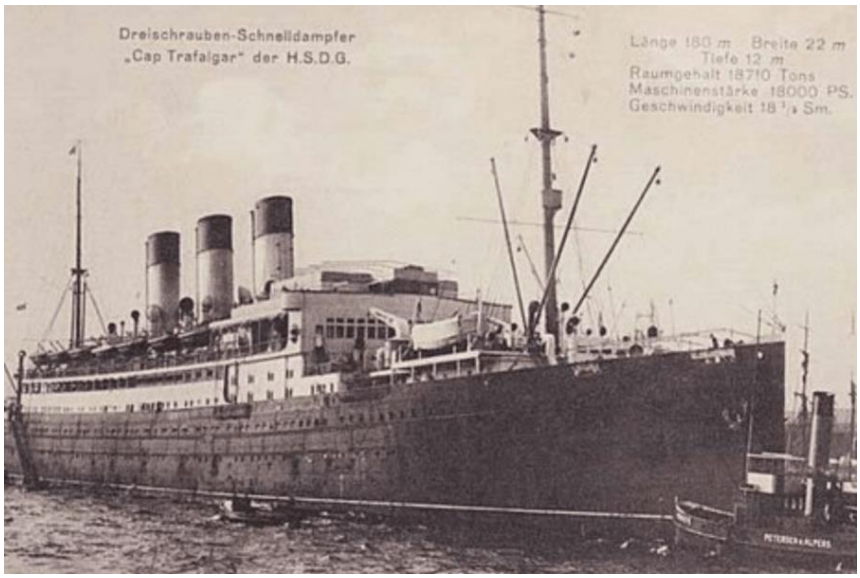
In service up to 1914 for Cunard, she was a popular and reliable ship. In 1914 she was requisitioned and converted into an Armed Merchant Cruiser, being stationed off New York on contraband patrol. In 1916 she was converted into a troopship, and served in this capacity until the end of the war. In 1919 she repatriated large numbers of Canadian troops, returning to Cunard and the Liverpool to New York run soon after. In 1920 her boilers were converted to run on oil. In 1931 she was laid up and then sold to Hughes Bolckow for scrapping. Bolckow resold her to Kobe Kaiun KK and demolition started in Osaka on 28th March 1933.

CARMANIA: She was also built by John Brown for Cunard, being laid down on 17th May 1904, launched on 21st February 1905 and completed in November 1905. She was of 19,566 grt, with dimensions 678’ (oa) x 72.2’ x 33.25’. Her coal-fired Scotch marine boilers provided steam for her central High-Pressure steam turbine. Exhaust steam from the central boiler drove two Low-Pressure turbines, one to port and the other to starboard. Each turbine drove a screw, the whole system being rated at 21000 shaft horsepower and giving 20 knots. She was fitted out for 2650 passengers in 4 classes with a crew of 450.



CARMANIA IN 1905

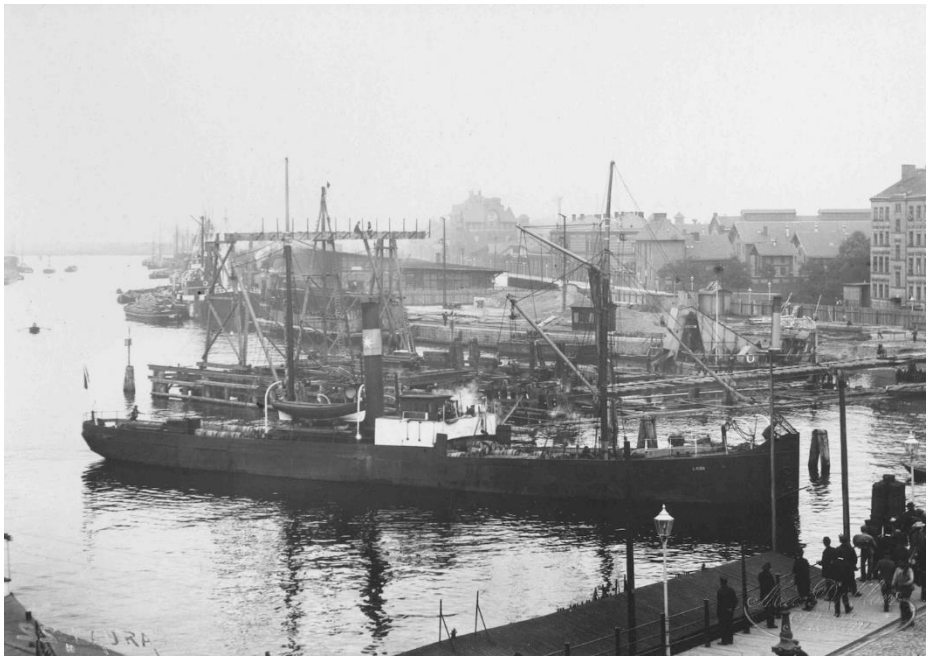
After several years serving Cunard, mainly on the Liverpool to New York run, she was requisitioned in August 1914 and converted into an Armed Merchant Cruiser as HMS CARMANIA. She was equipped with eight 4.7” guns. A month later she was in action in the South Atlantic with the German Armed Merchant Cruiser CAP TRAFALGAR. In the only action of its kind, over a couple of hours, after firing and hitting each other many times at close quarters, the German ship sank with a heavy loss of life. The Carmania was also badly damaged but stayed afloat and was later repaired, and after further service as an AMC, she returned to a Liverpool to New York service as a troopship in November 1916.



SMS CAP TRAFALGAR

She was returned to Cunard after the war. In a refit in 1923 she was converted to run on oil, and converted into a 1440-person cabin class vessel with 46,280 cubic feet of refrigerated space.. Her runs thereafter were between Liverpool and Canada, Liverpool and New York City and London and New York City with winter cruising between New York and Havana. Her final sailing from London to New York was in July 1931. She was then laid up off Sheerness. She was sold to Hughes Bolckow & Co., arriving at Blyth for scrapping on 22nd April 1932.

THE FIRST MAERSK STEAMSHIPS



LAURA IN 1886

Captain Peter Maersk-Moller acquired his first steamship in 1886. She had been built in 1875 as the ROLL CALL in South Shields, and she was of only 266 grt. He renamed her LAURA, and she remained under his control until she was sold in 1909 under a family-owned one-ship company “Steamship Company Laura”.

In 1904, the Steamship Company Svendborg was founded by Captain Peter Maersk-Moller and Arnold Peter Moller.

The first ship that was bought for the new company was the ADA, which had been built in Sunderland in 1902 and was purchased in 1905. She was larger, at

1457 grt, and she was renamed SVENDBORG. She lasted with Maersk until 1908. In February 1914 she was wrecked off the west coast of Scotland, on a voyage from Liverpool to Stettin.

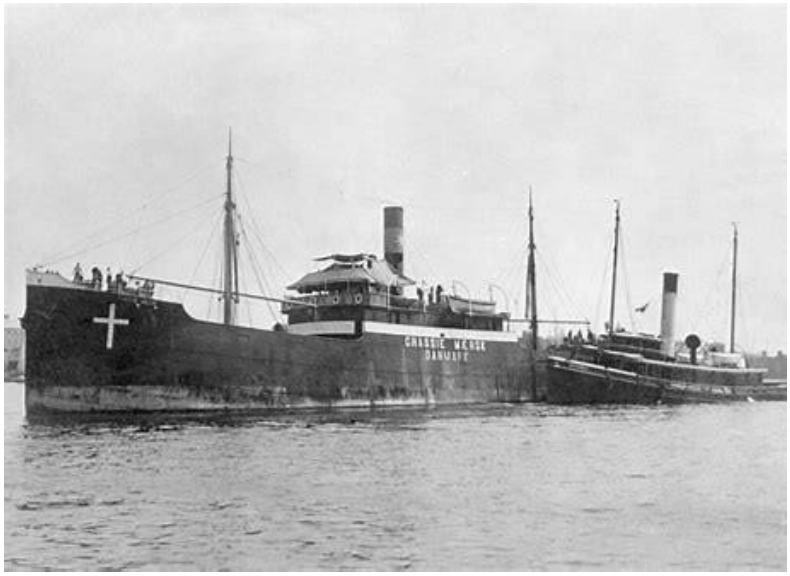
The first ship that was purpose-built for Maersk was the PETER MAERSK, which was launched on 8th August 1906 by A. Vuijk & Zonen at Capelle aan den Ijssel in the Netherlands. She was of 1367 grt and 2200 dwt and served in the Maersk fleet until sold in 1924.

ANNA MAERSK OF 1908

The same shipyard built Maersk's next steamship, the ANNA MAERSK, which was launched on 23rd July 1908. She was identical to the Peter Maersk, and she also lasted in the Maersk fleet until sold in 1924.

HULDA MAERSK

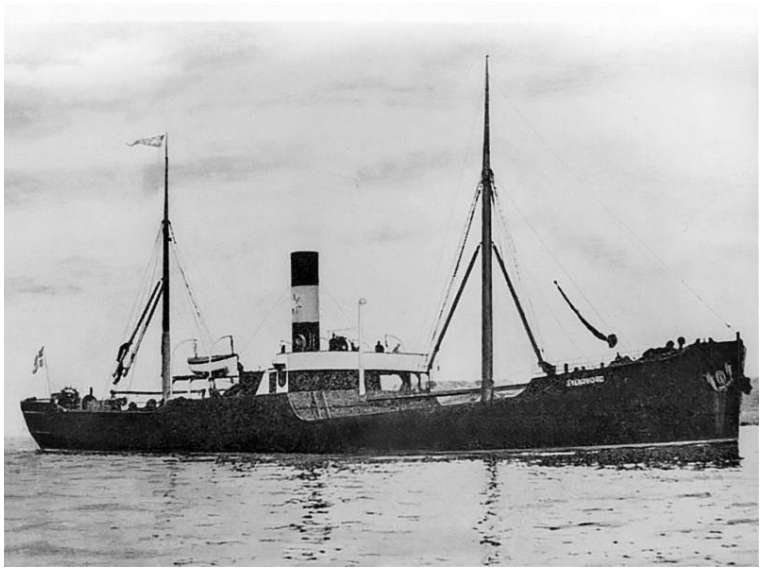
In 1912, another ship owning company was formed, “The Steamship Company of 1912”. Its first two ships were acquired in 1913, the ROSENBORG, built in 1889 and of 2038 dwt which was renamed LEXA MAERSK, and the FREDENSBORG of 2100 dwt, also built in 1889 which was renamed HULDA MAERSK. The Lexa Maersk was sold in 1917 whilst the Hulda Maersk was sunk by U-157 on 1st January 1918.


CHASSIE MAERSK

Other early Maersk steamships were the ANGELICA MAERSK, launched in 1896 as the GUNTHER and bought in 1913, the LAURA MAERSK, dating from 1907 as the BELGIEN and the CHASSIE MAERSK, the third newbuild, launched in 1910. By 1914, Maersk companies owned 10 ships, and with Denmark being neutral in WW1, the enterprise quickly flourished, and as they say, the rest is history.

THE SHIPS

1. SS LAURA: She was built of iron in 1875 as the ROLL CALL by J. Readhead & Co. in South Shields. She was of 266 grt with dimensions 135.5’ x 19.7’ x 10’ She was powered by a steam engine of 40 hp driving a single screw. She was renamed ELLEN in 1881. She was acquired by Peter Maersk Moller in 1886 and renamed LAURA. In 1909, she was sold to O. Litzio of Catania and renamed IGNAZIO. By WW2 she was under German control. After being damaged by Soviet MTBs on 27th August 1941, she was beached to avoid sinking.


SVENDBORG

2. SVENDBORG; She was built in 1902 by J. Crown & Son at Monkswearmouth in Sunderland as the ADA for the Whinfield Steamship Co (Cardiff) ltd. She was of 1457 grt with dimensions 250.5' x 35.8' x 16.1'. She was powered by a triple expansion steam engine of 161 nominal horsepower by MacColl & Pollock of Sunderland. She was bought in 1905 by Maersk Moller and renamed SVENDBORG. Her time with Maersk was short as she was sold in 1908 to Dansk Dampselsk Rossia of Copenhagen and renamed GENERALCONSUL ELISSEJEFF. On 20th February 1914 she was wrecked near Arinagour on the west coast of Scotland on a voyage from Liverpool to Stettin.
3. PETER MAERSK: She was built by Vuijk at Capelle aan den Ijssel for Maersk Moller, being launched on 8th August 1906. She was of 2200 dwt with dimensions 73.55m x 11.15m. She was powered by a triple expansion steam engine of 800 indicated horsepower manufactured by G.T. Grey of South Shields. In February 1922 she was damaged by ice in the Skagerrak and grounded off Anholt. She was rescued by the icebreaker VAEDDEREN of the Copenhagen Port Authorities. On 17th January 1924 she was sold to Latus, Linsley & Co. Ltd. and renamed BENLUS. In 1939 she was sold to Estonian owners of Haapala and renamed JAAK. She was scrapped in 1950.
4. ANNA MAERSK: She was also built for Maersk Moller by Vuijk, being launched on 23rd July 1908. Her details and machinery were identical to those of the Peter Maersk. In January 1911 she ran aground leaving Ventspills and was held fast throughout the winter until salvaged by a tug from Svitzer of Copenhagen that May. On 11th January 1924 she was

sold to the Nearco Shipping Co. of Glasgow and renamed AYRCO. In 1929 she became the MARIA LUISA of Rio de Janeiro, her name later becoming SERRA NEGRA and then ARASSU. In 1958 she was laid up and she was broken up in Brazil in 1961.

5. CHASSIE MAERSK: She was built for Moller Maersk by Vuijk at Capelle aan den Ijssel in 1910. She was of 2200 dwt with dimensions 71m x 10.8m x 5.2m. She was powered by a triple expansion steam engine of 766 indicated horsepower. She was sunk by a U-boat on 16th December 1916.

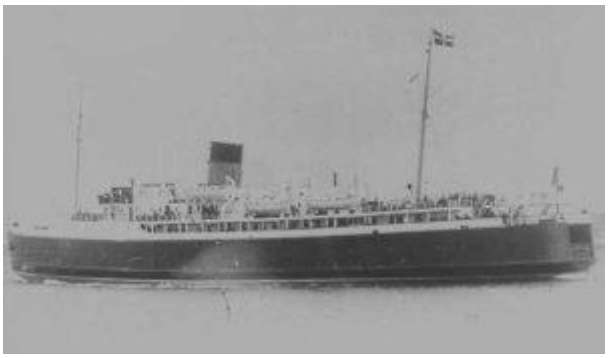
LEXA MAERSK

6. LEXA MAERSK: She was built in 1889 by Burmeister & Wain as the FREDENSBORG. She was of 2100 dwt with dimensions 242.8' x 33.2' x 15.7'. She had 2 boilers providing steam for her triple expansion of 860 indicated horsepower. She was acquired by Maersk in 1913 and renamed Lexa Maersk. On 28th April 1917 she was sold to Rollo D/S A/S of Copenhagen and renamed ROLLO. On 19th January 1921 she was sold to Gylfe D/S A/S of Copenhagen and renamed ALSSUND. She seems to have disappeared from the registers in 1927.

ONE FACT WONDER

Princesses

OFW The Princess Victoria



MV *Princess Victoria* was one of the earliest roll-on/roll-off ferries. Completed in 1947, she operated from Stranraer, Scotland, to Larne, Northern Ireland, initially by the London, Midland and Scottish Railway (LMS) until 1 January 1948 and thereafter by LMS's successor British Railways. During a severe European windstorm on 31 January 1953, she sank in the North Channel with the loss of 135 lives. This was then the deadliest maritime disaster in United Kingdom waters since World War II. For many years it was believed that 133 people had lost their lives in the disaster. However, research by a local historian, Liam Kelly, identified two other victims—Gordon Wright and Thomas Saunders—who had not been identified as there had been no passenger list at the time.

[*Princess Victoria* was launched on 27 August 1946 and completed in 1947 by William Denny and Brothers, Dumbarton for the London, Midland and Scottish Railway (LMS). She was the first purpose-built ferry of her kind to operate in British coastal waters and the fourth ship to bear the name, her 1939 predecessor, on minesweeping duties, having been sunk during World War II in the Humber Estuary by a German mine. Although innovative in her loading methods, the vessel looked externally similar to her predecessor. She could hold 1,500 passengers plus cargo and had sleeping accommodation for 54.[5]4]

Captained by 55-year-old James Ferguson, the vessel left Stranraer's railway loading pier at 07:45 with 44 tons of cargo, 128 passengers and

51 crew. Captain Ferguson had served as master on various ferries on the same route for 17 years. A gale warning was in force but he made the decision to put to sea. Loch Ryan is a sheltered inlet and the immediate force of the wind and sea was not apparent, but it was noted that spray was breaking over the stern doors. A "guillotine door" had been fitted, because of a previously identified problem with spray and waves hitting the stern doors, but it was rarely used, because it took too long to raise and lower. This would have provided extra protection for the sliding stern doors. On this occasion, it was already damaged and therefore not able to be lowered. At 09:46, almost two hours after leaving Stranraer, a message was transmitted in Morse code (*Princess Victoria* did not have a radio telephone) by radio operator David Broadfoot.At 10:32, an SOS message was finally transmitted, and the order to abandon ship was given at 14:00.

An RAF Hastings aircraft had been assisting rescues off Lewis and Barra and as a result did not reach the position of the ferry until 15:31, dropping supplies and guiding HMS Contest to the scene.

The inquiry noted how different the outcome might have been had the aircraft been available earlier. Confusion over the position of Princess Victoria had contributed to the rescue vessels' difficulty in finding her and it was not until the crew had sighted the coast of Northern Ireland at 13:35 and transmitted a new position fix that rescuers could find them.

In addition to the Navy ships, RAF craft and lifeboats assisting, four merchant vessels that had been sheltering in Belfast Lough put to sea immediately after hearing the transmission that gave Princess Victoria's position to be near their anchorage: the cattle ship Lairdsmoor, trawler Eastcotes, coastal oil tanker Pass of Drumochter and coastal cargo ship Orchy.[6]

Despite arriving before the lifeboats, the merchant ships were unable to rescue the survivors in lifeboats, as the fierce waves were in danger of dashing the smaller boats against their sides. All they could do was to provide shelter from the worst of the seas until the Donaghadee lifeboat, Sir Samuel Kelly, arrived and was able to bring survivors on board. This lifeboat has been preserved and is now part of the collection of the Ulster Folk and Transport Museum.

The captains of the merchant ships: James Alexander Bell of Lairdsmoor, David Brewster of Eastcotes, James Kelly of Pass of Drumochter and Hugh Angus of Orchy were each appointed Member of the Order of the British Empire.] Lieutenant Commander Stanley Lawrence McArdle and Chief Petty Officer Wilfred Warren of HMS Contest were both awarded the George Medal for diving into the water to help survivors.

The ship's radio officer, David Broadfoot, was posthumously awarded the George Cross for staying at his post to the very end, allowing passengers and crew to escape, even though by doing so he was preventing his own escape. His medal is on permanent display in Stranraer Museum.There were 44 survivors, all men, and none of the ship's officers were among them.

The Court of Enquiry into the sinking, held in March 1953 at Crumlin Road Courthouse in Belfast, found that Princess Victoria was lost due to two factors: first, the stern doors were not sufficiently robust: second, arrangements for clearing water from the car deck were inadequate, the deck being level and not sloping to the ship's sides and the drains themselves (scuppers) being too small. The report concluded: "If the Princess Victoria had been as staunch as those who manned her, then all would have been well and the disaster averted."[12] The court also noted that the duty destroyer HMS Tenacious from the 3rd Training Squadron, based at HMS Sea Eagle at Londonderry Port, was unable to put to sea, as too many men had been released on shore leave. As a consequence of the enquiry, the duty destroyer from the 3rd Squadron was subsequently based "on station" at the mouth of Lough Foyle on one hour readiness to put to sea

P&O's Sea Princess (1978 to 1995)

Sea Princess sailed under that name for P&O for 17 years from 1978 to 1995. But she had a much longer history than that, under different names for different owners (and a different name for part of her ownership by P&O).

The ship was built in 1965 by John Brown & Co in Clydebank as the Kungsholm for Swedish America Line. She first entered service in 1966 as a transatlantic ocean liner, the last liner built for the Gothenburg – New York run. Later, she operated as a cruise ship.

Kungsholm introduced the trademark double stack and streamline profile to many new ships. She had a service speed of 21 knots (39 km/h; 24 mph) and was one of a handful of British-built liners to have a bulbous bow. She was originally measured at 26,678 GRT. She was about 650 feet long (200 metres) with a breadth of about 90 feet (26.6 metres). Her passenger capacity was 713 as a transatlantic liner.

In 1975, Swedish America Line closed its passenger services and Kungsholm was sold to Flagship Cruises, who retained her name and used her for cruising mostly in the Caribbean and on the New York – Bermuda service. She was re-registered in Liberia.

In 1978 she was purchased by P&O and renamed Sea Princess. She was rebuilt by Bremer Vulkan in Bremen, West Germany. She had her appearance dramatically altered by the removal of the dummy forward funnel and reshaping of the remaining funnel. Another passenger deck was added so her accommodation was increased by 80 cabins. Under UK registry her tonnage increased to 27,670 GRT, and she had accommodation for over 700 passengers and 400 crew.

She was initially based in Australia. From 1981 she alternated between deployments with P&O's UK fleet and the subsidiary Princess Cruises fleet, with the colour of her funnel changing - yellow for P&O, white with the Sea Witch logo for Princess Cruises. In 1981, she featured as the “Love Boat” in the well-known TV series. Although Pacific Princess was the principal ship used in that TV series, other ships were also used and Sea Princess featured in an episode set in and around Australia.

In 1995 she was renamed Victoria and for the rest of her career with P&O Cruises operated out of Southampton. The name change was to allow a new addition to the Princess Cruises fleet to be named Sea Princess.

In 1999/2000 Victoria was chartered for the Union-Castle Line centenary voyage and had her funnel repainted in that company's livery.

In 2002 she was sold by P&O and sailed for Holiday Kreuzfahrten of Dusseldorf as Mona Lisa until 2006, bearing a large image of the painting of the Mona Lisa on her funnel. Holiday Kreuzfahrten declared bankruptcy in September 2006. Following that, Mona Lisa was briefly laid up at Piraeus, but in November 2006 she was briefly chartered for use as a hotel ship in Qatar for the duration of the Asian Games.

In 2007, the ship was chartered by Royal Caribbean Cruises (RCC) and was renamed Oceanic II. From 30 April to 28 May 2007, Louis Hellenic Cruises sub-chartered the ship as a temporary replacement for Sea Diamond, which went

aground off the coast of Santorini, Greece and sank earlier in April. Following this she was operated by Pullmantur Cruises (a subsidiary of RCC) for the 2007 northern hemisphere summer season.

The ship was refitted to become an educational vessel for The Scholar Ship international education programme, a cooperative venture between seven major world universities and RCC. The Scholar Ship offered undergraduate and graduate semester programs during four-month voyages. The inaugural voyage embarked in September 2007, with a second voyage in early 2008. In June 2008 the discontinuation of the programme was announced.

Oceanic II reverted to the name Mona Lisa prior to her charter to German tour operator Lord Nelson-Seereisen of Erkelenz, Germany, which ran from 28 April to 31 August 2008. Following the completion of that charter, Mona Lisa was chartered to Peace Boat for the duration of the 2008/2009 northern hemisphere winter season. For the 2009 northern summer season she again returned to Lord Nelson-Seereisen's programme.

From 26 January to 23 March 2010, Mona Lisa was used as floating accommodation in British Columbia, Canada. During the 2010 Winter Olympics and Paralympics in Vancouver and Whistler approximately 1,400 crew, volunteers and paid staff were housed aboard.

She resumed her voyages with Lord Nelson-Seereisen during 2010 from May until August, when her charter ended. Her future was then uncertain as she did not comply with the new SOLAS passenger safety regulations coming into effect in October 2010.

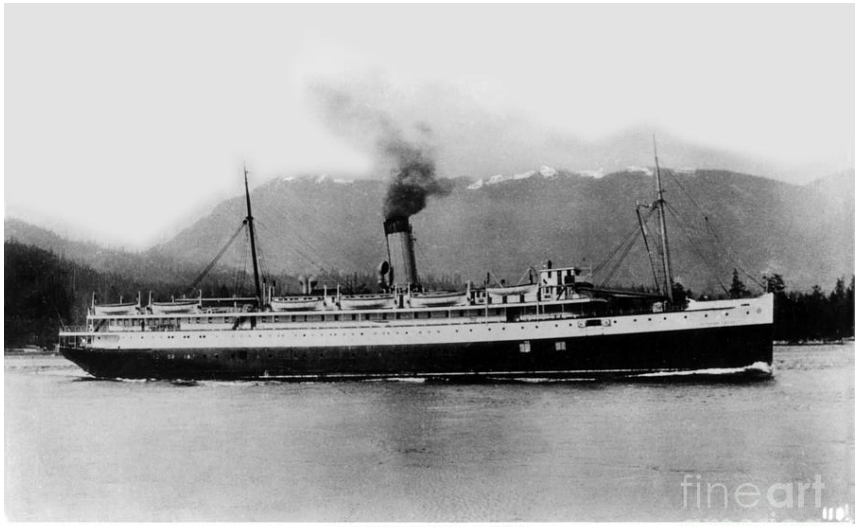
It seemed possible that the ship would return to Sweden as there was interest in using her as a floating hotel in either Gothenburg or Stockholm, but that did not happen. Instead, she was bought by the Korean Daewoo company and moved to Oman to become a floating hotel. She arrived at Oman on October 26, 2010, where she was renamed Veronica, and spent the next three years as a luxury floating hotel in Oman. She was then laid up for two years.

In November 2015 it was reported that although it was still hoped to take her back to Sweden as a hotel ship, she had in fact already been sold for scrap and

was being towed to the ship breaking yard in Alang, India. She arrived in Alang in November and was scrapped in May 2016.

Sea Princess in Venice, Italy 1986

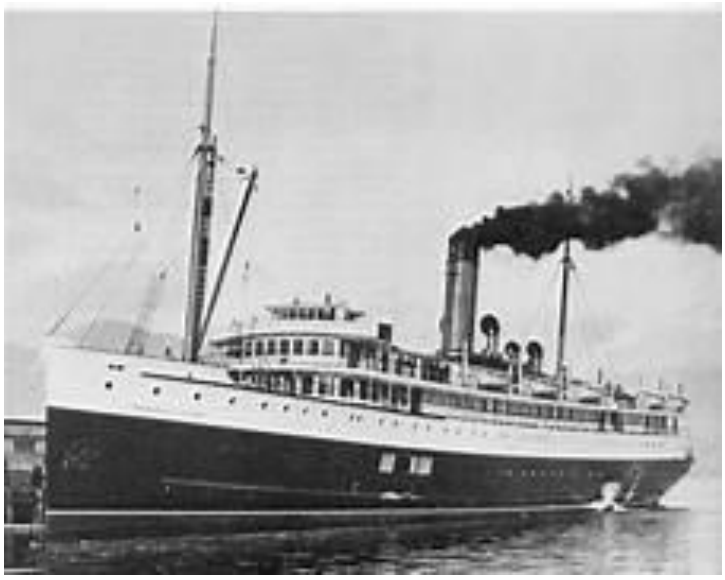
S.S. PRINCESS LOUISE



SS PRINCESS LOUISE

The Princess Louise was built for Canadian Pacific Railways for the passenger service between Vancouver and Victoria with cruises to Alaska in summer months, a 1750 mile round trip. She was built by Wallace Shipbuilding & Dry Dock Co. Ltd. in North Vancouver, being launched on 29th August 1921 and in service the same year. She was part of Canadian Pacific's Princess fleet, which were the coastal counterparts to Canadian Pacific's Empress fleet of passenger

liners. She was owned by Hudson's Bay Company, Canadian Pacific Railways and operated by the British Columbia Coast Steamships.



She was designed to ocean liner standards and was known to Vancouver locals as "The Queen of the Northern Sea". She was of 4032 grt with dimensions 317.2' x 48.1' x 34.6'. She was powered by a single 4-cylinder reciprocating triple expansion steam engine of 4500 indicated horsepower giving 16 knots. She could carry 1000 daytime passengers and 133 overnight guests in staterooms. She was the biggest passenger ship ever built in British Columbia.

RESTAURANT

She was retired from service in 1964, and was bought by Mr. J. Sutton, who converted her into a floating restaurant and had her moved to a permanent berth on Terminal Island in Los Angeles Harbour. It opened on 25th September 1966 as" the largest floating restaurant in America". It was initially very successful, but in 1979 she was towed to a new location at Berth 94 in San Pedro.

RESTAURANT

By 1984, the restaurant was losing money, and the old ship was sold to Mr. M. Perkov. However, Perkov filed for bankruptcy in 1988, and the restaurant closed on 15th January 1989. The Bank of San Pedro seized her and prepared her for sale. On 30th October 1989 she capsized at her berth, but her insurers, Lloyds of London suspected foul play and refused to pay the claim.

It was decided that she should be scuttled as an artificial reef, and she was towed from her berth. She sank, however, in the San Pedro Channel on 20th June 1990 in 900 feet of water.

Princess Marguerite I, II, and III: Three Historic Vessels

After 1900, the Canadian Pacific Railway built up its Princess Line, the pride of the Pacific Northwest coastal service, to a fleet of 32 steamships. Most Princess Liners plied the famed "Triangle Route" between Vancouver, Victoria, and Seattle, but some sailed north, servicing isolated ports on Vancouver Island and the British Columbia mainland all the way to the Alaska Panhandle.

The SS Princess Marguerite, built in 1925, and the TEV Princess Marguerite II, built in 1948, were the most famous of these small luxury liners. In 1942, the Princess Marguerite, was torpedoed and sunk in the Mediterranean Sea. Her successor, the Princess Marguerite II, was in service for 60 years under four different owners. In 1996 she was sold for scrap metal. In March 1997, a former B.C. ferry, the M/V Queen of Burnaby, was renamed the Princess Marguerite III and put on the run between Seattle and Victoria,.

A Scottish Princess

SS Princess Marguerite, launched in 1924, was built by John Brown & Company. The 5,875-ton ship was 350 feet in length and 60 feet abeam, and powered by steam turbines and twin screws, giving her a maximum service speed of 22.5 knots. She was a class of vessel the CPR called "miniature luxury

liners.". On March 25, 1925, the Princess Marguerite departed on her maiden voyage to Victoria B.C. She was designed for the CPR's Triangle Route, providing continuous service between Seattle, Victoria, and Vancouver.

In September 1941 , the British Admiralty, , requisitioned her for use as a troop transport. At mid-day on August 17, 1942, , the Princess Marguerite, was hit by torpedoes She sank within 45 minutes with a loss of 55 soldiers and five crewmembers..

Princess Marguerite II

In 48-1949, two new 5,911-ton liners were built by the Fairfield Shipbuilders and Engineers Company Ltd., at a cost of $4 million each. The sister ships, had a maximum service speed of 23 knots. They were designed for the now famous Triangle Route between Seattle, Victoria, and Vancouver during the summer months. The ships could accommodate 2,000 passengers and had space for approximately 60 vehicles on the car deck. The vessels were fitted with only 51 staterooms, which allowed room for extremely spacious and comfortable lounges, public, areas and decks.

The Princess Marguerite II, left Scotland on March 5, 1949, for her 9,600-mile maiden voyage via the Panama Canal to Esquimalt B.C., arriving on April 6, 1949.She entered service on April 28, 1949, maintaining a four-hour schedule between Seattle and Victoria. The second steamer, the SS Princess Patricia, arrived in Victoria on June 15 1949.

The Princess Marguerite II continued this service through the summer of 1974. On the morning of September 15, 1974, the ship sailed from Elliott Bay on her last trip to Victoria, ending 70 years of service by CPR steamers between the two cities. In April 1975 the Princess Marguerite II was sold to the B.C. Steamship Company Ltd.,The vessel was given an extensive overhaul and refit at the Yarrows Shipyard in Esquimalt before returning to service on June 1, 1975.

At the end of the 1979 summer season, B.C. Steamship Company decided that because the Princess Marguerite II was over 30 years she should be scrapped. She was replaced on the Seattle-Victoria run by a B. C. Ferries passenger-car ferry, the M/V Queen of Prince Rupert, renamed the Victoria Princess.

Thousands of residents and merchants in Victoria and Seattle pressured the B.C. Steamship Company to "Bring back the Maggie." The British Columbia government ordered a feasibility study and determined the Princess Marguerite II could be modernized and overhauled for $4.7 million, adding at least 15 years to her service life. The ship was sent to the Yarrows Shipyard in Esquimalt for another major refitting.

On May 8, 1981, the Princess Marguerite II returned to service.

During the 1987 season, the *Princess Marguerite* II and the *Vancouver Island Princess* carried about 275,000 passengers and 25,000 vehicles. The gambling operation brought in an additional $800,000 in revenue.

The new B.C. Stena Line Company, formed in July 1988, decided to operate the Princess Marguerite II on a year-round schedule starting with the 1989 season. The vessel was refurbished with new duty-free shops, dining rooms, and a large gambling area with slot machines. To make the voyages more pleasant, the number of passengers was reduced from 1,800 to 1,400, and the automobile ferry service was again discontinued.

But the Seattle-Victoria service lost money, so on September 14, 1989, B.C. Stena Line, announced that the Princess Marguerite II would be retired,

The B.C. Stena Line put the Princess Marguerite II up for sale in late 1989. Under an agreement with the British Columbia government, the vessel could only be sold to a buyer who would agree to keep her in Victoria. But on November 16, 1989, the B.C. Stena Line, claiming to have lost $10 million on the venture, suddenly went out of business. The British Columbia government continued to review offers to purchase the *Princess Marguerite* II, explaining that, if necessary, it would exercise its option to buy back the ship from the Stena Line of Sweden and sell it to the group with the best proposal.

The campaigns to save the Princess Marguerite II proved unsuccessful and in December 1990, the British Columbia government gave the Stena Line approval to sell the ship for $1.5 million to the Mykris Hotels Group of Bristol, England, for use as a floating hotel. The deal with Mykris Hotels fell through in June 1991 and the vessel was sold to Sea Containers Ltd. of London, ,
the Princess Marguerite II was towed from Esquimalt to Singapore and refitted

as a floating gambling casino for the Asian market. In August 1992, Sea Containers Ltd. agreed to consider proposals for reinstating the steamer to service on the Seattle-Victoria run. est.

In January 1995, Eastern and Oriental Express Ltd., a subsidiary of Sea Containers Ltd., entered into a $35 million contract with the Burmese government to operate a river cruise liner on the Irrawaddy River between Mandalay and the ancient city of Pagan, and a floating hotel. Their plan was to convert the Princess Marguerite II into a 105-room hotel in Singapore, then tow her to Rangoon, to be permanently moored as the Rangoon River Hotel. Sea Containers Ltd. sold the ship for scrap. On April 19, 1996, the Princess Marguerite II was towed to the Alang. There, in 1997, Arya Steel Ltd. broke her up.

Princess Marguerite III

On March 25, 1997, Clipper Navigation Inc., a Seattle-based company, announced that it had acquired the 426-foot M/V Queen of Burnaby, 192-vehicle ferryboat built in 1965, from the provincial government's B.C. Ferries fleet for $120,000 per year in a lease-purchase agreement. The operation was managed by Victoria Ferry Ltd., a newly formed Canadian subsidiary of Clipper Navigation. After making some interior improvements and repainting the vessel red, white, and blue, the ship was renamed the M/V Princess Marguerite III.

In September 1999, Clipper Navigation, , closed down the car ferry operation and turned control of the Princess Marguerite III back to the British Columbia government. B.C. Ferries (now British Columbia Ferry Services, Inc.) returned the vessel to service, sailing under her original name, Queen of Burnaby.

SS *Princess Marguerite*, ca. 1938

TEV *Princess Marguerite* II, ca. 1950

Refurbished SS *Princess Marguerite* II leaving Victoria Harbor, ca. 1975

M/V *Princess Marguerite* III, Elliott Bay, Seattle, ca. 1997

ESSEX BOAT AND SHIPBUILDING

PART 3 SOUTH ESSEX

WAKERING , ROCHFORD , CANVEY, BENFLEET , THUNDERSLEY HOCKLEY

WAKERING

SUTTON & WIGGINS

Elizabethan" arrives to be launched at Westcliff-on-Sea. 1953

Great Wakering was the location of a boat building business established by Messers EW Sutton & RJ Wiggins in the late 1950's.

Charles Wiggins was demobilised at the end of the First World War, rode his bike each day 4 miles from his home near the Kursaal, Southend-on-Sea to work at Leigh . Two of his brothers were in business there, with Harry Cole, building boats at Victoria Wharf.

Charles was keen to relocate from Southend to the Great Wakering Two years later, in 1924 Charles moved his family to their new home, 250 High Street.

His two sons Don and Joe trained as shipwrights with Johnson & Jago and his daughter Gladys worked in ‘accounts’. Charles continued with his boatbuilding in Wakering at Homeville and from the “Red Shed” at Mill Head, a former brickworks building down by Potton Creek.

In 1938 another Wakering resident, Bill Sutton, married Gladys. He also was a J&J trained shipwright, and by the 1950’s he was establishing himself as a boatbuilder in a large barn at Long Reach on the Southend Road near ‘Winters’. The barn was behind Morleys nursery . Bill gained a reputation as a high quality boat builder withb Don and Joe helpiing

In the late 1950’s, they relocated to Potton Creek to form a new business EW Sutton & RJ Wiggins. The business moved to Bullman’s Wharf where a new boatyard and slipway were built. Don decided to return to J &J.

In the 1950s and '60s Sutton and Wiggins built about 24 wooden boats at The first two were the 10ton centreboarders Amaris (for local builder Jack Silk) and Elizabethan (for Lt Cdr J.N. Wise DSC RNVR). Bill also built a 10ton centreboarder, designed by R.F. Freeman, in the same year as Elizabethan (1953).

Bill built three Guy Thompson designs: Crisela, Callisto and Calliope VIII ; the Robert Clark-designed Glen Maid; and from 1958 a string of Alan Buchanan racing yachts for owners mostly at Burnham on Crouch or the Medway.

Vashti Class 42 ft

These included Vae Victis, Vendetta (for David Clarabut at Upnor), Bonnet Rouge, Capella of Burnham, Cavalier of Kent, Dauber and Scorpion of Wyke (who went to Bridlington). Some of these were, of the Vashti class,

Of the shoal draft cruisers Amaris was still to be seen on the East Coast up to the 1990s

1965 Dauber NO PIC Buchanan 34

1970 Iona NO PIC

Gradually, in the 1970's, the nature of the boatyard changed. Hardwood timber yachts were becoming expensive and new materials such as GRP , reinforced plastic , ferro-cement and steel were emerging .

Joe fitted out his own boat and taught his son Joss fishing. Then, Joe and his wife Mary retired to Norfolk.

Bill eventually retired to Devon - his expertise was in demand around the boatyards.

Wakering 33

Back at Wakering, the boatyard continues under new ownership at Bullman's Wharf.

ROCHFORD

HUNTER YACHTS

Founded in 1968 with the first design produced as the Squib, an open keelboat designed by Oliver Lee in 1967.

1975 David Thomas became the main designer producing the iconic Hunter Sonata and Impala 28 Cruiser Racers

Throughout the 70s the company produced many designs including the Formula 28 and HB 31 designs by Steven Jones..

By the 80s the company started building cruising yachts with the Hunter Horizon 26 and 32 Models

1995 saw the company build the Hunter 707, a sports boat

Hunter Boats was bought out in 2003 by the Select Yachts Group and in 2009 Lauren Marine of Southampton purchased the rights, moulds and tooling for the Hunter range of boats including five designs.

1987 My Ningi 19 ft NO PIC Design class: Hunter Minstrel

Found in a sad state in 2023

1987 Tara NO PIC Design class: Hunter Minstrel

CANVEY ISLAND

ALACRITY ,VIVACITY AND JAGUAR YACHTS

Eric Birch owned Jaguar yachts in the early 1960's and Russell Marine who sold Silhouettes built by Hurley Marine in Plymouth from a site in Elm Road Leigh . He also owned Canvey Yacht Builders

The Alacrity 19 was designed by Peter Stephenson in 1960. It was originally built by Hurley Marine and marketed by them but from 1972 Russell Marine both built and marketed it . The Mk II followed soon after with two windows in each side of the coach roof.

The Alacrity was stretched by 18 " to become the vivacity 20/610 and there were the Vivacity 21/670 and Vivaicty 24/720 .Russell Marine joined up with Catalina Yachts in the USA

THAMES STRUCTURAL PLASTICS

Thames Structural Plastics was founded in 1959 by Len Wakefield and Ray Walsh on a site in Rayleigh. They built boats and other fibre glass products . The first three years produced small sales of boats but gradually expanded until 1962 when they moved to larger premises in Southend, Their first yacht in 1962 was the Snapdragon 23 which was a centreboarder.

Snapdragon 26

In 1964 they moved to larger premises on Canvey and they traded as TSP Marine Ltd. and Thames Marine for marketing.

The company began taking on mouldings for other companies Halcyon 27 and Friendship

In 1964 they took on a GP 14 license.

At the 1970 Boat Show the company produced their own dinghy “The Turtle”

1970 a sister company was formed called Power Marine to market motor boats produced by TSP. The Pacific 550 was the first well . This was followed by the Pacific 550 Dory and a 21 ft four berth cruiser the Pacific 625

At this time a company was formed with Prouts to market catamarans

Under the Thames Marine banner they produced the Snapdragon 21 and also Snapdragon 26

Snapdragon 747

In the 1970’s models included the Snapdragon 600 , Snapdragon 670, Snapdragon 24 and Snapdragon 747

Snapdragon 890

Two Larger yachts formed part of the Snapdragon fleet the Snapdragon 27 and Snapdragon 890

THAMES MARINA (MIRAGE YACHTS)

Around 1975 Thaes marine started building the Mirage yachts designed by David Feltham and based at Charfleet but later moving to Laindon

Mirage 28

The first yacht was the Mirage 28. By June 1976 60 were on order with 60 % for export. By 1979 the Mirage 28 Mk II was in production

Mirage 37

At around this time the Mirage 37 was launched with walk through to the aft double cabin with en suite heads.

In 1976 the Mirage 26 appeared offering family cruising
The Mirage 30 appeared in 1979 . This yacht had an aft cabin with two berths , a double dinette and two v berths in the forward cabin

Two further models were the Mirage 270 and 305. The 270 was a new design with a fuller hull, wider beam .The 305 had a separate owners cabin aft , two settee berths in the saloon and two berths forward

Boating Scene bought the Leisure Name and built the 27 SL and Mirage 27 around 1989

PROUTS

G. Prout & Sons Ltd. was started by Geoffrey Prout and his two sons, Roland and Francis in 1935, A type of fold flat dinghy was invented and tried out . This boat which was first tried out on a duck pond was the forerunner of a series of dinghies and small folding sailing boats and canoes

The war intervened and the family and boatbuilding was temporarily shelved. After the war, the brothers Roland and Francis and their father and mother started again in the factory at Smallgains Corner. From there the firm grew and hundreds of folding dinghies and canoes were sold all over the world.

In 1949 Roland and Francis started experiment by lashing two canoes together to make the first catamaran.. They then carried out a more serious catamaran experiment by trying two Kl racing kayaks together with a bamboo platform and rigging this craft with a mast and sails

The brothers decided to design and make a serious catamaran, which when built was called “Shearwater”. This catamaran, was eventually known as “Shearwater 1”,.

The Prouts developed a new design which was called the “Shearwater II” and the catamaran “Endeavour” was built for Ken Pearce from the “Shearwater II” hull mould.

Meetings were held which included the cat designer Bill O’Brien and the result was that the Prout brothers designed the smaller, more easily trailed “Shearwater III” and Bill O’Brien designed the hard chine “Jumpahead”.

SHEARWATER III 16ft. 6in. CATAMARAN

THE LARGEST CATAMARAN CLASS IN THE WORLD

Five years of experiments and countless trials have gone into perfecting Shearwater III.

Our experience is that however carefully one plans a design, one cannot expect to get a good boat till many full-sized craft have been sailing and by people who know how a high performance boat should sail.

Shearwater III is the fastest light sailing class afloat today. This has been well proved during past seasons. On a reach she will plane at 12 or so knots, even in a very moderate wind, and when the wind blows fairly hard, say, Force 5-6, speeds of up to 20 knots can be attained. In light winds she is still fast and compares well with any light centreboard boat. With over 670 sail numbers, Class racing is enjoyed in many areas of the British Isles and many clubs race Shearwaters as Class boats.

In no other light craft can one give a friend fast, exhilarating sailing with such a degree of safety, either in open sea or sheltered water. Broad reaching down the slopes of large waves is a delight, with little risk of broaching, helm always light, safe and definite.

SPECIFICATION

Length 16ft. 6in. Beam 7ft. 6in. Draft, hulls only, 7in. Dagger board 3ft. Weight 230 lbs. less rig. Rig approx. 50 lbs. Sail area 160 sq. ft. Length of mast 21ft. 6in. Constructed of moulded mahogany, hulls ¼in. thick and ¼in. ply throughout for decking, etc. Colour of hulls to choice, deck and cockpit varnished. Fully revolving mast.

“Shearwater III” maintains planing speeds with the wind well forward of the beam.

Foresail roller luff spar as illustrated above, is available at £10-10-0 extra finished, or in 6d. store £8.

KITS EASY TO BUILD

The rather sleek and complicated appearance of the finished craft must not put the amateur builder off building from a kit. The difficult part is done for you. With hulls already moulded, the work of assembly is a straightforward carpentry job, with no complicated or double bends in the plywood decking or cockpit. Kits are complete in every detail except for paint, varnish and sails.

All glue, screws, fore and main sheets and rigging are supplied and, of course, two moulded hulls cleaned ready for paint. The mast and boom are grooved, hollowed and glued ready for final sanding and varnishing.

The average time taken by the amateur to construct from a kit is 100 man hours for Shearwater and only simple tools are required—hand and keyhole saws, smoothing plane, hammer, screwdriver, one 1in. and one ¼in. chisel, brace with various drills, four “G” cramps and measuring instruments are the necessary requirements.

About 300 Shearwaters have been successfully built by amateurs so far. These have been constructed in all parts of the world, on board ship, in garages and living rooms. If one is limited for space, it is possible to assemble by screwing only, portage the hulls and cockpit through a normal size door and complete by gluing in shed or garage. We have seen many very fine jobs, quite up to the standard of the works-built boats.

PLANS AND DETAILED INSTRUCTIONS FOR BUILDING ARE SUPPLIED WITH EACH KIT.

Advert for Shearwater III

In the years that followed over 2,000 of these boats were built and over 1,500 of them at the Prout factory at Canvey. The Shearwater III was the world’s first

production catamaran. In 1957 the firm moved to larger, new premises at the Point, Canvey,

The Prout Brothers carried on designing and producing other designs, mostly in the larger cruiser class. Some of the designs produced since the Shearwater are:-

The Cougar, 19ft two man catamaran, successful in the U.S.A.

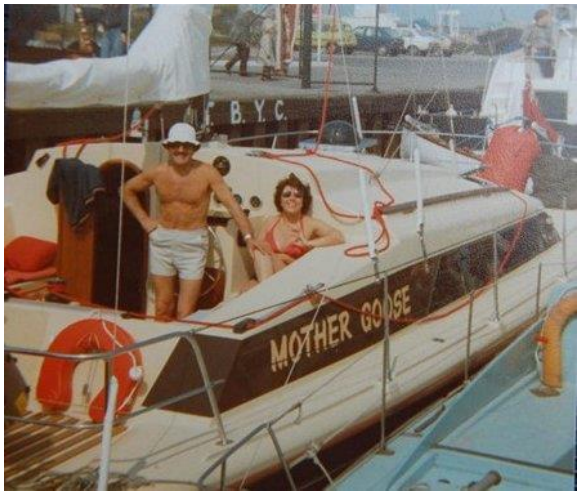
The 19ft small cruiser, 27ft and 31ft. Ranger Class cruisers.

Then came the 45ft Ocean Ranger, various 35 and 37ft cruisers, such as the “Taranga” Class.

The Princess Catherine 36ft cat, and the 77ft “Tsulamaran” luxury cruiser,

Another period of successful Prout Brothers designs were the range of workboats from 27 – 45ft long..

The Prout Brothers also designed and produced a small 14ft powered catamaran outboard sports boat called the “Panther” . A hundred or so of these boats were produced



Francis and Erica Prout in their ‘Snowgoose 37 ‘ called Mother Goose

In 1975 a new company was formed to be known as Prout Catamarans and Robert Underwood was appointed managing director. The new company was licenced by the Prouts to manufacture, promote and sell the Prout catamarans, starting with the newly designed Quest 31. This arrangement allowed the Prout brothers more time to concentrate on design and there soon followed the new Snowgoose 37 and the Quasar 50.

Prout Catamarans changed its name to 199 AB Limited in 2001 and went into administration the same year. In 1989 G. Prout & Sons Ltd was renamed Prout Holdings Ltd, and on 22 April 2020 the decision was made to wind up the company and a liquidator was appointed.

Prout Escale 39

SOUTH BENFLEET

DAUNTLESS

Types of craft built by Dauntless apart from Dinghies were the Dauntless 20’ and 21’ cruisers and the 17’ and 20’ yachts.

Dauntless was originally located in Leigh on Sea founded in 1920. At the outbreak of WW2 the yard moved to Welshpool and built whalers for the Admiralty.

At the end of the War the yard moved back to Canvey island and in 1946 started building Dauntless yachts. They were built two at a time .

They also built a 24 ft carvel fishing boat to a design by A G H Delgrano.

When Reg Patten left in 1958 to found Sea King Fred Haris took over as foreman and the shape of the Dauntless changed with a more raked bow andmore planks each side to give greater headroom.

The company was taken over by Sid Latimer and later his son Peter joined the business.

Dauntless also built motor cruisers

Around 1979 Dauntless built an 18 ft GRP motor launch with a small caddy

1952 Mahronda NO PIC

1953 Jacaranda NO PIC Designer: Latimer Year of Build: 1953

1956 Rikki NO PIC Design class: Dauntless 24Designer: Syd Latimer

1960 Mistress NO PIC Home port: Wells-Next-Sea, Norfolk

1960 Airies NO PIC Design class: Dauntless 24 Designer: Syd Latimer

1960 Dawn NO PIC Location Wells next to the Sea Design class: Dauntless 24

1965 Kristina NO PIC Design class: Dauntless 24

THUNDERSLEY

A F PLATT

Alan Platt served his apprentice at Seacrafts and in 1959 bought some land in Thundersley to erect a temporary shed and a house. One of the first boats he built was a plywood Heron In he built a Alan Buchanan designed 25 Ft Keel boat, then two Maurice Griffiths Storm class 26ft yachts. At this time he met Laurie Harbotell who designed a 21 ft centreboarder for himself and asked Alan to build it. Alans wife came up with the name Finesse

Alan built around eighty of the Finesse 21 the last in 1990
The Finnesse 24 was designed for himself and about 80 of these were built up until 1996

1966 Impudence ex Ella Jay NO PIC Design class: Finesse 21 Designer: Laurie Harbottell

Alan had perfected the technique for building these clinker yachts making a set of templates for all planking . During fitting planks had to be shaped to fit but he reckoned he was building two Finnesses at a time taking about 12 weeks to complete them . He also used a compressed air riveter to speed up the clenching of the copper nails and roves. Another innovation was a spray gun to apply the undercoats to the newly planked hulls
In 1983 together with Maurice Griffiths he built the Finesse 27 based upon the Murice Griffiths bawley class. These were built up until 1995

HOCKLEY
FEBRIS MARINE

Febris Marine produced in the 1970's the Lysander 17 ft in fibre glass designed by Percy Blandford . Originally built in plywood

ANSWERS TO QUIZ 94

1. A series of 5 yachts named "Morning Cloud" was owned between 1969 and 1983 by which British politician?

Edward Heath

2. In June 2025, Johan Helberg woke up to find a container ship had run aground and crashed into his front garden. In which country did this take place?

Norway

3. What does the Blue Peter flag mean when flown in harbour?

All persons should report on board as the vessel is about to proceed to sea

4. The ferry *Scillonian III* is expected to be replaced by *Scillonian IV* in 2026 operating between St Mary's on the Isles of Scilly and which port in the West of England?

Penzance

5. In which famous novel does the vessel *Pequod* feature?

Moby Dick – it is the name of Captain Ahab's Nantucket whaleship

6. Following a recent Pentagon-led review of naval vessels named after civil rights leaders, a US Navy fleet replenishment oiler was renamed *USNS Oscar Peterson*. Who was this ship previously named after?

Harvey Milk

7. Where can you find the ship's bell from *HMS Lutine*, lost in 1799?

In the Lloyd's of London building at 1 Lime Street, London. The bell is traditionally rung to announce a shipping loss.

8. In the shipping forecast areas moving clockwise, what comes after Thames?

Dover

9. 25th June is designated by the UN to recognise a critical role in global trade, security and the flow of essential goods, and celebrations are led by the International Maritime Organisation. What is this day called?

The Day of the Seafarer

10. The UK's nuclear deterrent currently depends on a few Vanguard-class submarines. What is the name of the class of submarines that is replacing them, at a cost of over £30billion?

Dreadnought class

MYSTERY SHIPS 94

MSC Sabrina

MSC SABRINA IMO **7350959** Container ship/ro-ro
26,684g 23,838d 813 TEU Length: 208 Breadth: 30.5 Depth: 15.4 Draught: 10.4 (m)

1974: Completed by Italcantieri S.p.A., Genova as AMERICANA.
1989: Renamed MSC SABRINA
1998; Broken up in India.

Mountain Cloud, Southampton, 7.8.1993

MOUNTAIN CLOUD IMO **7353822** Crude Oil Tanker
137,713g 286,506d Length: 340 Breadth: 53.6 Depth: 28 Draught: 21.8 (m)

1974: Completed by Sasebo Heavy Industries Co. Ltd., Sasebo as ELEFTHEROUPOLIS.
1981: Renamed KIKO MARU.
1987: Renamed FUJI ORIENT.
1990: Renamed MOUNTAIN CLOUD.
1999: Renamed PRINCES I.
2000: Broken up in Pakistan.


Hermes, 16.9.1992

HERMES IMO **7327976** LPG Tanker
31,222g 38,705d Length: 207 Breadth: 31.4 Depth: 18.6 Draught: 11.3 (m)

1974: Completed by Ateliers et Chantiers de France-Dunkerque, Dunkirk as HAMPSHIRE.
1989: Renamed HERMES.
2002: Broken up in China.

Giovanni Grimaldi, 16.9.1992

GIOVANNI GRIMALDI IMO **8917754** Bulk Carrier
73,115g 137,000d Length: 262 Breadth: 43 Depth: 23.4 Draught: 17.2 (m)

1992: Completed by Fincantieri-Cant. Nav. Italiani S.p.A. (Breda), Venezia as GIOVANNI GRIMALDI
2002: Renamed ARISTON.
2003: Renamed YIOSONAS.
2009: Renamed CHINA.
2012: Broken up in India.

Arosa, 27.9.1992

AROSA IMO **7387108** Bulk Carrier
17,490g 30,499d Length: 190.7 Breadth: 22.9 Depth: 14.6 Draught: 10.7 (m)

1975: Completed by Astilleros Espanoles SA (AESA), Seville as CASTELLBLANCH.
1987: Renamed AROSA.
2003: Broken up in India.

Kriti Art, 16.9.1992

KRITI ART IMO **8412584** Crude/Oil Products tanker
24,233g 41,483d Length: 178 Breadth: 30 Depth: 17.1 Draught: 12 (m)

1986: Completed by Mitsubishi Heavy Industries Ltd., Nagasaki as KRITI ART.
2010: Broken up in Pakistan.

Apollonia Nobility, 14.9.1992

APOLLONIA NOBILITY IMO **7638959** General Cargo Ship
3,885g 6,4468d Length: 105.6 Breadth: 16.3 Depth: 8.4 Draught: 6.8 (m)

1977: Completed by Higaki Zosen K.K, Imabari as BRAVOEXPORTER.
1983: Renamed MOUNA.
1988: Renamed NEMO. Renamed APOLLONIA NOBILITY.
1999: Renamed PETUNIA.
2002: Renamed WAEL F.
2011: Renamed LAMAR.
2017: Broken up in India.