



**The  
World  
Ship  
Society**



**Southend Branch**

## *News and Views*

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### **NOTES**

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

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# NEWS

## SOUTH ENABLER



Since June 2025, the Italian flagged Passenger/RoRo mv SOUTH ENABLER has been a regular visitor to Tilbury Docks. She has replaced the FREYJA on the Zeebrugge-Tilbury-Cuxhaven-Turku-Paldiski-Bremerhaven service operated by the Swedish concern Wellenius-Sol. She was originally ordered by Mann Lines as the who were taken over by Wellanious-Sol in February. She is on a 5-year time charter from Visemar di Navigazione S.R.L.

She was built by Cantiere Navale Visentini in Porto Viro near Trieste in Italy , launched on 23<sup>rd</sup> September 2024 and delivered to Wellanious in June. She was designed by the Trieste-based concern Naos. She is of 25,619 gt with dimensions 204m x 26m. She is powered by twin methanol-ready Wartsila 6L46F diesels of 7200 kW each giving a speed of 22 knots. She has an Ecospray open loop exhaust scrubber. She is RINA classed and of Ice class 1A standard. She is equipped for LoLo, RoRo and High and Heavy cargo.



She provides 3004 lane metres with 196 cars on 2 decks.



AT THE CANTIERE NAVALE VISENTINI SHIPYARD



## ANJI PRESTIGE



An unusual visitor to the Thames in late September was the Liberia flagged Pure Car and Truck Carrier ANJI PRESTIGE. She berthed at the Tilbury Ro-Ro Berth on 20<sup>th</sup> Sept from Antwerp. She was built by the Jiangnan Shipbuilding Group in Shanghai, with her naming and delivery ceremony taking place on 23<sup>rd</sup> December 2024.



She is of 75,763 gt with dimensions 200m x 38m a 10.2m. Her capacity is 7800 CEU (car equivalent units) including those with Lithium batteries and Hydrogen fuel cells. She has a dual-fuel WinGD7x62DF2.1 main engine which can mainly run on LNG. The engine is fitted with an intelligent control by exhaust recycling

system which can help reduce methane slip as well as greenhouse gasses, particulate matter and SOx. The engine complies with the IMO Tier 111 emission requirements.



She is owned by the SIAC Group of China and operated on charter by Anji Logistics, another Chinese company. She is due to be put on the US-Mexico route. She is reported to be the largest LNG-powered Ro-Ro ship in the world.

## Stad Amsterdam



A recent visitor



A three-masted clipper that was built in Amsterdam, the Netherlands, in 2000 at the Damen Shipyard.

The ship was designed by Gerard Dijkstra who modelled her after the mid-19th century frigate Amsterdam, but she is not a replica. A major difference is that the hull is made of steel. The owners call the ship a "modern extreme clipper in historical perspective", meaning that the construction method is a combination of the best qualities of clippers of the past, outfitted and built with modern techniques but with a classic "look and feel". She is a very fast ship, with 15 knots being a normal speed. She won the 2001 Cutty Sark Tall Ships' Race.

She is rigged with double topsails on the fore and main mast and a single topsail on the mizzen. She has royals on all masts and a skysail on the main mast. The building of the hull in 1997/98 was used as a work experience project for the unemployed (e.g. metalworking and welding). The ship was first presented to the public at the 2000 edition of SAIL Amsterdam. During the 2005, 2010 and 2015 editions of the event she was the flagship.

The Stad Amsterdam is used for training and as a charter-ship for guests. The crew is international and the official language on board is English. Her home port is Amsterdam.

In September 2009 Stad Amsterdam was refitted to accommodate a televised research expedition, tracing the second voyage of HMS Beagle (1831–1836). The ship re-sailed the route of the Beagle in approximately 8 months while collecting information to allow comparison between Charles Darwin's Beagle observations and the current ones. The show was aired by the Dutch public broadcaster VPRO as *Beagle: In Darwin's Wake* (*Beagle: In het kielzog van Darwin*).

The Stad Amsterdam celebrated her 15th anniversary at the five-day SAIL Amsterdam 2015 tall ships festival in August 2015. The occasion was commemorated with the publication of a book about the ship, with contributions from Eberhard van der Laan - then the Mayor of Amsterdam - and the co-founder of the ship, Frits Goldschmeding. The book was co-created by former quartermaster Bart Huijs, and the sculptor and photographer, Anthony Smith.



## Glacial Bear



The 39.6-meter expedition motor yacht Glacial Bear was built in 1993 by Brooke Marine in the UK, with exterior and interior design by Terence Disdale and naval architecture by Burness Corlett Three Quays. The yacht has undergone multiple upgrades, including a major rebuild between 2016 and 2018 which extended its length and featured a new mast and Zero Speed stabilizers. Originally known as Scout II and other names, Glacial Bear is designed as a sturdy explorer vessel, capable of long-range cruising and accommodating up to 8 guests and 9 crew members.

### Key Features

- Length: 130 feet.
- Previous Names:

The yacht was previously known by names including Kiring, Kirkland, Scout, and Scout II.

- Refits:

Underwent extensive upgrades and refits between 2016 and 2018, which included a significant aft and forward extension, a new mast, and the installation of Zero Speed stabilizers and other new equipment.

## VISITORS



**Seaways Oak** Build 2009 30010 GRT Liberia

Current Location Canvey



**Msc Savannah** Built 2025 155104 GRT Liberia

Current Location Thames



**Primo M** Built 2025

Current Location En route Port Jerome





**Verity** Built 2012 24168 GRT Marshall Islands

Current Location Baltic



**Great Lagos** Built 2023 85000 GRT Italy

Current Position En route Cassablanca





**Torm Diana** Built 2016 29225 GRT Singapore

Current Position En route Porvoo Finland



**Largo Desert** Built GRT

Current Location West Africa en route Uruguay



**Malbec Legacy** GRT

Current Position West Africa en route Argentina



**Stadiongracht** Built GRT

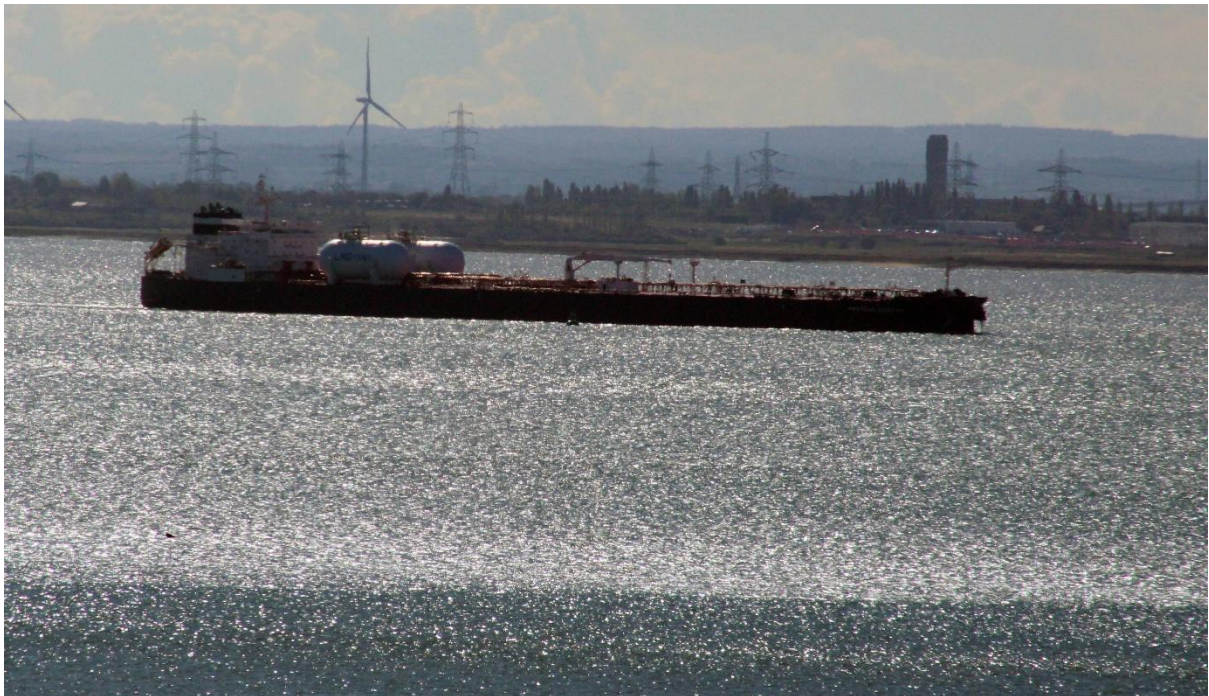
Current position En route Montoir France





**Advantage Paradise** Built GRT

Current Position En route Rabigh Saudi Arabia



**Proteus Rong Na** Built 2023 60764 GRT Singapore

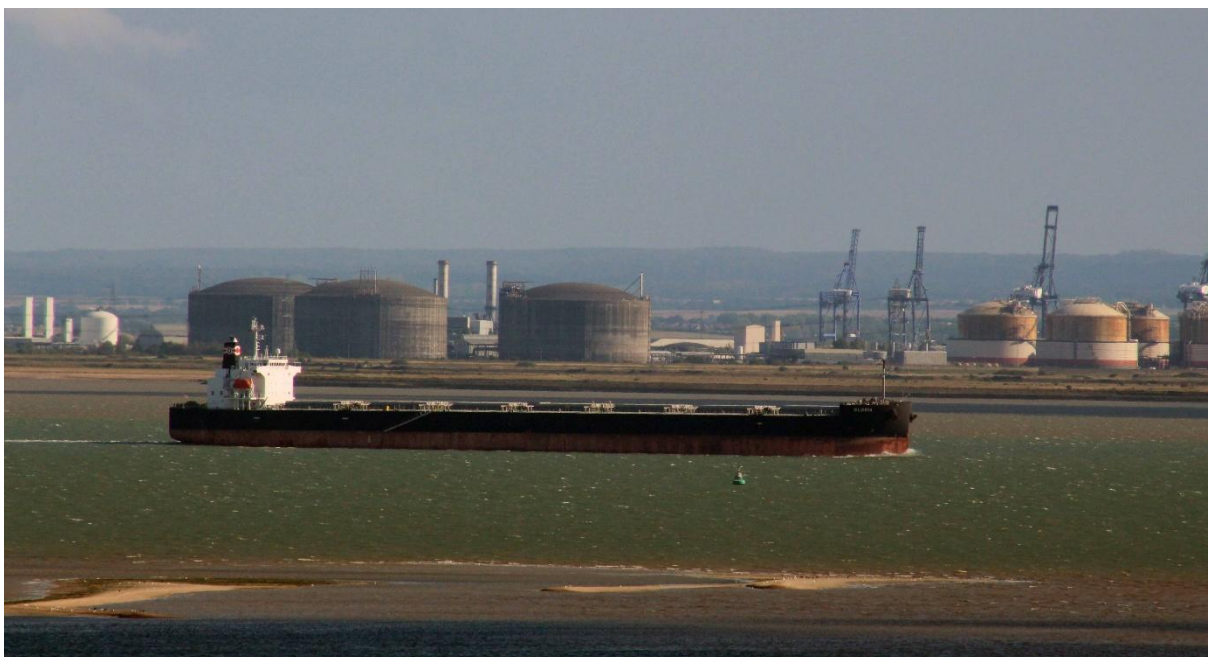
Current position West Africa en route Singapore





**Torm Evelyn** Built 2011 42208 GRT Denmark

Current Location West Africa en route Las Palmas



**Gloria** Built 2011 43069 GRT Lib

Current Position En route Baltimore





**Le Laperouse** Built 2016 9976 GRT French

Current Position En route Cadiz



**Msc Tanzania** Built 2025 140448 GRT Panama

Current Position East Africa en route India

# QUIZ

1. Britain currently has two active submarine dockyards, at Faslane and Devonport. A third dockyard is to be upgraded to be able to receive the Dreadnought Class nuclear ballistic missile submarines. Where is this third dockyard?
2. The Royal Navy is looking to train officers under sail for the first time in decades by chartering a tall ship. Which square rigged Sail Training Ship, built in 1948, has been used recently for several trials?
3. Historical artifacts, including ceramic tiles, cabin fittings, a navigation lamp, a bell, and a passenger's personal binoculars, have recently been recovered by marine archaeologists in Greece from the wreck of which sister ship of RMS Titanic, lost during World War I?
4. Which 151,000 gross ton cruise ship, launched by the Cruise Saudi initiative, recently made a rare transit by a cruise ship of the Suez Canal, travelling from Istanbul with 2,300 passengers, completing the cruise in Jeddah, Saudi Arabia?
5. Which port has the fishing registration 'FD'?
6. These vessels all appear in a famous novel – Bouton de Rose, Jeroboam, Pequod, Rachel and Samuel Enderby. Which novel is this?
7. Which of the Thunderbirds is a yellow-coloured submersible vessel used for underwater rescue, and who was the pilot?

8. The World Shipping Council's website lists the world's biggest container ports using 2023 data, based on volume. The first UK port on the list is in 55<sup>th</sup> place. Where is that port?
  
9. Which ship was blown up by French secret service agents in New Zealand in 1985?
  
- 10 Many everyday phrases have a nautical origin. What phrase is derived from the name of the final part of an anchor chain or rope that secures the anchor to the ship

# SHORTCUTS

With the London Docks comprising a huge acreage it was probably inevitable that those working there would find shortcuts when moving around in the course of their business. There were few opportunities for this for road and rail traffic but many for pedestrians and, rather surprisingly water- borne traffic. There follows a few examples of both.



Just by the lock into West India Dock is a pub, the Gun (It's still there and thriving). It was just possible, starting from the PLA General Office, where I started work, to visit this excellent establishment for lunch (a pint and a cheese roll) and a first class view of river traffic. But to get there by public road meant a considerable diversion and loss of time. The answer was simple. Use the lock gates. These were equipped with a walk way along the top edge and



chain hand holds and one pair would be open to pedestrians. This would not, of course, have amused Health and Safety, had they existed at that time.



West India Dock had originally been two branch docks plus, to the south of these, a canal, which would provide a short cut through the Isle of Dogs. The latter was not a success and the canal became clogged with laid-up sailing ships. So the decision was taken to seal up the Western end and convert it into cargo berths, renamed South West India Dock and thereby providing extra capacity for the docks complex.

Many years later, the entrance to Millwall Dock was badly damaged during World War II and was unusable, It, too, was closed and entry to the dock became through South West India Dock, which must have been detrimental to the lighterage trade, which then had to take its traffic round the Isle of Dogs and was already handicapped by the loss of the Western entrance to the Royal Docks.

This had also been damaged during the war and was out of action. The lighterage industry had long petitioned for its reopening as all their craft had to be taken to the Eastern entrance to the Royal Docks via Woolwich Reach with extra fuel and wages costs. Eventually they got their way and the refurbished entrance was reopened, with many a fanfare, only to be closed again a month later as an economy.

By the 1970's the PLA finance department had moved to the Basin, Royal Docks, which was totally bereft of the pleasures we had enjoyed while based in the Trinity Square Head Office. Help, however, was at hand. Within the main docks were several 'Beer cupboards' which, in addition to alcohol, offered other entertainment, such as darts, snooker and table tennis. But once again, not easy to reach on foot.

An answer was soon found. There was a road bridge between the Basin and the main docks and underneath this was a crude wooden walkway, no doubt constructed for the use of lightermen shifting lighters from the Basin to the main docks. This became our short cut to comparative luxury, although the walkway was in such bad condition that there was always the danger of getting wet feet.

Officially sailing barges were not permitted to sail within the Docks. Movement within the enclosed waters was supposed to be by towage or by manpower with the assistance of wires and winches or by simply pushing. However, sails were often used and largely 'winked at' by authority. If queried, they had been hung up to dry.

There were several other possible short cuts for pedestrians around the Docks. One was to scramble across a log jam of lighters to cross a dock, provided, of course, the jam went completely across. Another was to jump onto the back of an empty lorry going in the right direction. Neither of these is recommended and would certainly give Health and Safety a headache if in use today.



My immediate boss at South West India Dock probably had the best lift of all. One windy and wet night he was given a lift on the footplate of a PLA steam railway engine, courtesy of the driver

Those were the days!

G.E.D.

# COLOURFUL CLIFFSIDE TOWNS OF THE AMALFI COAST

Cruise on the BOREALIS in August/Sept. 2025

Part 1: 26<sup>th</sup> to 28<sup>th</sup> August



RED KESTREL AND HOEGH AUSTRALIS

Maggie and I arrived at the City Cruise Terminal, Southampton at 12.30 on 26th, as requested, and were in our cabin with all our luggage by about 1.00 pm, a record. The weather was mostly cloudy but comfortably warm. Borealis was the only cruise ship in port. On the downstream container berth was the EVER GENIUS. She is Panama flagged, built in 2018 and of 199,700 dwt and she is of 20,388 TEU.



EVER

GENIUS



UKD BLUEFIN

We left our berth at 5.00 pm and headed downstream as the ship had swung on arrival that morning. Following us was the uk flagged UKD BLUEFIN, a trailing suction hopper dredger. She had been built in 1977 by Ferguson Shipbuilders and is of 4171 gt. She is operated by UK Dredging.





HOEGH AUSTRALIS BEHIND

RED KESTREL WITH



SVITZER ESTON

Continuing downstream, we passed the Red Funnel operated freight ferry RED KESTREL. She was built by Cammell Laird in 2019 for the Southampton to East Cowes service. Also berthed was the Norway flagged vehicles carrier HOEGH AUSTRALIS. She is of 84,135 gt and was built in China in 2024. Her MAN-B&W engine can run on diesel or LNG fuel. On the south berth was the UK flagged tug SVITZER ESTON. She was built by Damen in Vietnam and the Netherlands in 2014 as the BATZER ESTON and she is of 299 gt.



RED OSPREY

Sailing on we were passed by Red Funnel's vehicle and passenger ferry RED OSPREY. She was built by Ferguson Shipbuilders in 1994 and is of 3953 gt and runs on the Southampton to East Cowes route.



EPIC

SARDINIA

Heading past the Fawley refinery, the Singapore flagged LPG tanker EPIC SARDINIA was on the upstream berth. She was built in Japan in 2017 with the catchy name of KYOKUYO 527 and is of 8933 dwt.



LISCA NERA M



STEN MOSTER

Next was the Italy flagged product tanker LISCA NERA M. She was built in 2009 in Romania and is of 42000 dwt. Downstream of her was the Norway flagged products tanker STEN MOSTER. She was built in China in 2006 and is of 16,670 dwt. She is owned and managed by Stenersen Rederiet of Bergen.





RED NOVA



WHITONIA

The final tanker was the Liberian flagged crude oil tanker RED NOVA. She was built in South Korea as the BRIGHTOIL GRACE in 2013 and is of 319,778 dwt. Lying near the tanker berths was the UK flagged bunkering tanker WHITONIA. She was built in Dubai in 2007 and is of 7511 dwt. She is owned and managed by Whitaker Tankers of Hull.

The next two days were spent at sea heading for our first destination, Lisbon. The weather was Westerly to South-westerly Force 5 to 6 and the seas were rough. I dosed up on Stugeron and felt better once I started taking them.

At about 11.30 on the 28<sup>th</sup>, the engines were stopped after an alarm had sounded on one of the engines. By then the seas had moderated, but the ship wallowed without motive power for over two hours. The Borealis is diesel



electric powered, so I never did find out what had caused the complete shut-down to have occurred.

I was minded of the scene in the film *The Cruel Sea*, when HMS COMPASS ROSE had engine trouble and had to stop engines in U-Boat infested waters. The ship's commander, played by Jack Hawkins, ordered complete silence on board to avoid attracting U-Boats – and then someone working on the engine dropped a spanner making a loud clatter!! It was said that the Flower Class corvettes would “roll on wet grass”, so bearing in mind my seasickness problem, I was glad we were not cruising in one of them.

## **HMS CHRYSANTHEMUM AND HMS PRESIDENT**



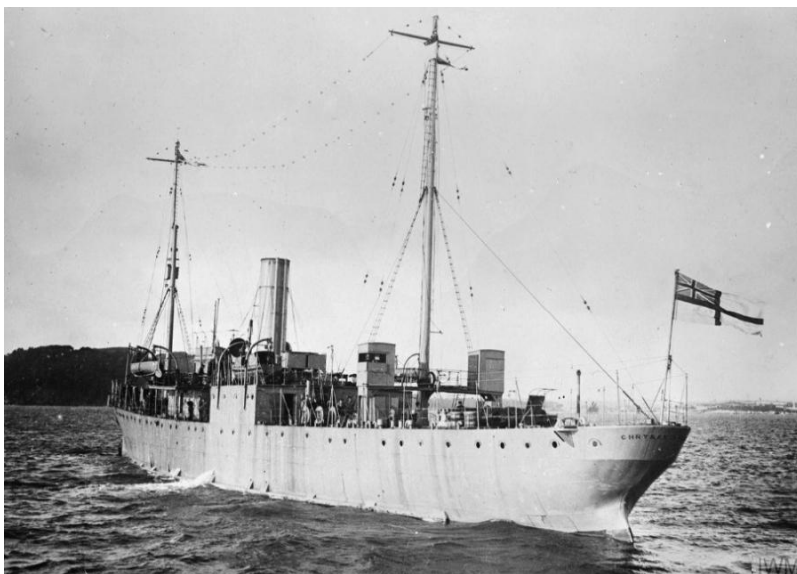
**PRESIDENT TOGETHER**

**CHRYSANTHEMUM and**



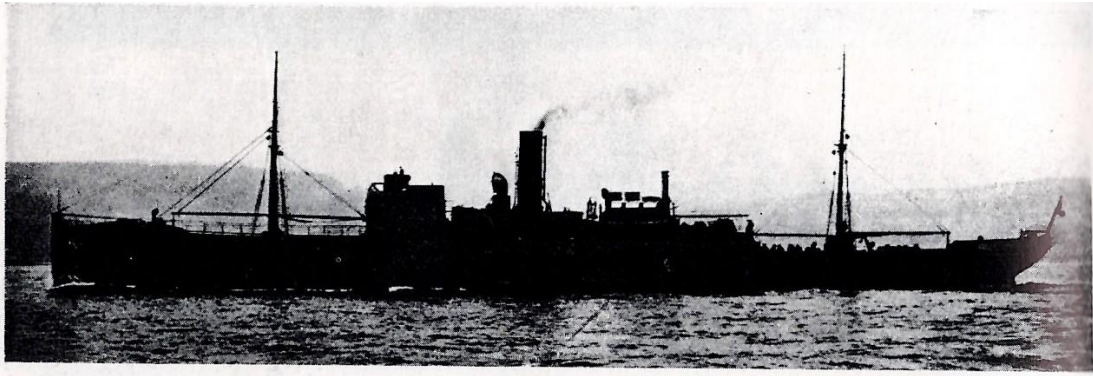
## WELLINGTON, CHRYSANTHEMUM AND PRESIDENT

For as long as I can remember, HMS CHRYSANTHEMUM and HMS PRESIDENT (ex HMS SAXIFRAGE) were moored on the north side of the Thames, upstream of Blackfriars Bridge. Just upstream of them, HMS WELLINGTON was berthed. She is much newer, dating from 1934, a Grimsby class sloop. Sadly, Chrysanthemum was broken up in 1995 whilst the President is still afloat in the Medway but with a very uncertain future. Wellington remains on her berth.



HMS CEANOTHUS, AN

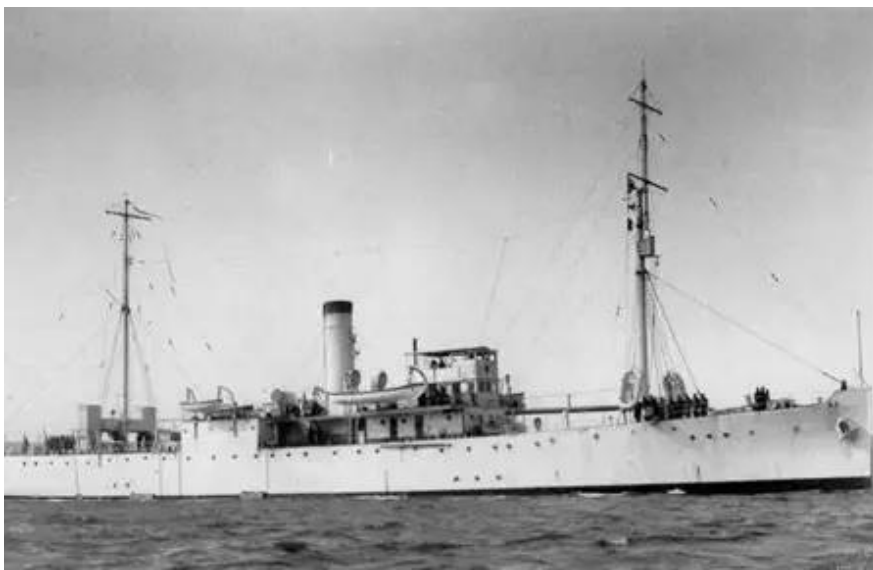
ANCHUSA CLASS SLOOP



COREOPSIS Note merchant ship appearance

Both vessels were Anchusa class sloops commissioned late in WW1. The Anchusas, numbering 28 ships, were the final group of the Flower class sloops. They were designed for anti-submarine duties, and their profile was intended to look like that of a merchant ship with their armament hidden. This was to tempt U-Boats to surface near them only to be sunk by the sloop's gunfire. Because of this they were called "Q Ships", but I have not found any instance of this happening in practice. This is possibly because by the time that the Anchusas were commissioned in 1917-18, U-Boats had become more wary and less likely to try to sink smaller ships by gunfire. Of the 28 vessels in the class, 6 were lost to U-Boats.

#### HMS CHRYSANTHEMUM



HMS CHRYSANTHEMUM

HMS Chrysanthemum was built by Armstrong, Whitworth & Co. She was laid down on 9<sup>th</sup> July 1917, launched on 10<sup>th</sup> November 1917 and completed on 8<sup>th</sup> February 1918. Her Standard Displacement was 1290 tons with dimensions 262.25' x 35.0' x 13.67'. Her two coal-fired cylindrical boilers provided steam for her 4-cylinder triple expansion engine of 2500 hp driving a single screw and giving a top speed of 17 to 17.5 knots. She could carry 260 tons of coal. Her complement was 93 officers and men. She was armed with two 4" guns and two 12 pounder guns, 4 depth charge throwers and two 18" torpedo tubes. In the guise as a Q ship, the armament was generally concealed so that she looked like a merchant ship.

Her wartime service consisted of escorting convoys, firstly based at Gibraltar and then at Malta. By 1920 she was used as a target towing vessel. In October 1921 she took part in the exchange of prisoners of war with Turkey. In 1936 she helped in the evacuation of British nationals from Barcelona at the start of the Spanish Civil War.

In 1938 she was docked permanently on the north bank of the Thames upstream of Blackfriars Bridge next to HMS President. She served as a drill ship by the RNVR and later, the RNR. She was used as a boot camp during World War 11 for navy recruits.



CHRYSANTHEMUM BEING

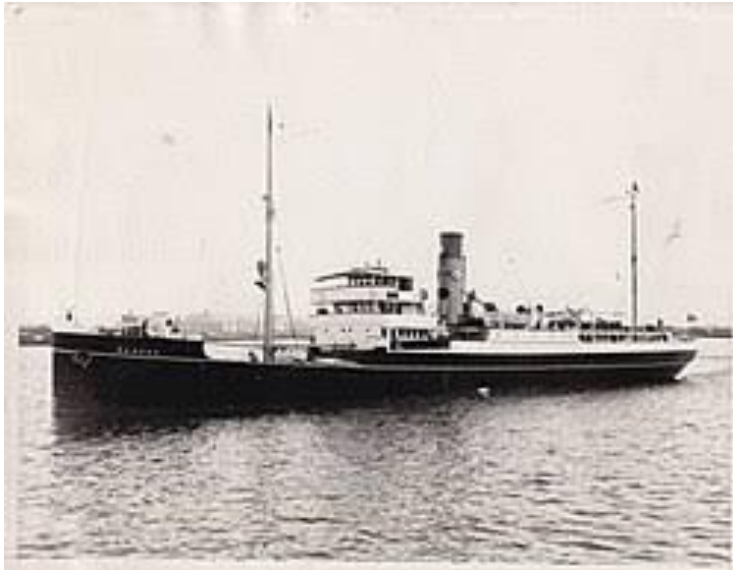
TOWED DOWNSTREAM FOR A REFIT.

The RNR moved to a purpose-built shore base drill ship in St. Katherine Docks in 1987 and she was decommissioned. She was sold in 1988 to the educational



charity Inter-Action but was soon after laid up in the Medway. After some years of neglect, she was scrapped in 1995.

#### HMS PRESIDENT



HMS SAXIFRAGE

HMS President was built as HMS SAXIFRAGE by Lobnitz & Company in Renfrew. She was launched on 29<sup>th</sup> January 1918 and commissioned on 25<sup>th</sup> March 1918. Her dimensions and armament were the same as those of Chrysanthemum.



HMS SAXIFRAGE

Saxifrage's service record during the last few months of WW1 was similar to her sister, but she did once engage a U-Boat but did not succeed in sinking it.

In 1922 she became the RNVR drill ship HMS President moored on the Thames Embankment in London.



HMS PRESIDENT

During WW2 she helped to defend St. Paul's Cathedral from the Luftwaffe and she also served as a base for the French Resistance. She was based there until 2016 when she had to be moved due to the construction works of the Thames Tideway Tunnel. In 1987 her ownership was taken over by HMS President (London) Ltd for use as a corporate or private event venue. Her name was changed to HMS PRESIDENT (1918) at this time. She had a few changes of ownership over the next several years.

In 2016 she was towed down the river to Chatham. Her funnel and wheelhouse had to be removed to clear the bridges. At that time, it was hoped that she would return to her Thames berth once the tunnel works had been completed, but she is still on the Medway. She is in need of restoration, including dry docking for repairs to her hull, but applications for grants from the Heritage Lottery Fund etc. have been turned down. The main hurdle to be overcome for funding is getting planning permission for a permanent mooring in London.



HMS PRESIDENT IN CHATHAM DOCKS IN 2020

Her hull and forecastle remain as built, but the rest of the vessel was remodelled in the 1950s. The square windows on her lower deck date from 1922, when her engine was removed and a top deck for parades etc was added. Her funnel was wrecked in 2016.

Despite some crowd funding and the valiant efforts of a small team of volunteers, her future looks very bleak. She remains, at present, in Chatham Docks.



RECENT

HMS WELLINGTON



HMS WELLINGTON

HMS Wellington was a Grimsby class sloop. & ships of the class were built in the 1930s, and apart from the Wellington, they were all named after UK seaside towns. The Wellington was so named as it was envisaged that at some stage she would be transferred to the New Zealand Navy. She was built at HM Dockyard Devonport, being laid down on 25<sup>th</sup> September 1933, launched on 29<sup>th</sup> May 1934 and completed on 24<sup>th</sup> January 1935.



HMS WELLINGTON

She was of 990 tons displacement with dimensions 266.25' x 36.9' x 9.9'. two Admiralty 3-drum water-tube boilers provided steam for her twin Parsons geared steam turbines of 2000 shp total driving two screws and giving a top



speed of 16.5 knots. She was armed with two 4.7" and one 3" A.A. guns and four 3 pounder guns. She carried 15 to 90 depth charges.

Between 1935 and 1939 she was based on the New Zealand and China Stations. During the war she served mainly in the North Atlantic on convoy escort duties. She shared in the sinking of one U-Boat and was also involved in the evacuation of Allied troops from Le Havre in 1940.

In 1947 she was put up for sale by the Admiralty and was bought by the Honourable Company of Master Mariners. She was converted into their Headquarters Ship and livery hall at Chatham Dockyard and became HQS WELLINGTON and arrived at the Victoria Embankment berth in December 1948. In 2005 ownership of the ship changed to The Wellington Trust, but she was still the headquarters of the HCMM, and this arrangement lasted until 2023. In 2024 her name was changed back to HMS Wellington, following agreement from the King. She is a present at the berth under a slow refurbishment and is open to the public on certain days, as well as being a venue for corporate entertainment.



HQS WELLINGTON

#### FOOTNOTE:

The image of Chrysanthemum being towed downstream shows two steam tugs doing the towing, the SUNRISE and the TAYRA. A third tug is attending to her stern. The photo is undated, but it must be prior to 1946, as the Tayra was re-

engined with a diesel in that year, unless of course the tall funnel of a steamship was retained.



SUNRISE

SUNRISE: She was built in 1928 by Alexander Hall & Co. of Aberdeen and acquired by WHJ Alexander Ltd in 1948. She was of 102 grt with a 3-cylinder triple expansion steam engine of 580 indicated horsepower. She was sold and scrapped in 1966.



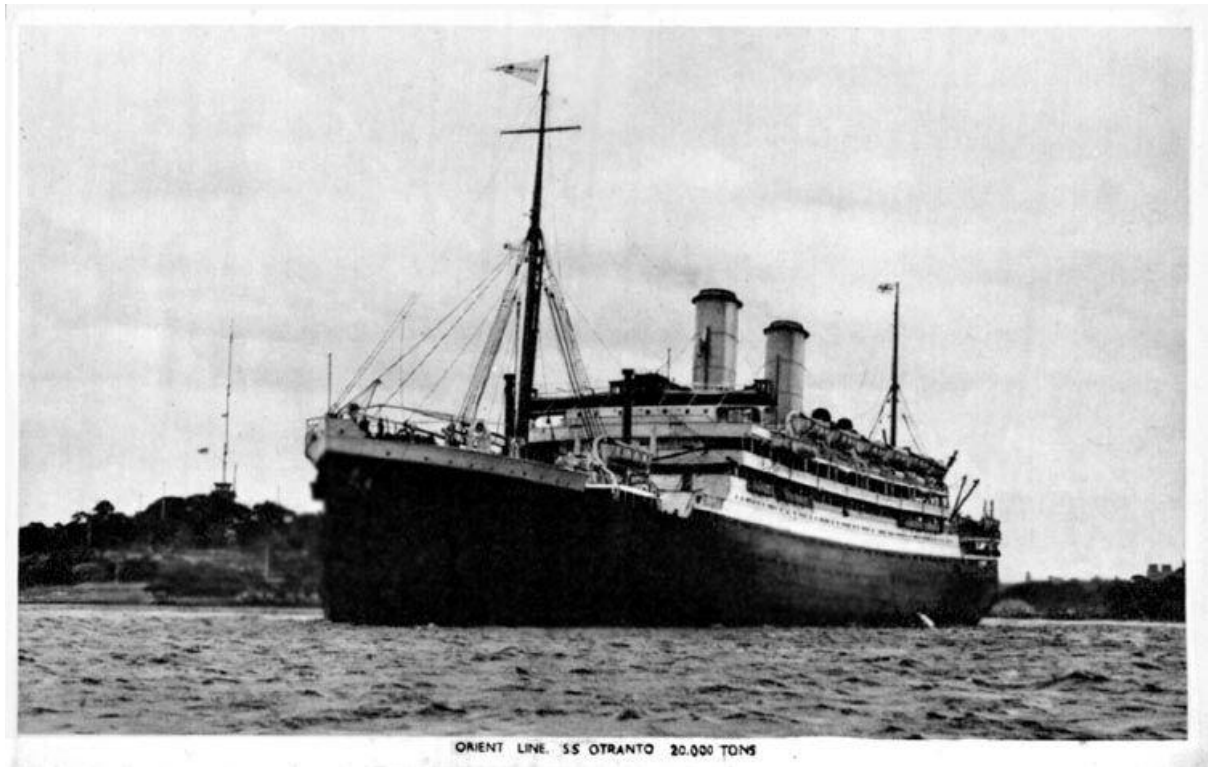
The Marine Buff



TAYRA

TAYRA: She was also built by Alexander Hall & Co. in Aberdeen, being delivered in 1926 to Gaselee & Sons Ltd. of London. She was of 106 grt and had a 3-cylinder triple expansion steam engine of 500 indicated horsepower. She was converted to diesel in 1946 with a 5-cylinder British Polar diesel of 700 bhp installed by Richards of Lowestoft. She was scrapped in 1968.

# OTRANTO (1925)



**Service dates:** 1925-1957

**Official number:** 146025

**Shipping lines:** ORIENT STEAM NAVIGATION COMPANY LTD.; ANDERSON, GREEN & COMPANY; ORIENT LINE

## Career

**09.06.1925**

Launched by Mrs L C Amery, wife of the Secretary of State for the Colonies.

**21.12.1925**

Delivered as Otranto for Orient Steam Navigation Company. She was the last of three sisters built for Orient Line - the first was Orama (1924) followed by Oronsay earlier in 1925. Her name is taken from the Straits of Otranto between Italy and Albania.



**09.01.1926**

Maiden voyage from Tilbury to Australia via Gibraltar/Toulon/Naples/Suez/Aden and Colombo. She sailed several weeks ahead of schedule due to Oronsay being temporarily withdrawn with a broken tail shaft.

**11.05.1926**

Hit cliffs in bad weather near Cape Matapan in Greece incurring severe damage to her bows.

**13.05.1926**

Reached Piraeus under her own steam to discharge her passengers.

**02.01.1926**

Arrived in Southampton under her own steam for dry-docking and repairs.

**11.08.1928**

Collided with the Japanese liner Kitano Maru off the Humber lightship, at the beginning of a Norwegian cruise.

**12.08.1928**

Discharged her passengers at Immingham before sailing to Southampton for repairs.

**1933**

Inaugurated calls at Palma, Majorca on the Australian service.

**1935**

Third class accommodation was halved and altered to 522 tourist class.

**1936**

Stranded on the Gallipoli Peninsula, but refloated.

**05.1937**

Present at the Coronation Naval Review in the Solent, carrying fare-paying spectators.

**09.1939**

Requisitioned in Sydney to carry Australian troops to the Middle East.

**1940**

Evacuated troops from France.

**09.1942**

Rescued survivors of the Tuscan Star from a lifeboat in the South Atlantic.

**11.1942**

Landed Commandos and US Rangers at Algiers during the North African campaign.

**02.1943**

Converted as a Large Assault Carrier and after exercises in the Gareloch sailed for Suez via the Cape.

**10.07.1943**

Took part in landings at Marzemi Beach in south-east Sicily. Later present at Salerno before reverting to trooping duties.

**11.1945**

Repatriated British troops from the Middle East and later from India.

**12.01.1947**

In collision with steamer Samrich off Gravesend.

**06.1948**

Released from Government service, during which she carried 145,448 personnel and steamed 540,169km (335,655 miles).

**1948**

Overhauled and reconditioned to carry 1,412 tourist-only passengers by Cammell Laird & Co, Birkenhead at a cost of £1¼ million, half of which was paid for by the Orient Line and half by the Ministry of Transport.

**19.03.1949**

Refloating in dry-dock when she took a sudden 30 degrees list. Crew members on board got busy with the pumps and slowly she righted herself. With the assistance of tugs she was taken alongside Gladstone Dock where the final stages of the refit were completed.

**14.07.1949**

Returned to commercial service and maintained a 26-day schedule to Fremantle.

**08.1950**

Evacuated Dutch Nationals from Jakarta.

**05.03.1957**

Last arrival at Tilbury.

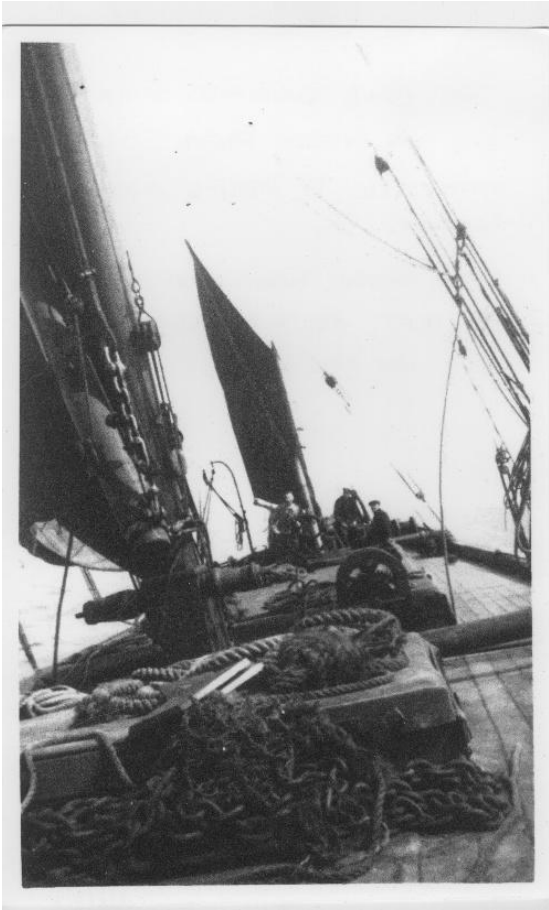
**14.06.1957**

Sold to the British Iron & Steel Corporation to be broken up at their yard at Faslane.

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## LORD CHURCHILL



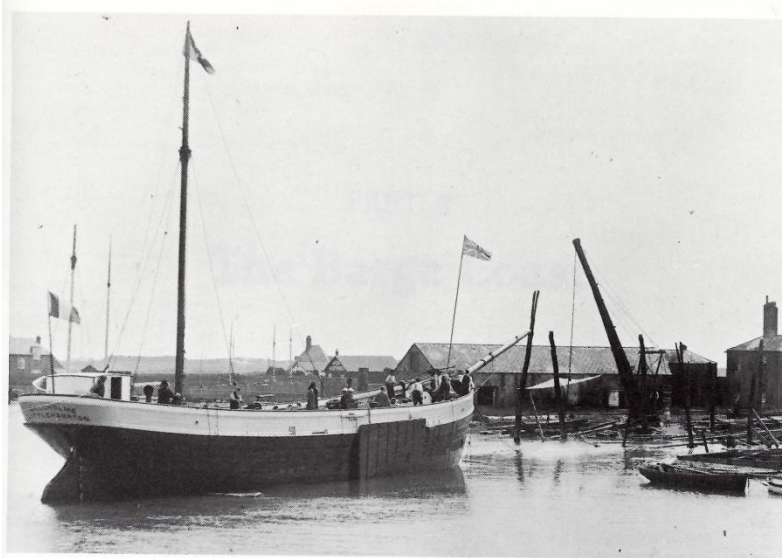
1949 ON PASSAGE FROM WHITSTABLE TO  
PIMLICO WHARF, LONDON WITH NEW OWNER F. LE CROISSEITE HELMING



COCK O' THE WALK OF 1876

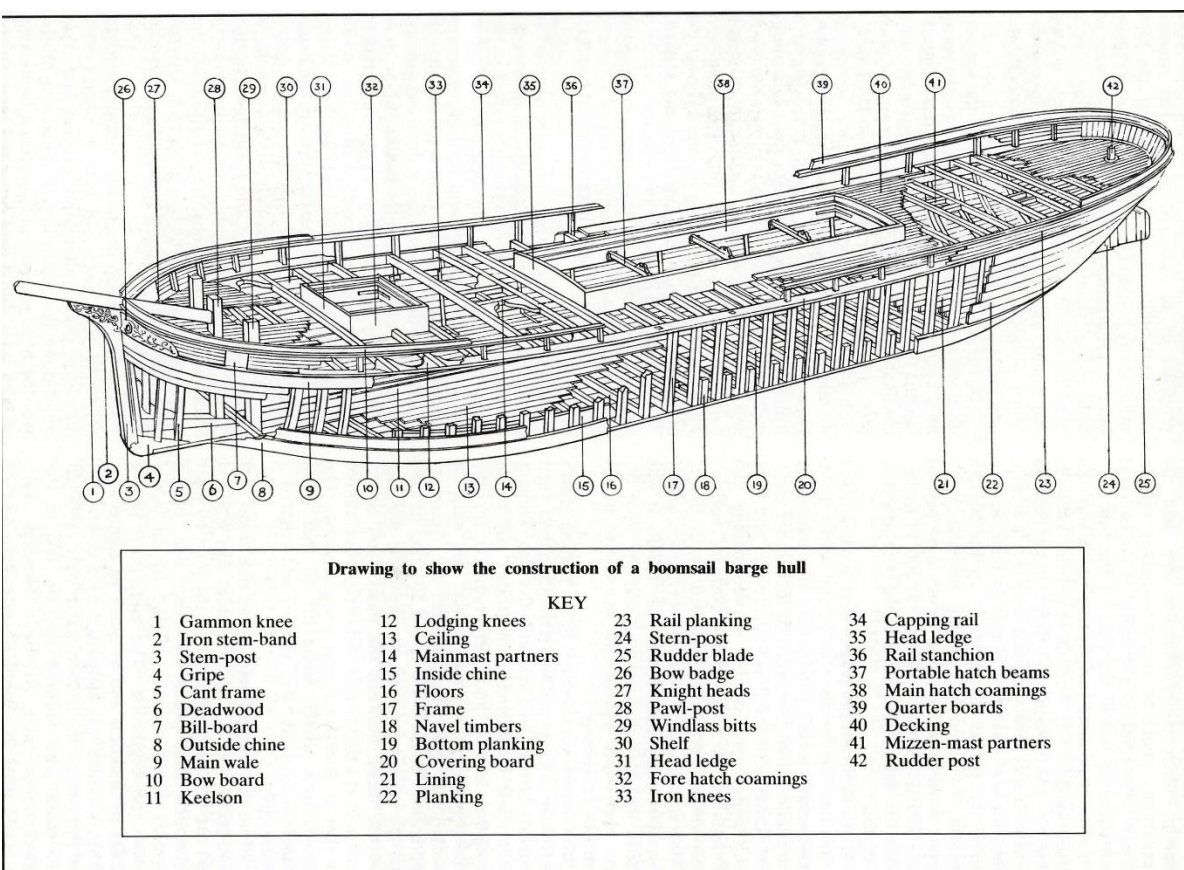
BOOMIE

The barge LORD CHURCHILL was built as a counter sterned "Boomie" in 1888 by J. & W.B. Harvey at Littlehampton. Harveys were one of the most prolific Boomie builders, among others were numerous "Lords" built for a local businessman, Howard Hawkins. She was of 60 tons and was registered at first in London with dimensions 84.5' x 20.1' x 6.8'.



THE LAUNCH OF THE

"WELLHOLME" BY J & WB HARVEY at LITTLEHAMPTON IN 1916



The Boomie rig tended to be chosen for large sea-going barges between the

middle 1800s to the early 1900s. Being conventionally gaff rigged, although requiring more manpower than an equivalent Sprintsail rig, in really bad conditions at sea a boomie rig could be snugged right down, something not possible on a sprittie. The last boomie to be built was the MOULTONIAN of 1919, and the last one to trade as an unpowered boomie was the MARTINET, which foundered in 1941. Of the present active barge fleet, the HYDROGEN was built as a boomie in 1906 and traded under sail alone until 1941. She was rerigged as a "Mulie" in 1978.

In 1891 the Lord Churchill came under the English & Continental Shipping Co. Ltd. In 1900 she was sunk in Gravesend Reach in collision with the SS BATAVIA. She was raised and sold to the Whitstable Shipping Co. who converted her into a "Sprittie", removed her counter stern and registered her at Faversham. In 1919 she was acquired by Daniels Bros. of Whitstable.

In 1933 she was in collision again, this time at Beckton when she was sunk by the SS RUAHINE. Once again, she was raised and put back into trade. In December 1937, when laden with wheat, she was in difficulties off Reculver in a strong NNW breeze. She was towed to Ramsgate by the Ramsgate lifeboat. She worked for Daniels Bros under sail until 1948, when she was sold as a yacht.



AFTER CONVERSION TO A YACHT BARGE





MAIN SALOON

Some of the above photos are from the SSBR archives, thanks to Don Wright.



AT COOK'S YARD, MALDON



### LORD CHURCHILL AS HOUSEBOAT AT WOULDHAM?

By 1950, she was a houseboat at Dolphin Square in Westminster and then in 1964 at Cubitt's Basin at Chiswick. Later she was moved to Wouldham on the Medway. In February 1979 she was hulked in Whitewall Creek, although whether this was her final resting place is unclear.



HULK IN WHITEWALL CREEK IN  
FEBRUARY 1979 EASTWOOD'S BEDFORD ALONGSIDE



WHITEWALL CREEK FEBRUARY 1979

HER ASSAILANTS



SS BATAVIA

S.S. BATAVIA: She was built at Hamburg by Blohm 7 Voss in 1899 for the Hamburg America Line. She was of 10,178 grt with dimensions 501.3' x 62.2'. She was powered by twin quadruple expansion steam engines which gave 14 knots. When built, she could carry 300 First class and 2400 Third class passengers, and her main route was between Hamburg and Baltimore. In a rebuild in 1906 her tonnage was increased to 11,464 grt. In 1913 she was sold to Unione Austriaca and renamed POLONIA, but later the same year she was returned to Hapag and renamed Batavia. In 1919 she was surrendered to France and went to Messageries Maritimes. She was broken up in 1924.





SS RUAHINE

S.S. RUAHINE: She was built by William Denny at Dumbarton in 1909 for the New Zealand Shipping Company. She was of 10,870 grt and was powered by twin triple expansion steam engines of 848 notional horsepower giving 14 knots. In 1949 she was sold to Fratelli Grimaldi of Italy. She was broken up in 1957

## **The Strait of Messina**

The Strait of Messina is a narrow strait between the eastern tip of Sicily and the western tip of Calabria in Southern Italy. It connects the Tyrrhenian Sea to the north with the Ionian Sea to the south, within the central Mediterranean. At its narrowest point, between Torre Faro and Villa San Giovanni, it is 3.1 km (1.9 miles) wide. At the city of Messina, it is 5.1 km (3.2 miles) wide. The strait's maximum depth is about 250 m (820 ft).

The strait has strong tidal currents that create a unique marine ecosystem. There are high levels of biodiversity and multiple endemic species. In its waters there is a strong presence of deep-sea fish like the Sloane's viperfish which, due to the particular and peculiar currents of the strait, are occasionally found stranded on the shore at sunrise.

With its bottleneck shape, the Strait is also a focal point of transit in the migration of many bird species, with the birds mainly crossing the strait to reach their breeding grounds in northern Europe. Due to this bottleneck more

than 300 species are recorded in the area, which is a major European hot spot for raptors, with a record of 35,000 in one spring. Among them the European honey buzzard and the marsh harrier are the most frequent. Species like glossy ibis and flamingos stop to rest in the coastal salt lakes of the strait.

### **The pylons of Messina**

On either side of the strait are the Pylons of Messina. These are two free-standing steel towers, the Sicilian one in Torre Faro and the Calabrian one in Villa San Giovanni. They were used from 1955 to 1994 to carry a power line across the strait.

The two pylons, built in 1955, are both 232-metre-high (761 ft) tall. The minimum height of the conductors over the strait was 70 metres, to allow large ships to pass safely below.

In 1985 a submarine cable was laid underneath the strait. The electrical crossing was decommissioned in 1993, and the conductors were removed a year later.

After the removal of the power lines, the pylons remain with protected status as historical monuments and are used for meteorological measurements, high distance rescue training and telecommunications. In 2006, the staircase to the top of the Sicilian pylon was briefly opened to the public, but public access to the structure is now prohibited.

On July 10, 2024, Estonian athlete Jaan Roose crossed the strait on a slackline spanned between the two pylon towers, completing a distance of 3,600 metres.

### **Constructing a bridge across the strait**

For decades, the possibility of building a bridge across the strait has been under discussion. In 2006, under Prime Minister Romano Prodi the project was cancelled. On 6 March 2009, however, as part of a massive new public works programme, Silvio Berlusconi's government announced that plans to construct the bridge had been fully revived, pledging €1.3 billion as a contribution to its estimated cost of €6.1 billion. Some 3.3 km long and 60 m wide, the bridge would be supported by two 382 m pillars, each higher than the Empire State

Building, and would accommodate six lanes for cars, a railway (for up to 200 trains a day), and two walkways. Berlusconi claimed in 2009 that work would be completed by 2016 although in February 2013, the project was cancelled again.

Italian prime minister Giorgia Meloni revived the project again and in 2023 approved a decree to proceed with the construction of the bridge by remodelling the existing project. The government gave it final approval in August of 2025, allowing construction on the bridge to commence. The government indicated that it would consider the bridge as a defence-related expense to count towards a NATO spending target, although the US government said it disapproved of the strategy, calling it "creative accounting". Construction is set to be completed by 2032.

Opponents see it as an ecological disaster. For example, they cite an estimate that of the 4.3 million birds that fly through the strait annually, between 17% and 46% risked colliding with the proposed bridge. The structure would also be at risk due to especially strong winds and strong currents in the strait. There is also a risk from earthquakes as the area has an intense seismic record. There is also a perceived risk of increase in Sicilian and Calabrian organized crime, including possible infiltration of mafia groups into construction projects.

### **Ferry services**

Ferries, including hydrofoils, operate between Messina and the Italian mainland, as well as between Messina and the Aeolian Islands such as Lipari and Stromboli.

Ferry services across the strait operate between Messina in Sicily and Villa San Giovanni and Reggio Calabria in Calabria or on a longer route to Salerno, just south of Naples. They are operated by two ferry companies - Caronte & Tourist and Liberty Lines Fast Ferries.

The ferry journey between Messina and Villa San Giovanni takes just 20 minutes and there are 54 sailings each day. The journey between Messina and Reggio Calabria is slightly longer, taking 35 minutes, with 15 daily sailings. As well as carrying foot passengers, cars and commercial vehicles, train ferries



operate between Villa San Giovanni and Messina carrying carriages for trains on the mainline between Palermo and Naples.

The longer route between Messina and Salerno was established in 2001 to adhere to newly introduced laws limiting the amount of driving time allowed for commercial vehicle drivers. This route is operated by two vessels named Cartour Beta and Cartour Gamma, cruising at speeds of 25 knots, carrying up to 800 cars, 150 trucks and approximately 1,000 passengers. Aboard these ferries are children's play areas, shops, a restaurant and cabins, designed to help cope with the 9-hour crossing.

Unsurprisingly, the ferry companies do not support the construction of the bridge across the strait.





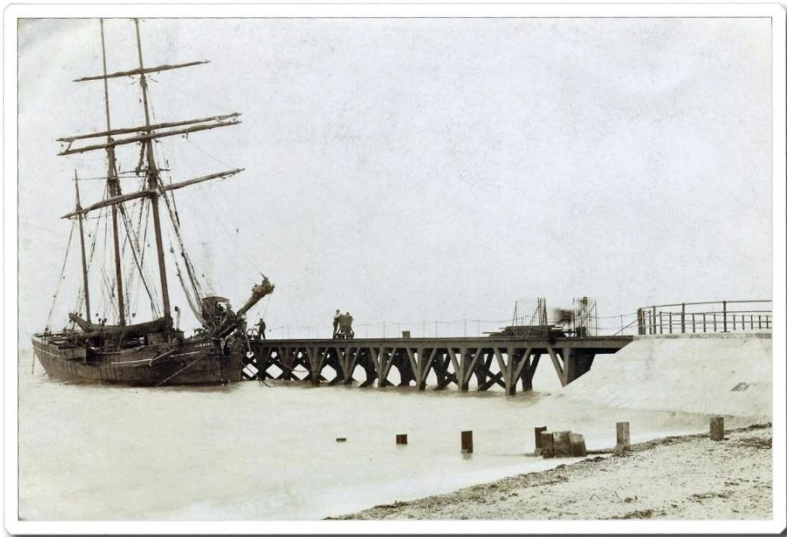
Stretto Messina (1882 tonnes, 114m length), leaving Messina

## THE ZEBRINA



ZEBRINA AT LITTLEHAMPTON

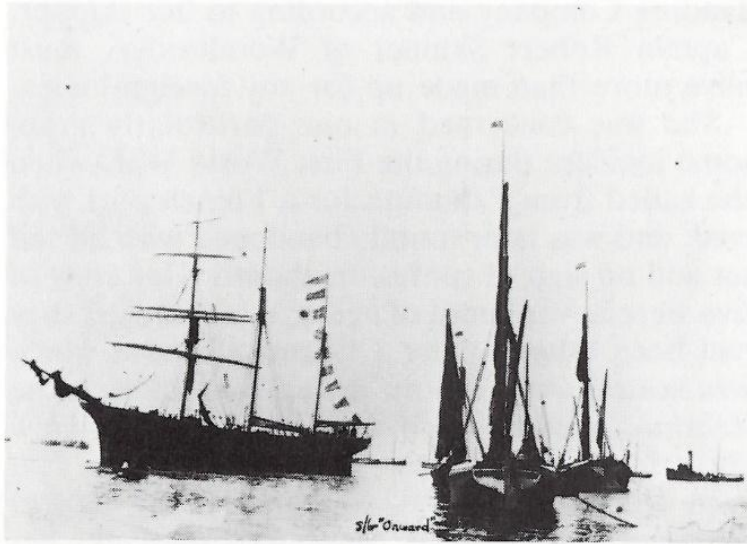
One of the more unusual sailing barges was the three-masted barquentine ZEBRINA. She was built by H & H Gann at Whitstable in 1873 for G. Holden of Whitstable and was intended for trade on the River Plate. She was built of oak and was copper fastened and had a fiddle bow that was strengthened, possibly for meeting tree trunks and other floating debris in the South American rivers. She was completely flat bottomed but never carried leeboards and she had a counter stern. The lack of leeboards meant that she was slow when sailing to windward, but she was fast downwind.



She was of 185 gross registered tons and 169 net tons with dimensions 109.1' x 24.4' and a depth of 9.9'. When completed, she was certified for 9 years. Her normal crew was 5 men.

After some eight years she returned to home waters. She was sold to Thomas Gann Junior and went into coasting and short sea work. In 1890 she was acquired by the Whitstable Shipping Company. By 1917 she was owned by JK Morris of Liverpool. On 15<sup>th</sup> October of that year, she had a cargo of 300 tons of coal from Swansea, and she left Falmouth for Cherbourg. On 17<sup>th</sup> she was found aground near Rozel Point on the French coast without her crew. Reportedly, some sails were still set, and her boat was onboard and intact. The crew were never found, and the incident remains a mystery.





OUTSIDE WHITSTABLE AROUND 1900

She was found not to be seriously damaged, and she was soon salvaged and refitted. A one-cylinder paraffin engine of 14 horsepower was installed at that time. In 1919 she was owned by Hopkins, Saunders & Co. of Cardiff. In 1920, she was owned by the Zenith Shipping Company of Cardiff and had a 55 hp engine installed. She lay as a coal hulk at Ramsgate in 1928 to 29, but she resumed trading after this for the Ajax Shipping Company of London. as a pole-masted motor schooner.

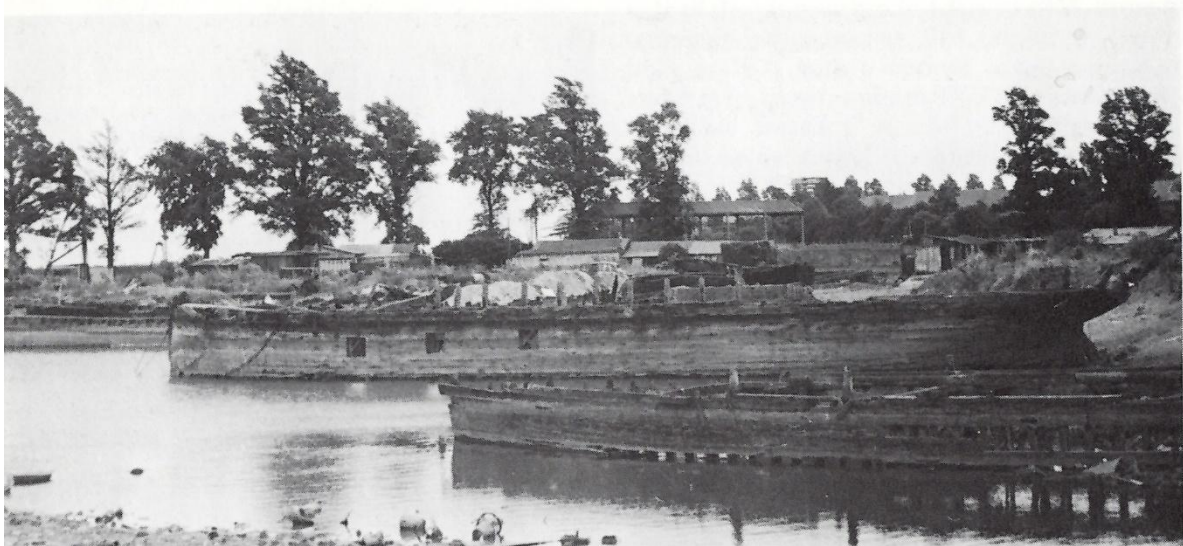


AS

A MOTOR SCHOONER

In 1932 whilst on passage from Blyth to Truro with coal, her cargo caught fire, and she put into the Solent. Although the fire was extinguished, her hull was so badly damaged that she was sold for scrapping for £50.

She was, however repaired and in 1938 she was working out of Bristol. During 1938 to 44 she was used as a storage hulk in Plymouth and then was owned by D. Morgan of Bedminster, Bristol. She then became a houseboat, with her masts removed, in Langstone Harbour, with her hold used for boatbuilding. In 1953 her hull was burnt out in Velder Creek. The creek has now been backfilled and redeveloped for housing.



VELDER CREEK IN 1961

## HMS VENOMOUS



HMS Venomous (ex-Venom), was a Modified W-class destroyer of the British Royal Navy that saw service in the Russian Civil War and World War II.

Venom, the second Royal Navy ship of the name, was ordered in January 1918 . She was laid down on 31 May 1918 by John Brown & Company at Clydebank, Scotland, and launched on 21 December 1918. She was renamed Venomous, the first Royal Navy ship of the name, on 24 April 1919 She was completed on 24 August 1919

Venomous was assigned to the 2nd Destroyer Flotilla in the Atlantic Fleet.

On 8 October 1923, Venomous recommissioned at Chatham for service in the Mediterranean Fleet, in which she operated until 1929 with Valletta, Malta, as her home port.

Venomous was decommissioned in 1929 and transferred to the Reserve Fleet at Rosyth, Scotland.

In October 1938, Venomous briefly was recommissioned during a crisis with Nazi Germany, but she soon was placed back in reserve when the war scare abated. As tensions with Germany grew again in the summer of 1939, Venomous was recommissioned again

In September 1939 Venomous was assigned to the 16th Destroyer Flotilla at Portsmouth, England, to escort troop convoys carrying the British Expeditionary Force from the United Kingdom to France. Venomous was reassigned to duty escorting convoys of merchant ships in the Southwestern Approaches and English Channel which she continued until May 1940.

Venomous had just left Cherbourg on 10 May 1940 when she received a signal that Germany had invaded the Netherlands, Belgium, Luxembourg, and France. She was assigned to operations in support of Allied forces, and spent the next week operating in the North Sea off the Dutch coast. She and the destroyer Verity transported a party of Royal Marines to the Hook of Holland on 12 May 1940. On 15 May she embarked refugees at Amsterdam and picked up 46 refugees in the North Sea and took them to Dover

Her operations focused on the evacuation of Allied personnel and refugees as the German offensive inflicted defeat after defeat on Allied forces. At Calais, France she picked up some 200 British subjects on 21 May 1940.<sup>[12]</sup>

On 26 May 1940, Venomous began operations in support of Operation Dynamo, around Dunkirk, France.

Venomous was released from operations and reassigned to convoy defence and anti-invasion patrols in the North Sea, through August 1940.

In October 1940, Venomous was transferred to the Western Approaches for convoy escort duty.

She was operating as part of the escort for Convoy HX 96 when she struck a mine in Liverpool Bay on 31 December 1940 and suffered serious damage,

Her repairs complete, Venomous was back in service with the 1st Escort Group at Derry in February 1941 to continue convoy escort work in the Western Approaches.

She reported to the Home Fleet on 20 April 1942 for duty escorting Arctic convoys to the Soviet Union.

In June 1942, Venomous returned to convoy duty in the North Atlantic.

Venomous detached from the Home Fleet in October 1942 to escort military convoys to Gibraltar on their way to the Allied amphibious landings in French North Africa in Operation Torch,.

In December 1942, Venomous was assigned to duty escorting convoys between Gibraltar and the United Kingdom.

Venomous was assigned to convoy escort duties in the Western Mediterranean in February 1943. In March 1943 she was selected to participate in Operation Husky, the Allied invasion of Sicily planned for July 1943, and in April 1943 she steamed to the Clyde to begin operations related to the build-up for Husky. 1943, Venomous defended convoys in the Mediterranean until October 1943, when she returned to the U K for a refit.

Venomous remained out of service throughout the first half of 1944 and was decommissioned to undergo conversion into a target ship for use in training



aircrews in anti-shipping attacks, with additional duty as a tender. In August 1944, she was recommissioned for service as a target ship, continuing in this role until early May 1945.

After the surrender of Germany, Venomous was decommissioned and placed in reserve; Placed on the disposal list, she was sold on 4 March 1947 for scrapping by Metal Industries at Charlestown, Fife. She arrived at the shipbreaker's yard in July

## **ONE FACT WONDER Fort**

### **Fort Ships**



SS Fort Strikine, a Fort Class merchant man of around 7000 GRT one of 198 Fort Ships built in Canada for the US Lend Lease programme, It looks like one of our Ocean Class vessels, forerunner of the Liberties,

Strikine sailed from Birkenhead 24 February 1944 Carrying crated Spitfires and 1400 tons of munitions including 200 tons of TNT, there was also £1.000.000 in gold bullion, her route was Gibraltar, Suez where she took on coal thence to Karachi arriving there on 30<sup>th</sup> of March where the Spitfires were unloaded, it seem that the munitions were offloaded but reloaded when cargo for Bombay had been loaded, this comprised some 8700 bales of raw cotton, sulphur, Lube oil in drums and sacks of fish meal. Captain Naismith remarked that they have everything that will burn or explode

Sailing from Karachi she arrived in Bombay on 12<sup>th</sup> of April, here the first of a chain of errors occurred, with that amount of explosives on board she was

supposed to identify this fact by flying a red flag to indicate hazardous cargo is on board and prioritize unloading, which did not start until the 14<sup>th</sup>, by which time the fish meal was decidedly ripe .and some of the oil drums were leaking.

It was agreed with the harbour board that repairs to her main engine could be effected whilst in port.

At around 14.00 hrs smoke was seen coming out the #2 hold ventilator, ships hoses deployed and the fire brigade summoned but to no avail, fire tugs were also alongside. Fire chief decides to scuttle the ship but the depth of water in the dock was insufficient, the ship cannot be moved as the engine was down for repair, by this time the water was boiling. Some brave souls had removed boxes of detonators but the bulk of the munitions were still on board

At 15.50 the order to abandon ship was given and at 16.06 the first of two explosions occurred

Damage was horrendous; everything within a half mile radius was flattened.

Captain Naismith and three ratings

1300 dead including 66 firemen

50.000 tons of shipping destroyed , 13 ships in the dock sunk

6000 firms were affected with 50000 lost jobs

50 000 tons of food grain destroyed causing later black marketeering

Gold bullion found up to half a mile away, bars were turning up until 2011 most of it appears to have been recovered

Court of enquiry found the cause to be:

Stowing the munitions on top of the cotton

Not showing the red flag as required to prioritise discharge of the cargo

Delays in unloading and calling the fire brigade

Not using steam injectors in the holds

Govt assumed responsibility and compensated proven losses, many people were left destitute.

Ironical that the 14<sup>th</sup> of April is the day that Titanic went down



## USS Ticonderoga, and Fort Ticonderoga after which it was named

USS *Ticonderoga* (DDG/CG-47) was a guided-missile cruiser built for the United States Navy. She was the lead ship of the Ticonderoga class. Originally ordered as a guided-missile destroyer, she was redesignated as a cruiser after additional capabilities were incorporated into the ship's design.

She was the fifth United States Navy vessel to bear the name *Ticonderoga*. She was named after the capture of *Fort Ticonderoga* in 1775, the start of the American offensive during the American Revolution.

She was built in Pascagoula, Mississippi. She was laid down on 21<sup>st</sup> January 1980, the 35th anniversary of a devastating kamikaze attack on the Essex-class aircraft carrier *Ticonderoga* (CV-14). She was launched in April 1981 and christened in May 1981 with her main sponsor, Nancy Reagan, in attendance. She was commissioned in January 1983.

She was the first U.S. Navy combatant to incorporate the Aegis combat system which is an integrated naval weapons system, using computers and radars to track and guide weapons to destroy enemy targets. It allowed the ship to track and engage many aerial targets more effectively than any previous U.S. Navy warship.

Over her first 10 years of service, she was deployed multiple times to the Mediterranean, Atlantic and Indian Oceans and the Persian Gulf. Although she was built with a 35-year service life, the limited missile capacity of her twin missile-launch systems rendered her obsolete by the end of the Cold War. As a result, she adopted a primary mission of counternarcotics in the 1990s and 2000s and made multiple patrols of the Caribbean in that role. During that role her crew seized large hauls of cocaine from a variety of vessels that were being used to smuggle drugs into the USA.

After being decommissioned in 2004, she was stored at the Naval Inactive Ship Maintenance Facility in Philadelphia. In May 2013, the vessel was formally removed from the Naval Vessel Register. There was no interest in preserving her as a museum ship and she arrived in Brownsville, Texas, for scrapping in 2020.



## **The *Ticonderoga* class**

The ***Ticonderoga* class** of guided-missile cruisers was originally planned as a class of destroyers. However, the increased combat capability offered by the Aegis Combat System and the passive phased array AN/SPY-1 radar, together with the capability of operating as a flagship, were used to justify the change of the classification from guided-missile destroyer to guided-missile cruiser.

*Ticonderoga*-class guided-missile cruisers are multi-role warships. They can fire Tomahawk cruise missile to strike land targets or anti-aircraft missiles for defence against aircraft or anti-ship missiles. They carry helicopters to allow them to perform anti-submarine missions

The class comprised 27 completed vessels. Nearly all of them were originally named for noteworthy events in U.S. military history, and at least twelve share their names with World War-2 era aircraft carriers. Names include Yorktown, Valley Forge, Bunker Hill and Gettysburg. Due to the high cost of maintenance and age, the entire class is being progressively retired, with the last vessels scheduled for decommissioning in 2027.

## **What is the significance of *Fort Ticonderoga*?**

The capture of *Fort Ticonderoga* occurred during the American Revolutionary War on May 10, 1775, when a small force of a militia group known as the Green Mountain Boys surprised and captured the fort's small British garrison. The cannons and other armaments at the fort were later transported to Boston in the “noble train of artillery” (also known as the “Knox Expedition” after Colonel Henry Knox) and were used to fortify Dorchester Heights and break the standoff at the siege of Boston.

Capture of the fort marked the beginning of offensive action taken by the Americans against the British. Although the scope of this military action was relatively minor, it had significant strategic importance. In addition to the role of its armaments in the siege of Boston, it impeded communication between northern and southern units of the British Army and gave the nascent Continental Army a staging ground for the invasion of Quebec later in 1775.

Next year is the 250<sup>th</sup> anniversary of the American Revolution and the resultant celebrations may increase awareness of *Fort Ticonderoga* in both the US and the UK.

## **RFA Fort Victoria**



RFA Fort Victoria is a Fort-class combined fleet stores ship and tanker of the Royal Fleet Auxiliary of the United Kingdom tasked with providing ammunition, fuel, food and other supplies to Royal Navy vessels around the world. She is now the only member of her class.

Fort Victoria was ordered from Harland and Wolff in 1986, and was launched in 1990. She is named after Fort Victoria on the Isle of Wight.

On 6 September 1990, while Fort Victoria was at dock and less than three months after being christened, a IRA unit planted two explosive devices on board. One of the bombs exploded, causing extensive damage inside the engine room, which was holed and subsequently flooded. The ship listed 45 degrees, and the chances of sinking were high.

This incident and other problems with the construction of the vessel meant it was not delivered until 1993, two years after originally planned.<sup>[14]</sup>

She was accepted into service on 24 June 1994. In 1998, the ship was fitted with the Phalanx close-in weapon system.<sup>[15]</sup>

The vessel took part in Operation Telic during early 2003.<sup>[16]</sup>



Fort Victoria in 2003 (Note: lifeboats painted grey for Operation Telic)

With her ability to supply anything from humanitarian supplies to fuel and ammunition, Fort Victoria has uses in peacetime and war. An example of this was the Operation Highbrow in Lebanon, where she played a key role in supplying the Royal Navy and giving air support with a flight of Merlin MK1 helicopters from 814 squadron

From November 2008 until May 2009 she underwent a refit on the Mersey by Cammell Laird Shiprepairers & Shipbuilders, being towed up from the Solent by tugs Red Dolphin and Englishman. She returned to operational status in November 2009, and was set to rejoin the RFA fleet by the early months of 2010. The ship has undergone another refit from March 2014 to December 2014. The refit included the main engines receiving an overhaul, other machinery, pumps and pipework, new fire-detecting and fire-fighting systems, six new main generators, living quarters refurbished, and weapons and sensors also completely overhauled. This £50 million refit will allow the ship to serve for at least another 15 years.<sup>[19]</sup>

Following her return, during 2017–2018, the ship underwent an extensive refit intended to allow her to support the Queen Elizabeth-class aircraft carriers and meet current tanker anti-pollution hull requirements upon

In early 2024, the ship was reported to be "in the care of the Cammell Laird shipyard" and in "poor condition". She was expected to remain in refit through

2024 In late 2024, it was reported that she would be placed in "extended readiness" (uncrewed reserve) for at least a year.

The Ministry of Defence indicated that the first ship of the new class would in fact not be operational until 2031. The MoD also indicated that it was therefore planned to maintain Fort Victoria in service for the required additional transitional period.

## ANSWERS TO QUIZ 96

1. Britain currently has two active submarine dockyards, at Faslane and Devonport. A third dockyard is to be upgraded to be able to receive the Dreadnought Class nuclear ballistic missile submarines. Where is this third dockyard?

*Rosyth, on the East coast of Scotland*

2. The Royal Navy is looking to train officers under sail for the first time in decades by chartering a tall ship. Which square rigged Sail Training Ship, built in 1948, has been used recently for several trials?

*Pelican of London. Trials were held in the Irish Sea and Bristol Channel and visits were made to Liverpool, Dublin and Belfast.*

3. Historical artifacts, including ceramic tiles, cabin fittings, a navigation lamp, a bell, and a passenger's personal binoculars, have recently been recovered by marine archaeologists in Greece from the wreck of which sister ship of RMS Titanic, lost during World War I?

*HMHS Britannic - the ultimate plan is to put the artifacts on display in Piraeus' new National Museum of Underwater Antiquities.*

4. Which 151,000 gross ton cruise ship, launched by the Cruise Saudi initiative, recently made a rare transit by a cruise ship of the Suez Canal, travelling from Istanbul with 2,300 passengers, completing the cruise in Jeddah, Saudi Arabia?

*Aroya – the transit took place on Wednesday 17 September 2025.*

5. Which port has the fishing registration 'FD'?

*Fleetwood*



6. These vessels all appear in a famous novel – Bouton de Rose, Jeroboam, Pequod, Rachel and Samuel Enderby. Which novel is this?

*Moby Dick by Herman Melville. Pequod is the whaling ship searching for Moby Dick.*

7. Which of the Thunderbirds is a yellow-coloured submersible vessel used for underwater rescue, and who was the pilot?

*Thunderbird 4, piloted by Gordon Tracy*

8. The World Shipping Council's website lists the world's biggest container ports using 2023 data, based on volume. The first UK port on the list is in 55<sup>th</sup> place. Where is that port?

*Felixstowe. The 5 biggest European ports are Rotterdam (10<sup>th</sup>), Antwerp (14<sup>th</sup>), Hamburg (18<sup>th</sup>), Piraeus (28<sup>th</sup>) and Valencia (30<sup>th</sup>)*

9. Which ship was blown up by French secret service agents in New Zealand in 1985?

*Rainbow Warrior*

10. Many everyday phrases have a nautical origin. What phrase is derived from the name of the final part of an anchor chain or rope that secures the anchor to the ship.

*..... to the bitter end. To reach the bitter end was to have the anchor chain or rope extended as far as it can go.*