



World Ship Society
Southend Branch

News and Views

Newsletter Edition 21

29 December 2020



Next edition @ 11 January 2021

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Colin is home and recovering his mobility- can reach the lounge window to see ships

Welcome to Eddie Long a new contributor from the U3A Maritime Group run by Tony

Thank you to Tony, Eddie, Krispen, Geoff, Roger, Stuart and Graham for their contributions- looks like it will keep going into 2021

News from other Branches

Dorset

Our 2021 PROGRAMME is online

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2.30pm, Saturday, **January 9<sup>th</sup> 2021** ~ **British India Steam Navigation Company Gulf Service** ~

**with Ken Dagnall**

*... from Bombay/Karachi ... a brief history from 1862 to 1982 ... "Coringa" to "Dwarka" ...*

~~~ ~~~ ~~~

2.30pm, Saturday, **February 13th 2021** ~ **Krispen's Travels - Another visit to South East Asia** ~

with Krispen Atkinson

... a day on the Saigon River ... Singapore waters ... container ships, bulk carriers, cruise ships & more ...

~~~ ~~~ ~~~

2.30pm, Saturday, **March 13<sup>th</sup> 2021 ~ Union-Castle Purserette ~ with Ann Haynes**

*... lavender hulled ships sailed weekly from Southampton to South Africa ... see Transvaal Castle & more ...*

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2.30pm, Saturday, **April 10th 2021 ~ Cablesips and the Internet ~ with Barry Peck**

... recap the evolution we saw in 2019 ... in 2021 see what a modern Cablesip does ... & more ...

~~~ ~~~ ~~~

*... to be added later ...*

*... May 8th 2021 ... further events September-December 2021 ...*

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**We look forward to you joining us.**

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## U tube

### **Disney Wish-latest Disney Ship**

<https://www.youtube.com/watch?v=UgAqCgbcl4o>

### **35+ cruise ships scrapped in recent years updated Dec 2020**

<https://www.youtube.com/watch?v=shzLCGDxIfY>

### **Pacific Dawn ex Regal princess to the breakers**

<https://www.youtube.com/watch?v=M27Mj0cBeGY>

### **The story of Andrea Dorea**

<https://www.youtube.com/watch?v=3D7WK-kcGas>

### **Richborough port today**

<https://www.youtube.com/watch?v=Cawl4kbwyKE>

## **Liberty Ships**

<https://www.youtube.com/watch?v=8qDxqBvK3NA>

[https://www.youtube.com/watch?v=fA\\_A-0n7He0](https://www.youtube.com/watch?v=fA_A-0n7He0) Ted Ingham on the medway in the 1990s with footage of the Jeremiah O' Brien on the Medway

## **Launch of Southern Cross**

<https://www.youtube.com/watch?v=djh79j4m8tM>

## **China Navigation Company -Audio Article**

<https://www.youtube.com/watch?v=7wATwd9nNDk>

## **News**

### **UK to build cut-price warships to spur on naval exports, says Defence Secretary**

Government backs construction across several shipyards

HMS Prince of Wales is built in blocks at six different locations across the UK  
(*Getty Images*)

The UK will go ahead with the construction of a new generation of cut-price, multipurpose warships as it seeks to spur naval exports.

The Type 31e frigate has a price capped at £250m for the first five vessels to be produced for the [Royal Navy](#).

That compares with a bill of up to £1bn apiece, including some dockyard-related costs, for the state-of-the-art Type 26 model that began production in July.

### **German WWI warships rediscovered in Portsmouth**

## **Harbour**



Forgotten for eight decades: the remains of the German destroyers protruding above the water in Portsmouth harbour  
(*Maritime Archaeology Trust*)

Two long-lost First World War German warships have been rediscovered – forgotten for decades in Portsmouth Harbour.

Archaeologists found them by examining aerial photographs from the 1940s – and by then searching through local newspaper reports from the 1920s.

Researchers say that the two destroyers are among the very few surviving vessels from the Imperial German Navy that can still intermittently be seen above water anywhere in the world.

Archaeologists believe that the vessels are the V44 and the V82 (both launched in the German port of Kiel – in February 1915 and July 1916, respectively). The V44 is particularly significant from an historical perspective – because it played a crucial role in the strategically important escape of the German fleet after the key phase of the Battle of Jutland at the end of May 1916. It was one of the vessels which successfully used torpedoes to prevent the British pursuing and destroying the 93 ships that remained of Imperial Germany's High Seas Fleet.

Next month, archaeologists from Britain's Maritime Archaeology Trust, will carry out a detailed survey of the two vessels, which are only visible at extreme low tide, and even then, very difficult to access because of highly hazardous quicksand-style mudflats. One of the warships is thought to still have its boilers and some other machinery intact.

Originally the two destroyers were among the 70 German warships which surrendered to the Royal Navy in November 1918 and were subsequently interned in Scapa Flow Harbour in the Orkneys. However, in June 1919, in violation of the Allied/German armistice agreement, those German naval personnel, still on-board their ships in Scapa Flow, hatched a plot to defiantly re-fly their battle ensigns and then scuttle their entire fleet. They failed in only two

dozen cases, two of which were the V44 and the V82 – because Royal Navy officers managed to intervene on those vessels to prevent the Germans opening the bilge valves and flooding those particular ships.

Painted in 1917 by the German artist Willy Stower, this dramatic image shows the Imperial German Navy destroyer V44 or an identical vessel in action - firing torpedoes at British warships during the Battle of Jutland in 1916

The V44 and the V82 (and a third ship, a cruiser called the Nürnberg) were then taken to Portsmouth and subsequently used for naval 'big gun' target practice. The Nürnberg was sunk in the English Channel - while the two destroyers were deliberately run aground by the Royal Navy on tidal mudflats near Whale Island in the eastern part of Portsmouth Harbour.

An aerial drone survey will be used next month to help reveal details of what's left of the two destroyers – and may also be used to try to locate any other missing German vessels. The new data will enable the archaeologists to create 3D models of the two destroyers.



An early 1920s painting by the local Portsmouth artist William Wyllie of the former German V82 Destroyer after it had been run aground by the Royal Navy on mudflats in Portsmouth harbour.

*(National Maritime Museum, London)*

The wrecks are in a restricted area owned and controlled by the Royal Navy..

The entire Forgotten Wrecks project is being funded by the Heritage Lottery Fund.

## Astoria Update

Well, she finally left with 4 tugs and 3 tugs actually going all the way with her to the North East Spit pilot station.

Here the three pilots left the vessel and the riding crew on Astoria secured the pilot door in the hull and got off from the stern on one of the attending tugs.

She was heading for BREST, then changed course for Portland, before changing course again for Falmouth, as she was never intending to carry out the tow in one movement.

On arrival at Falmouth the tug Brent wanted to abandon the tow there until the spring. The pilot tried to board in Falmouth bay to bring her in but could not get on as the Pilot door was secured. So, she was refused entry as it was too dangerous to board by other means.

So, in view of this the tug turned and headed for Rotterdam, where she was met by her sister tug Ginger of the Dutch coast and then towed into Rotterdam and I think she is in the Waal haven.

So that is one costly expense with costs worth more than the vessel.

## **15 New Cruise Ships to Begin Sailing in 2021 AIDAcosma (AIDA Cruises)**

AIDA Cruises' [second LNG-powered cruise ship](#), Idahosa is slated to set sail from Kiel, Germany, in May 2021, headed to the Norwegian fjords and the Baltic Sea.



Rendering By: Carnival Corporation

From there, the ship will sail seven- and 14-day itineraries throughout Norway and then on to ports in Estonia, Finland and Russia. The German cruise line's new vessel will feature 20 decks and 2,600 staterooms, resulting in capacity for up to 6,600 passengers and a crew of 1,500 individuals.

Built for \$950 million, the ship boasts a gross tonnage of 183,900, putting it in the top 10 largest cruise ships in the world, right next to its sister ship, *Adenoma*.

- Gross Tonnage: 183,900
- Guest Capacity: 6,600
- Debut Date: May 8, 2021
- Homeport: Kiel, Germany

## **Carnival Radiance (Carnival Cruise Line)**





Rendering By: Carnival Cruise Line

Originally a Destiny-class cruise ship, the vessel, which was first launched in 1998, [was set to undergo extensive renovations](#) (though these were temporarily put on hold due to the COVID-19 pandemic) in preparation of a brand-new reveal as the newly-named *Carnival Radiance*.

Still, even though refurbishments were halted, Carnival plans to launch the ship from Long Beach, California, in 2021. *Carnival Radiance* will feature much of the latest and greatest Carnival amenities and activities you already know and love, with a few newer features, like the [Big Chicken restaurant from Shaq](#).

- Gross Tonnage: 101,509
- Guest Capacity: 4,375
- Debut Date: Spring 2021
- Homeport: Long Beach, California

## **Celebrity Apex (Celebrity Cruises)**

Originally intended to debut in April 2020, *Celebrity Apex*'s big reveal to the world has taken a little longer than expected.





Photo Credit: Obatala-photography /

Shutterstock.com

A bit on the smaller side, this member of *Celebrity's Edge* class offers 16 decks, an outward-facing design with the new Magic Carpet (a cantilevered, floating platform that transports passengers up and down the side of the ship, Itineraries include trips through the Caribbean and to Mexico, up until May, when the ship will head to Europe, for cruises around Spain, the Greek Isles and the French Riviera for the summer. Celebrity plans to bring the ship back to the Caribbean in the fall of 2021.

- Gross Tonnage: 129,500
- Guest Capacity: 2,910
- Debut Date: March 6, 2021
- Homeport: Fort Lauderdale, Florida

## **Costa Toscana (Costa Cruises)**

When *Costa Toscana* launches its debut season in late 2021, it'll mark Costa Cruises' return to South America following 72 years of absence. The LNG-powered *Costa Toscana* has more than 2,600 staterooms and introduces a new cabin category to Costa's cruisers, including new cabins with balconies and terraces.



Rendering By: Costa Cruises

The ship [will head out from Santos, Brazil](#), the day after Christmas 2021, for cruising over the remainder of the holiday season, with stops in other Brazilian ports. The itinerary is available over both the Carnival and Easter seasons before the ship is relocated to Europe in April 2022.

- Gross Tonnage: 180,000
- Guest Capacity: 6,218
- Debut Date: December 26, 2021
- Homeport: Genoa, Italy

## Discovery Princess (Princess Cruises)

Princess Cruises' sixth and last Royal-class ship, *Discovery Princess* is set to debut next fall, with sailings around the Mediterranean, inclusive of stops in Rome and Athena.



Rendering: Princess Cruises

For the 2021 holiday season, the ship will sail around the Caribbean, before sailing around South America in January 2022, repositioning the ship in California, where she will [find her homeport in Long Beach](#), perfectly situated to offer cruises to Mexico in 2022. The ship offers some of the largest balconies at sea, Michelin-star dining, Princess Medallion Class perks and more of the features that you already know and love from the Royal class of ships.

- Gross Tonnage: 145,000
- Guest Capacity: 3,660
- Debut Date: November 3, 2021
- Homeport: Long Beach, California

## Enchanted Princess (Princess Cruises)

While *Enchanted Princess* was scheduled to debut in June 2020, the inaugural sailing has been postponed until later notice.

The ship was originally slated to sail the Mediterranean throughout Summer 2020, before commencing operations in the fall from Florida, with Caribbean sailings through Summer 2021, at which point it would return to the Mediterranean.



Photo Via: Princess Cruises

At this point, it's expected the ship will still offer 2021 sailings in the Mediterranean. Special ship features include the new Sky Suite, a VIP living area with the largest balcony at sea, at 1,000 square feet of space; new dining experiences; and the most pools and whirlpool hot tubs of any other Princess cruise ship. Gross Tonnage: 145,281

- Guest Capacity: 3,660
- Debut Date: Summer 2021
- Homeport: Fort Lauderdale, Florida

## Mardi Gras (Carnival Cruise Line)

Even though the new ship has [been delayed multiple times](#), she's one of the most anticipated cruise ships of the year, *Mardi Gras* is a vessel that everyone has on their radar. The first ship in Carnival's new XL class and the largest in the line's entire fleet, it's also the first ship powered by Liquefied Natural Gas (LNG) in North America.



She features 20 decks, with 11 decks dedicated to staterooms. New restaurants include La Piazza, while new entertainment includes the gravity-defying BOLT, a sea roller coaster that's the first-ever roller coaster at sea. BOLT will be able to accommodate 190 cruisers per hour, with death-defying twists and turns, situated 57 meters above the sea.

At launch, Mardi Gras will offer cruises around the Eastern and Western Caribbean out of the new dedicated [Carnival cruise terminal 3](#) at Port Canaveral, Florida.

- Gross Tonnage: 180,000
- Guest Capacity: 5,282
- Debut Date: April 24, 2021
- Homeport: Port Canaveral, Florida

## **MSC Seashore (MSC Cruises)**

An EVO-class cruise ship from MSC Cruises, *MSC Seashore* is the lead ship for the class, which is a subset of the Seaside class of ships that already exists, only larger.



Rendering: MSC Cruises

When launched, *MSC Seashore* will sail the Western Mediterranean, with stops in Barcelona, Marseille, Genoa, Naples and more. The ship will sail from [Miami in the 2021-22 Winter season](#). In addition to the ship's larger size, it will also offer the highest ratio of outdoor space per guest out of any MSC Cruises ship. Related: [First MSC Seaside Evo Class Ship Reaches Construction Milestone](#)

It additionally offers room for more than 750 more passengers, as compared to ships in the Seaside class. Thus, more restaurants, bars and water features to accommodate the larger crowds.

- Gross Tonnage: 169,500
- Guest Capacity: 5,877
- Debut Date: August 1, 2021
- Homeport: Genoa, Italy

## **Odyssey of the Seas (Royal Caribbean)**

Originally expected to homeport in Fort Lauderdale, Florida, with cruises beginning in November 2020, *Odyssey of the Seas* will now launch in April 2021 in the Mediterranean,



Photo: Royal Caribbean

She is the [sister ship to Spectrum of the Seas](#) which entered service in 2018.

- Gross Tonnage: 169,000
- Guest Capacity: 5,498
- Debut Date: April 2021
- Homeport: Rome, Italy

## P&O Iona (P&O Cruises)

The largest ship for P&O Cruises yet, as well as the largest to serve the British market, this \$950 million ship with its 18 decks is one of two identical ships, the second of which is yet to be announced.



Photo Via: Meyer Werft

The first British market cruise ship powered by LNG, the vessel features a three-deck atrium, 17 restaurants, 12 bars, 16 whirlpools, four swimming pools and a glass-encased entertainment venue called the SkyDome.

. She was [delivered by the Meyer Werft shipyard](#) in October 2020.

- Gross Tonnage: 183,900



- Guest Capacity: 5,200
- Debut Date: April 24, 2021
- Homeport: Southampton, England

## **MS Rotterdam (Holland America Line)**

Holland America Line built the previous MS Rotterdam in the mid-1990s and, just this year, sold the vessel to Fred Olsen Cruise Lines, opening up the Rotterdam name again for Holland America Line's use.



Rendering Via: Holland America Line

Thus, a new MS Rotterdam was born, offering guests who enjoyed the previous iteration more luxuries than ever before. Holding nearly twice as many guests, the larger ship will sail the summer of 2021 throughout Northern Europe and the Baltic Sea, round-trip from Amsterdam.

- Guest Capacity: 2,668
- Debut Date: July 30, 2021
- Homeport: Amsterdam, Netherlands

## **Valiant Lady (Virgin Voyages)**





Rendering By: Virgin Voyages

Enthusiastic cruisers will find itineraries sailing from Barcelona and across the Mediterranean through the end of 2021, at which point the ship will reposition, heading to Miami for Caribbean cruises. Expect lavish staterooms and fine dining, as well as plenty of opportunities both to indulge in wellness pursuits and a bit of partying.

- Gross Tonnage: 110,000
- Guest Capacity: 2,770
- Debut Date: May 2021
- Homeport: Barcelona, Spain

## Scarlet Lady (Virgin Voyages)



Photo: Virgin Voyages

Currently, itineraries are available as soon as January, with trips around the Caribbean embarking from Miami.

The adults-only ship features 20 restaurants and bars (and not a single buffet among them), extensive entertainment options and even an on-board tattoo and piercing parlor.

- Gross Tonnage: 110,000
- Guest Capacity: 2,770
- Debut Date: January 3, 2021
- Homeport: Miami, Florida

## Viking Venus (Viking Cruises)

Viking's seventh ocean vessel, [Viking Venus](#), heads out onto the waters in early 2021, with itineraries through Scandinavia and Northern Europe. The small ship offers luxury at every turn and an intimate feel.



Photo Via: Viking Cruises

Upcoming cruises depart from popular ports, such as Barcelona, London, Bergen and Stockholm.

- Gross Tonnage: 47,842
- Guest Capacity: 930
- Debut Date: January 26, 2021
- Homeport: Bergen, Norway

## MSC Virtuosa (MSC Cruises)

This mega-ship is MSC Cruises' second Meraviglia Plus-class ship. Some of its highlights are two new Cirque du Soleil at Sea shows, created specifically for the brand; new digital features; and more poolside space, as well as plentiful stateroom options.



Image Via: MSC Cruises

When the ship launches in April, it'll offer short cruises around the Mediterranean at first, before switching to longer European cruises and then Northern European itineraries

throughout the summer, before heading back to the Mediterranean in the fall of 2021. She is in the very final stages of outfitting at the Chantiers de l'Atlantique in Nazaire, France and was [floated out in December 2020](#).

- Gross Tonnage: 181,541
- Guest Capacity: 6,300
- Debut Date: April 16, 2021
- Homeport: Kiel, Germany
- 

These are just the major cruise ships that are currently aiming to debut in 2021. There are many smaller cruise ships that will enter service such as expeditions vessels and large luxury yachts.

## Royal Caribbean sells two ships

Royal Caribbean International announced that the Empress and Majesty of the Seas will depart its fleet later this month, according to a press release.

The ships are the oldest in the company's fleet and have been sold to what Royal Caribbean said was an "undisclosed party, based in Asia-Pacific, that will release details for future sailings at a later time."



## New Liverpool Ferry on her way to the Irish Sea

The [final of three new Irish Sea vessels](#) being introduced to Irish Sea routes by Stena Line left China on Tuesday. [STENA EMBLA](#), departed the Chinese port of Weihai at 10:52 (UTC +8) local time on December 2. The brand-new ferry is expected to reach her first stop at Singapore on December 7.



[STENA EMBLA](#) seen on sea trials in the Yellow Sea. CMI Jinling Shipyard

[STENA EMBLA](#) is expected to be introduced on the Belfast – Liverpool (Birkenhead) route early in the new year. From a passenger perspective she is understood to be virtually identical as [STENA ESTRID](#) and [STENA EDDA](#) which have both been in service on the Irish Sea since early this year.

According to Stena Line, the arrival of [STENA EMBLA](#) marks the end of a [7-year development programme totalling a £400m investment in new ferries and port infrastructure on Irish Sea routes](#). Sister-company Stena RoRo has ordered a [total of nine Stena E-Flexer ferries](#) to-date from the same shipyard, CMI Jinling Weihai. This includes the Irish Sea trio.

## Ocean Network Express has announced plans for the long-term charter of the world's largest containerships.

The company has signed a Letter of Intent with shipowner Shoeni Kisen Kaisha to charter six Ultra Large Container Ships newbuilds with capacity of more than 24,000 TEU, each for a period of 15 years. The newbuildings are planned to be built by the consortium of Imabari Shipbuilding Co., Ltd. and Japan Marine United Corporation and the company expect to take delivery in 2023 and 2024.

“This new class of ships will join the core fleet and forms part of an ongoing strategy to introduce large, modern, and fuel-efficient vessels to further strengthen fleet competitiveness,” ONE said in a statement.

With capacity exceeding 24,000 twenty-foot units, the new ships will likely be the largest in the world, just slightly larger than the current titleholders: HMM of South Korea’s twelve 23,964 TEU newbuilds

ONE says the new ships will feature a state-of-the-art hull design that aims to maximize cargo intake and minimize fuel consumption. The vessels will also be equipped with exhaust gas cleaning systems, aka scrubbers, to meet the emissions regulations of IMO.

Ocean Network Express, or ONE, was [formed in 2017](#) through the combination of Japan's three biggest container shipping lines; NYK Line, "K" Line and MOL. It kicked off operations in 2018 as the world's sixth largest container shipping company and controlled a fleet of about 224 vessels with a combined capacity of 1,590,000 TEU as of January 2020. This includes seven 14,000 TEU newbuilds which were ordered after the integration of the companies. These included the ONE Apus which earlier this month [lost a 1,816 containers overboard](#) in Pacific Ocean.



## Mardi Gras delivered to Carnival Cruise Line



Mardi Gras will be the largest ship in Carnival Cruise Line's fleet

Carnival Cruise Line has taken delivery of its new LNG-powered flagship, Mardi Gras, from Finnish shipbuilder Meyer Turku.

At 180,000gt, Mardi Gras will be the largest ship in Carnival's fleet. Her features include Bolt, the first rollercoaster to be built on a ship, and a three-story-high atrium with floor-to-ceiling



windows and movable LED screens. Dining and entertainment venues are dispersed throughout six distinctive zones, and guests will have the choice of over 2600 staterooms and 180 suites across eleven categories.

Mardi Gras is currently scheduled to enter service from Port Canaveral, USA, in April 2021.

## **Genco to perform Ultramax for Handysize vessel exchange**

Genco Shipping & Trading Limited has entered into an agreement to acquire three modern, eco Ultramax vessels in exchange for six older Handysize vessels.

This transaction, which is part of Genco's efforts to modernise its fleet and create a more focused asset base, while reducing its carbon footprint, is structured as an asset swap without monetary consideration or additional capital required. The vessels are scheduled to deliver to both parties through 1Q21.

Through the execution of this transaction, which is cash and asset value neutral, Genco will maintain its sizeable liquidity position and accomplish a number of other key objectives including the following:

- • Continue to build scale in the core Ultramax sector and complement its in-house commercial platform while divesting non-core assets.
- • Reduce the average age of its fleet by 0.3 years.
- • Avoid drydocking and ballast water treatment system costs in 2021 of approximately US\$3.6 million relating to three of the Handysize vessels included in the transaction.
- • Preserve exposure to the upside of the Capesize sector.

Separate from this vessel swap transaction, Genco has also agreed to sell two other vessels as part of its fleet renewal plan: the Baltic Cougar, a 2009-built Supramax vessel, for US\$7.60 million; and the Baltic Hare, a 2009-built Handysize vessel, for US\$7.75 million.

## **Aegean Shipping adds two aframaxes at Cosco Shipping Heavy**



Greek owner Aegean Shipping has added newbuild orders for the construction of another two 114,000 dwt aframax tanker at Cosco Shipping Heavy Industry.

The latest orders are options executed by the company as part of a newbuild contract signed between the company and Cosco Shipping Heavy in September for two aframax tankers.

The deliveries of the vessels are scheduled between June 2022 and March 2023. The vessels will be built by Cosco Shipping Heavy's Yangzhou yard.

Including the latest order, Aegean Shipping has ordered a total of 12 vessels at Cosco Shipping Heavy in the past four years.

## Visitors



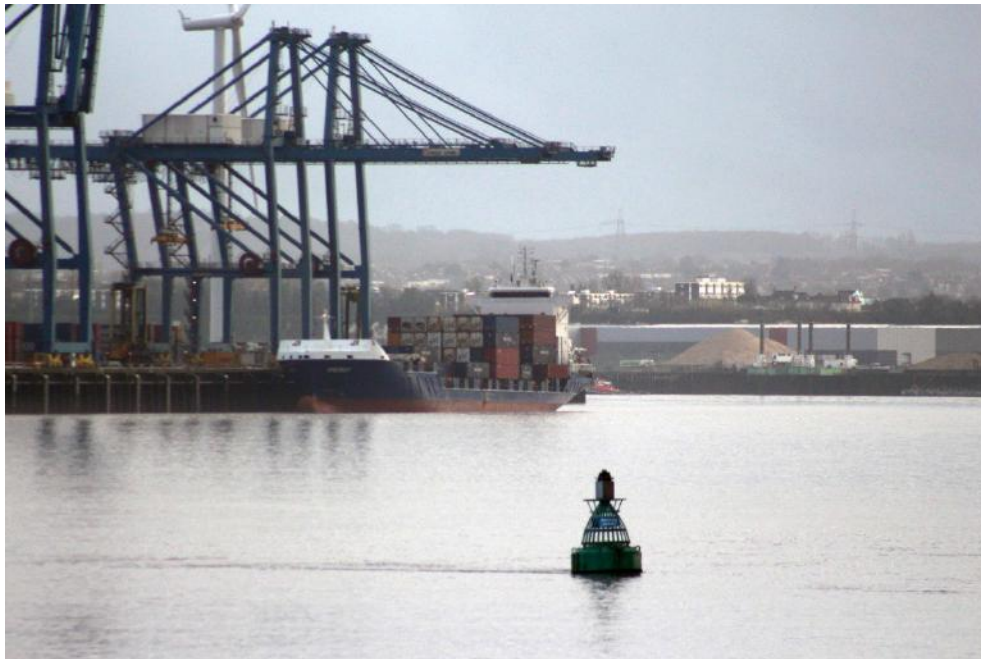
**Arklow valour** Built 2017 2999 GRT Owner Avoca Shipping

Current position en route to Antwerp





**Tilbury Grain and containers**



**Energy** Built 2004 7660 GRT Owner Energy Shipping

Current position Tilbury



**Fri Tide** Built 2000 2218 GRT Owner Kopervik Ship Invest

Current Position en route to Rostock



**Norah** Built 2010 23494 GRT Owner Empire Bulker

Current Position west med en route to Zarzis



**Wilhelm** Built 2008 9981 GRT Owner Jens & Waller

Current Position off north west Africa en route to Rotterdam



**GPS Ionia** Built

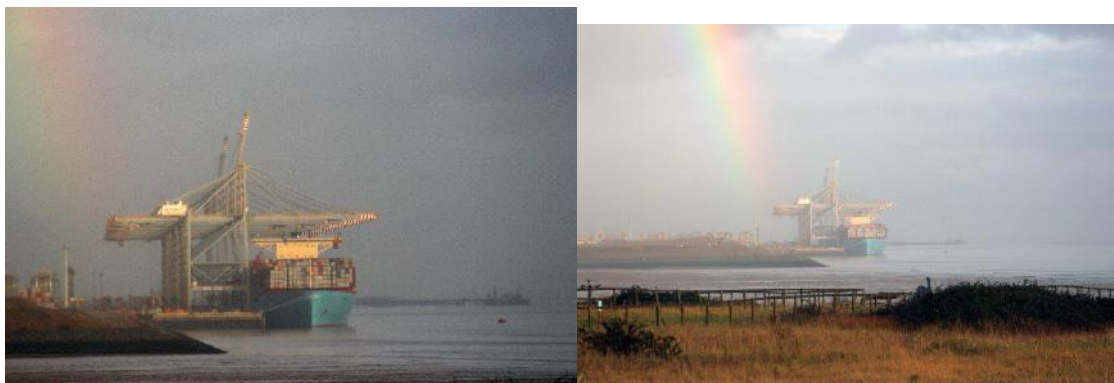
Current position



**Svitzer Brunel Svitzer London** Built 2003 366GRT 2014 447 GRT Owner Svitzer



**Rainbow over Gateway**



**Edith Maersk** Built 2007 171542 GRT Owner Maersk A/S

Current Position En route to Salalah





**MOL Guardian** Built 2011 59307 GRT Owner Helena Schiffarts

Current Position en route to Dumyat



**Impala** Built 2008 9556GRT Owner Myrrho

Current Position en route to Suez



**Key light** Built 2012 43656 GRT Owner Centenary Maritime

Current Position en route to Las Palmas



Latest visitor to Thamesport 14 12 20 **Cape Manila**



**Federal Spey** Built 2012 24196 GRT Owner Federal Cornwallis

Current Position Thames Estuary



**One Hawk ex NYK Hawk** Built 2017 145407 GRT Vista Ship Holding / NYK

Current Position west med en route to Suez



**Paris express** Built 2011 140259 GRT Owner SPDBFL No 111

Current position West Med en route to Suez

**Pictures from Krispen**





**Arklow Viking Built 2018 2999GRT Owner Ferrybank Shipping**

Current Position en route to Santander



**Arklow Valour Fehn Lyra Arklow Abbey**

Built 2017 2999 GRT Owner Avoca Shipping Current position en route to Antwerp

Built 2010 2967 GRT Owner Fehn Ship Management en route to Szczecin

Built 2019 5078 GRT Owner Abbey Shipping Current Position en route to Antwerp



*Last editions news becomes this one's visitor!*

**Grande Florida** Built 2020 65148 GRT Owner Grimaldi Euromed

Current Position



**Impala**



**Iver Brilliant Built** 2012 6105 GRT Owner HB Tankship

Current Position en route to Hamburg



**Key Light and Kew**



**Key Light**



**Key Light**





**Golden Ray** ex Behai Park Built 2012 11733 GRT Owner Feltied Shipping  
Current Position en route to Antwerp



**CB Caribic** Built 2020 27250 GRT Owner Vierzehnte Buttner

Current Position



**CB Caribic**



**CB Caribic**



**One hawk**



**Edison** ex Maersk Edison **Built** 2011 142052 GRT Owner Sherigan Shipping/  
Zodiac Marine

Current Position en route to Tangerang





**Al Manamah** Built 2008 75579 GRT Owner UASC

Current Position en route to Dumyat



**Jiangmen Trader** Built 2013 24428 GRT Owner Pacific Basin Shipping

Current Position Silvertown

## WSS quiz questions - edition 21

1. What is the name of the ship which was named MS Statendam from 1993 to 2015, where she served as the lead member of Holland America Line's fleet?
2. What is the name of Virgin Voyages new ship?
3. Sanya International Cruise Development, a newly formed Chinese company, has recently purchased Sea Princess from Princess Cruises. What are they going to name the ship?
4. Where can you see MV Kyles, the oldest floating Clyde-built ship?
5. Stena Line has recently taken delivery of a new ferry. What is it called?
6. RMS Strathnaver was the first of five sister ships, all painted with white hulls and buff funnels. What was the nickname of these sister ships?
7. Which French fishing port has the registration letters BL?
8. In the Battle of the River Plate, the German Battleship, Graf Spee, was attacked by three British ships – HMS Exeter, HMS Achilles, and which other ship?
9. Ama Waterways new ship, Ama Dahlia, is set to start cruising on which river from September 2021?
10. In the 1960s the Soviet Union had five liners built in East Germany - Ivan Franco, Alekandr Pushkin, Taras Shevchenko, Shota Rustaveli and which other ship?

# The Andrea Doria Incident



Astoria was built in 1948 as the Stockholm and was famous for her collision with the Andrea Doria.

Though not the largest or fastest ocean liner of its era, the 697-foot Andrea Doria was widely regarded as the most beautiful. Its decks were dotted with three outdoor swimming pools, and it was dubbed a “floating art gallery” for its dazzling array of paintings, tapestries and surrealist murals. There was even a life-sized bronze statue of the ship’s namesake, a 16th century Genoese navigator. Equally impressive were the Doria’s safety features. It boasted two radar screens—a relatively new technology on ocean liners—and its hull was divided into 11 watertight compartments. Anxious travellers could also take solace in the presence of Captain Piero Calamai, a venerable Italian mariner and veteran of both [World War I](#) and [World War II](#).

The Doria safely completed 100 transatlantic crossings between 1953 and 1956, and it initially seemed that its 101st would be no different. After leaving Italy on July 17, 1956, the ship stopped at three ports in the Mediterranean and then steamed into the open ocean on a nine-day voyage to [New York City](#). Along with 572 crewmembers, it held 1,134 passengers ranging from Italian immigrant families to business travellers, vacationers and even a few notables such as Hollywood actress Ruth Roman.

Andrea Doria, part of Italy's transatlantic liner fleet, now lies a battered wreck about 300 miles east of New York after colliding with the Swedish liner Stockholm. (Credit: Keystone/Getty Images)

On July 25, the Doria entered the heavily trafficked sea-lanes off the Northeast coast of the United States. That same day, the 524-foot Swedish passenger liner Stockholm departed New York on a voyage to its homeport of Gothenburg. By around 10:30 p.m., the two ships were approaching one another from opposite directions off Nantucket. Neither was following the established "rules of the road" for ocean travel. Despite sailing in heavy fog, Captain Calamai had ordered only a minor reduction in speed to stay on schedule for an early morning arrival in New York. Stockholm, meanwhile, was steaming north of the recommended eastbound route in the hope of shaving time off its journey.

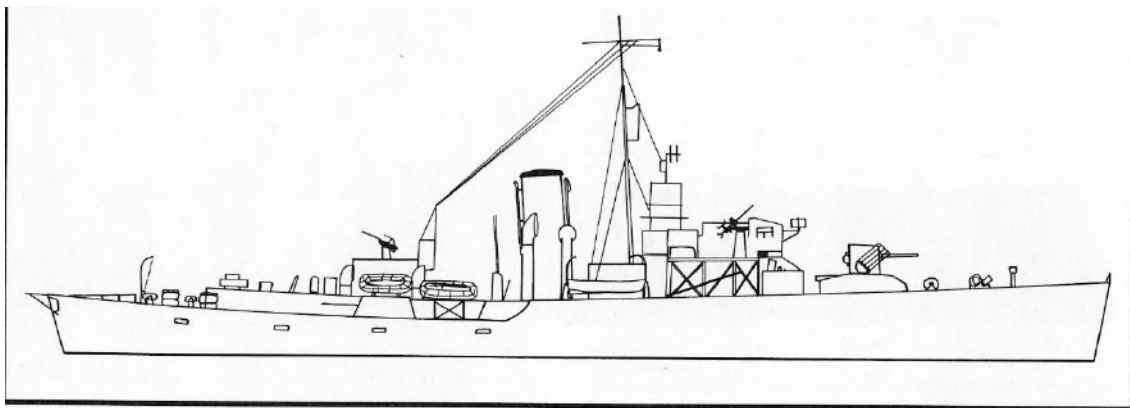
Around 10:45 p.m., Calamai's radar picked up a blip representing Stockholm. The Swedish vessel, under the watch of third officer Johan-Ernst Carstens-Johannsen, spotted the Doria on its own radar a few minutes later. It was a situation both had encountered countless times, yet on this occasion the two ships somehow came to opposite conclusions about one another's locations. Carstens plotted the Doria to his left and prepared to pass port-to-port, while Calamai, fixing Stockholm's location to his right, maneuvered for a more unconventional starboard-to-starboard passage. One of the men—it's still not certain who—had misread his radar and inadvertently steered his ship toward the other.

The officers didn't realize they were on a collision course until shortly before 11:10 p.m., when Calamai finally spotted Stockholm's lights through a thick curtain of fog. "She's coming right at us!" one Doria officer shouted. With just moments to spare, Calamai ordered a hard left turn in an attempt to outrun the other ship. Carstens, having spotted the Doria, tried to reverse his propellers and slow down. It was too late. Stockholm's icebreaker bow crashed into Andrea Doria's starboard side like a battering ram, snapping bulkheads and penetrating some 30 feet into its hull. It remained lodged there for a few seconds, then broke loose, leaving a gaping hole in the side of the Doria.



Aerial view of Stockholm entering harbour after crash with Andrea Doria against skyline.  
(Credit: Howard Sochurek/The LIFE Picture Collection/Getty Images)

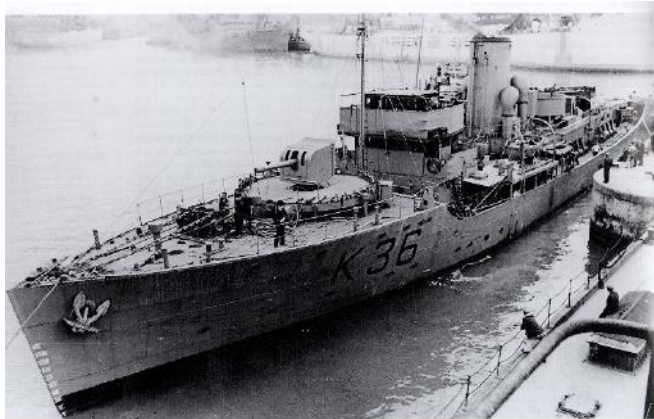
## Flower class



Born out of bad planning by necessity, the Flower class corvettes have been described as the most famous class of escort vessel ever built. They were immortalised by Nicholas Montserrat in his novel “The Cruel Sea”.

In January 1939, when the Admiralty was told to expect war in 1940, it found itself unable to fulfil even the most minimal requirements for the escorting of convoys. The glory won by the

Flower class has lessened the realisation of their chronic weaknesses for the job they were asked to do.



CLEMATIS ORIGINAL LAYOUT

The original design brief was for a coastal escort that could be built quickly and in large numbers if required. Mr. William Reed of Smith's Dock came up with an enlarged version of their whale catcher Southern Pride. 60 were ordered in July and August 1939, and more followed giving a total of 151 built in British yards and a further 107 in Canadian yards.

The Flower class, though they had been designed as coastal escorts, had to be used on ocean convoys. They were seaworthy in that they were safe in any weather, but the loss of operational capability in bad weather was considerable. The expression "They rolled on wet grass" has been widely used to describe their motion in any sea.

The design of the class was deliberately simple, allowing for quick production in smaller shipyards. This simplicity allowed for simple and straightforward operation by the green sailors who would crew them. The machinery would also be familiar to the ex-merchant navy officers who generally would be operating the ships. Building times varied from an average of 6.5 months by Smith's Dock, to 19 months at the worst yards. It is interesting to note that owing to an improved hull form, the follow-on Castle class corvettes, though larger, were half a knot faster with the same power plant.

The original specification was as follows:

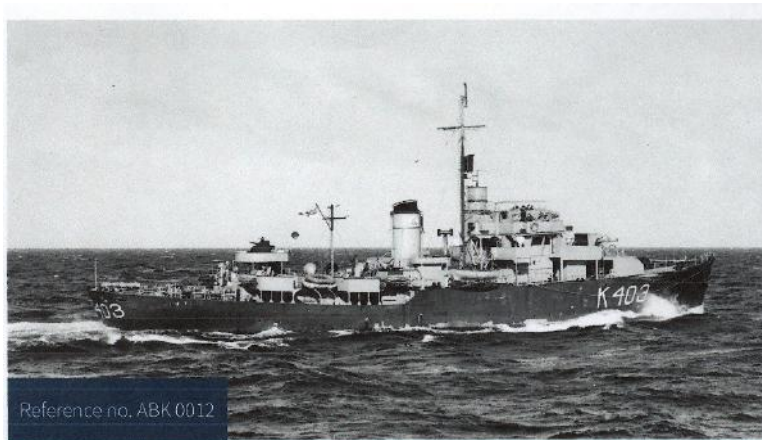
205' x 33' x 10.5'. 940T displacement. 2 Scotch boilers and a single 4-cyl. Vertical triple expansion steam engine producing 2750 HP and 16 knots. Armament initially was 1 x 4", 4 x 0.303"mg, 1 x 2 pdr. And 2 depth charge throwers. The first ships only carried 25 depth charges and 100 rounds for the 4" gun. The original complement was 47.

The maximum speed of 16 knots made them slower than a surfaced U-Boat. This was a major defect because, with the presence of ASDIC, and the lack of radar at first, most U-Boat attacks were made on the surface. Another big problem was the feeble AA armament the class had at first.

Later vessels, known as the Modified Flower class, had up to 8 x 20mm AA guns and a Hedgehog depth charge mortar with 75 depth charges. The Hedgehog was a forward-throwing weapon which, once initial teething troubles had been sorted out, greatly improved



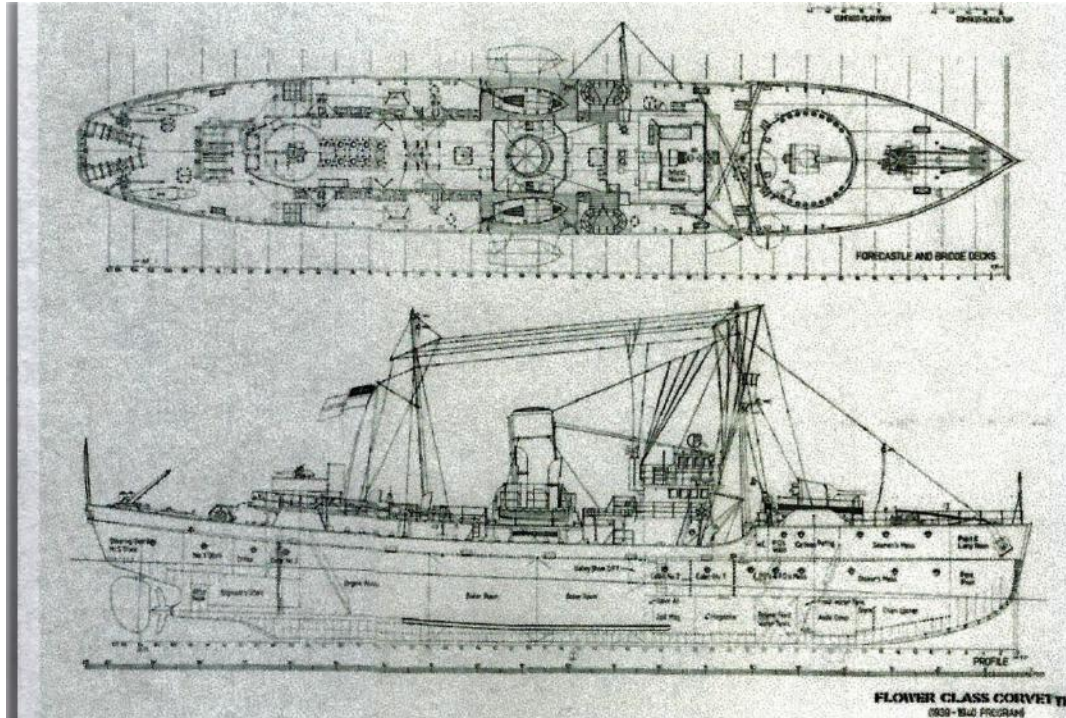
their effectiveness. Crew numbers increased to 85 officers and men. The forecastle was extended aft, and shear and flare were increased.



HMNZS ARBUTUS MODIFIED

## LAYOUT

Despite all the obvious limitations, the Flower class were responsible for 51 German and Italian U-Boats sunk, but 33 of the class were lost during the war. The majority of the class were worn out by the end of the war, and were quickly sold for scrap. A number served on in other navies, but the availability of cheap frigates and sloops of later classes hastened their disappearance.



The last to serve in the Royal Navy were the Arabis and Arbutus. Both served during the war and for a couple of years after in the Royal New Zealand Navy, then being returned to

the RN. They were scrapped around 1951. Only one Flower class corvette remains out of the 258 built. She is the HMCS Sackville, which is a floating museum in Halifax Nova Scotia.



HMCS SACKVILLE

## Rogers Pics

**Jutlandia Swan**



**Built 2008 GRT 11711 Current position en route to Rotterdam**

**Federal Skeena**





Built 2012 GRT 24196 Current position of N.W . Australia

### **Bro Nyborg**



Built 2007 GRT 12105 Current position en route to Cardiff

### **Endurance**



Built 2005 GRT 7642 En route to Tilbury

### **Primula Seaways**



Built 200 GRT 37985 Current position en route to Brevik

### **Maersk Carolina**



**Built** 2005   50698 GRT   Current Location Eastern China

## The Story of the SS Gothic



The Gothic was one of four ships ordered by Shaw Savill and Albion (SSA) known to seafarers as “slow starvation and agony” how true is not clear.



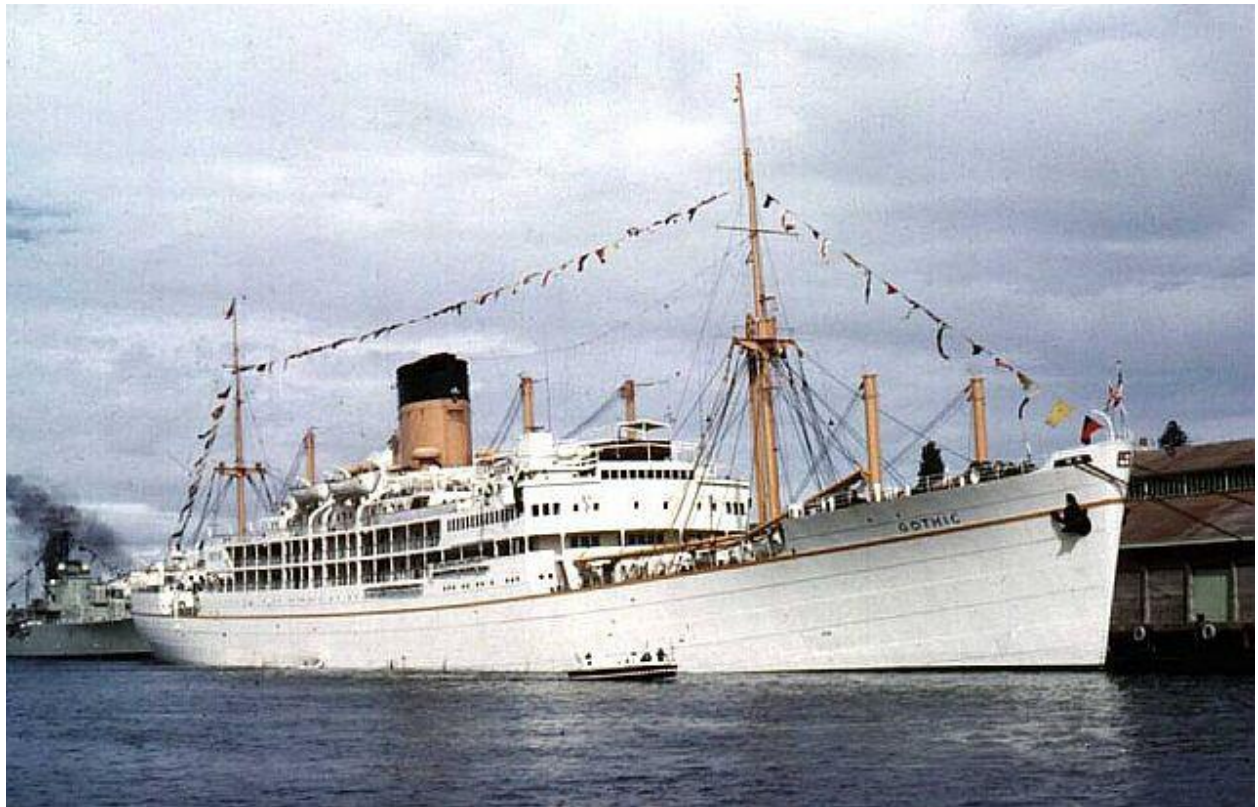
These vessels were ordered in 1946 as the Corinthic Class to replace tonnage lost wartime, they were 15000 GRT cargo passenger ships, for the time they were well appointed with exotic timber panelling and oriental carpets they could accommodate 85 first class passengers. Gothic was built by Swan Hunter and delivered in 1948

|                  |                                     |
|------------------|-------------------------------------|
| Tonnage:         | Corinthic -15,682 (14,285 - 1965)   |
|                  | Athenic – 15,187 (14,248 - 1965)    |
|                  | Ceramic – 15,869                    |
|                  | Gothic – 15,902                     |
| Length - Beam:   | Corinthic – 560ft x 71.2ft          |
|                  | Athenic – 564ft x71.2ft             |
|                  | Ceramic – 564ft x 72.2ft            |
|                  | Gothic – 561ft x 72.2ft             |
| Draught:         | All - 29.7ft                        |
| Engines:         | Geared steam turbines from builders |
| SHP:             | 14,000                              |
| Screws:          | Twin                                |
| Service speed:   | 17 knots                            |
| Passenger decks: | Four                                |
| Passengers:      | 85 first class                      |
| Crew:            | 95                                  |

These ships would trade on the UK –New Zealand routes as part of the Conference Combine comprising: SSA, New Zealand Shipping Co, Federal Steam, Port Line, Blue Star, Crusader, this lot held a monopoly on the trade with the knowledge of the NZ Govt and had done so for many years, fixing rates and schedules, whilst today we would call it a cartel it did maintain steady trade, this was particularly important for seasonal commodities such as wool and new seasons lamb.

A voyage to NZ would be via the Panama Canal after bunkering in Curacao, usually about 30 days to N.Z then six weeks “on the coast “unloading and then round again loading. Homeward bound via the same route, although in the late 1960`s the return trip was via South Africa

1951. Gothic was sent to Cammel Laird to be modified as a Royal Yacht to take the King & family on a world tour, the work was stopped due to the Kings illness, work was resumed and in 1953 the conversion completed the Coronation world tour to Australia set sail.



Gothic returned to SSA and resumed scheduled service, all was normal routine until 1968 when four days out from Bluff on her homeward bound run to Liverpool with just a handful of passengers and 75 crew disaster struck.

On the first of August 1968 at 02.30 hrs a fire alarm was relayed to the bridge, a cadet was sent to the indicated source of the fire, the officers smoke room, he was unable to open the fire cabinet and went in search of an extinguisher, the one he found failed to operate, by this time the fire had taken hold, probably courtesy of all that exotic wood panelling!

Fire engulfed the radio room before a May Day signal could be sent, the bridge had to be abandoned, Captain Agnew ordered the boats to be swung out and loaded although by one account they were quickly unloaded when the height of the waves was realised! the ship was steaming into a force 8 storm the wind fanning the flames back through the ship

Steering capability had been lost, the Master was able to put the ship about by the use of the engines, the telegraph had been lost and instructions had to be relayed verbally by the crew to the engine room, fire fighting continued and after six hours the blaze was brought under control and the boats brought inboard.

Seven lives were lost: a company employee, wife and two sons on a discounted "trip of a lifetime", two resting engineers all overcome by smoke and an electrical engineer lost overboard, the casualties were buried at sea the next day,

All charts having been lost and the radio destroyed Captain Agnew had to resort to using a chart taken from a lifeboat and a hand cranked radio with a range of 25 miles! So began the

1800-mile voyage back to Wellington, fortunately the engine room was unimpaired and the reefer plant kept the cargo from rotting, the engineers had to install the linkage for the after-emergency steering position, compass was of unknown error, all engine commands were verbal. No mobile phones in those days, they would have been able to get home with one today, I guess.

On the 4<sup>th</sup> of August a faint radio XXX message was picked up by a local NZ radio station the message gave coordinates and an RNZAF Orion found them, later the RNZNS Blackpool accompanied them into Wellington Harbour, an examination by the Fire Service determined that had the fire stated in port the ship would have been lost, a memorial service was held in Wellington Cathedral, a preliminary Inquiry held. Repairs were affected and they arrived in Liverpool on the 10th of October. Gothic was never fully repaired; she made one more trip and was then scrapped.

Captain Agnew received an OBE for his actions in saving the ship, fifty years later almost to the day his family discovered the chart that he had used

As result of this incident SSA made it a Company rule that ships were to radio their position daily!



Gothic approaching Wellington and the damage to the dining saloon and remains of the grand piano

## Nostalgia Corner 7

HMS NEWFOUNDLAND postcard unused



HMS Newfoundland was a Colony class cruiser. She was built by Swan Hunter, being laid down on 9<sup>th</sup> November 1939, launched on 19<sup>th</sup> November 1941 and commissioned in January 1943.

She was of 8172 tons standard displacement, and had four oil-fired 3-drum Admiralty type boilers with 4 geared turbines onto 4 shafts giving 72,500 hp and 33 knots. She was armed with 9 x 6", 8 x 4" and 12 x 40mm guns. She had 2 Walrus aircraft, but these were later removed.

In July 1943 she was torpedoed by U-407 and went to Boston, USA for major repairs, being recommissioned in 1944 and sent to the Far East. She was present in Tokyo Bay when the Japanese surrender was signed. She returned to GB in December 1946 and was placed into reserve. She was modernised in 1951-52. She was paid off in 1959, and sold to Peru in November 1959, being renamed ALMIRANTE GRAU. She was renamed again in 1973 as CAPITAN QUINONES. She was hulked in 1979 and used briefly as a static training ship in Callao, before being sold for scrap later in 1979.

To my mind a very pretty ship, with her profile better balanced than her larger sister HMS Belfast.

#### HMS AJAX



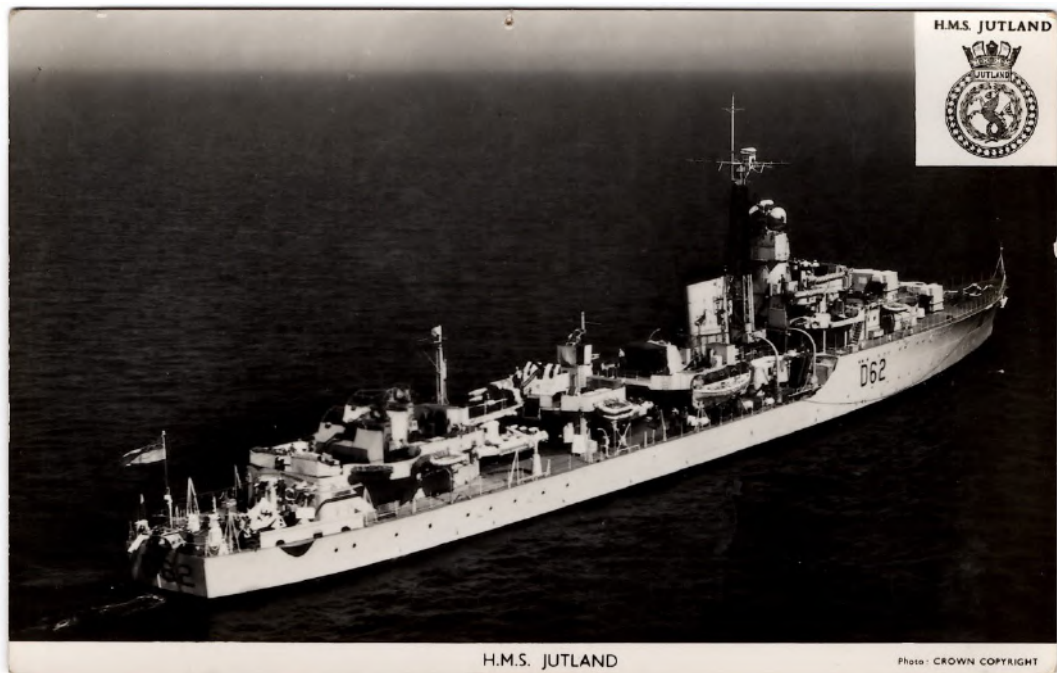
HMS Ajax was a Leander class light cruiser. She was built by Vickers Armstrong at Barrow, being laid down on 1<sup>st</sup> October 1932, launched on 1<sup>st</sup> March 1934 and commissioned on 12<sup>th</sup> April 1935. She was of 7,270 tons standard displacement, with 6 Admiralty 3-drum oil-fired boilers and 4 Parsons steam turbines driving 4 screws giving 72,000shp and 32.5 knots. Her original armament was 8 x 6", 8 x 4" and 12 Machine guns with 8 x 21" torpedo tubes. By 1945, it had become 8 x 6", 8 x 4", 16 x 40mm guns and 8 x 21" torpedo tubes.

She was damaged by the Admiral Graf Spee at the Battle of the River Plate in late 1939, and was repaired at Chatham Dockyard between December 1939 and July 1940. She returned to the Mediterranean and was damaged by bombs on 1<sup>st</sup> January 1943, being sent to New York Navy Yard for repairs, which were completed in October 1943. She then served in the Med and Normandy until the end of the war.

She decommissioned in February 1948, and arrived at Newport for breaking up on 18<sup>th</sup> November 1949.

HMS JUTLAND postcard unused





HMS Jutland was a "later Battle class" destroyer, built by Alexander Stephens at Govan. Construction started in 1945 on what was then to be HMS MALPLAQUET, the ship was renamed HMS JUTLAND prior to her launch on 20<sup>th</sup> February 1946. She was commissioned on 30<sup>th</sup> July 1947.

She was of 2480 tons standard displacement. She had two 3-drum boilers and Parsons geared turbines driving two screws with 50,000hp giving 35.75 knots. Her armament was 5 x 4.5" and 8 x 40mm guns, 10 x 21" torpedo tubes and 2 Squids. Her complement was 268.

In 1961 she was placed in reserve, and then placed on the disposal list. She was broken up in Faslane in 1965.

#### HMS MURRAY



HMS Murray was one of 12 (Type 14) Blackwood class 2<sup>nd</sup> rate Anti-Submarine frigates. She was built by Alexander Stephen & Sons at Govan, being laid down on 30<sup>th</sup> November 1953, launched on 25<sup>th</sup> February 1954 and completed on 5<sup>th</sup> June 1955.

She was of 1180 tons standard displacement. Her machinery comprised 2 Babcock & Wilcox boilers and one English Electric geared steam turbine onto a single shaft, giving 15,000 ship and a speed of 27 knots. Her armament was 3 x 40mm guns and 2 Limbos. The aft 40mm was later removed as being unusable in heavy seas.

The Blackwood class were specialist anti-submarine vessels and were cheap. They were effective as a/s ships until the mid-1960s, when the Limbo became obsolete. The lack of guns and their small size meant that upgrading was not feasible. I hope that history has not repeated itself with the modern River class Offshore Patrol Vessels.

HMS Murray was broken up in 1970.

MV ASTRALITY off Copenhagen. postcard showing a Frank Mason painting



The tanker Astrality was built by Thompson & Sons on the Tyne as the EMPIRE GANGES for the Ministry of War Transport, being launched on 18<sup>th</sup> September 1944 and was completed in January 1945. She was of 5127 dwt, and powered by a Doxford engine onto a single screw.

In 1946 she was bought by Anglo-Saxon Petroleum Co. of London and renamed BOLMA. In 1955 she was acquired by FT Everard and renamed Astrality. In 1965 she was sold to Genoese owners and renamed MONTE BERICO. She was broken up in Spain in November 1978.

MV MARION M postcard unused



The Marion M was built by Sheeps Westerbroek in Holland in 1955 for Metcalf Motor Coasters. She was of 960 dwt, and had one diesel driving a single screw giving 11 knots.

In 1975 she was sold to Overseas Shipping & Forwarding Co. of Beirut and renamed SAAD. On 13<sup>th</sup> July 1978, on a voyage from Antwerp to Karachi, she was in collision with the Greek WALTER and sank 40 miles South of the Isle of Wight.



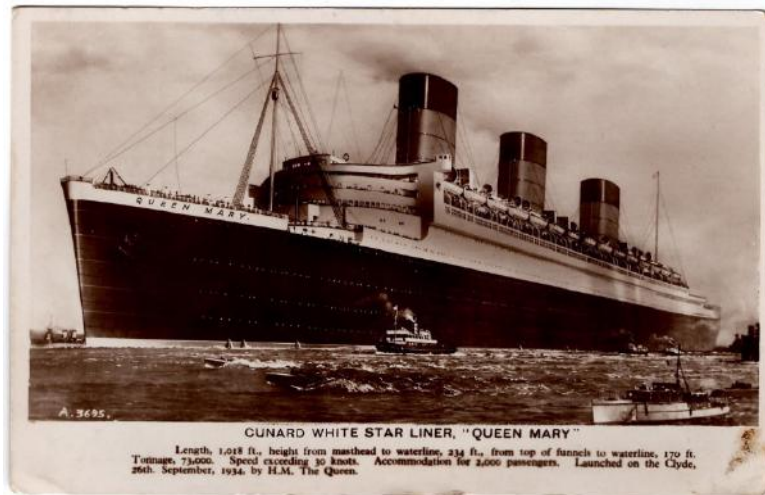
BLUE FUNNEL LINE "A class" in Hong Kong. postcard showing Walter Thomas painting.



18 ships of the A class were built between 1947 and 1953 for the Alfred Holt Group, replacing war-built tonnage, such as Liberty ships. They were typically of about 7600 grt

The first of the class, the CALCHAS was of 7639 grt and was built by Harland & Wolff in Belfast, being launched on 27<sup>th</sup> August 1946. She had a 2 cycle 8 cylinder double acting Burmeister & Wain diesel engine producing 7300 bhp giving a service speed of 15.5 knots. She was transferred to the Glen Line in 1957 and renamed GLENFINAS, and then in 1971 to Elder Dempster and renamed AKASOMBO. After fire damage, she was broken up in Singapore in 1973. She was the company's training ship, and could carry 22 midshipmen and 14 engineering cadets.

RMS QUEEN MARY Black & white postcard of a publicity painting.



This was a used postcard with George V stamps on it. The postcard must date between September 1934, when the name of the ship was first publicised, and August 1936 when she first won the Blue Riband. Later versions of the same image refer to her as being the holder of the Blue Riband.

## OFFSHORE SUPPLY VESSEL STIRLING ELF

As a shiplover, one of my more enjoyable commissions was in the late 1970s and early 1980s, when our client was the Merseyside Passenger Transport Executive. The MPTE owned and operated the Mersey Ferries, at that time the Mountwood, the Woodchurch and the Overchurch. My task related to the engineering maintenance of the Woodside Ferry Terminal, at Birkenhead, and the Seacombe Ferry Terminal at Wallasea. Both were well past their sell-by date, and required regular repairs to their floating wrought iron and steel sub-structures, and to their link-spans, which connected them to the shore.

Around this time, we were advising the MPTE on possible replacements for the three ferries. Nearly 40 years later, the current operator is still looking at replacing the ferries. This was the background to Maggie and myself being invited to a ship naming ceremony by McTay Marine in December 1983.



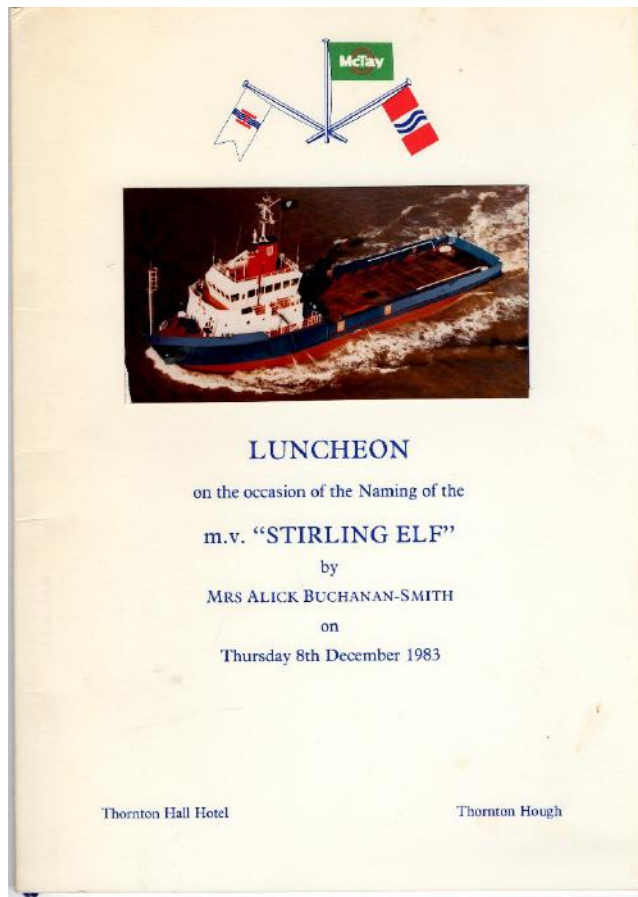


STIRLING ELF

The Stirling Elf had just been completed by McTay Marine Limited at their shipyard at Bromborough. The company had been founded in 1974, specialising in small ships, such as tugs and workboats. Yard

No. 49, The Stirling Elf, was an Offshore Supply Vessel, built for the Stirling Shipping Company Limited. Stirling Shipping was a division of Harrisons (Clyde) of Glasgow.

We boarded the vessel in the East Float of Birkenhead Docks and stood on the main deck while she was put through her paces in the Dock. Because of the space limitations, the exercise was mainly taken up by demonstrating the manoeuvrability of the ship, which could do a 360 degree turn in its own length. I think she had Voith Schneider unit propulsion, but whatever she had it was impressive. I did take some photos of the occasion, but they have unfortunately been lost in the intervening years.



After the demonstration and the naming ceremony, we were taken to an hotel on the Wirral for a formal luncheon and toasts were given to the ship, her builder and Stirling Shipping. It was remarked in the speeches that it was now unfortunately unusual to have a ship built in a British shipyard for a British owner.

The ship was of 736 grt. and 941 dwt., her length being 52 metres and her beam 11 metres. She was sold in 1988 and renamed Johnshaven, which is a small fishing port near Montrose. In 1990 she became the Grampian Otter for North Star Shipping of Aberdeen, part of the George Craig Group, as a Safety Standby Vessel. She is reported to have been broken up in 2016.



GRAMPIAN

## OTTER

Stirling Shipping was bought by Seacor Smit Inc. in 2001. McTay Marine went into liquidation in 2015, and the yard was taken over by Carmet Marine, a small local firm, and I am pleased to say, the yard is still operating.



GRAMPIAN OTTER

# Liberty Ship

History.

This story starts between the wars in the late 1930's.

The British Government encouraged ship builders to develop a standard ship design, so that when the "recession" ended ship owners would be able to commission a vessel that was efficient and economical to run.

J L Thompson of Sunderland came up with the Ocean Class of merchantman

400 ft long, 7500 tons, coal fired, triple expansion engine (Design about sixty years old)  
Economic to run, was designed to use 15-17 tons of coal per day.

When the Second World War broke out we were in trouble, an aging merchant fleet, coupled with huge losses of tonnage to U Boat attack, yards filled with Naval orders mean that we were unable to keep up with replacing our losses.

We were in grave danger of losing the war.

In 1940 the British Technical Merchant Shipbuilding Commission went to the United States with the intent to have a fleet of 60 Ocean Class vessels built. This proved problematic as the US had just embarked on a "catch up" programme of ship building, most of the existing capacity was full

U K Commission visited various yards and a deal was struck with Todd -Bath Shipbuilders, \$100,000,000 paid in cash! Contract had three elements

New ship yards

Ships

Guarantee

A further Contract was set with Canadian yards for a further 26 vessels

By the time the Oceans had been delivered the U S Govt realised they were

about to be involved in the war and like us their merchant fleet was woefully

out of date, they committed to an accelerated build programme, it was decided to utilise the Ocean design as the base for a new 10,000-ton cargo ship

## **The Liberty.**

British Drawings were modified; initially the Ocean had been revised to suit U S custom and practice, as they were to be mass produced the UK drawings were somewhat lacking in detail (Approx 30% of the number expected in the US)for instance the engine drwgs. 80 for the Brits 550 for the US

For the envisaged production plan, it was imperative to have properly toleranced drawings that would enable U S yards and machine shops to produce interchangeable parts.

Whilst the original Ocean design was based on riveted construction the decision was made to proceed with a welded construction, as the skill pool for Riveting was non-existent this proved to be problematic as the UK manhours to produce a riveted Ocean were 336,000 Todd and the Canadian yards took 600,000 hrs this reduced to 510,000 after 20 ships, they then got down to 375,00

A plan was set to build the new EC1 ships on a scale never seen before, some 2710 ships would be built in 18 yards over the next three years

There were many versions of these ships, tankers, hospital ships, troop carriers

Several companies were involved Henry Kaiser came up with the idea to prefabricate sections and the weld them together

Some yards had 50,000 workers

25% were women

Welders were trained in 4.5 weeks

1.5 million workers trained by the end of the war

5700 ships built including warships

Average build time was 46 weeks

One yard for a publicity stunt got a ship in the water in 4 days 15 Hrs 30 mins

Problems

Brittle fracture: There were some catastrophic failures, now attributed to Brittle Fracture, this occurs due to a change in the molecular structure when steel is subjected to low temperatures a crack initiated by a stress raiser {hatch coaming corner} Poor steel quality, too much sulphur low manganese

Welding defects (Difficult to inspect welds. No NDE as we know it)

Some 600,000 feet of welding

Alignment accuracy

Distortion

Shrinkage (Bowing up to two inches over the length)

**Robt. Montgomery our resident Liberty**

Overloaded draught 28 ft but drawing 31ft

Directed to Sheerness area, A/S Harbour master points out that there is only 30ft of water, overruled, ship grounds and breaks in two, attempts to unload 7500 tons of HE Bombs



abandoned with 3500 tons still on board. Could result in the largest man-made explosion ever.

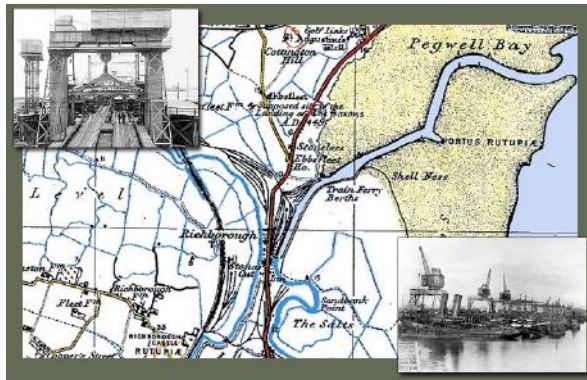
Ships remained in service for many years, they were expendable, one trip was all that was originally envisaged. After the war many were sold to UK and European shipping companies and steamed into the 1970s

Two preserved in the US and one in Piraeus



## Richborough



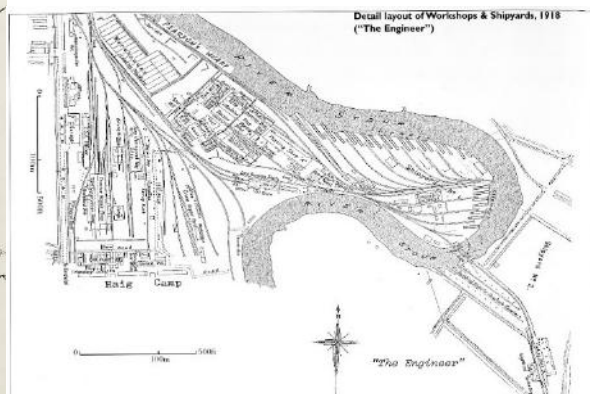
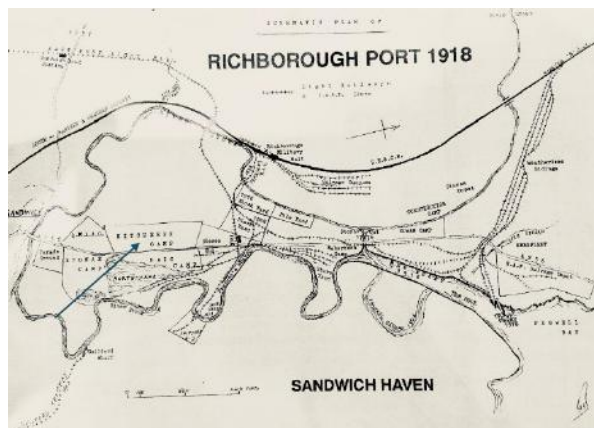


Although now some distance from the sea, Richborough stood at the southern end of the [Wantsum Channel](#) from prehistory to the early medieval period. The channel provided a safe sea route from the continent to the [Thames](#) estuary and separated the [Isle of Thanet](#) from the mainland.

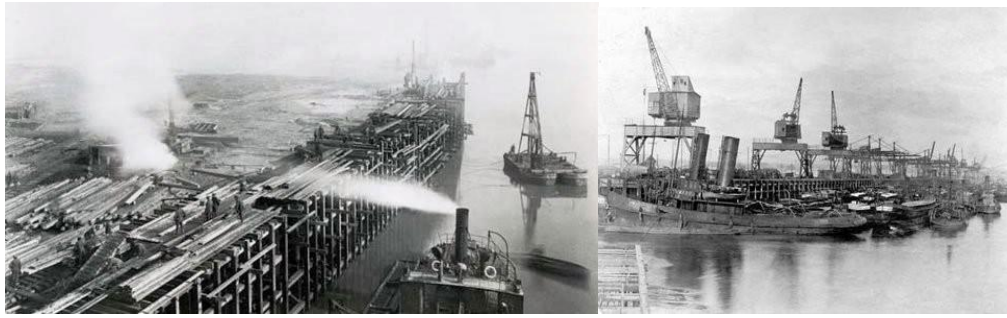
The channel has now silted up, but prior to this, Richborough was an important natural [harbour](#) and was the landing place of the [Roman invasion of Britain](#) in AD 43. Until October 2008 there was uncertainty whether this was the [site of the Claudian invasion of Britain](#); two ditches at the site which have been dated to the Roman period were interpreted as defensive structures. The 2008 discovery proved that this was a defensive site of a Roman beachhead, protecting 700 metres of coast.

The Romans founded the site and, after their withdrawal, the site was occupied by a Saxon religious settlement.

During the [First World War](#) the capacity of Dover and other nearby ports was found to be inadequate, and a major harbour was constructed at Richborough. Its purpose was to provide the [British Expeditionary Force](#) with its heavy equipment (tanks, guns, railway locomotives, ammunition, horses and fuel).



In 1917, the British Government began to look into the possibility of installing a cross-Channel train ferry at Richborough to allow [Roll-on/roll-off](#) transportation of railway rolling stock, artillery and supplies to the allied Front Lines. This was the first time that sea-going [Roll-on/roll-off](#) ferries had been used from Britain. Three new train-ferries were built [SS Train Ferry No. 1](#), [SS Train Ferry No. 2](#) and [SS Train Ferry No. 3](#) and operations began on 10 February 1918, conveying nearly 900 tons of cargo at a time between Richborough and [Calais](#) and [Dunkirk](#).



Although existing barge services were still in operation across the Channel from Richborough, the use of train-ferries was more practical for larger and heavier cargos, such as tanks.



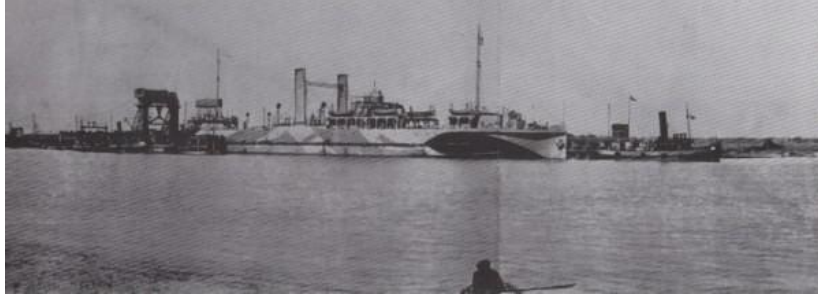
The use of train-ferries greatly reduced the amount of labour required in the transport of items. It took only 30 to 40 minutes to load or unload the 54 railway wagons and fifty or sixty motor vehicles that could be carried by these train-ferries an analysis done at the time found that to transport 1,000 tons of war material from the point of manufacture to the front by conventional means involved the use of 1,500 labourers, whereas when using train-ferries that number decreased to around 100 labourers.



To accommodate the train-ferries, a new type of terminal had to be designed and built at Richbrough, [Calais](#) and [Dunkirk](#). Adjustable steel bridges with two sets of railway lines, spanning between 80 and 100 feet depending on the local conditions at each port, were installed at each of the three ports to allow a true connection between railway lines on shore and the tracks on the ferry.

By mid-1918 it had become a very large site, occupying 2000 acres and capable of handling 20,000 tons of traffic each week

After the signing of the Armistice on 11 November 1918, train ferries were used extensively for the return of material from the Front. Indeed, according to war office statistics, a greater tonnage of material was transported by train ferry from Richborough in 1919 than in 1918. As the train ferries had space for motor transport as well as railway rolling stock, thousands of lorries, motor cars and "B Type" buses used these ferries to return to England



## Shipbuilding Harland & Wolff Belfast Merchant ships Part 4 1955-1959

### Part 4

**1955 Southern Cross** for Shaw Savill 20204 GRT liner







1972 Calypso for Cia de Vapores  
 1980 Calypso I  
 1980 Azure Seas  
 1982 Oceanbreeze  
 2003 Broken up Chittagong

**1955 Tide Austral** for Govt of Australia 13185 GRt tanker



1955-62 On loan to Admiralty  
 1962 Supply of Royal Australian Navy  
 1987 Broken up Kaohsiung

**1955 Foylebank** for Bank Line 5671 GRT





1972 Patrocolos for Patrocolos  
1980 laid up after grounding  
1989 Broken up Cuba

**1955 Laganbank** for Bank Line 5671 GRT



1973 Polanna  
1963 Golden Sea  
1974 Eastern Saturn  
1978 Foundered

**1955 Duke of Lancaster** 4794 GRT ferry for British Transport



1979 sold for conversion to restaurant  
1979 Beached North Wales

**1955 Vibex 20798** GRT tanker for Shell Bermuda]



1972 Broken up Bolnes

**1956 Oti** for Elder Dempster 5485 GRT



1972 MMI Methenitis

1978 Goldbeach

1979 Nicolas K

1979 Broken up Kaohsiung

**1956 Ondo**

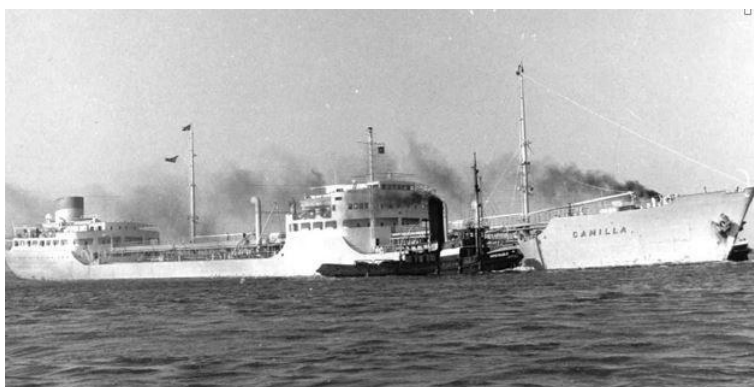


**1956 Duke of Argyll** 4707 GRT ferry for British Transport



1975 Neptunia Cyprus  
1987 Corinthia Scanmed Malta  
1994 Fairy Princess  
1995 Zenith  
1995 Broken up Zhongshan

**1956 Elin Knudsen** 20492 GRT tanker for Knut Knudsen



1967 Camilla  
1969 Nepco Dauntless  
1976 Broken up Kaohsiung

**1956 Dolius** for Blue Funnel 7960 GRT



1970 Glenfruin  
1972 Dolius  
1972 Hungmein  
1977 Hong Qi 119  
1983 Zhan Dou 51  
1992 Deleted

**1956 Solfohn** for Sigval Bergesen



1967 Wabash River  
1969 Vardis V  
1980 Broken up Kaohsiung

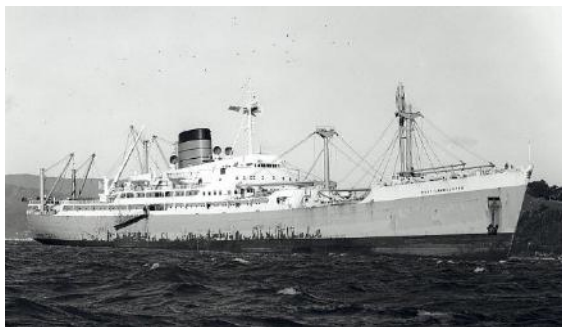
**1956 Reina del mar** for Pacific S N 21501 GRT liner





1975 Broken up Kaohsiung

**1956 Port Launceston** for Port Line 8957 GRT refrig/cargo



1977 United Vantage for Woburn Shipping Singapore

1980 Broken up Kaohsiung

**1956 Storfon** 24854 GRT tanker for Sigval Bergesen



1968 Capetan Elias

1975 Rockport for Marbrisas of Panama

1979 Broken up Castellon

**1956 Eden** for Royal Mail Lines 7791 GRT refrig/cargo





1969 Neptune Garnet for Neptune Orient of Singapore  
1979 Broken up Kaohsiung

**1956 Scottish Coast** 3817 GRT Pass ferry for Coast Lines



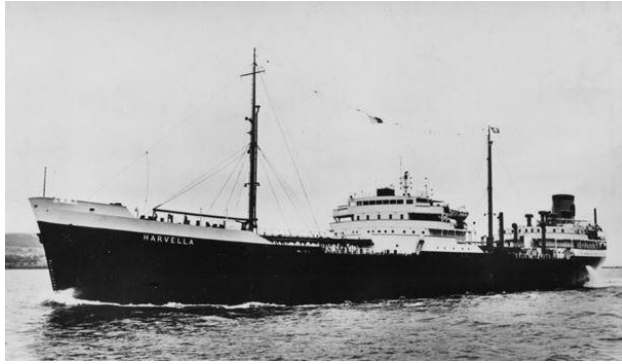
1969 Galaxias for Hellenic Cruises  
1969 Converted for cruising  
1989 Princesa Amorosa  
2002 Broken up Alang

**1956 Cloverbank** for Bank Line 8731 GRT cargo



1970 Kota Rakyat for Pacific International line Singapore  
1981 Broken up Gadani Beach

**1956 Harvella** for Shell Bermuda 12224 GRT tanker



1984 Broken up Villa Constitucion

**1957 Vitrina** 20802 GRT tanker for Shell



1974 Cherry king for Independant shipping Singapore  
1978 Broken up Kaohsiung

**1957 British Honour** 21031 GRT Tanker for BP Tanker



1973 Nedi for Gantline Piraeus  
1976 Broken up Kaohsiung

**1957 Missouri** for General Tankers Panama 18750 GRT



1960 Texaco Missouri  
1976 Broken up Kaohsiung

**1957 Crestbank** for Bank Line 8731 GRT



1973 Renak K of Black Lion Shipping  
1978 Broken up Kaohsiung

**1957 King Charles** for King Line 8224 GRT



1973 Aegis Might  
1979 Broken up Kaohsiung

**1957 King George** for King Line 8224 GRT



1972 Eleni 2  
 1980 Taichung 2  
 1982 Broken up Kaohsiung

**1957 Carronbank for Bank Line 8734 GRT**



1974 Aris Carrier for Talimar Nav  
 1076 Eurabia ocean  
 1979 Neptun  
 1980 Maystar

**1957 Picardy for Royal Mail Lines 7306 GRT**



1971 Europe of Unsiom SS Monrovia  
 1976 Lira  
 1977 Exploded

**1957 Loch Loyal** of Royal Mail Lines 11035 GRT



1971 Aegis Loyal  
1974 Broken up Shanghai

**1957 Esso Glasgow** musgrove yard



**1958 New Mexico** for The Texas Co 18750 GRT





1960 New Mexico  
1981 broken up Kaohsiung

**1958 Dartbank** for Bank Line 8734 GRT



1975 Lanka Keerti  
1985 Broken up Gadani Beach

**1958 Garrybank** for Bank Line 8694 GRT



1974 Chieh Sheng  
1976 Chi Ho  
1979 Broken up Kaohsiung

**1958 Minchbank** for Bank Line 8694 GRT



1972 Aegis Grace  
 1979 Grace  
 1979 Broken up Kaohsiung after wrecked

**1958 Pendennis Castle** for Union Castle 28582 GRT



1976 Ocean Queen of Ocean Queen  
 1977 Sinbad Kinvarra Shipping  
 1980 Broken up Kaohsiung

**1958 Carrigan Head** for Ulster SS 8271 GRT cargo



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1972 Chrysanthi

1980 Rysan  
1980 Broken up Gadani Beach

**1958 Vestfonn** for Sigval Bergesen 13409 GRT tanker



1965 Stolt Vestfonn  
1971 Stolt Fuji  
1976 Fuji  
1976 Broken up Kaohsiung

**1958 King Henry** for King Line 6119 GRT



1972 African Lion  
1981 Kladitis Emmanuel  
1983 Verbier  
1983 Broken up Gadani Beach

**1958 Port Invacargill** for Port Line 10463 GRT



1975 Kavo Kolones  
1979 Broken up Kaoshiung

**1959 Ulster Star** for Blue Star Line 10413 GRT



**Broken up Kaohsiung**

**1959 British Statesman** for BP Tankers 27856 GRT tanker



1975 Broken up Kaohsiung

**1959 British Power** for BP Tankers 27858 GRT tanker



1975 Broken up Kaohsiung

**1959 Manchester Miller** for Manchester Liners 9297 GRT





1970 Converted to container ship  
1970 Manchester Quest  
1976 Broken up Kaohsiung

**1959 Ashbank** for Bank Line 8694 GRT



**1976 Newcrest** for Crest Shipping Monrovia  
**1983 Broke from tow and wrecked Gijon**

**1959 Rosebank** for Bank Line for Bank Line 8694 GRT



1976 Newbreeze for Transocean Shipping

1977 Newbeach

1982 Broken up Chittagong

**1959 Amazon** for Royal Mail Lines 20368 GRT pass/cargo



1968 Akaroa of Shaw Savill

1971 Akarita of Uglands

1972 converted to vehicles carrier

1977 HUAL Akarita

1980 Akarita

1981 Broken up Kaohsiung

**1959 Somers Isle** for Pacific S N 5084 GRT



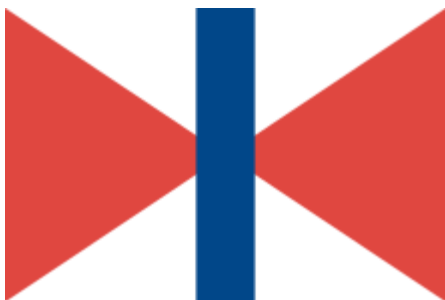
1971 Eldina  
1975 Commencement  
1981 Caribbean  
1981 Melpol  
1981 fire damaged broken up Ghent

**1959 Pinebank for Bank Line** for Bank Line 8694 GRT



1976 Newark  
1977 wrecked Tripoli broken up Villanueva 1978

## Short History of a Line – China Navigation Company



China Navigation Company is registered in Singapore with trading brands Swire Shipping and Swire Bulk

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The company was founded by [John Swire](#) to start services on the [Yangtze River](#). Founded 1866 when the first agency opened in Shanghai. By the early 1870s John Samuel Swire saw the benefit for steam shipping on the Yangtze River. He decided to establish a new company. The China Navigation Company was formed in London in 1872 with a capital of £360,000 chiefly put up by John Samuel Swire and WH Swire with Alfred Holt, Rathbone's, [TH Is may](#), RN Dale, John Scott, T Barlow and [William Imrie](#) and [T&J Harrison](#) supplying further.

The company initially ordered three ships to be built for the Lower Yangtze trade and in 1873 purchased the Union Steam Navigation Company giving CNCo two ships and the leases on property in [Shanghai](#) and at other river ports.



Hankow Built 1874 by A & J Inglis

By the mid-1870s CNCo interests had spread to the [Canton River](#) trade and by the late 1870s to the Shanghai to [Ningpo](#) and Shanghai to [Tientsin](#) routes, despite periods of intense competition and rates wars as well as pool agreements with the other shipping companies on these routes. In 1883 the Coast Boats Ownery [CBO], which had been formed to handle local coastal trade was joined with the CNCo and in the 1880s and 1890s they expanded the fleet and the ports of call so that by 1894 it consisted of twenty-nine ships calling at ports along the Yangtze, down the South China coast, in the [Philippines](#), [South East Asia](#), [Australia](#), [Japan](#), [Russia](#) and the North China coast.

[Butterfield and Swire](#) (B&S), which was the Far Eastern trading company of JS&S, was appointed from the formation of CNCo as eastern managers. All correspondence with JS&S, the London Managers, was conducted by the offices in Hong Kong and Shanghai. Shanghai was responsible for the CNCo business on the Yangtze River and the north China coast (from Ningpo north), and Hong Kong handled the south coast and Canton trade and all the South East Asian, Australian and Philippines routes.



1920 Whang Pu built by Swires Taikoo Dockyard



Scotts of Greenock built the coastal steamship SS Shenking in 1931



SS Suntien built in 1934 in Hong Kong

During the problems in Far Eastern trade and affairs in early years of the 20th century, the CNC fleet continued to operate up to the [Second World War](#) and, in 1940, was requisitioned by the British Government for the duration of the war.

1920 Whang Pu built by Swires Taikoo Dockyard

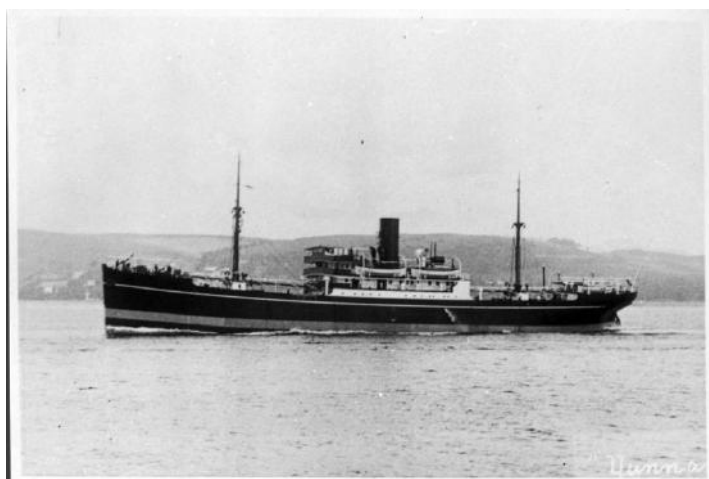


1935 Wulin

In autumn 1945 CNC returned to Hong Kong and Shanghai and, gradually, repossessed shipping and property seized by the Japanese was restored and normal working resumed

After WW2 CNC started new routes from Australia to Papua, New Guinea and the Pacific Islands.





Yunan



Anking 1950



Kweilin



During the 1960's they introduced unitisation to the pacific trades with palletization with the cargo carried on ships with side ports and worked by fork lift trucks carried on board

By the 1970's CNC had upgraded these services to full containerization using self-geared vessels with mobile gantry



Shanshi



shantung

During the 1960's and 70's there were two unexpected diversifications one a peripheral cruising business of seminar cruises out of Japan and a dry bulk fleet



Coral princess



Singan





Erradale



Later in the mid 1980's they embarked upon a decade long involvement in VLCC's with two vessels.

In the 1990's liner trades expanded with the focus of management activity moved away from head office in Hong Kong which included a series of mergers in Oceania

2009 CNC relocated its head office to Singapore

In the last decade CNC has established strong links with China including the shipbuilding industry. Their newbuild programmes are split between Chengxi Shipyard and Zhejiand Ouhua shipyard. Orders are also placed with Imabari in Japan

## WSS quiz answers - edition 21

- 1 What is the name of the ship which was named MS Statendam from 1993 to 2015, where she served as the lead member of Holland America Line's fleet?

*Vasco da Gama*

- 2 What is the name of Virgin Voyages new ship?

*Scarlet Lady*

- 3 Sanya International Cruise Development, a newly formed Chinese company, has recently purchased Sea Princess from Princess Cruises. What are they going to name the ship?

*Charming*

- 4 Where can you see MV Kyles, the oldest floating Clyde-built ship?

*The Scottish Maritime museum at Irvine, Scotland*

- 5 Stena Line has recently taken delivery of a new ferry. What is it called?

*Stena Embla*

- 6 RMS Strathnaver was the first of five sister ships, all painted with white hulls and buff funnels. What was the nickname of these sister ships?

*“The Beautiful White Sisters” or “The White Sisters”*

- 7 Which French fishing port has the registration letters BL?

*Boulogne*

- 8 In the Battle of the River Plate, the German Battleship, Graf Spee, was attacked by three British ships – HMS Exeter, HMS Achilles, and which other ship?

*HMS Ajax*

- 9 Ama Waterways new ship, Ama Dahlia, is set to start cruising on which river from September 2021?

*River Nile*

- 10 In the 1960s the Soviet Union had five liners built in East Germany - Ivan Franco, Alekandr Pushkin, Taras Shevchenko, Shota Rustaveli and which other ship?

*Mikhail Lermontov*



