The World Ship Society

Southend Branch

News and Views

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NOTES

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

For those of us who will never get there Krispin has shared some picutures of his recent Trip there

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NEWS

Viken Group develops new concept for sustainable luxury cruise yacht

Spanning 10 decks, the 196-metre-long vessel has a 28-metre beam and can accommodate up to 112 guests and 125 crew members. The yacht is named REI, which connotes both ‘beautiful’ and ‘graceful’ in Japanese, and could potentially be operated using electric, hydrogen, solar or wind-powered propulsion systems. It features a modern exterior inspired by nature.

Viken Group

REI could potentially run on electric, hydrogen, solar or wind power to improve its environmental sustainability

The interiors will offer a “a balance of warmth, tactile materials and adjustable lighting”. Notable onboard highlights will include a main avenue that connects to all the onboard entertainment areas, exterior deck spaces, a spa, observation lounge, a forward infinity pool, and duplex suites featuring private winter gardens with pools and

massage areas. The vessel will have double-height windows to provide panoramic views.

Viken Group

REI will have multiple shared spaces and exterior decks where guests can relax in luxury

In addition, REI will be equipped with a secondary 27-metre expedition vessel, which could run on electric or solar power, and has a multipurpose beach club/sea courtyard at its aft to facilitate easy embarkation and disembarkation.

Viken Group

The yacht will have a 27-metre expedition vessel to make it easier for guests to explore destinations

REI will offer an “ever-evolving journey”, with entertainment, activities and menus changing depending on the time of year and the destinations on the itineraries.

THE ENABLER completed sea trials ahead of its May delivery

SOUTH ENABLER © Visentini

SOUTH ENABLER completed sea trials ahead of its May delivery

Ro-roWallenius SOL announced that SOUTH ENABLER successfully completed her sea trials on 12 April 2025 in the Adriatic Sea. Built by Visentini Shipyard and designed by NAOS Ship and Boat Design, SOUTH ENABLER is set to replace the vessel ML FREYJA in Mann Lines traffic. She will primarily serve the route

Turku – Paldiski – Bremerhaven – Zeebrugge – Tilbury – Cuxhaven – Turku.

The new ship has a loading capacity of 3,004 lane metres plus 196 cars on two car decks. It has an overall length of 203.4 metres and is powered by two methanol-ready Wärtsilä engines of 7,200 kW each, making it capable of a speed of 22 knots. It is RINA classed and built to Ice Class 1A.

SOUTH ENABLER will officially be delivered in mid-May and enter service under a five-year TC contract.

Grimaldi Group orders nine methanol-ready ro-pax ferries

Six vessels will sail in the Mediterranean, while three more will be deployed in the Baltic

Grimaldi Group has ordered nine new ro-pax ferries from shipbuilder China Merchants Jinling Shipyard (Weihai) for its Grimaldi Lines, Minoan Lines and Finnlines brands.

The agreement was signed in Hong Kong and is worth a total of $1.3 billion. All nine vessels will be equipped with methanol-ready engines in preparation to achieve Grimaldi Group's 'Net Zero Emission' goal.

Four of the vessels will sail under the Italian flag for the Grimaldi Lines brand, while two more will sail under the Greek flag for subsidiary Minoan Lines. These six sisters ships will belong to the Next Generation Med class and will sail routes in the Mediterranean.

The other three will be delivered to Finnlines and sail under the Finnish flag as the first of the Hansa Superstar class – an evolution of the existing Superstar series – on routes in the Baltic Sea.

All nine ships will be delivered between 2028 and 2030 and will be designed with features intended to improve sustainability. These will include optimised hull and propeller designs, energy-efficient onboard power management systems (both at sea and in port), shore power readiness and silicone-based hull coatings. Grimaldi Group estimates that these features will reduce carbon dioxide emissions per transported cargo unit by more than 50 per cent compared to vessels currently operating on the same routes.

At 229 metres long, the new Mediterranean ro-pax vessels will have a cargo capacity of 3,300 lane metres for rolling freight and over 300 cars. They can accommodate up to 2,500 passengers, offering more than 300 cabins (for a total of over 1,200 guests) and approximately 700 reclining seats.

Passengers will have access to onboard amenities including three bars, a shopping area, a conference hall, two self-service restaurants, a panoramic à la carte restaurant, an indoor/outdoor lounge with a sun deck featuring two pools, and a rooftop disco bar. The interior design will be adapted with

separate customised furnishings for Grimaldi Lines and Minoan Lines vessels, each chosen to cater to the tastes and specific needs of their respective target markets.

The three newbuilds intended for the Baltic Sea will be 240 metres long, with a cargo capacity of 5,100 lane metres for rolling freight plus 90 cars, and accommodation in 320 cabins for up to 1,100 passengers. The new design is based on Finnlines' Superstar-class vessels, Finnsirius and Finncanopus, but has been adapted for the Finland-Germany route. The new ships will be adapted to better suit longer crossings, feature new cabin categories and provide restaurant options tailored to different passenger preferences.

Facilities include five bars and restaurants, a spa with a range of services and treatments – including a Finnish sauna – shops, and two children's play areas designed for different ages. The main bar at the bow of deck 12 will offer wide views of the Baltic Sea during the crossing.

Transcend Cruises to name first two vessels Transcend connect and Transcend evolve

Charter-only river cruise company Transcend Cruises is to name its first two purpose-built vessels for the business-to-business (B2B) group market Transcend connect and Transcend evolve.

The 135-metre ships are being built by Den Breejen Shipyard in the Netherlands and will feature interiors designed by Tillberg Design of Sweden. Each vessel will be able to accommodate up to 120 guests in "oversized staterooms" that can also be doubled up and converted into larger suites. This will enable charterers to cater for between 30 and 120 attendees.

Both vessels will feature a total of five venues with capacity for all 120 guests. They include a two-storey amphitheatre and the Studio, a 1,300-square-foot configurable space with audiovisual equipment. The Studio is located on deck one next to a dedicated office space and three staff cabins.

Transcend Cruises considered more than 100 potential names, all of which were sourced internally and tested amongst partners and key group market clients. Transcend connect will debut in April 2026 and Transcend evolve will follow in the second quarter of next year.

First steel cut for Carnival Festivale at Meyer Werft

The shipyard hosted a traditional ceremony to launch the beginning of the shipbuilding process. At 180,000gt, the ship will accommodate up to 6,400 guests and will be powered by LNG.

Carnival previously revealed that the ship will feature two music-themed zones on decks six, seven and eight which will celebrate how music connects people. One will be inspired by the creative process with media and interactive experiences, and another on deck eight will symbolise the energy of outdoor music performances.

NYK Cruises takes delivery of first new cruise ship in 30 years

Japanese-based operator NYK Cruises took delivery of its newest ship, Asuka III, from shipbuilder Meyer Werft in Emden, Germany, on 10 April.

The LNG-powered ship, which successfully completed technical and nautical trials in the North Sea on 18 March,

The 52,200gt Asuka III is 230 metres long, 29.8 metres and accommodates around 740 passengers in 385 cabins. The ship features interiors and onboard amenities tailored to the preferences of Japanese guests.

UK-based firm SMC Design was involved in providing the interior design, artwork, branding and furniture, fixtures and equipment for the vessel. According to the company, the design aesthetic was inspired by Japan's Asuka period and features colours and finishes inspired by the Man'yōshū poetry from this time. Guests will also see pieces from Japanese artists, such as Hiroshi Senju and Reiji Hiramatsu.

During its inaugural season, Asuka III will visit more than 30 destinations in Japan, including Beppu, Hakodate, Kanazawa, Maizuru, Muroran, Moji, Otaru, Shingu, Takamatsu and Yokohama.

Explora Journeys and Fincantieri launch Explora IV's troncone

Explora Journeys and Italian shipbuilder Fincantieri celebrated a construction milestone of Explora IV on 2 April 2025, transferring the ship's forward lower section, the troncone, from land to water for the first time.

In keeping with maritime tradition, the two companies held a celebration ceremony, which was attended by over 350 guests, at Fincantieri's Palermo shipyard in Sicily, Italy. Once the bow section has been outfitted, it will be transferred to Fincantieri's shipyard in Sestri Ponente, near Genoa, for the newbuild to be completed.

The LNG-powered ship is scheduled to be delivered to Explora Journeys, MSC Group's luxury travel brand, in 2027. MSC Group has invested over €3.5 billion in the six Explora Journeys ships, which will all be built by Fincantieri. Explora I debuted in August 2023, while Explora II was delivered in September 2024. Explora III is expected to begin operations in 2026, while Explora V and VI are set to join the fleet in 2027 and 2028

Tallink Grupp sells Star I to Irish Continental Group

Tallink Grupp has signed a memorandum of agreement with Irish Continental Group – parent company of operator Irish Ferries – to sell its ferry Star I.

The vessel has been sailing on Tallink's Paldiski-Kapellskär route and will now be replaced by Superfast IX.

Superfast IX was previously sailing on a long-term charter in Canada

Superfast IX was built in 2002 in Kiel, Germany, and was purchased by Tallink in 2006. It will arrive to sail on the Paldiski- Kapellskär route on 12 April, with the schedule and onboard services remaining unchanged.

Fincantieri to build two new cruise ships for Marella Cruises

Italian shipbuilder Fincantieri is to build two cruise ships for TUI Group's cruise brand Marella Cruises, in a deal worth more than $2 billion. These will be the first newbuild ships for the line, which currently operates a fleet of five ships: Discovery, Discovery 2, Explorer, Explorer 2 and Voyager.

The new ships will be delivered in 2030 and 2032 and will be specifically designed for the UK market. Fincantieri says they will be built using high-quality materials, with a focus on environmental sustainability, and will offer guests a variety of accommodation.

Regent Seven Seas and Fincantieri have held a keel laying ceremony for Seven Seas Prestige at the shipbuilder's yard in Marghera, Italy.

The keel-laying ceremony sees the laying of the ship's first block in drydock

Seven Seas Prestige will be the first vessel in the new Prestige-class. With a gross tonnage of 77,000 tons and a length of 257 meters, the ship will accommodate around 850 passengers in 434 suites

The vessel is scheduled for delivery in 2026.

MSC Cruises and Chantiers de l’Atlantique mark three construction milestones

MSC Cruises and French shipbuilder Chantiers de l’Atlantique have celebrated three World-class ship milestones in Saint-Nazaire, France. The shipyard delivered MSC World America, laid the keel for MSC World Asia and cut the first steel for the newly named MSC World Atlantic, which is scheduled to join the MSC Cruises fleet in 2027.

MSC World America will be officially christened at the cruise line’s new MSC Miami Cruise Terminal at PortMiami in Florida on 9 April 2025.

MSC World Asia is expected to enter service in winter 2026-2027 and initially offer itineraries in the Mediterranean.

The ceremony’s final celebration saw the first steel cut for MSC Cruises’ fourth World-class ship, the newly named MSC World Atlantic. The vessel will be deployed in the Caribbean from winter 2027-2028

The steeling cutting marks the beginning of construction on MSC World Atlantic, which will join the MSC Cruises fleet in 2027

The World-class ships are named after the world’s continents and oceans to reflect the global nature of MSC Cruises.

Shannon-class lifeboat comes into service

A high-end RNLI lifeboat that will help crews navigate treacherous weather conditions has come into service.

The all-weather vessel began operations in Clacton on Thursday, after it was unveiled by the Essex crew in November 2024.

With greater power and capacity than the resort's inshore lifeboats, the new vehicle will allow crews to cover more of the Tendring coastline.

Image source,Mark Walsham/RNLI

Known as a Shannon-class lifeboat, it was made using £1.1m of materials and was designed specifically to save lives at sea.

It uses water jets rather than propellers for manoeuvrability and can return itself to an upright position if it capsizes.

The lifeboat was funded by a donation from Chris and Jo West, a couple who witnessed a rescue at sea and felt inspired by what they saw. It has ben named after them.

"The Shannon lifeboat with its extended range and ability to cope with more severe weather conditions can and will serve those in need for the future," Mr Walsham added.

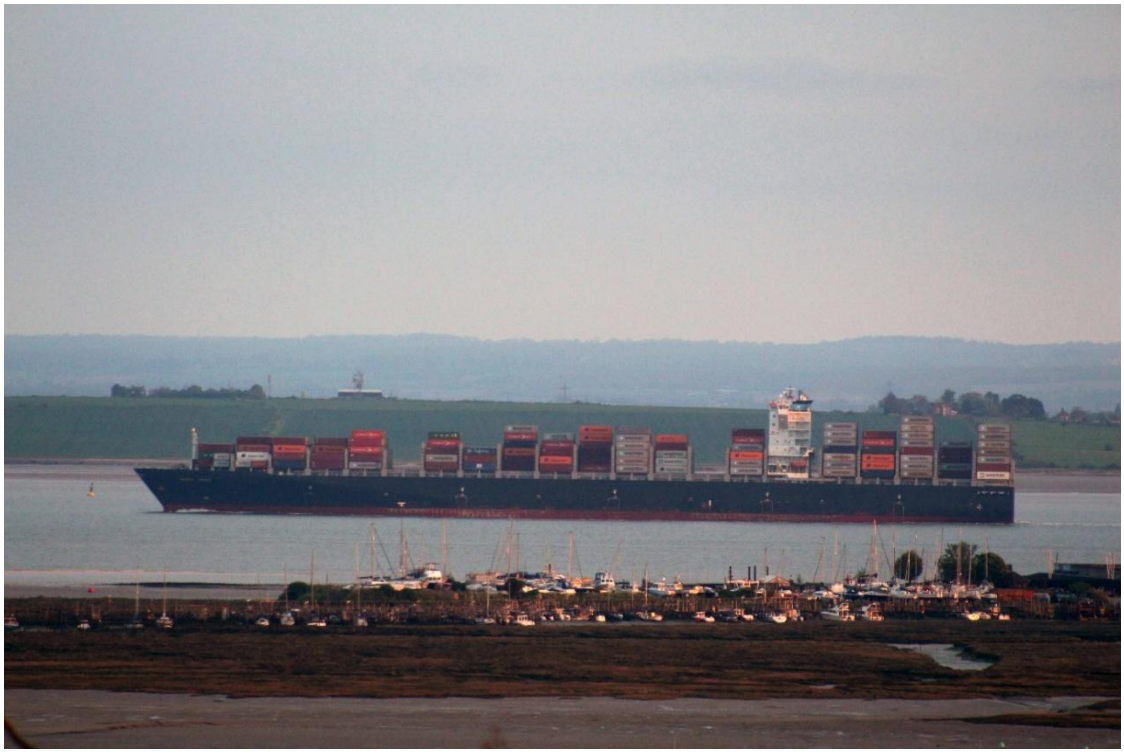
VISITORS

Hafnia Libra Built 2013 30312 GRT Denmark

Current Position Thames

Bg Green built 2024 18292 GRT Portugal

Current Position London Gateway



Maersk Genoa Built 2016 113042 Hong Kong

Current Position En Route Hamburg

Great Abidjan Built 2024 89797 GRT Italy

Current Position Hamburg

Msc Nigeria Built 2025 79103 GRT Liberia

Current Position Antwerp

Msc Nitya B Built 2014 113112 GRT Portugal

Current Position En route Antwerp

Milan Maersk Built 2017 214286 GRT Denmark

Current Position En route Tanger Med

Ruma Built 2013 16088 GRT Portugal

Current Position Tilbury

Eco Merlin Built 2023 25000 GRT Marshall Islands

Current Position English Channel

Sriwangi III Built 2015 9366 GRT Singapore

Current Position Enroute London

Marit Maersk Built 2015 194849 GRT Denmark

Current Position En route to Algeciras

Mayview maersk Built **2014 194849** GRT Denmark

Current Position En route to Hamburg

Msc Elma Built 2016 97805 GRT Portugal

Current Position en route Antwerp

Msc Loreto Built 2023 236184 GRT Liberia

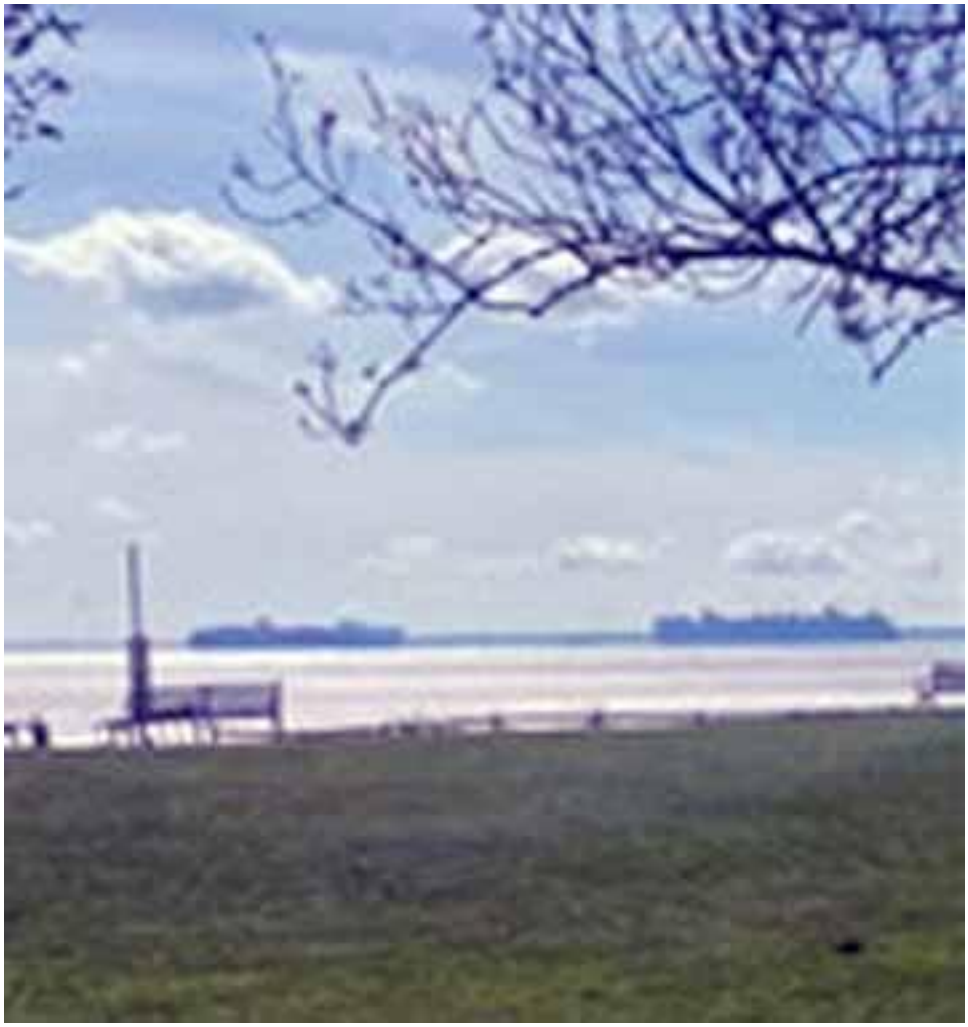
Current Position Off West Africa En route Abu Dhabi

Maersk Tukang Built2008 94193 GRT Singapore

Current Position Off West Africa En route Colombo

Manila Maersk Built 2018 214286 GRT Denmark

Current Position off West Africa en route Singapore



Marie Maersk Built 2013 194849 GRT Denmark

Current PositionRotterdam

Manila Maersk Built 2018 214285=6 GRT Denmark

Msc Oriane Built 2008 66399 GRT Panama

Current Position En route Tanger

Msc Bianca Built 2019 112695 GRT Liberia

Current Position En route Caucedo

Msc Abidjan Built 2013 95930 GRT Portugal

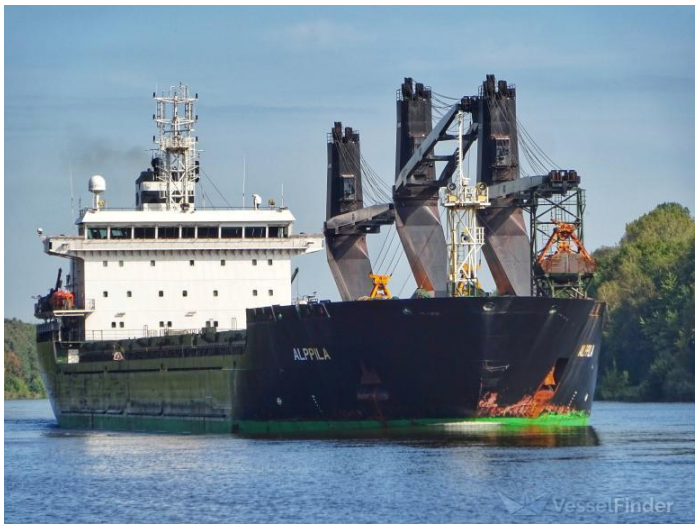
Current LocationOff West Africa En route Abidjan

Zim America Built2003 74656 GRT Liberia

Current Location Haifa

Mandal Built 2916 23861 GRT Marshall Islands

Current Position Off Amsterdam



Alppila 14841 GRT Finland

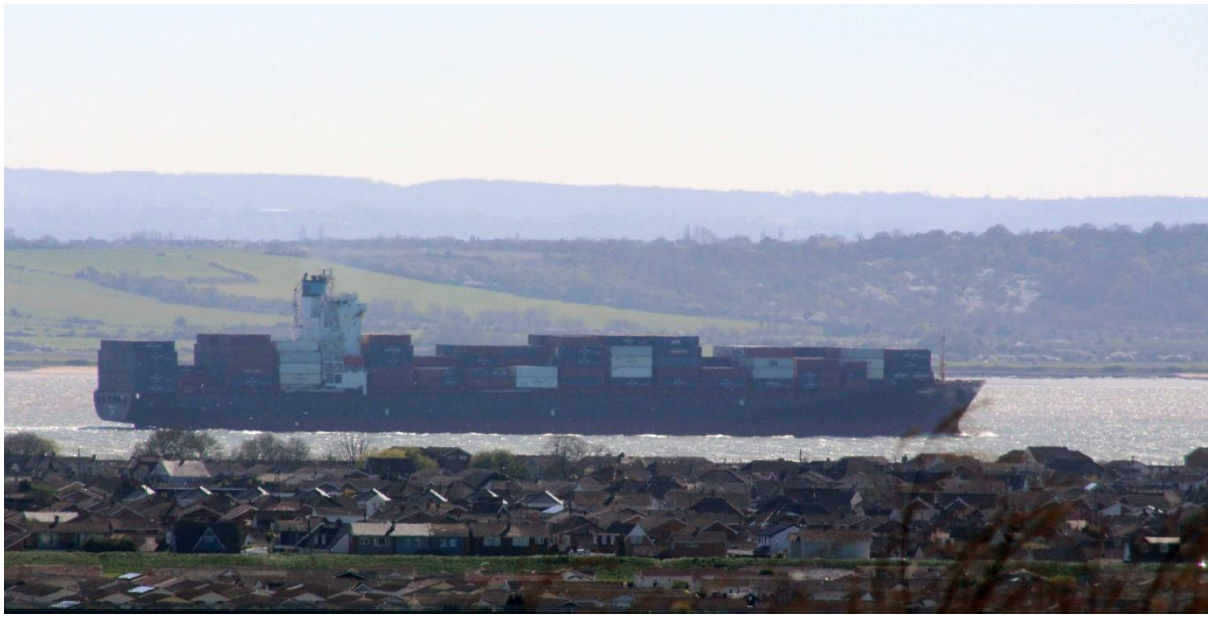
Current Position En route Tilbury

Iris I Built 2007 5325 GRT Liberia

Current Position North Sea en route Verdal

Asphalt Synergy Built 2018 26118 GRT Marshall Islands

Current Position Antwerp



Tongala Built 2004 40030 GRT Liberia

Current Position Abidjan

Efficiency OL Built 2010 22852 GRT Panama

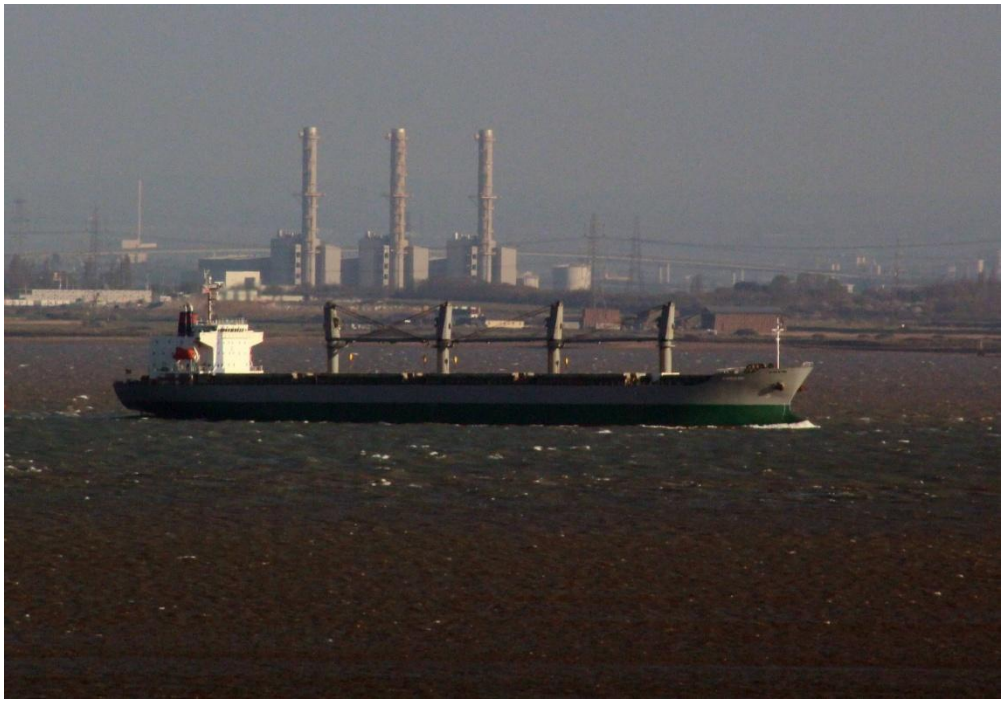
Current Location Off Turkey En route Alexandria

Monaco Maersk Built 2017 2214286 GRT Denmark

Current Position Off South Africa En route Singapore

Msc Valeria Built 2012 153115 GRT Panama

Current position Off India en route Colombo



Kamenari Built 2010 20836 GRT VC

Current Position Off Oran

Andrea Victory Built2005 29214 GRT Norway

Current position East Coast Canada

Federal Passion Built 2022 25831 GRT Panama

Current Location Baie Comeau

Msc Nicola Mastro Built 2023 235565 GRT Lib

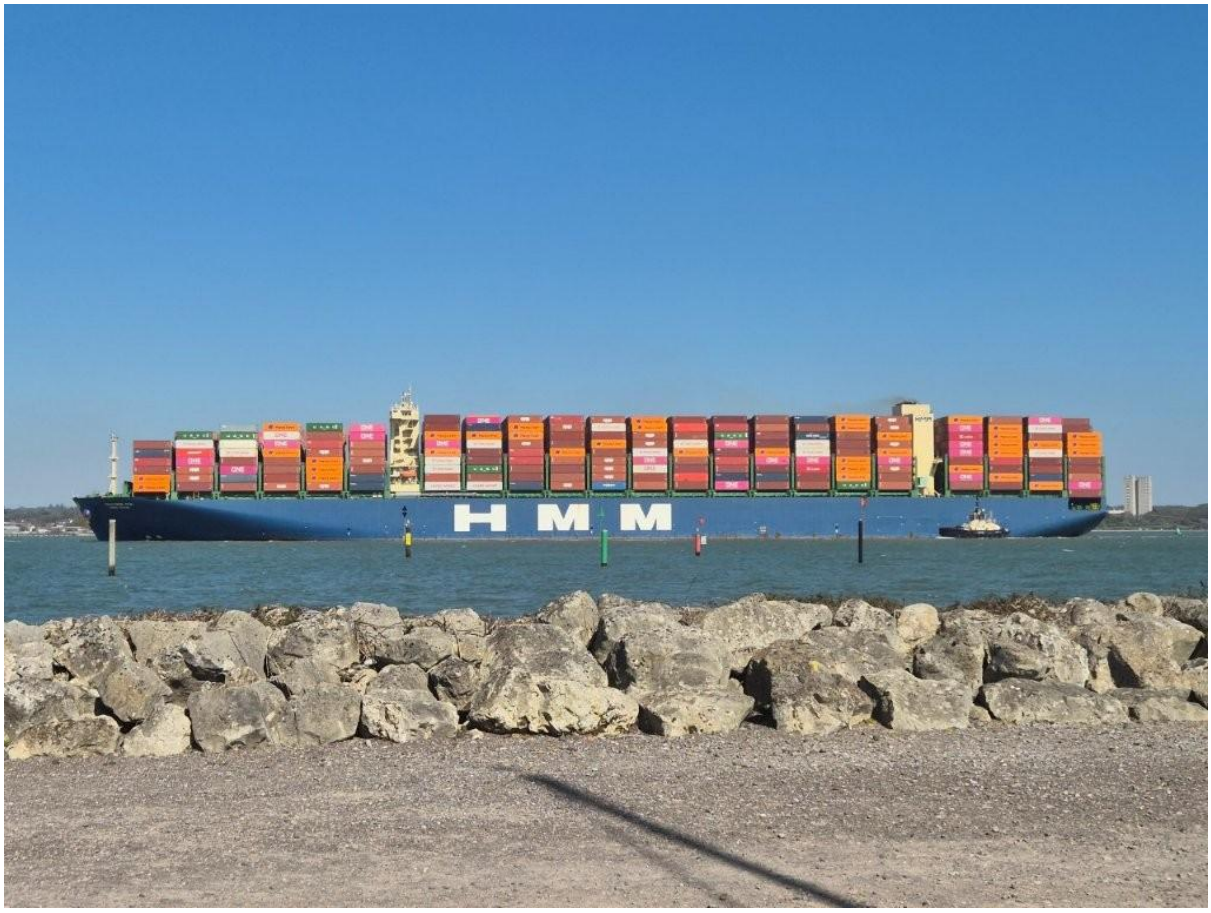
Current Position En route off South Africa en route Singapore

SOLENT VISITORS

We have so many vehicle carriers in but it will be interesting to see what happens courtesy of Mr Trump's tariffs.

Some of the photos show the carrying of yachts, like the Spaarnegracht which is just back from Martinique with her cargo!

The Norwegian Aqua was here before departing for New York. Not a ship I shall be going on.



Spaarnegracht

Sirius Highway

Norwegian Aqua

Norwegian Cruise Line's newest ship, Norwegian Aqua, has sailed its maiden voyage from Lisbon, Portugal, to Southampton, England. This voyage is the first of a five-part inaugural series, which concludes in Miami, Florida, where the official christening will take place on 13 April 2025.

KRISPEN SINGAPORE

Azamara Onward

Sea Bountiful and Cala Piana

CMA CGM Amazonia

Genting Dream

Guadeloupe

Horizon * & Horizon 10

Kota Puri

Kota Puri

Maersk Taurus and Maersk Rio Alfa

MSC Zoe

Paul Gauguin

NEWS FROM PEMBROKESHIRE

HMS Dauntless: Exercise Sharpshooter

'HMS Dauntless', a Type 45 destroyer, was recently seen off the Welsh coast taking part in Exercise Sharpshooter in preparation for deployment as part of a Carrier Strike Group to the Indo-Pacific region. The exercise comprised firing live rounds at aerial and surface drones within the designated Danger Area of Cardigan Bay to prepare the vessel for defending against potential mass drone attacks.

'HMS Dauntless' anchored off Cornwall prior to Operation Sharpshooter, showing the 4.5-inch main gun, the Sea Viper missile silo just abaft that and a Wildcat helicopter on the stern
(Photo: Tom Leach / Navy Lookout).

'HMS Dauntless' (D33) was built at Govan shipyard on the River Clyde and commissioned in 2010, being the second ship in the 'Daring' class. She has a displacement of 7,350 tonnes and is 152 metres long. She is powered by two Rolls-Royce WR-21 gas turbines, each providing 21.5MW of power, enabling the ship to achieve a speed in excess of 30 knots. She is primarily designed as an anti-aircraft and anti-missile destroyer to protect the Royal Navy's two aircraft carriers from air attacks. For this purpose, she has a vertical silo from which she can launch eight Sea Viper missiles within 10 seconds and guide sixteen missiles simultaneously to hit targets over 70 miles away. The 'Dauntless' can also fulfil a multitude of other roles and is further equipped with a 4.5 inch main gun, two 30mm Oerlikon cannons and machine guns. For

immediate defence she carries two 20mm Phalanx close-in weapon systems, each comprising a cannon that can fire 3,000 armour-piercing shells per minute. She can carry either a Wildcat or Merlin helicopter.

30mm cannon firing, with the Phalanx close-in weapon system behind (Source: Navy Lookout)

Operation Sharpshooter followed two weeks of operational training out of Devonport and consisted of a final five-day exercise, day and night, for live firing and simulated action held off the MOD Aberporth range in Cardigan Bay. The exercise was designed by instructors from Fleet Operational Standards and Training (FOST) and QinetiQ, one of the MOD's key industrial partners.

The targets for the exercise included the QinetiQ Banshee Whirlwind aerial drone which is a propellor UAS (Unmanned Aircraft System) powered by a rotary engine and capable of 200 knots with an endurance of about 90 minutes. For surface threats, the QinetiQ Hammerhead drone was used. This is a 5-metre long USV (Unmanned Surface Vessel) powered by a 135hp gas 3.0L Merc engine and capable of up to 40 knots depending on sea state. In addition, static surface targets were used for gunnery testing.

Banshee Whirlwind UAV ***(Source: QinetiQ)***

Hammerhead USV ***(Source: QinetiQ)***

'HMS Dauntless' responded using her full range of gunnery including the 4.5 inch main gun, the 30mm cannons and the Phalanx close-in weapon systems. Residents in Aberystwyth reported hearing 'large thudding' noises on the promenade. The embarked Wildcat helicopter also used the laser-guided Martlet missile to shoot down Banshee aerial drones.

As well as physical targets, the destroyer faced a number of simulated threats, such as pretend swarms of aerial drones and uncrewed vessels, cruise missiles and enemy aircraft. These scenarios replicated what may be encountered on deployment, particularly after the experience of another type 45 destroyer, 'HMS Diamond', which faced drone attacks launched by Houthi rebels in Yemen. During one deployment in this area, 'HMS Diamond' shot down a ballistic missile aimed at a merchant vessel using a Sea Viper missile.

Some of the Operation Sharpshooter support vessels stopped off Aberporth, including the patrol vessel 'Centurion' and the tug 'Handfast' (partly hidden behind). Both vessels are operated by Jevington Logistics.

Operation Sharpshooter in Cardigan Bay was witnessed by the Minister for the Armed Forces, Luke Pollard MP, as well as various members of the press. After the exercise, 'HMS Dauntless' proceeded to Plymouth and then on to her base at Portsmouth. From there, she is due to sail in late April on the Carrier Strike Group 25 deployment, Operation Highmast, to the Indo-Pacific region. The aircraft carrier 'HMS Prince of Wales' will be at the head of this group and exercises will be undertaken with navies from various nations, although on this occasion the USA will not be providing any escort ships or F-35 jets. Escort frigates will include 'HMS Richmond' and ships from the Norwegian, Spanish and Canadian navies. The carrier air wing will include 24 F-35B Lightning jets (from the Royal Navy and RAF), as well as Merlin and Wildcat helicopters - the former for anti-submarine and airborne early-warning duties and the latter for surface strike and maritime security.

Interestingly, aerial drones will be used for another purpose on the Carrier Strike Group, namely the transfer of spare parts and supplies between the ships. Nine Malloy T-150 quadcopter drones will be embarked and these are able to carry loads of up to 68kgs for 40 minutes, with a top speed of 60mph. Drones are thus impacting on very many areas of naval operations.

QUIZ FOR MAY 2025 – ANSWERS

These are the answers for this months Ships in the News quiz, but what were the questions?

1. SPIRIT OF TASMANIA 1V
2. FORTESCUE GREEN PIONEER
3. MSC BALTIC 111
4. HMS DREADNOUGHT
5. MAIA – 1
6. EVENTIN
7. MAERSK STADELHORN
8. ORBIT CLIPPER
9. NCL VESTLAND
10. FREDERICK
11. HMS SUTHERLAND
12. I.R.I.S. SHAHID BAGHERI
13. IVAN ROGOV
14. ATLANTIC ORCHARD
15. VIKING LIBRA

MYSTERY SHIPS 91

Temmose Soton 27 09

Princess Ariadne 18 09 92

New Zealand Reefer Dover ? 19 03 93

Elbe 22 08 91

Drupa16 06 91

Abu Zimind 27 09 92

Radisson Diamond Tilbury 29 09 97

IN THE BEGINNING

I have been asked by several newish members what was the club like when I joined it in 1953. So here goes.

SAILING In 1953 the premier class sailed in the club was the Thames Estuary One Design. These were heavy, clinker-built 18 footers, requiring three crew. Originally gaff rigged, the Bermudan version came in two possible rigs, one with sliding backstays and a spinnaker and the other with a fixed backstay and no spinnaker.

All other boats sailed in a handicap class which contained a huge variety of boats, many of them one-offs and some of them very old. Much the same applied to the cruiser class, all moored off Leigh as the Two Tree moorings were yet to be established.

There were only eight points races a year, with much more time devoted to sailing for pleasure, including several Ray Days, weather permitting. Cadet races were sailed on separate days and there were several team races against other clubs, often sailed on a weekday evening. The nearest thing to an Open Meeting was the TEODs participation in Burnham Week. The sailing season started in April and finished in September, with the cruisers being laid up on Victoria Wharf behind the Beach Cafe, now the Mayflower.

RACE OFFICERS These tended to be elderly gentlemen whose sailing days were over. Their dress code was a yachting cap, blazer and flannels and collar and tie, (roll-neck sweaters and oilskins were permitted in bad weather). In 1953 racing was started and finished from a garden in Undercliff Gardens. When this land was required for redevelopment the race hut was built on the seawall, later the site of the East racks.

RESCUE BOAT. There was no rescue boat until 1961, when the ex- Trinity House launch Jubilee was acquired. Instead there was a rule that if a boat got into trouble the nearest competitor went to her aid. This was strictly obeyed and at least one member was asked to resign for not obeying it. Most boats racing were heavy old things and if capsized could not be righted to continue racing. The procedure was to anchor them and then for a party to walk out at low tide and bail the casualty out and put her upright. The legend grew up that it was bad seamanship to capsize.

THE CLUBHOUSE. Leigh Sailing Club rented part of the clubhouse from the railway after the Essex Yacht Club had moved out. Beyond the men's toilets the building was still used for storage by the railway and, of course the upstairs bar was not built until 1966, when the railway moved out. Both externally and inside it was still very much a railway station. The booking hall had become the downstairs saloon, still retaining the original benches while the ticket office had become the men only bar and the waiting room the committee room.

So much did it still resemble a station that it was not unknown for elderly members of the public to come in and ask for tickets!

MEMBERSHIP Subscription were something like two guineas for a full member with cadets and ladies paying a lesser rate. Those serving in the forces or Merchant Navy also paid less as associate members. The class of midshipman came later. Ladies had a rough deal. Full membership was not open to them and they were largely the wives and girlfriends of male members, expected to provide tea and sandwiches for their menfolk. Moreover to reach their toilet they had to negotiate the men only bar and then walk along the open platform, often in rain or snow. Eventually these restrictions changed and my wife, Margaret, became one of the first five full lady members.

Changing facilities did not exist, as such, and one had to either use the Committee room or the public toilet or go home wet. Generally, on the TEODs, we adopted the bargemens' premise that you going to get wet anyway, but at least an old raincoat would keep the wind out.

COMMITTEE The club officers were much as at present but Committee members were not elected to specific jobs. These were allocated at the first Committee meeting of the year. This tended to lead to square pegs in round holes. For instance one House Committee man reported that his expenditure for the year was two and threepence on a new door handle.

The Committee met in their room, which was largely filled by a large antique table. This proved a large obstacle when the room had to double as a changing room. Committee meetings tended to be rather relaxed, with a beer break in the middle and a final rush to finish the meeting before closing time. (The bar was open every night back then)

SOCIAL Entertainments in 1953 consisted of four dances, held at a local hall, a stag supper and the prizegiving. Since there was not much in the way of entertainments in Leigh at that time and few people had cars to go elsewhere, these events were extremely popular. So much so that, on the night that dance tickets went on sale, a queue would form round the saloon. If you were not there you did not get a ticket, as simple as that! I have included the prizegiving as this was supported by everyone, whether they had won a prize or not. In fact those who had not won a major prize would receive a bill for for their race entry fees. It was the custom then, before Health and Safety for the winner to fill his trophy with a mixture of drinks and then pass it round for everyone to have a gulp, Prizegivings could become very drunken affairs!

G.E.D.

NEWS FROM PEMBROKESHIRE

THE ASPHALT SYNERGY

This poetically named vessel is a Marshall Islands flagged asphalt bitumen tanker. She discharged at Navigators (formerly Vopak) at Purfleet in early April. At 36,771 sdwt, she is unusually large for a bitumen tanker. She has two sisterships, the ASPHALT SONATA, built in 2024, and the ASPHALT SPLENDOUR, built in 2015.

She was completed on 8th January 2018 by Avic Dingheng Shipbuilding Co. Ltd. of Yangzhou, China for an American concern, Sargeant Marine Inc. Her dimensions are 179.9m x 30.0m x 10.4m. She is powered by a 5-cylinder

Wartsila 5RT-FLEX50D engine of 6400 kw driving a single screw giving a service speed of 14 knots.

She is of steel, and like all modern tankers, she is double hulled. The asphalt is carried in independent High Tensile Steel tanks which are separated from the ship's structure. The tanks are highly insulated, as the contents must be kept continuously at 150 to 200 degrees Celsius using heating coils.

The Asphalt Synergy is currently owned by Asphalt Yellow Sea Corporation of Rotterdam and managed by the Latvian Shipping Company (LSC), based in Riga, Latvia. She departed from Purfleet on the afternoon of 7th April and is currently heading for Aliaga in Turkey, presumably for another cargo of asphalt.

H.M.S. NOTTINGHAM

HMS NOTTINGHAM

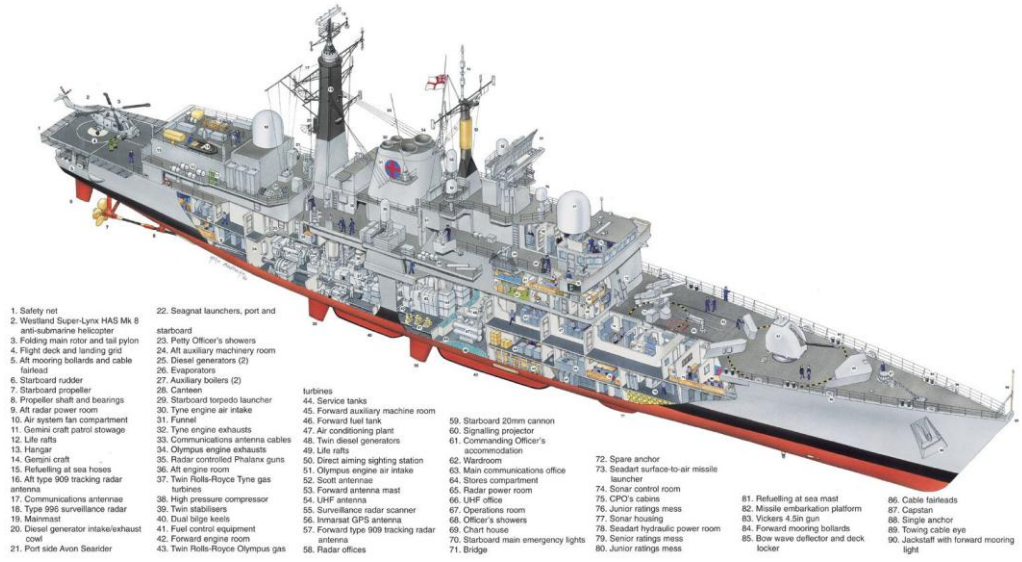
HMS Nottingham was a Batch 2 Type 42 destroyer. She was built by Vosper Thornycroft at Woolson, Southampton. She was laid down on 6th February

1978, launched on 18th February 1980 and commissioned on 14th April 1983.

HMS NOTTINGHAM

Her displacement was 4820 tons, and her dimensions were 125m x 14.3m x 5.8m. Her powerplant was entirely gas turbines, with two Rolls-Royce Tyne RM1C for cruising plus two Rolls-Royce Olympus TM3B for higher speeds. Her maximum speed was 30 knots. Ship's complement was 271.

Her armament consisted of a twin Sea Dart SAM launcher, with 24 missiles carried, a Vickers 4.5" Mk 8 gun and 2 Vulcan Phalanx CIWS She carried a Westland Lynx HMA8 helicopter.

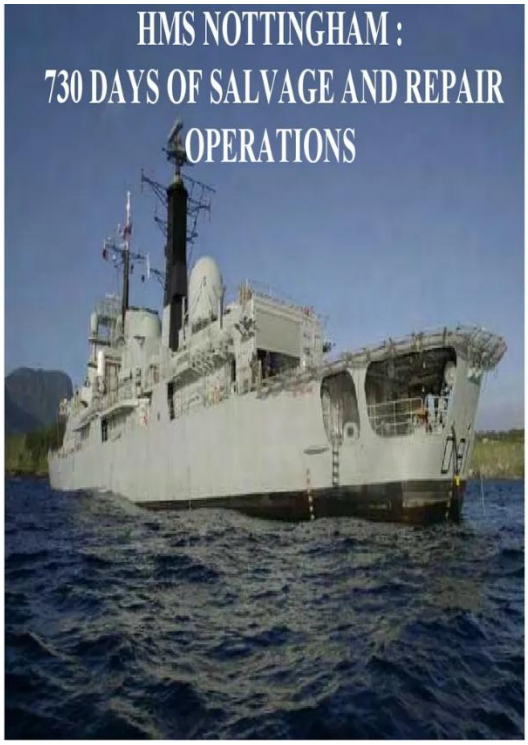


TYPE 42

The ships of this class were designed for fleet air defence, general escort duties as well as anti-submarine warfare. The Sea Dart was a medium-range surface

to air missile with a range exceeding 30 miles, but it was ineffective against low-level attacks and unable to handle saturation attacks. They proved their worth, however, in the Falklands and Gulf Wars.

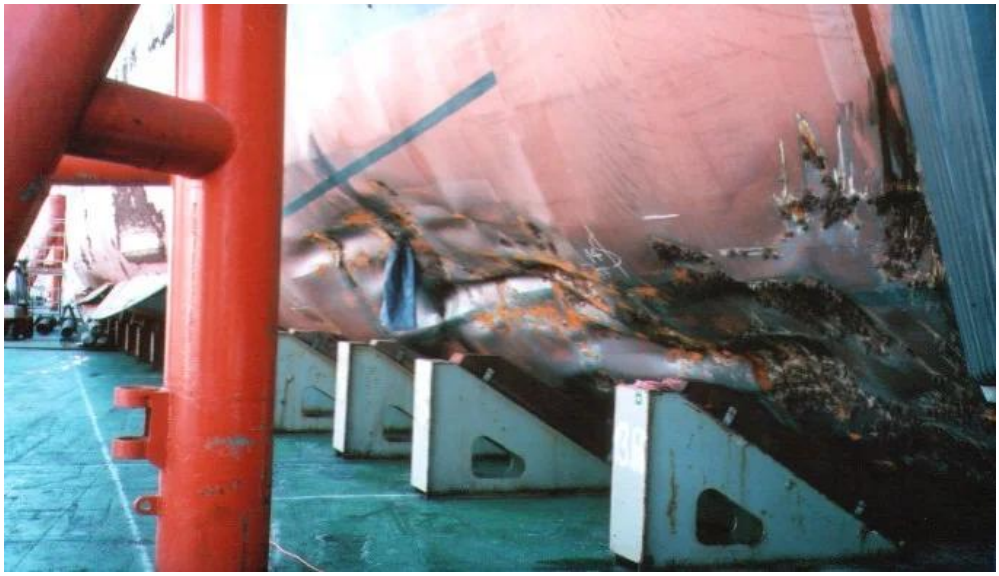
In November 2000 Nottingham completed a major refit which was intended to extend her operational life to 2012.



DOWN BY THE HEAD

On 7th July 2002 she ran aground on the submerged but well-charted Wolf Rock, near Lord Howe Island in the Tasman Sea between New Zealand and Australia, causing £26 million worth of damage. A 49-metre-long gash was torn in her side below the waterline, flooding 5 compartments, and nearly causing her to sink. the flooding included the main engine room, the Sea Dart magazine and the computer room.

THE DAMAGE



ON BOARD THE SWAN

Damage control did well to contain the flooding and stabilise the ship, but there was an oil slick caused about half a mile long. HMNZS TE MANA (an Aztec class frigate) and HMNZS ENDEAVOUR (a fleet oiler) provided relief for Nottingham's crew for 2 to 3 weeks. This relief included providing diesel, fresh water, damage control stores, boats, domestic services and a place of rest.


ON THE SWAN

Nottingham had recently had major modifications to her radar and other electronics, and it was decided that it would be less expensive to return her to the UK and repair her rather than bringing another Type 42 up to the same specification.

On 6th August she left under tow stern-first for Newcastle, N.S.W., where some repairs were carried out and her Sea Dart launcher removed. She was then towed to Sydney, arriving on 15th October. She was lifted onboard the semi-submersible heavy lift vessel SWAN and welded to her deck for the voyage back to the UK.

On 28th October she left Sydney, arriving at Portsmouth on 9th December for repairs at Fleet Support Ltd. Her sister HMS GLASGOW was temporarily re-

activated to cover during the repairs. On 7th July 2003 she was refloated and the repair work was completed by April 2004 after £39 million worth of work. She returned to duty that July.

Despite all this expenditure, her remaining service life was quite short. In April 2008 she was placed in “extended readiness” at Portsmouth and her crew was dispersed. She was decommissioned on 11th December 2010 and on 28th March 2011 she was put up for auction. She was sold for scrapping to Leyal Ship Recycling and was towed from Portsmouth to Turkey, departing on 19th October 2011. The remaining vessels of her class were all decommissioned by 2013, being replaced by the new Type 45 vessels.

VESSELS INVOLVED IN THE RECOVERY

SWAN

SWAN: She was a Curacao flagged semi-submersible heavy lift vessel built by Kaldnes Mekaniske Verksted AS of Tonsberg, Norway in 1981as the DYVVVI SWAN. She was of 30,060 dwt with dimensions 180.5m x 32.3m x 21.6m maximum. She could carry loads up to 25000 tons. She was powered by a B & W 6L67GF CA engine of 6769 kw. At the time of the incident she was owned and operated by Dutch based Dockwise Shipping BV. She was broken up in China late in 2018.

HMNZS TE MANA

HMNZS TE MANA: She is one of two New Zealand Anzac class frigates. She was built in Australia by Tenix Defence, being laid down on 18th May 1996, launched on 10th May 1997 and commissioned on 10th December 1999. A total of 10 ships were built, the other 8 were for the Australian navy. The design was a modified version of Blohm & Voss's MEKO 200.

She is of 3600 tons displacement with dimensions 118m x 15m x4m. She is powered by a General Electric LM2500+ gas turbine of 22000 kw plus two MTU 12V1163 TB83 diesels of6500 kw giving a top speed of 27 knots and a range of 6000 nautical miles & 18 knots. Her armament consists of one 5" gun, one Phalanx CIWS, eight Browning M2 machine guns. She also carries 20 VLS cells for the Sea Ceptor SAM and a Super Seasprite helicopter.

HMNZS ENDEAVOUR

HMNZS ENDEAVOUR: She was a fleet oiler built by Hyundai Heavy Industries and commissioned on 8th April 1988. She was of 7300 tons displacement with dimensions 138m x 18m x 4.5m. She is powered by a MAN B & W diesel of 5300 hp giving 14 knots and a range of 10,000 nautical miles. She carried a light helicopter.

She was single hulled, and this was no longer compliant with international regulations by 2013. Some modifications were made to her hull sides to try to alleviate the problem, but she was still decommissioned on 15th December 2017. On 27th April 2018 she was beached at Alang for breaking up.

Inerting

At our last meeting we discussed the recent collision in the English Channel where the M V Solong rammed the U S flagged tanker Stena Immaculate, we were surprised to find that the latter had an inert gas system utilising nitrogen, this surprised the dinosaur population still locked into boiler flue gas as the feed for an inert gas generator!

Inert gas is produced on board crude oil carriers (above 8,000 tonnes from Jan 1, 2016) by burning kerosene in a dedicated inert gas generator. The inert gas system is used to prevent the atmosphere in cargo tanks or bunkers from coming into the explosive range.[Inert gases keep the oxygen content of the tank atmosphere below 5% (on crude carriers, less for product carriers and gas tankers), thus making any air/hydrocarbon gas mixture in the tank too rich (too high a fuel to oxygen ratio) to ignite. Inert gases are most important during discharging and during the ballast voyage when more hydrocarbon vapour is likely to be present in the tank atmosphere. Inert gas can also be used to purge the tank of the volatile atmosphere in preparation for gas freeing - replacing the

atmosphere with breathable air - or vice versa. The flue gas system uses the boiler exhaust as its source, so it is important that the fuel/air ratio in the boiler burners is properly regulated to ensure that high-quality inert gases are produced. Too much air would result in an oxygen content exceeding 5%, and too much fuel oil would result in the carryover of dangerous hydrocarbon gas. The flue gas is cleaned and cooled by the scrubber tower. Various safety devices prevent overpressure, the return of hydrocarbon gas to the engine room, or having a supply of IG with too high oxygen content.

The International Convention for the Safety of Life at Sea (SOLAS 1974), as amended, requires that inert gas systems be capable of delivering inert gas with an oxygen content in the inert gas main of not more than 5% by volume.

Methanol based product was found to contaminated by IG generated from hydro carbon exhaust hence the switch to nitrogen by some owners,

Nitrogen Generation:

A **membrane nitrogen generator:**

These extract the N_2 in the air supplied by a compressor, the compressed air is pushed through a membrane filled with hollow fibres. Oxygen and water vapour dissipate through the fibre walls and are vented out. This leaves only the very dry nitrogen inside the fibres, pushed out on the other end of the membrane,

Pressure Swing Adsorption (PSA) Generators:

PSA generators utilize a carbon molecular sieve (CMS) to selectively adsorb oxygen and other gases, allowing nitrogen to pass through

Compressed air is passed through a vessel filled with CMS. Under pressure the CMS adsorbs oxygen, and the nitrogen passes through as a purified product.

Once the CMS is saturated with oxygen, the system switches to another vessel, allowing the saturated CMS to regenerate by releasing the adsorbed gases.

Nitrogen used for Cargo & Freight shipping protects goods and produce during transport or offshore storage. Just as on land, it needs to be stored & protected. Food such as grains, (corn, wheat) cement, chemicals or crude oil is considered a fire hazard. Nitrogen can dramatically reduce this risk to a minimum while protecting the products from oxidation and enzymatic reaction. The oxygen can be completely displaced with the aid of self-produced nitrogen. Due to its high level of inertness, nitrogen is used for headspace filling of cargo holds and liquid tanks.

TWO MASTERPIECES BY JMW TURNER - *The Battle of Trafalgar* and *The Fighting Temeraire*

Joseph Mallord William Turner was born in April 1775 in London in Maiden Lane, Covent Garden. He died in December 1851. He left behind more than 550 oil paintings, 2,000 watercolours, and 30,000 works on paper and made a significant bequest of his work to the nation. He painted the sea more than any other subject and more than half of his artistic output depicted life at sea. Two paintings are worthy of detailed consideration.

The Battle of Trafalgar (1824)

Turner's largest painting and only royal commission is *The Battle of Trafalgar, 21 October 1805.* It was commissioned by King George IV as a part of a series of works to decorate three state reception rooms in St James's Palace. It's a massive painting, measuring 8 feet 6+$^{15}\!/_{16}$ inches by 12 feet 1+$^{1}\!/_{16}$ inches.

The work depicts a scene from the Battle of Trafalgar, fought between the British fleet led by Admiral Lord Nelson and Franco-Spanish fleet off Cape

Trafalgar in southwest Spain. The importance of Nelson and his tactics are highlighted in *HMS Victory*'s dominating position in the scene. The painting also contains a few incidents from different times during the battle. There is a falling mast, which is perhaps an allusion to the dying Lord Nelson. There are also code flags which spell out ‘d-u-t-y’, both the last word of Nelson’s signal to the British fleet at the start of the battle, and one of the last words he reportedly spoke. In the foreground of the painting British seamen try to save fellow and enemy crew from the sea.

Turner embarked on an unusual amount of practical research for this painting. He completed a series of sketches of HMS *Victory* in 1805, borrowed a ship plan from the Admiralty and made two compositional oil sketches.

The painting now hangs in the National Maritime Museum in Greenwich.

The Fighting Temeraire (1838)

Turner painted *The Fighting Temeraire* in 1838. It depicts the 98-gun *HMS Temeraire*, one of the last second-rate ships of the line to have played a role in the Battle of Trafalgar, being towed up the Thames by a paddle-wheel steam tug in 1838, towards its final berth in Rotherhithe to be broken up for scrap.

The composition of this painting is unusual in that the most significant object, the old warship, is positioned well to the left of the painting, where it rises in almost ghostlike colours against a triangle of blue sky and rising mist. The beauty of the old ship contrasts with the dirty blackened tug with its tall smokestack, which churns the otherwise still surface of the river.

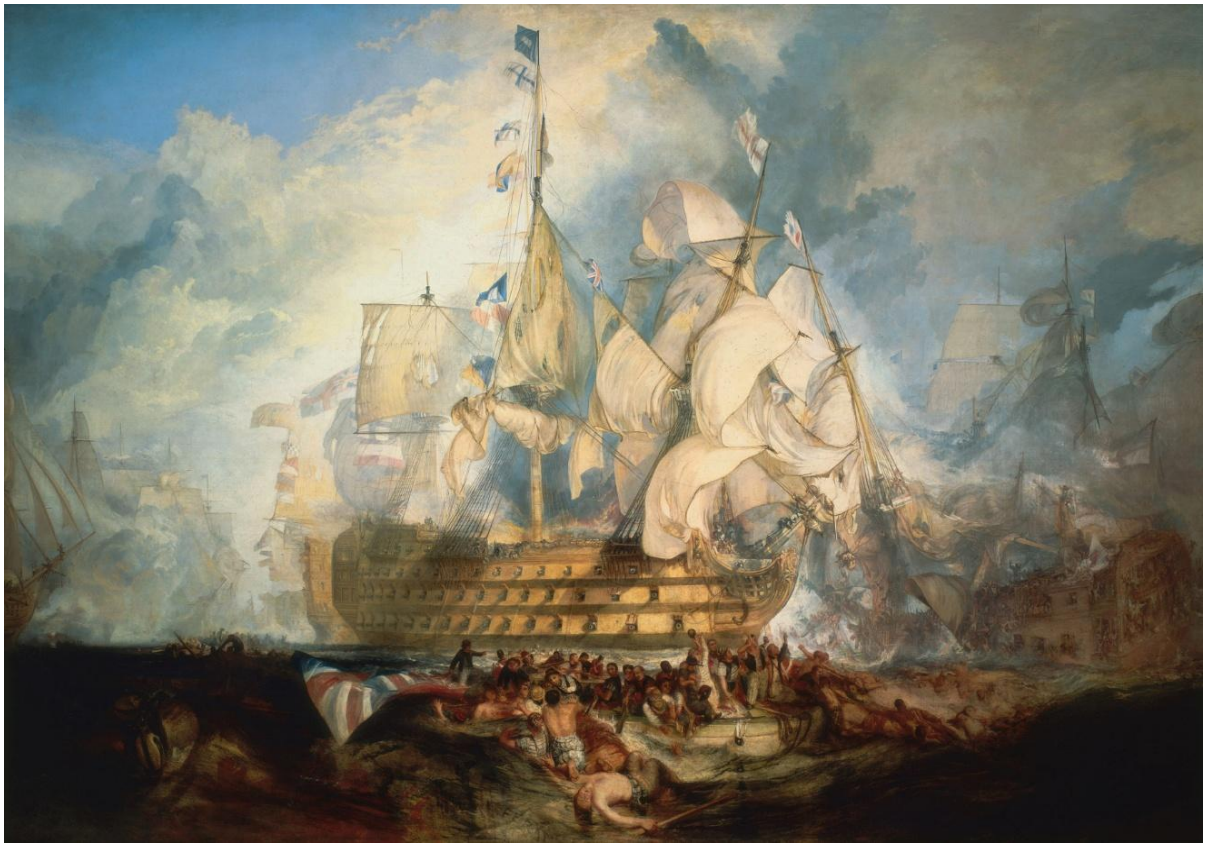
The blue triangle frames a second triangle of masted ships, which decrease in size as they become more distant. The *Temeraire* and tugboat have passed a small river craft with its sail barely catching a breeze. Beyond this a square-rigger drifts, with all its sail extended. Another small craft shows as a patch of white farther down the river. In the far distance is a second tugboat making its way towards them.

On the opposite side of the painting to *Temeraire*, the sun sets above the estuary. The red of the clouds is reflected in the river, repeating the colour of the smoke from the tugboat. The sun setting symbolises the end of an era; one where sail has been overtaken by steam.

Behind *Temeraire*, a sliver of Moon casts a beam across the river, symbolising the commencement of the new, industrial era.

Turner took a degree of artistic licence with the painting. The ship was known to her crew as "Saucy", rather than "Fighting" *Temeraire*. Before being sold to the ship-breaker John Beatson, the ship had been lying at Sheerness Dockyard and was then moved to his wharf at Rotherhithe. Her masts and rigging were removed before her sale and journey to the breaker's yard. All her cannon, anchors and assorted hardware had been removed and salvaged for the navy to use as spare parts. She was towed by two tugboats, not just one, and in the other direction - the sun sets in the west, not in the east!

The painting hangs in the National Gallery, London, having been bequeathed to the nation by the Turner in 1851. In a poll organised by BBC Radio 4's Today programme in 2005, it was voted the nation's favourite painting. In February 2020 it was included on the new £20 banknote, along with the artist's 1799 self-portrait and the quote "Light is therefore colour" from an 1818 lecture by Turner.



HMS TEMERAIRE

PAINTING BY GEOFF HUNT OF HMS TEMERAIRE

HMS Temeraire was a 98-gun Second Rate ship of the Neptune class. The other two vessels in the class were NEPTUNE and DREADNOUGHT. She was designed by John Henslow and built at Chatham Dockyard, being laid down in July 1793, launched on 11th September 1798 and commissioned on 21st March 1799. It rained throughout the launch day, and the next day she was taken into the graving dock to be fitted for sea. Her copper sheathing took 2 weeks to apply, after which she was refloated and fitting outwas finished and she received her masts and spars.

She was immortalised in Turner's painting "The Fighting Temeraire tugged to her last Berth to be broken up, 1838".

The first HMS Temeraire was a 74-gun third rate ship, a former French ship taken as a prize at the Battle of Lagos on 19th August 1759 under Admiral E. Boscawen.

THE PAINTING

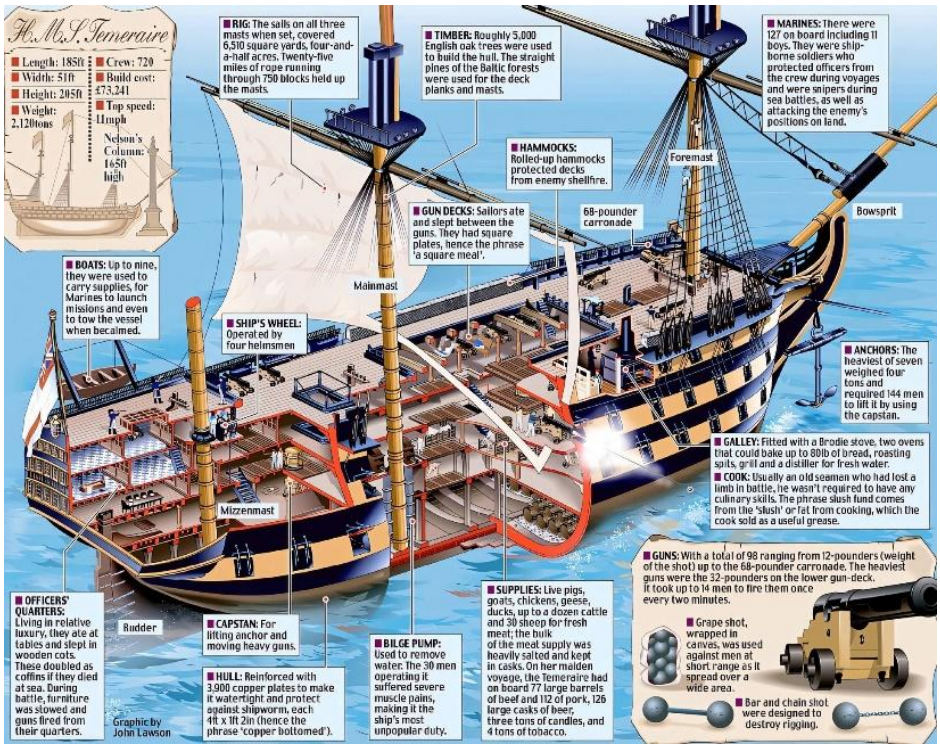
Our Temeraire was of 2120.5 tons burthen with dimensions 185'(Gundeck) x 51' 2" x 18' (Draft light). She was built mainly of English Oak, over 288,000 cubic feet, mostly from Hainault Forest in Essex. Her hull was sheathed in 3900 sheets of copper. She was rigged as a Fully Rigged Ship, that is she was square rigged on all three masts.

Most of her active service life was uneventful, serving on blockade and convoy escort duties. The only fleet action in which she took part was the Battle of Trafalgar in 1805. At Trafalgar, she was the second ship in Nelson's flotilla, and she distinguished herself supporting HMS VICTORY and, in the process, capturing two French ships. She had 47 killed and 76 wounded out of a complement of720 in the battle. Sadly, being badly damaged, in a storm after the battle both of the prizes, the 74-gun REDOUTABLE and the 74-gun FOUGUEUX, sank.

THE BATTLE OF TRAFALGAR PAINTING

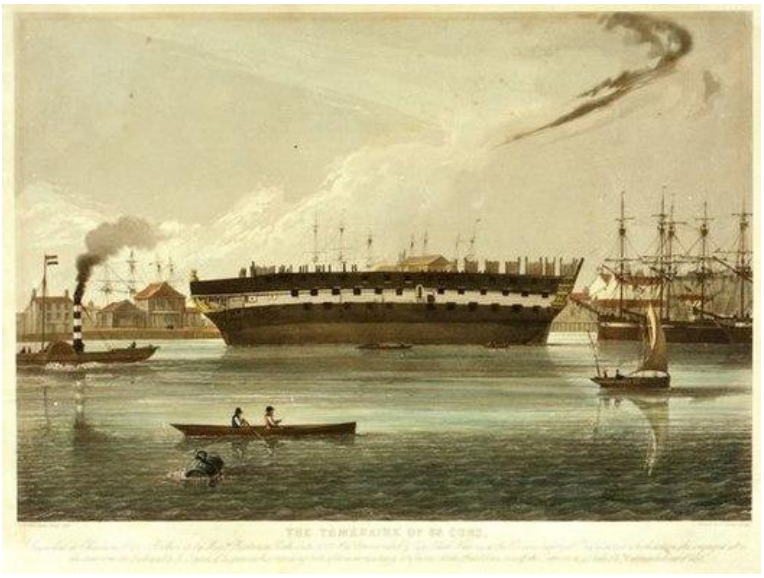
The Temeraire was also severely damaged during the fight, and only her lower masts remained. Her rudder head and starboard cathead had been shot away, 8 feet of her starboard hull was stove in and both quarter galleries had been destroyed. She was towed into Gibraltar for minor repairs and she then sailed

for England. She was repaired and served several more years on blockade and convoy escort duties.



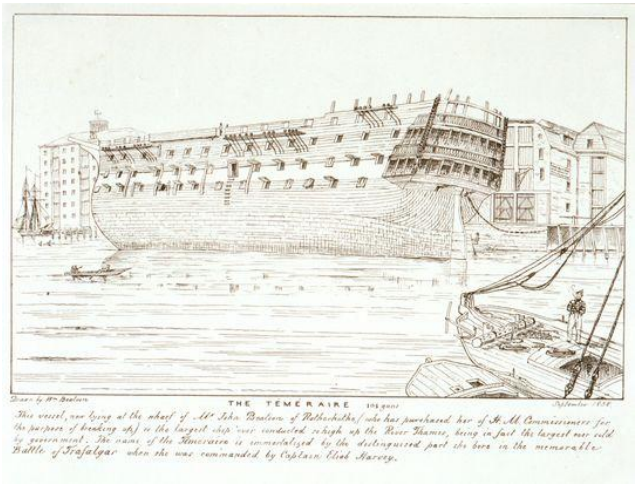
In 1813 she was refitted as an unrated prison hulk in the River Tamar. Despote being laid up and disarmed, Temeraire, Neptune and Dreadnought were nominally re-rated as 104-gun first rates in February 1817. In 1819 work began at Plymouth refitting her as a receiving ship, and in June 1820 she sailed to Sheerness. By 1829 she began to operate as a victualling depot vessel. From August 1836 she served at Sheerness as a receiving ship and depot.

Her last commander, Captain Thomas Fortescue Kennedy, received orders in June 1838 to have the Temeraire valued in preparation for her sale. Work began on dismantling her on 4th July, with her masts, stores and remaining guns all removed and her crew paid off. Temeraire was then put up for sale along with 12 other ships.



TEMERAIRE AT ROTHERHITHE

She was sold by Dutch Auction on 16th August 1838 to John Beatson, a shipbreaker based at Rotherhithe for £5530. The deal required that Beatson had to remove the ship from the Dockyard. He chartered 2 steam tugs from the Thames Steam Towing Company, the LONDON and the SAMSON, to tow the ship from Sheerness to his yard at Rotherhithe, a distance of some 55 miles. He also hired a Rotherhithe pilot, William Scott, and 25 men for the tow up the Thames, at a cost of £58.00. Beatson had previously broken up several major wooden warships, but the Temeraire was the largest, and apparently was also the largest vessel at that time ever to have got as far upstream as Rotherhithe.



TEMERAIRE AT BEATSONS

Although her masts and spars had been removed, unlike the depiction in Turner's painting, she must have been a mighty handful for the two tugs,

which had single cylinder “Grasshopper” steam engines rated at 50 notional horsepower. From my experience of towing another narrowboat using an engine of some 38 horsepower, I am not at all surprised that the tugs had to work the tides to get anywhere.

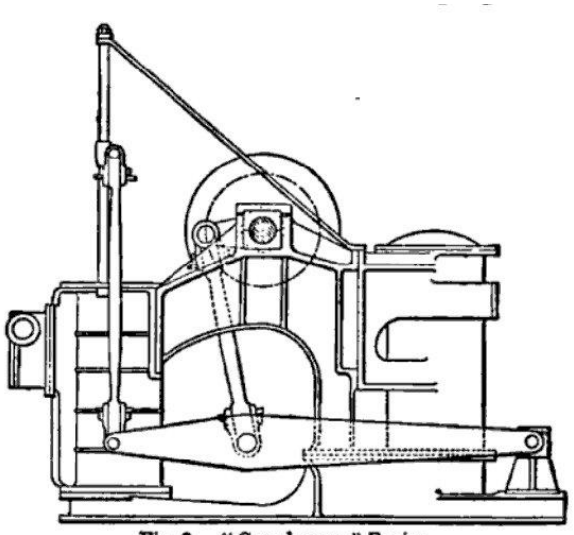


Fig. 3.—"Grasshopper" Engine.

MARINE GRASSHOPPER STEAM ENGINE

There are reports that the tugs were located on each side of the Temeraire during the tow, unlike the tug ahead (and presumably astern) as shown by Turner. Based on the problems on the WAVERLEY, the paddle boxes would have been quite vulnerable to impact damage if the tugs had been lashed each side of the ship.

The tow left Sheerness at low tide on the morning of 5th September 1838 and carried the Spring flood until high water, anchoring at Greenhithe. The next morning, they were able to get the Temeraire to Beatson’s yard at Rotherhithe, where she was hauled onto the mud. She was then slowly broken up.

Oak from the hull was used to make various architectural features and furniture for St. Mary’s Church, Rotherhithe, including columns, chairs, a table and altar rails. Beatson’s shipbreaking yard was at Bulls Yard (now Pacific Wharf), It operated from about 1810 until around 1859, when it was taken over by another shipbreaker.

Of the tugs, Samson was built in 1837 in Gateshead by Stephen Wood. She was of 88 grt and 34 nrt with dimensions 84’ x 15.9’ x 9.1’. She was wooden and

was powered by a 1-cylinder Grasshopper type steam engine of 50 notional horsepower. The Grasshopper engine had been designed for the Comet of 1812, and it was still widely used in paddlers for the next 50 years or so. She was sunk in collision with the Dutch SS FYENOORD off Gravesend in 1857.

The London was also built by Stephen Wood in Gateshead, and delivered to Thames Steam Towing Company on 26th October 1836. Her dimensions were 84.5’ x 15.5’ x 9’. She had a 60 notional horsepower 1-cylinder Grasshopper steam engine. She was broken up in 1860. Both tugs were operated by Thames Steam To

SIR HENDRIK

Cropping up regularly locally and further up the Thames recently is the pretty little tug SIR HENDRIK. Her construction dates back to 1951, and she is on the National Historic Ships Register.

She was built of steel in the Netherlands by Werf Voorwaarts-Theun Van Den Beldt and her first owner was H. Englebert & Zonen of Beverwijk, Netherlands. She is of 20 gt with dimensions 11.2m x 3.56m x 1.54m.

TOWING THE FORMER TUG ARGUS T TO SANDWICH IN 2024

In 1956, she was bought by J Heida of Sas Van Gent in Holland. In 1970 she was bought by Sleepdienst Fr. Van Swede BV, also of San Van Gent. In 1983 she was re-engined with a 6-cylinder Scania NRE 15227 Type DS11/A02 of 212 hp.

TOWING THE FORMER BARGE ZWERVER FROM CADOGAN WHARF TO ROCHFORD

In 1988 she was delivered to Carolcraft Ltd of Chatham and UK flagged. In 2012 she was bought by Hart Marine Services of Benfleet. The MD is Robert Hart, and the tug is currently a common sight working in the Thames and Medway area.

FERRY SERVICES TO THE CHANNEL ISLANDS

HSC LEVANTE JET

Jersey and Guernsey have always been rivals, but recently this has erupted in the context of ferry operators from the UK to the islands and France. The tender process for ferry services last year with ended with the Guernsey and Jersey governments choosing different firms.

The States of Guernsey selected Brittany Ferries on 30th October last year, whilst the Government of Jersey selected DFDS Ferries on 3rd December. The contracts are for 15 and 20 years service respectively. Whether or not the Channel Islands can generate enough trade to make the two separate operations viable remains to be seen.

Condor Ferries have been the main operator for the last 60 years, providing services from Portsmouth and Poole to both Jersey and Guernsey as well as St. Malo. Since 2019, Condor Ferries have been owned by Brittany Ferries, and this year it was announced that Condor is to be rebranded Brittany Ferries Channel Islands.

BRITTANY FERRIES

ISLANDER

The service to Guernsey from Portsmouth is covered by the ISLANDER, which up until recently was named CONDOR ISLANDER. She was built in 2005 by Volharding Shipyards in the Netherlands as the DUEODDE. She was rebranded into Brittany Ferries livery at Gdansk in Poland. She is Bahama flagged. She is a conventional "Ro-Pax" ferry of 13,906 gt with dimensions 124.9m x 23.4m x 5.6m. She is powered by twin MAK 9M32 engines of 4320 kw each at 600 rpm

giving a service speed of 18.8 knots. She can carry 400 passengers and has 1248 lane metres for freight. The journey takes about 10 hours.

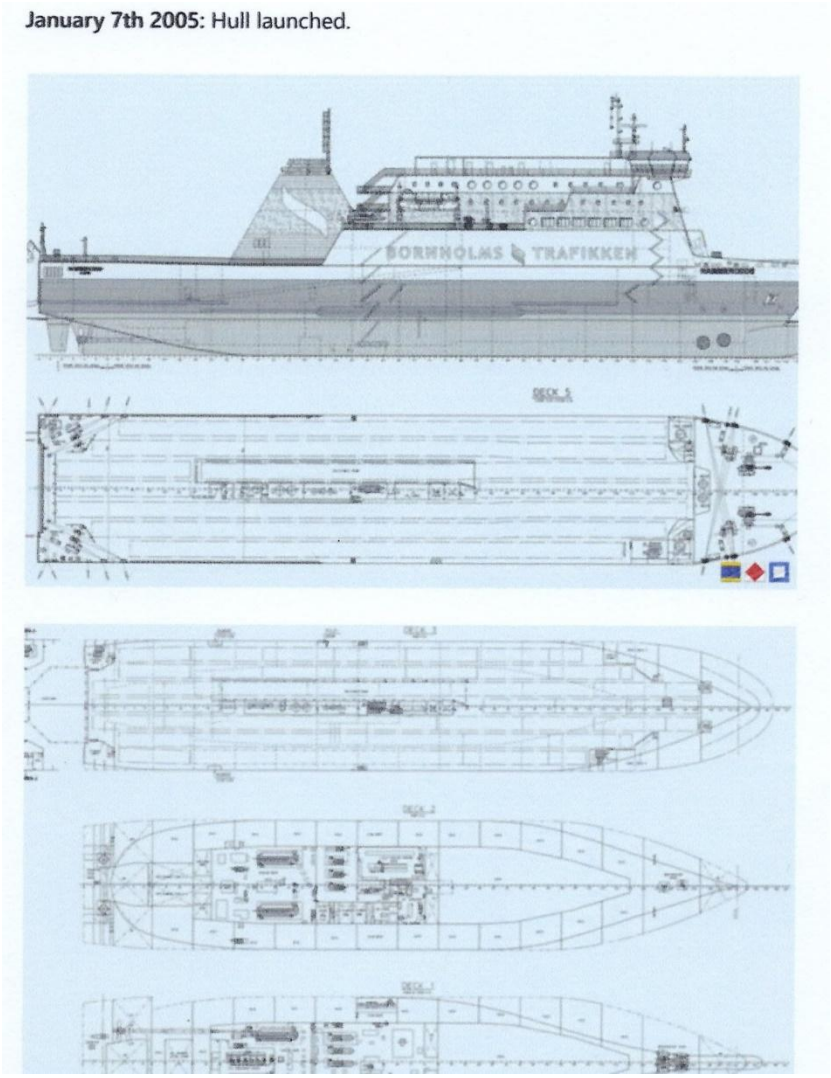
VOYAGER

The service to Guernsey and St. Malo from Poole is covered by the VOYAGER, which up until this year was named CONDOR VOYAGER. She is an aluminium High Speed Catamaran ferry built in 2000 by Incat Tasmania and named INCAT TASMANIA. She is of 6581 gt with dimensions 97.22m x 26.6m x 3.43m. She is powered by four Ruston 20RK270 engines of 7080 kw each driving four Lips 120E waterjets giving 33 knots. She can carry 850 passengers and 267 vehicles. Ship's complement is 30. She is Bahamas flagged. The journey time is about 3 hours.

DFDS FERRIES

STENA VINGA

The Portsmouth to Jersey service is covered by the STENA VINGA. She is a conventional “Ro-Pass” vessel built in 2005 by B.V. Schps & Mfbk De Merwede v/h van Vilet & Co, Holland as the HAMMERODDE. She is of 13.906 gt with dimensions 125m x 23m. She is powered by twin MAK 9M32 engines of 8640 kw combined, giving a service speed of 18.5 knots. She is Swedish flagged with a capacity of 400 passengers and 1500 lane metres. Journey time is about 9 hours.



STENA VINGA

LEVANTE JET

Covering the Poole to Jersey service is the HSC LEVANTE JET. She is an aluminium High Speed Catamaran ferry built in 2015 by Incat at Hobart as the AKANE. She is of 5537 gt with dimensions 85.2m x 26.2m x 3.4m. She is powered by four 20-cylinder Waterjet Caterpillar C280-16 diesels of 22600 kw combined giving a maximum service speed of 40 knots. Her passenger capacity is 692 and 151 cars. She is UK flagged. Journey time is about 4 hours and 45 minutes.

TARIFA JET

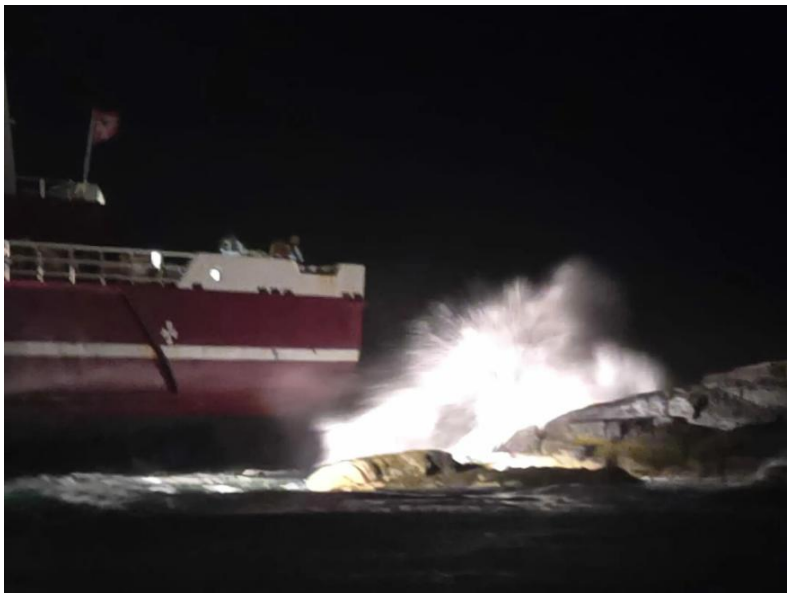
Covering the St. Malo to Jersey service is the HSC TARIFA JET. She is an aluminium High Speed Catamaran ferry built in 1997 by Incat in Tasmania. She is of 5007 gt with dimensions 86.6m x 26m x 3.6m.

She is powered by four Ruston 20RK270 engines of 28,320 kw combined giving a maximum service speed of 42 knots. Her passenger capacity is 800 with 175 vehicles and she has a crew of 18. She is UK flagged. Journey time is about 55 minutes.

TRINITY

Alderney Shipping operate a single vessel, the TRINITY on a service covering Poole, Alderney, Jersey and Guernsey. She replaced in 2020 the VALIANT. Trinity was built in 2007 as the NAZIM BEY and is of3200 gt with a container capacity of 110 teu. She is Isle of Man flagged.

M.S. ROTSUND



ROTSUND AGROUND

PHOTO TAKEN FROM RNLI LIFEBOAT

The Rotsund is a small Norwegian owned refrigerated cargo ship that was in the news recently. She was built in 2006 as the STORFOSS by the Naval Shipyard at Gdynia, Poland. She is of 2713 dwt with dimensions 80m x 16m x 6.8m. She is powered by a single MAN B&W 9L 27/38 engine of 3060 kw. She is operated by NTS Shipping AS and owned by Froy Shipping of Haugesund, Norway. NTS Shipping AS is an aquaculture group located in Central Norway. They operate four ships in addition to the Rotsund.

ROTSUND

She was en route from Haugesund in Norway to Kyle, presumably to load fish from local salmon feed facility. At 02.00 on the morning of Monday 10th March, her anchor dragged in heavy seas and she grounded on the rocky shoreline near the village of Breakish on the east coast of the Isle of Skye. Rotsund's stern was aground and the wind and sea were setting her towards the shore, risking to broadside the ship. Two local lifeboats (Kyle and Portree) were called out and stood by.

GINA MARY TOWING THE ROTSUND

With the rising tide, Rotsund managed to free herself around 04.15 using her bow thrusters and main engine. She anchored nearby before tug assistance arrived to get her onto a secure berth at Kishorn Port. She was detained there for 9 days by HM Coastguard while temporary repairs were carried out. She was released on 19th March and allowed to sail to Karmoy in Norway for permanent repairs. There were thankfully no casualties or oil pollution caused by the incident.

Apart from the two RNLI lifeboats, the vessels assisting her short trip to Kishorn were the GINA MARY, the KATHRYN MATHESON and the IEVOLI BLACK, although I understand that the latter only had a watching brief.

GINA MARY

GINA MARY: She is a Fish Farming Support vessel operated by Inverlussa Marine Services of Mull. She was built in 2017 at Havyard, Norway. She is of 136 gt with dimensions 25m x 9.7m x 2.2m. She is powered by twin Caterpillar C18s totalling 1200 hp giving a bollard pull of 15 tons. She has a 100 ton deck crane aft.

KATHRYN MATHESON

KATHRYN MATHESON: She is a Fish Farm Service vessel also operated by Inverlussa Marine Services. She was built in 2019 by Moen Marin AS. She is catamaran-hulled with dimensions 15m x 10m x 2m. She is powered by twin Scania engines of 700 kw in total driving 2 screws which give a speed of 9 knots and a 10 ton bollard pull.

IEVOLI BLACK

IEVOLI BLACK

IEVOLI BLACK; She is a UK flagged multi-purpose offshore vessel. She is owned by the Italian firm Marnavi SPA. She is on a five-year charter by HM Coastguard as their Emergency Towing Vessel. She operates to the west and north of Scotland, in and around the Minches, Pentland Firth and the Fair Isle Channel where there is a lack of commercial tugs.

She was built in 2010 by Remontowa at Gdynia and is of 2283 gt with dimensions 70m x 16m x 5m. She is powered by twin Wartsila 12VM26 engines of 7440 kw at 900 rpm, driving 2 screws and giving a bollard pull of 140 tons.

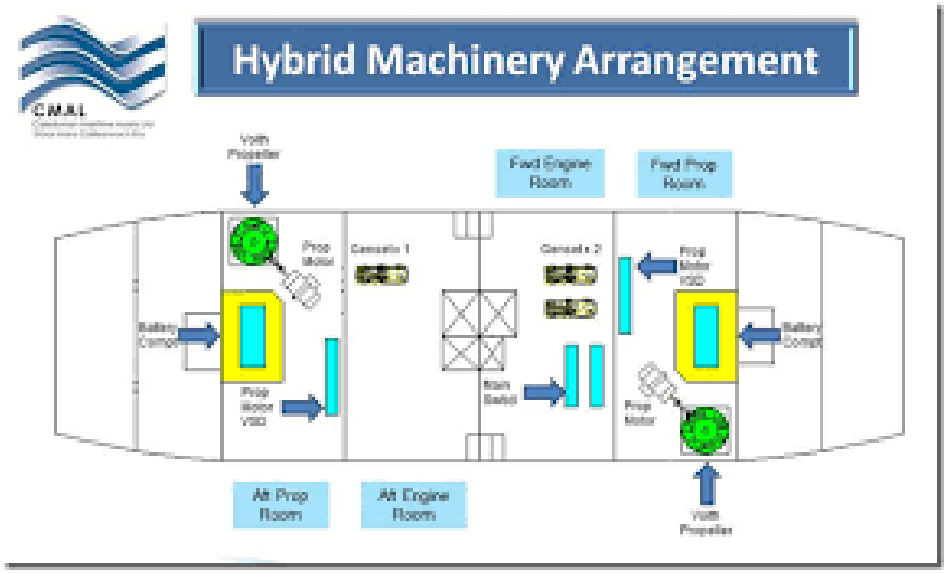
HALLAIG

The Hallaig is a Ro-Ro hybrid ferry built by Ferguson Marine Engineering for Caledonian Macbrayne, entering service late in 2013. She was the first of three sisterships, the others being LOCHINVAR (2014) and CATRIONA (2016). They were designed for very short ferry runs, in the case of the Hallaig, between Sconser, on Skye and the island of Raasay, which has about a 25 minute journey time.

THESE FERRIES BECAME HUGELY POLITICAL

The three ships were developed under the Low Emission Hybrid Ferries Project, with the ERDF contributing £450,000 for the project in December 2011. The Hallaig was the first commercial vessel to be launched on the Clyde for five years and was the first hybrid ship of her type in the world. Her passenger capacity is 150 with 23 cars or 2 full sized HGVs. The ships are of 499 gt with dimensions 43.5m x 12.2m x 1.73m. They were built of steel and are double ended. They have a crew of three. The costs for the three ships were £34.4 million.


VOITH SCHNEIDER PROPELLOR



They have two 350 kw lithium-ion battery packs which can be charged overnight. The batteries provide power via a 400 Volt switchboard to the two permanent magnet motors of 750 kw combined, driving twin Voith Schneider EC/90-1 propellors and giving a service speed of 9 knots. Alternatively, the ships have 2 main Volvo Penta diesels with a rated capacity of 450 kw, 2 gearboxes and three D13B-FMG Volvo Penta genset system set with a rated capacity of 360 kwh. The Voith Schneider propellors are arranged diagonally in recesses instead of the usual central positions fore and aft. This layout is said to protect the units during docking manoeuvres. The ships can dock without being firmly moored, like the new Woolwich ferries.

The technology enabled the vessels to operate on batteries for 30% of each working day, with the batteries being charged overnight using shore power

from the national grid. Savings in operating costs against standard diesel ferries was reportedly 38%.

In September 2023, the Hallaig broke down after a battery overheated. The passengers onboard were taken off by other vessels and 3 fire appliances attended. Sadly, the original supplier of the Lithium-Ion batteries is no longer trading, so the procurement of replacements has been difficult. In any case, the effective service life of the batteries on all three ships is coming to an end.

The replacement batteries, incorporating better technology, for the older two, the Hallaig and Lochinvar, are planned for installation by 2026 and those for the Catriona by 2027, with the estimated cost at £1.0 million each. The Hallaig

has been operating on diesel electric only since that time, but the other two are still able to run on battery power when avail

BARNABAS

The Barnabas is a former Class 2 pilchard boat and Class 1 mackerel driver. She is at present owned and operated by the Cornish Maritime Trust. She is a wooden double-ended two masted lugger. She was built by Henry Trevorrow at Porthgwidden Beach, St Ives in 1881 for Barnabas Thomas. She is on the National Historic Ships Register.

Her dimensions are 11.95m x 3.51m x 1.83m (or 39.18’ x 11.51’ x 6.0’) and she is of approximately 12 gt. She is the only survivor of the 1000 strong fleet of Cornish fishing boats registered at the end of the 19th century. The dipping lug rig required the foresail to be partly lowered for tacking, with the whole of the sail passed around the front of the foremast. The sail is therefore fully efficient on both tacks, but a larger crew is required. Typically, she had a crew of 5 plus a boy, which must have been very cramped for living and sleeping on board.

In 1917 a 26 hp petrol/paraffin engine was installed. She continued to fish from St. Ives until 1954, at which time she was sold and converted into a yacht, based at Falmouth. By 1980 she was owned by the Maritime Trust, who carried out some restoration work which was completed by 1985.

In 1994 she was acquired by the Cornish Maritime Trust from the Maritime Trust for £1.00. A new engine was installed in 1996, but she was allowed to deteriorate. Surveys carried out in the early 2000s showed that her fabric had deteriorated, and she was unseaworthy. She was laid up in a mud berth in Penryn and Mylor while the Trust sought funding for her restoration.

In 2005 the Heritage Lottery Fund awarded the sum of £159,600 and in October 2005 the restoration began in Penzance Dry Dock. She was afloat again in July 2006 and her sea trials took place that August. Since then, she has regularly sailed to maritime festivals in France and the Isles of Scilly. In 2015 she circumnavigated round Britain, calling as far north as Orkney, Fair Isle and Lerwick.

In April 2024 she sailed from Newlyn to Ullapool to have both masts renewed in Douglas Fir. After Ullapool, she journeyed through the Hebrides, returning to Newlyn via Fishguard, Cork, and the Isles of Scilly. The voyage took 2 months and covered 1400 miles. 30

volunteers from the Trust took it in turns to crew her during the different legs of the voyage.

In April the Barnabas was crowned Centenarian of the Year in London at the 2025 Classic Boat Awards.

THE FLETTNER ROTOR SYSTEM

ESTRADEN

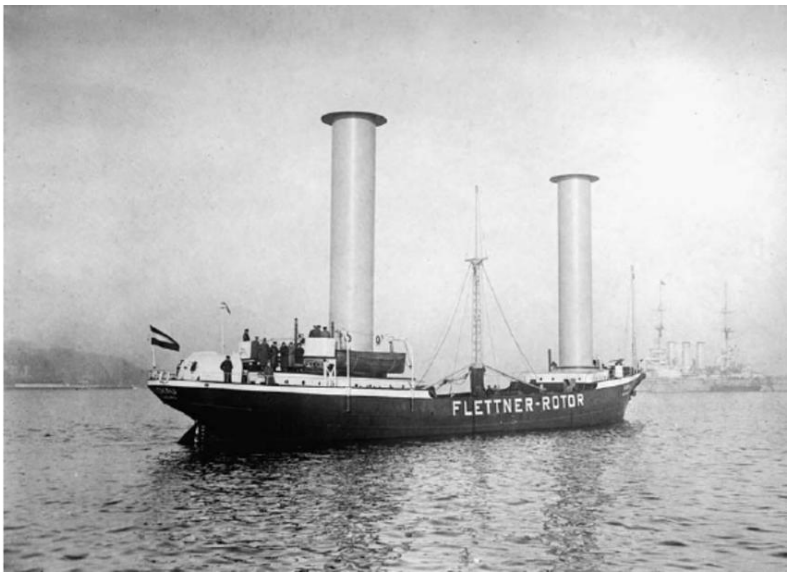
Some of the more observant members of the Maritime Group may have noticed in the last few years the sprouting of “wings” or “rotor sails” on the occasional merchant ship passing up and down the Thames. The ESTRADEN, operated by Bore Line, for instance, which has passed here a number of times, has been fitted with a pair of 18-metre-tall rotor sails. You may think that the technology is relatively recent, in these times of expensive fuel and concerns about pollution, but in fact, the technology is around 100 years old.

BUCKAU

Anton Flettner was a German aviation engineer and inventor who after WW1 came up with a system for reducing the amount of fuel required to power merchant ships. Flettner's idea was to fit one or more rotating vertical cylinders on a ship, producing thrust by utilising the Magnus Effect.

In October 1924, a two-rotor ship named BUCKAU was commissioned at the Germaniawerft shipyard. She was of 455 gt and had been built in 1920 as a three-masted schooner. The rotors were about 15 metres tall and 3 metres diameter and were driven by an electric propulsion system of 45 hp. They rotated at 140 rpm. The ships main propulsion was a diesel of 200 hp driving a single screw.

The rotors are smooth cylinders with end plates that are spun about the main axis. As air passes across it, the Magnus Effect causes an aerodynamic force to be generated in the direction perpendicular to both the main axis and the direction of the airflow. A ship can get forward thrust even when sailing as close as 20 to 30 degrees to the wind.



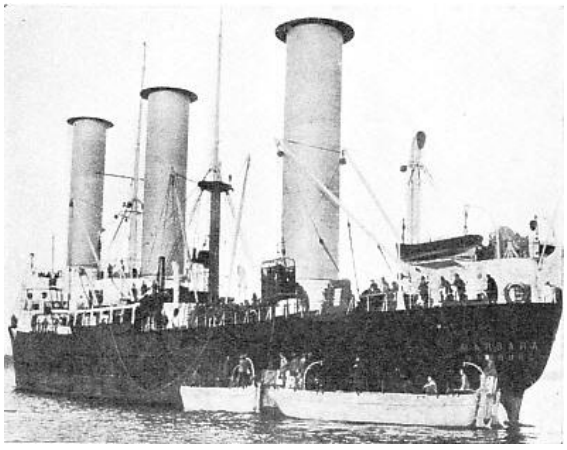
BADEN BADEN

The Buckau sailed from Danzig to Scotland in February 1925. She was renamed BADEN BADEN and on 31st January 1926 she was sailed to New York via South America, arriving at New York Harbour on 9th May 1926. On this 6200-mile voyage, she had used only 12 tons of fuel oil compared with 45 tons for a motorship of the same size without rotors. The Baden Baden foundered in a hurricane in the Caribbean in 1931, but by that time her rotors had been removed and she had been rebuilt as a motorship.

BARBARA

In 1926, a larger purpose-built three-rotor ship, the BARBARA, was built by A.G. Weser in Bremen. She was of 1986 grt and her dimensions were 89.7m x 13.2m x 5.1m. Her main propulsion was from twin 6-cylinder 4-cycle diesels with a combined power of 1060 horse power coupled to a single shaft for a designed speed of 10 knots. Her three rotors were 16.75 metres high and 4.0 metres in diameter. They were driven by electric motors which were supplied with power from a dynamo coupled to a 30 hp diesel at a speed controlled from the bridge, the maximum being 160 rpm.

On trials the Barbara made 6 knots in a fair wind using rotors only, 9 knots with the main engines only and 10.5 knots with both. Later the rotors were modified to give the engines more assistance, bringing the combined speed up to 13 knots. Although the order for the ship was from the German navy, who retained ownership, she was run on the Mediterranean fruit service of the Sloman Line.



BARBARA

The results of the first 5 voyages in the Mediterranean fruit trade were published. The rotors had been used for full advantage for about 25% of the time at sea, and when the wind was favourable, the rotors had increased the ship's speed by 2.5 or 3 knots. This increase had been obtained with approximately 10% of the power necessary to do the same by ordinary means.

By 1928, Fletner had secured orders for 6 ships of the Barbara class, but there was a global economic crash, and diesel fuel suddenly became cheaper and more available. The extra cost of the installation of rotors became too large to be economic, and the 6 ships were cancelled.

BIRKENAU

In 1933 she was sold to Bugsier Reederei u. Bergungs A.G. of Hamburg, renamed BIRKENAU and her rotors were removed. After WW2 she was sold to the Danish firm Ove Skou and renamed ELSE SKOU. In 1948 she was re-engined. In 1963 she was sold to the Greek Lybian Lines and renamed FOTIS P. In 1967 she was sold to Saudi Arabian interests and renamed STAR OF RIYADH. Finally in August 1978 she was scuttled by her crew off Jeddah.

TWO MORE BEAUTIFUL LADIES

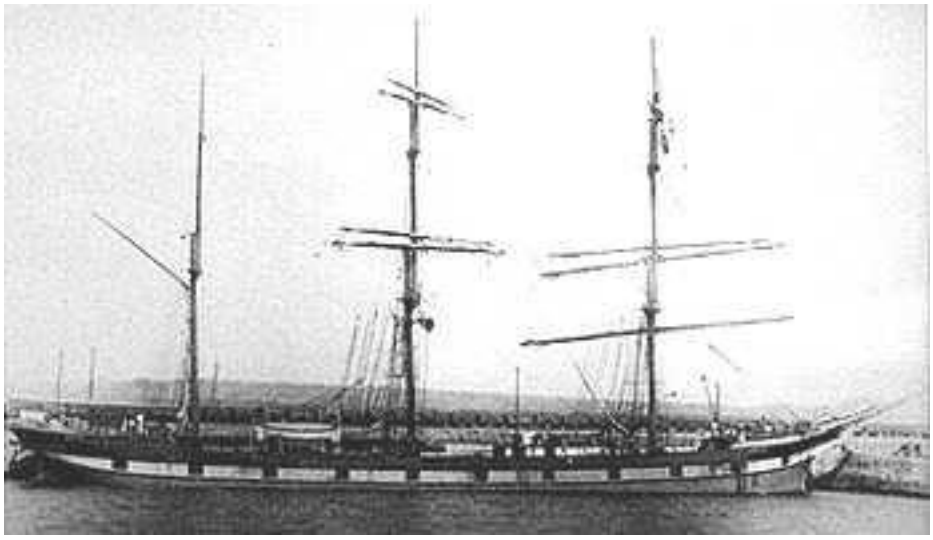
Two sailing ships, one British, GLENLEE, and the other German, RICKMER RICKMERS, were both built in 1896 and are now floating museum ships. They have had broadly similar lives and have earned their retirement after nearly 130 years.


GALATEA

GLENLEE

She was launched on 3rd December 1896 by Anderson Rodger & Co. at the Bay Yard in Port Glasgow for the Glen Line of Archibald Sterling & Co. Ltd. The Glen Line had been founded in 1867 in Glasgow, and it traded until 1935, when it was sold to Alfred Holt's Blue Funnel Line.

She was a "Bald-headed" three masted barque, having double topsails and topgallants but no royals. It was a rig designed for economy, like most of the last group of British sailing ships. She was of 1613 GRT and 1488 NRT with dimensions 245.5' (Length of hull) x 37.5'(Beam) x 22.5'(Depth of hold).


GLENLEE

Her time with the Glen Line was short, as in 1898 she was acquired by the Islamount Sailing Ship Co. Ltd of Dundee and managed by Robert Ferguson & Co. and renamed ISLAMOUNT. In 1905 she was sold to the Flint Castle Shipping Co. Ltd of Liverpool, managed by Robert Thomas & Co. During WW1 she came under the British Shipping Controller and in 1918 she was managed by John Stewart & Co. of London. During her 23 years flying the red ensign, she rounded Cape Horn 16 times and circumnavigated the Earth 4 times.


GALATEA

In 1919 she was sold to the Star of Italy Shipping Company who refitted her and fitted two auxiliary diesels and renamed her CLARASTELLA, registered in Genoa. In 1922, her ownership changed to the Officers Military Naval School as the Spanish sail training ship GALATIA. She was converted to a training ship at Triest, with a flying bridge added aft and accommodation for 300 cadets.

During the Spanish Civil War, she was based at Cadiz and over 400 cadets were trained for the Nationalists side during the three years of war. She finished her last cruise in November 1969.

LAID UP IN SEVILLE

After 47 years as a sail and later stationary training ship, she was laid up in Ferrol. In 1981 her underwater hull was replated in dry dock in Ferrol for the Spanish Navy, as it was proposed to sail her for the Seville Olympic Games. However funding was cut, and she was de-rigged and laid up in Seville, with little or no maintenance, and she quickly deteriorated and scrapping her was proposed.

UNDER TOW TO THE CLYDE

In 1990, she was “discovered” by the British naval architect, Dr. Sir John Brown, and in 1993 she was bought by the Clyde Maritime Trust. After some

patching, she was towed to Glasgow a few months later. She was renamed Glenlee in July 1993, but her restoration took 6 years. The Trust managed to get her spars back from Spain, but they were unable to retrieve her figurehead. A new one was carved.

As a floating museum she welcomes around 200,000 visitors annually. She is just completing refurbishment of her hull and spars after a National Heritage Memorial Fund grant of £1.8 million to clear a backlog built up during the pandemic. She is the last Clyde-built square rigger in the UK and one of only five left in the world. She is registered on the National Historic Ships fleet list.

AT GLASGOW


AT GLASGOW

TOWING DOWNSTREAM ON THE CLYDE

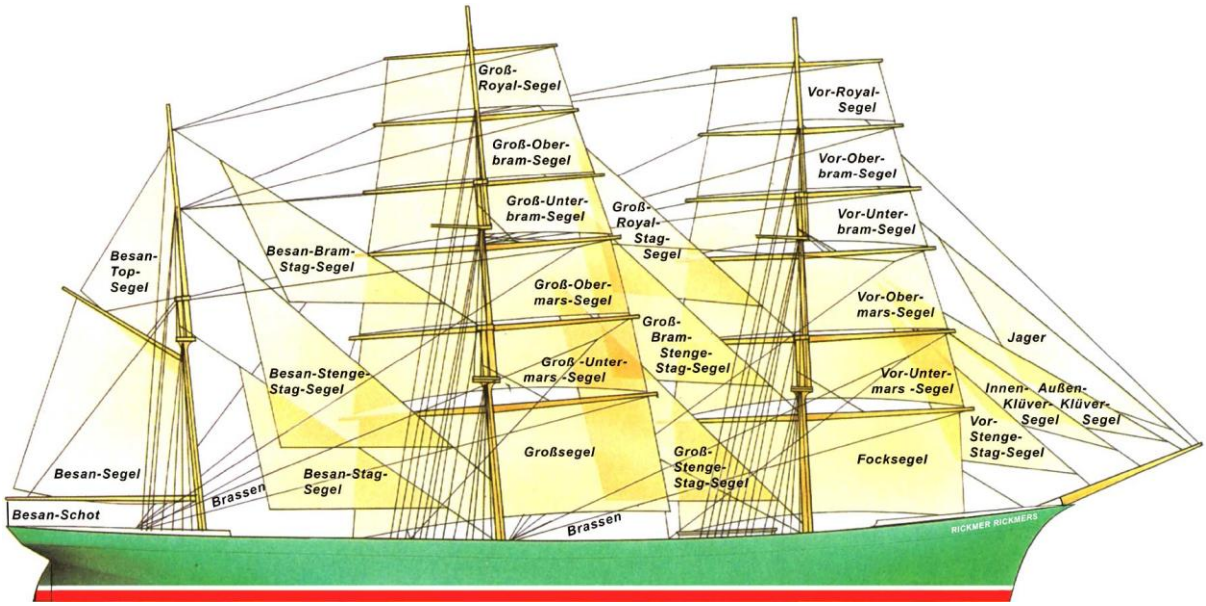
RICKMER RICKMERS

RICKMER RICKMERS IN 1900

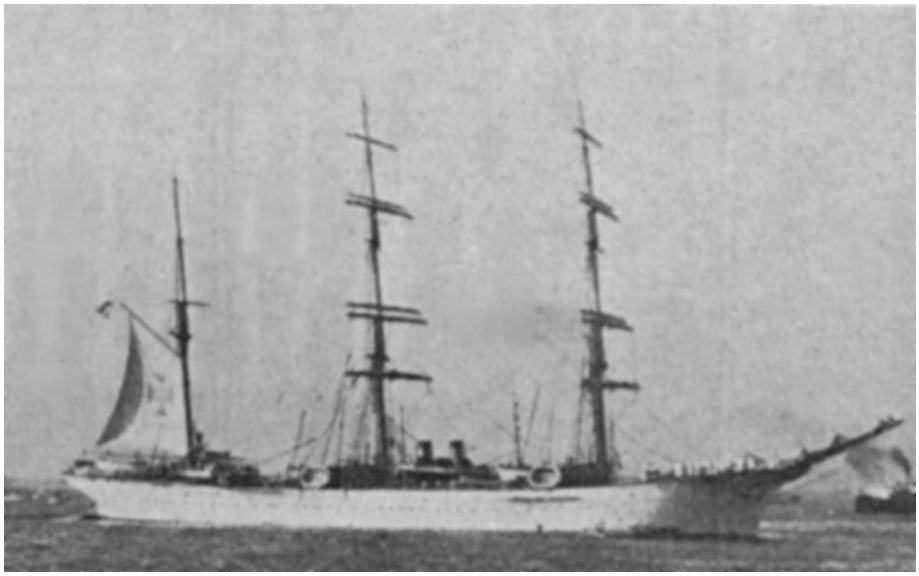
She was launched in August 1896 by R.C. Rickmers at Bremerhaven for their own use. Rickmers had been established in 1847 with a shipyard, becoming a company officially in 1859. They survived until collapsing in 2017 following the global financial crisis.

She was a steel three-masted fully rigged ship, when built with double topsails and topgallants above which were royals. A more powerful rig than the Glenlee's, requiring more manpower to handle it efficiently. She was of 1980 grt with dimensions 282.17' (Length of hull) x 40.42' (Beam) x 19.62' (Draft), so slightly larger than the Glenlee..

Under Rickmer ownership, she firstly traded to Hong Kong, bringing back rice and bamboo. Typically, she had a crew of about 25. In 1903, she put into Cape Town for repairs following damage in a typhoon. To save cost she was converted into a three-masted barque there. In 1912 she was bought by Carl Christian Krabbenhoft and renamed MAX, and used on the Hamburg to Chile saltpetre trade.



In WW1 she was captured by the Portuguese government in Horta harbour and loaned to Britain, renamed FLORES. After WW1, she was returned to the Portuguese government, becoming a navy training ship and renamed N.R.P. SAGRES (11). In 1930, a pair of Krupp 350 hp diesels were installed. It would appear that in 1938 a Christiansen & Meyer triple expansion engine was also installed, presumably for training purposes.



SAGRES IN 1942

SAGRES

After many years as a sail training ship, she triumphed in 1958, winning the Tall Ships Race. In 1962, however, Portugal acquired the ex-German ALBERT LEO SCHLAGETER, which they renamed SAGRES (111). Sagres (11) was retired and cut down, serving as a depot ship named SANTO ANDRE, quietly rotting away at Lisbon Naval Base until 1975, when she was decommissioned.

MUSEUM SHIP

In 1983 she was bought by Windjammers for Hamburg e.V and was towed by a Bugsier tug from Lisbon to Hamburg. She was restored and converted into a museum ship at Hamburg, being renamed Rickmer Rickmers again. The restoration took 4 years to complete. She has a restaurant on her upper deck with a museum on the lower deck. A steam engine and one of the Krupp diesels are on display in her engine room. She is open as a museum every day.

CLdN's NEW SHIP CHAUMINE

On 20th March 2025, the Chaumine was delivered by Hyundai Mipo Dockyard in South Korea to CLdN. She is the first of two hybrid 8000 lane-metre Malta flagged Ro-Ro vessels, with her sister LEONINE due from the same yard later this year.

The Chaumine is externally similar to the two previous vessels delivered by Hyundai to CLdN, the DELPHINE (which had the fire in Zeebrugge recently) and the CELINE, but in terms of powerplants, she is very different. Apart from

having LPG ready dual fuel diesels driving two screws, Delphine and Celine have conventional machinery.

The Chaumine, on the other hand, has in addition to the twin MaN B & W 7-cylinder 7S50ME-C811,620 kw diesels, a pair of large shaft generators of 6000 kw each and a 2720 kwh battery pack. In full electric mode, she can achieve 16 to 17 knots, approaching her speed under diesel of 18 knots.. Along with several new energy saving systems, the hybrid propulsion systems give an estimated 40% reduction in Green House Gas emissions compared with the two previous vessels. The design of the systems has been by Wartsila with input from CLdN and Hyundai. She can at present operate as a gad/diesel-mechanical vessel, but in the future as a gas/diesel-electric vessel. She is Nox TIER 111 compliant.

She is of 50,440 gt and 23,942 dwt with dimensions 234m x 38m x 5.4m. She has 8 cargo decks, including 3 adjustable car decks giving a capacity of 510 trailers and 920 cars. The new pair will initially serve on CLdN's Zeebrugge to Teesport route.

These ships do not possess great aesthetic beauty, but they should be good for the planet and improve the efficiency of ferrying goods across the seas around

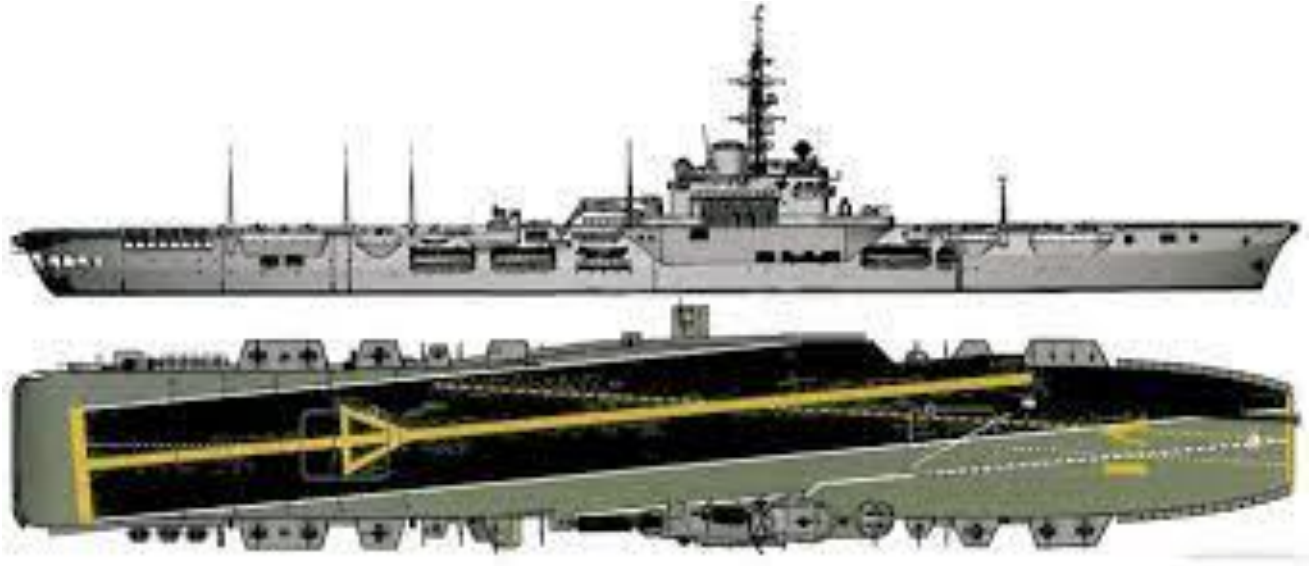
ONE FACT WONDER

TWO ARGENTINE COLOSSUS – CLASS CARRIERS

ARA VEINTICINCO DE MAYO (V-2)

HMS WARRIOR was a Colossus class carrier built by Harland & Wolff and commissioned in April 1944. She was of 18,300 tons displacement and was steam turbine powered with a maximum speed of 25 knots. She was loaned to

Canada and commissioned in March 1946 but returned to the Royal Navy in March 1948. In 1950 she was recommissioned and took part in the Korean War.



ARA INDEPENDENCIA (V-1)

ARA INDEPENDENCIA (V-1)

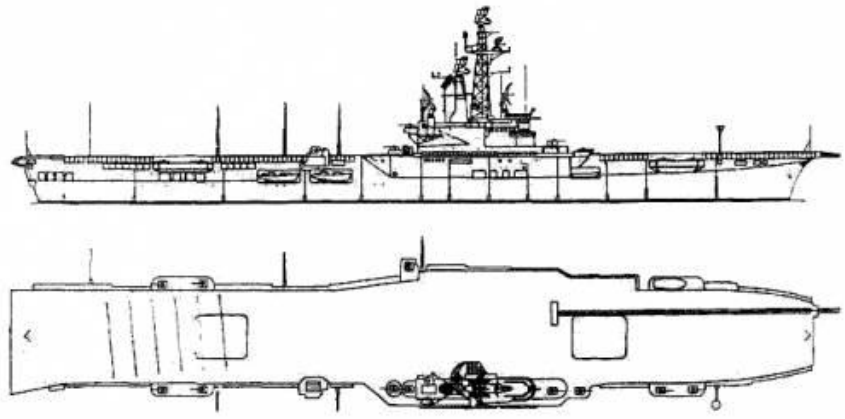
In 1955 she was fitted with a 5-degree angled flight deck and a mirror landing aid. In 1958 she was offered for sale and was sold to Argentina, being commissioned as ARA INDEPENDENCIA (V-1) on 8th July 1959. Her steam catapult was not powerful enough for launching jet fighters, so her

complement of aircraft involved Vought F4U Corsairs, North American T-6 Texan trainers and Grumman S2F-1 Tracker anti-submarine warfare aircraft.

HNMS KAREL DOORMAN

A second carrier, the ARA VEINTICINCO DE MAYO, entered service in 1969, so the Independencia went into reserve in 1970 and was scrapped in 1971.

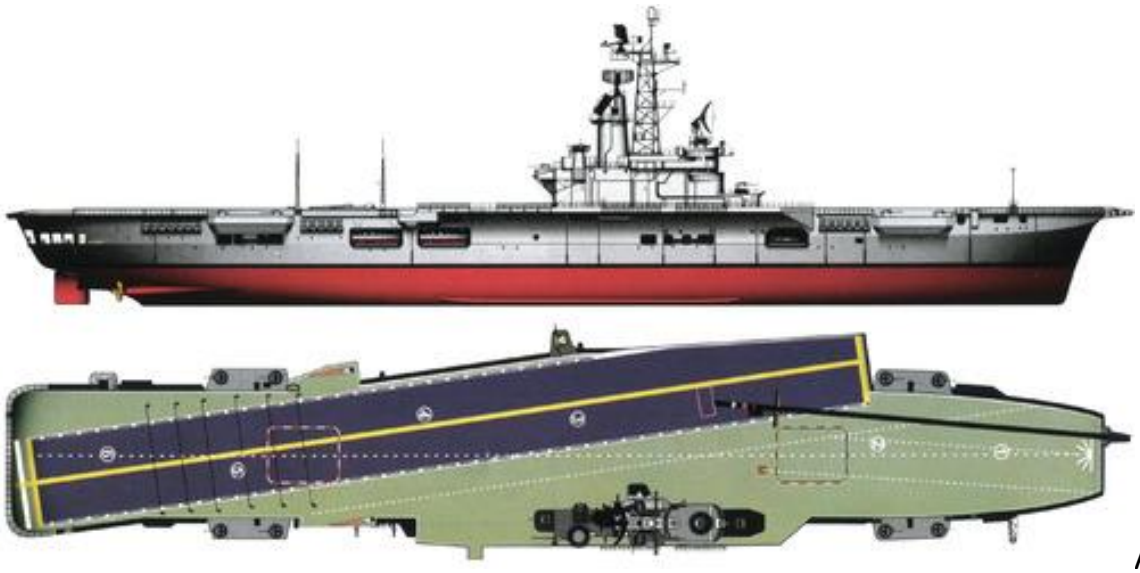
HMS VENERABLE was also a Colossus class carrier built by Cammell Laird and commissioned in November 1944. She saw service in the British Pacific Fleet but was sold to the Netherlands in April 1948. She was recommissioned as HNMS KAREL DOORMAN on 28th May 1948. Between 1955 and 1958 she was rebuilt with an angled flight deck and a steam catapult powerful enough to launch jet fighters.



HMS VENERABLE

In March 1969 she was recommissioned into the Argentine navy as ARA VEINTICINCO DE MAYO (V-2). Her aircraft complement at first consisted of F9F Panthers and F9F Cougars which were later replaced with A-4Q Skyhawks plus S-2 Tracker anti-submarine warfare aircraft and Sikorski Sea King helicopters.

She was going to carry out a sortie against the British during the Falklands War, but the loss of the GENERAL BELGRANO caused her not to be risked at sea and she remained in port for the rest of the war. Her A-4Q Skyhawks were used against the British, flying from a base in Tierra del Fuego.



ARA VEINTICINCO DE MAYO (V-2)

From 1986, engine problems largely confined her to port. In 1988 there was a project to replace her engine with gas turbines, and her steam turbines etc were stripped out, but funding never materialised. In 1996 it was announced that she would be discarded, but by then a lot of her kit had been used as spare parts for the Brazilian MINAS GERAIS, also originally a British Colossus class carrier. In 2000 she was broken up in Alang, India.

Russian aircraft carrier – Admiral Kuznetsov

Admiral Kuznetsov is an aircraft carrier that has served as the flagship of the Russian Navy. She was built by the Black Sea Shipyard in Nikolayev in southern Ukraine in the 1980s, becoming fully operational in the Russian Navy in 1995. She is named after Nikolay Gerasimovich Kuznetsov, one of three men to have held the position of Admiral of the Fleet of the Soviet Union.

Since its launch, the ship has carried out a few deployments, but seems to have spent much of its' life in the Barents Sea, often being repaired. The ship has been out of service and in repairs since 2018. She is the Russian Navy's only carrier, leaving the Russian Navy currently without an operational aircraft carrier.

She is designated as an aircraft-carrying missile cruiser. Her main fixed-wing aircraft is the multi-role Sukhoi Su-33. The carrier also carries helicopters for anti-submarine warfare and search and rescue. The "cruiser" role is facilitated by a complement of 12 long-range surface-to-surface anti-ship missiles.

Admiral Kuznetsov's designation as an aircraft-carrying cruiser is important under the Montreux Convention as it allows the ship to transit the Bosphorus and Dardanelles to enter or exit the Black Sea. The Convention, established in 1936, prohibits countries from sending warships heavier than 15,000 tons through the Straits unless they were Capital ships. Aircraft carriers are specifically excluded from the definition of Capital ships. Since the ship was built in Ukraine, she would have been stuck in the Black Sea if Turkey had refused permission to pass into the Mediterranean. Designating the ship as an aircraft-carrying cruiser prevents any issues with compliance with the Convention.

An official ceremony marking the start of construction took place on 1 September 1982; in fact she was laid down in 1983. The vessel was first named *Riga*, then the name was changed to *Leonid Brezhnev*, this was followed by *Tbilisi*. Finally, on 4 October 1990, she was renamed as *Admiral Kuznetsov*.

Unlike most western naval ships that use gas turbines or nuclear power, she is a conventionally powered ship that uses mazut as a fuel, which is a low quality heavy fuel oil. It often leads to a visible trail of heavy black smoke that can be seen at a great distance.

After the independence of Ukraine in 1991, Ukraine initially claimed the ship as Ukrainian property. However, the ship left the Black Sea and sailed to a naval base near Murmansk to pre-empt any final decision by the Ukrainian government.

She had several deployments to the Mediterranean, generally to the Eastern Mediterranean where she could lay at anchor off the port of Tartus in Syria where the Russians have a naval facility. However, she has also remained in port for long periods of time and even when deployments were planned, they were subject to cancellation. For example, a Mediterranean deployment scheduled for the winter of 2000–2001 was cancelled due to the loss of the nuclear-powered submarine Kursk. She participated in the *Kursk* rescue and salvage operations in late 2000.

When she was deployed to the Mediterranean, the journey would attract the attention of the Royal Navy. For example, on 6 December 2011, she departed the Northern Fleet home base in Severomorsk with her escort ships to exercise with ships from the Russian Baltic and Black Sea Fleets. On 12 December 2011, she was spotted off the coast of northern Scotland, the first such time she had deployed near the UK. HMS York shadowed the group for a week. On 8 January 2012, she anchored near shore outside Tartus in Syria. In February 2012, she returned home to Severomorsk, losing propulsion during the return voyage in the Bay of Biscay. A tug took her in tow and aided its' return.

The most significant deployment was in 2016. She set sail on 15 October 2016 from Severomorsk for the Mediterranean, accompanied by seven other vessels of the Russian Navy. She was accompanied by an ocean-going tug as a precaution against further propulsion failure. The carrier battle group sailed through the English Channel on 21 October which is, of course, Trafalgar Day. The British Royal Navy responded by sending two of its own ships to escort the Russian warships.

On 15 November 2016 her Su-33 aircraft launched strikes against the positions of Islamic State terrorist groups in Syria. This was the first time she had ever participated in combat operations. During her deployment off Syria, her aircraft carried out 420 combat missions, hitting 1,252 hostile targets.

On 20 January 2017, she was sighted passing west through the Strait of Gibraltar and six days later, she was escorted back along the English Channel by three RAF Typhoons and HMS St Albans, a Type 23 Frigate.

She started an overhaul and modernization programme in the first quarter of 2017. The ship was to undergo modernization at a repair yard in

Murmansk between 2018 and 2021. On 30 October 2018, the ship was damaged when Russia's biggest floating drydock, PD-50, sank, causing one of its 70-ton cranes to crash onto the ship's flight deck, leaving a large hole.

In May 2019, it was announced that two dry docks in Murmansk would be merged and enlarged to accommodate the ship, the work taking a year and a half. In December 2019, a major fire broke out on board the ship as work continued on the ship's refit.

In June 2021, it was announced that the overhaul and upgrade was expected to be completed by the first half of 2023. The avionics, flight deck with the ski jump, electric equipment, and the power plant were expected to be replaced as part of this process. The carrier would also receive a new take-off and landing control system. In November 2021 it was reported that "bad weather" had caused significant delays to repair work.

On 15 August 2022, it was confirmed that she would be handed over to the Russian Navy in the first quarter of 2024, and that the ship is expected to remain in service for at least another 25 years. On 25 January 2023, it was reported that she would leave the drydock in February 2023.

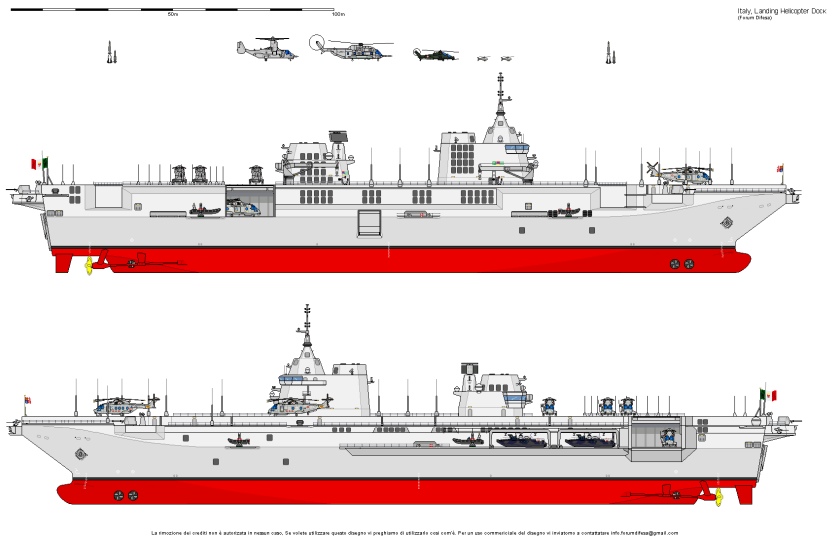
In September 2024, there was a report that her crew of about 1500 had been reassigned to the Russian army for combat duty in Ukraine, leading to speculation that there is no plan to make *Admiral Kuznetsov* seaworthy again.

Admiral Kuznetsov in 2017

Shadowed by British destroyer *HMS York* off the UK coast, en route to a Mediterranean cruise, December 2011

Escorted by *HMS Dragon* off the UK coast, May 2014

Italian landing helicopter dock Trieste



.  *Trieste* at Castellammare di Stabia, Italy in 2020

The LHD Trieste is a multi-purpose aircraft carrier-landing helicopter dock (LHD) of the Italian Navy. The ship replaced the aircraft carrier Giuseppe Garibaldi and is the largest vessel in the Italian fleet. It was ordered as part of the 2014–2015 naval program and was built at the Castellammare di Stabia shipyards of Fincantieri. On 7 December 2024, the ship was commissioned at the Italian Navy's base in Livorno.[5]

As part of the units planned under the 2014–2015 naval law, the new multi-role/multi-function amphibious ship has a full load displacement of approximately 38,000 tons and an overall length of about 803 ft 10 in, making it the largest unit in the fleet. The innovative design is inspired by the style adopted by the British Queen Elizabeth-class aircraft carriers. In fact, it features two distinct islands, the first (at the bow) for navigation and the second (at the stern) for the management and control of flight operations. This configuration serves a triple purpose, providing a greater visual range, more space on the flight deck, and a smoother and more efficient management of various activities]

The flight deck has a length of 754 ft 7 in and a width of 118 ft 1 in, with a total of nine spots for aircraft. It is equipped with two 49 by 49 ft aircraft elevators with a maximum capacity of 42 tons.

Trieste is equipped with a floodable well deck below the hangar, which allows the use of amphibious vehicles such as Landing Craft Mechanized (LCM), rigid-hull inflatable boats (RHIB), Landing Craft Air Cushion hovercraft, L-CAC, and the most innovative rapid amphibious landing vehicles (L-CAT) used by NATO and European navies. Unlike the aircraft carrier Cavour, which has a single reconfigurable hangar not floodable for vehicle transport, this unit has, below the flight deck, two additional decks, one of which is a hangar with an area of 25,000 sq ft and 530 linear meters for vehicle parking with removable bulkheads to reach 28,000 sq ft, connected to a lower deck of 24,000 sq ft, divided into a garage of 7,500 sq ft with 253 linear meters for vehicle parking and a floodable 180 by 49 ft well deck, sized for the entry of four LCM-1E or one LCAC

Like Cavour and Giuseppe Garibaldi, Trieste also features a ski-jump on the flight deck to facilitate the takeoff of STOVL F-35B aircraft, as reported in the

technical specifications, maintaining secondary air capability to be used in case of necessity when Cavour is not available[]

The propulsion group has two shafts with variable-pitch five-bladed propellers and two balanced spade rudders, two retractable stabilizer fins, two forward thrusters, and one aft thruster, ensuring greater maneuverability in confined spaces compared to just rudders/propellers

The first steel plate was cut on July 12, 2017, at the Fincantieri shipyard in Castellammare di Stabia, and a little over seven months later, on February 20, 2018, the keel was laid at the shipyard's slipway, marking the start of the ship's construction. The ship was launched and christened on May 25, 2019, in the presence of the President Sergio Mattarella, with his daughter serving as the ship's godmother. The first sea trial took place on August 12, 2021, off the coast of La Spezia. Three Fincantieri shipyards were involved: the hull was constructed in Castellammare di Stabia, the outfitting was carried out in Muggiano, and the hull maintenance was performed in Palermo.[]

The unit is equipped with state-of-the-art weapon systems.

Regarding the artillery compartment, it includes:

- 3 multi-role Otobreda 76/62 guns (two at the bow and one at the stern) of the Super Rapid MF Davide type, with guided ammunition and provision for the new Vulcano ammunition.
- 3 remotely controlled OTO Melara 25/80 gun turrets equipped with a 25 mm Oerlikon KBA cannon (25x137mm).
- 2 OTO Melara ODLS-20 rocket launchers for launching underwater and aerial decoys.

The missile compartment includes:

- Provision for four vertical launch systems (VLS Sylver) with eight cells each (two at the bow and two at the stern), for a total capacity of 32 Aster 15/30 missiles.

The sensor section boasts advanced technologies as well:

- PAR SPN-720, a precision approach radar, a 3D volumetric system capable of tracking 300 tracks and 12 targets simultaneously, with a range exceeding 200 km (120 mi).
- Radar Kronos Power Shield (AESA in L-band), a multifunction surveillance system with a range of 1,500–2,000 km (930–1,240 mi).
- IFF SIR-M-PA, a secondary radar for ship and aircraft identification.
- Dual-band Radar Kronos (DBR AESA 4FF): C-band (Kronos Quad - Fitted For) and X-band (Kronos StarFire).
- TACAN AN-553/N, for precision approach and sending information to aircraft in flight.
- "Zeus" EWS (Electronic Warfare System), developed by Elettronica SpA, equipped with a solid-state GaN TRX-based electronic attack subsystem. The EW component is integrated with a Radar Emitter Locator (RE), Radar Countermeasures (RCM), and Radio Communications Countermeasures (RCCM), effective in both open sea and coastal waters. It provides advanced maritime surveillance and situational assessment through ELINT and COMINT, along with an algorithm SEI.
- Automatic combat operations direction system SADOC 4.

The ship features a flight deck measuring 755 by 118 ft , covering an area of approximately 80,000 sq ft, with nine takeoff spots for heavy helicopters or F-35B fighter jets. Flight deck operations are controlled from the aft island. In full operational conditions, the ship can carry a total of 30–34 aircraft in various combinations of jets and helicopters. In fact, with an area of 28,000 sq ft compared to the 2,500 m^2, 27,000 sq ft of *Cavour*) is designed to accommodate a maximum of 14 aircraft, also in various configurations. There are two 49 by 49 ft elevators at the stern each with a maximum load of 42 tons.

The ship's amphibious capabilities are highly advanced, and they serve as the primary weapon of the unit.

The second deck, below the hangar, with an area of 25,000 sq ft, features a floodable well deck measuring 180 by 49 ft , designed to accommodate four LCMs, referred to as LC23, or one LCAC / LCAT.

The LCMs will be able to transport 1 Ariete tank, 5 Iveco LMV Lynx vehicles, or 1 Centauro, 1 Freccia, or 300 soldiers.

The ship will also be equipped with a fully equipped hospital, including operating rooms, radiology and analysis laboratories, a dental clinic, and a ward for 28 seriously ill patients, covering a total area of 700 m^2. Additional beds will be accommodated in specially prepared container modules.

In May 2019, the ship was launched at the Castellammare di Stabia shipyards and transferred to La Spezia for final outfitting. The initial delivery was expected by 2022, but it was later postponed to the end of 2023. The construction phase involved over 300 workers, while the installation and completion phase is expected to engage 800 people.

QUIZ FOR MAY 2025 – QUESTIONS

1. SPIRIT OF TASMANIA 1V: A new LNG powered 48000 gt RoRo ferry built at Rauma, Finland for TT Line for service across Bass Strait, Australia. As one of the berths for the ship (and her sister Spirit of Tasmania V still being finished) will not be ready until 2027. She was laid up for a while at Leith. We are not the only ones able to cock up ferry procurement. Early March
2. FORTESCUE GREEN PIONEER: A 75metre long dual fuelled ammonia powered service vessel berthed in the West India Docks on a voyage to demonstrate the technology. She was built in 2010 and 2 of her 4 medium-speed four-stroke engines were converted in 2023 to run on green ammonia and diesel.
3. MSC BALTIC 111: A 33,767 dwt container ship was driven ashore on the coast of Newfoundland in mid-February. The hull was badly damaged, so removal of fuel oil and cargo is proceeding before a decision on salvaging the ship could be made, but it looks like she will have to be broken up insitu.
4. HMS DREADNOUGHT: A keel laying ceremony was held in mid-March at B Ae Systems at Barrow of the first of the new class of

ballistic missile nuclear submarines. She will carry Trident 22 D5 missiles and she will displace 17,200 tons.

5. MAIA – 1: A Russian dry cargo ship of 12,705 dwt and built in 2006 as the BELUGA EVALUATION. She has been sanctioned over North Korean arms shipments to Russia. She was spotted behind a convoy of four other ships escorted by the Russian destroyer SEVEROMORSK going through the Channel and North SEA and into th Baltic. She is carrying parts for a LNG terminal near St. Petersberg, and is now at Kronshtadt.
6. EVENTIN: A Panama flagged oil tanker of 152,013 dwt built in 2006 was seized by Germany after a power failure inside German waters. Her crew was replaced She was carrying Russian oil. She remained near German waters for some weeks, but is now at Kronshtadt.
7. MAERSK STADELHORN: A Singapore flagged 117,176 dwt container ship built in 2015 berthed at London Gateway Port in early March. She is the first ship to call on the Gemini ME2/1EX service connecting India and Europe.
8. ORBIT CLIPPER: It was announced that the first fully electric ferry in the UK will begin on the Canary Wharf to Rotherhithe service shortly. She will run a 10-minute service (15 minute at weekends) recharging her batteries at night.
9. NCL VESTLAND: A Norwegian-owned 1270 TEU container ship oof 18,800 dwt now operating on bio-methanol, with an energy storage system as well as shore power connections. She was built in China in 2024.
10. FREDERICK: An Antigua & Barbuda flagged container ship of 18,457 dwt, built in 2005 as the MAERSK ROME, had engine failure whilst traversing the Kiel Canal, blocking it for several hours, needing assistance from 2 tugs. Late March.
11. HMS SUTHERLAND: A Type 23 frigate completed her LIFEX and engine upgrade refit recently at Devonport. The work included

replacing her Sea Wolf missile system with Sea Ceptor. She was the final Type 23 to undergo life extension refit.

12. I.R.I.S. SHAHID BAGHERI: An Iranian drone carrier, a conversion of the 41,978 dwt container ship PERARIN built in 2000 in South Korea. It has an angled flight deck and a ski-jump. She was commissioned in February after carrying out sea trials. She can carry helicopters and drones together with over 30 fast attack craft.
13. IVAN ROGOV: It was reported on 3rd April that Russia is building at the Zaliv Shipyard in Kerch in occupied Crimea its largest landing ship under Project 23900. This ship could be larger than the missile cruiser MOSKVA which Ukraine sank in 2022 and can carry up to 90 armoured vehicles and 15 helicopters.
14. ATLANTIC ORCHARD: A Liberian flagged specialist juice carrier has been fitted with four 26m tall suction sails which are expected to reduce fuel consumption by 10%. The installation was done in under 24 hours using the four former crane bases. She was built in 2014 as a bulker and converted in 2020. Early April
15. VIKING LIBRA: A 54,300gt cruise ship being built by Fincantieri at their Ancona shipyard will be run using hydrogen fuel cell technology. She is due for delivery in late 2026 and is to be followed by at least one sister. She will be capable of producing six megawatts of power, enabling zero-emission operations. She will be the world's first cruise ship powered by hydrogen stored on board for both propulsion and onboard electricity generation.

MYSTERY SHIPS 91 ANSWERS

Thutmose, Rotterdam (Schiehaven), 27.9.92

THUTMOSE IMO **7721378** General Cargo
5,741g 8,230d Length: 130 Breadth: 17.8 Depth: 9.8 Draught: 7.8 (m)

16.1981: Completed by Alexandria Shipyard, Alexandria as THUTMOSE
17.2012: Renamed CHARLOTTE.
18.2013: Broken up in India.

Princess Ariadne, 18.9.92

PRINCESS ARIADNE IMO **7361051** Crude Oil Tanker
61,901g 124,264dLength: 272 Breadth: 39 Depth: 21.8 Draught: 16.5 (m)
1974: Launched as TITUREL. Completed by Rheinstahl Nordseewerke GmbH, Emden as FREISLAND.
1985: Renamed FLORIDA.
1988: Renamed JAHRE SPEED.
1990: Renamed AMBRA HARRIER.
1991: Renamed UNITY.
19.1992: Renamed PRINCESS ARIADNE.
20.1994: Broken up in Bangladesh.

New Zealand Reefer, Dover, 19.9.93

NEW ZEALAND REEFER IMO **8118396** Refrigerated Cargo
7,858g 8,657d length: 142 Breadth: 19.8 Depth: 12.5 Draught: 8.6 (m)

1982: Completed by Kyokuyo Shipbuilding & Iron Works Co Ltd, Shimonoseki YC as NEW ZEALAND REEFER.
2001: Renamed NEW ZEALAND STAR.
2010: Broken up in India.

Elbe, Southampton, 22.8.1991

ELBE IMO **7361647** General Cargo/container ship
2,709g 2,660d 204 TEU Length: 93 Breadth: 14.5 Depth: 7.9 Draught: 4.9 (m)

1974: Completed by J.J. Sietas Schiffswerft, Hamburg as ELBE

1996: Renamed KATHOLM.
1999: Renamed RYNHAVEN.
2000: Renamed INDUS.
2002: Renamed NORTH EXPRESS.
2007: Renamed CAPTAIN ASAAD.
2009: Broken up in Turkey.

Drupa, North Sea, 16.6.1991

DRUPA IMO **6519314** Crude oil tanker/shuttle
39,796g 71,917d Length: 243 Breadth: 33.58 Depth: 17.3 Draught: 13.3 (m)

1966: Completed by Deutsche Werft AG, Hamburg, Hamburg as DRUPA.
1975: Converted to Shuttle Tanker.
1993: Broken up in India.

Abu Zenima, Rotterdam, 27.9.1992

ABU ZENIMA IMO **7721392** General Cargo ship/ro-ro Hamlet type
10,022g 12,402d length: 133 Breadth: 20.6 Depth: 12.2 Draught: 9.5 (m)

1983: Completed by Alexandria Shipyard, Alexandria, Hamburg as ABU ZENIMA.
2011: Renamed SS VELES.
2014: Renamed PERUN.
2015: Broken up in Bangladesh.

Radisson Diamond, Tilbury, 29.9.1997

RADISSON DIAMOND IMO **9008407** Passenger/Cruise ship
20,295g 1,626d Length: 130 Breadth: 32 Depth: 15.5 Draught: 8 (m)

1992: Completed by Finnyards Oy, Rauma, as RADISSON DIAMOND.
2005: Renamed OMAR STAR. Renamed ASIA STAR.
2011: Renamed CHINA STAR.
2017: Renamed SAIPAN STAR.
2021: (20/9): Grounded off Chinese coast. Remains in situ.