



*World Ship Society  
Southend Branch*



# *News and Views*

*Newsletter Edition 22*

*11 January 2021*

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## News

Thank you to Geoff, Graham, Tony, Eddie, Roger and Stuart for their contributions.

How about joining in and contributing? Its what we make it

*Salamanca - 6<sup>th</sup> e flexer floated out to become Salamanca of Brittany Ferries*



*European Seaway sails from Tilbury*



European Seaways sailed from Tilbury Thursday 8<sup>th</sup> January to join Pride of Burgundy laid up in the Fal due 10<sup>th</sup> January . En route she stopped off at Dover to Restore

### *Shopping forecast*

**Tesco, good, occasionally busy later. Sainsbury's, moderate to good, rough in toilet roll aisle. Asda, slight to moderate, heavy crowds by evening. M&S and Co-Op, fair. Waitrose, fair to moderate. Lidl, rough at first, easing later. And that's the end of the Shopping Forecast.**

*Sudden megamax buying binge sees boxship orderbook to fleet ratio nudge past 10%*



A total of 25 giant megamax containerships were ordered in Q4 last year, nudging the boxship orderbook to fleet ratio into double-digit territory for the first time in a long time, according to data from Alphaliner.

The 673,500 teu Q4 ordering rally was the highest intake of new containership orders for five years. Of the 673,500 teu ordered, 591,000 teu were for megamaxes in the 23,000 to 24,200 teu range. Between October 1 and December 31 orders were placed by OOCL, Hapag-Lloyd, Chinese banks for MSC and Shoei Kisen for Ocean Network Express (ONE).

The orderbook to fleet ratio now stands at just over 10% with 2.4m teu on order versus an extant fleet of 23.91m teu.

Also, of note in the latest Alphaliner issue is the fact that interest for the first generation of megamaxes – the 23 row across variant – has cooled. Between June 2013 and October 2019, a total of 105 megamaxes of the 23-row across variant ranging in size from 18,000 teu to 21,000 teu were delivered. The orderbook for this category today stands at zero. All recent orders for new megamax vessels have been for the 24-row across model.

### *World's Largest 24000 TEU Ultra Large Container Ships to Be Built By CSSC*



On December 28, Hudong Zhonghua Shipbuilding (Group) Co., Ltd., a subsidiary of China State Shipbuilding Corporation, won the construction contract for two 24000TEU ultra-large container ships of Bank of Communications Financial Leasing Co., Ltd. In this project, Hudong-Zhonghua will once again serve as the “road pioneer” and undertake the important task of building the first ship. The 24000TEU ultra-large container ship is currently the world’s largest ship with the largest packing capacity and the largest deadweight tonnage. The total number of containers reaches 24,100 boxes. It is equipped with a hybrid Scrubber desulfurization device. All 4 ships are independently designed by Hudong Zhonghua. There are 4 ultra-large container ships of 24000TEU this time, 2 of which are each built by Hudong Zhonghua and Jiangnan Shipbuilding under China State Shipbuilding Corporation. . This type of ship adopts the world’s latest green, environmentally friendly, high-efficiency, energy-saving, safe, and reliable design scheme. Its unique small bulbous bow, The double-tower

fixed water cannon fire extinguishing system greatly improves the fire safety performance of the deck surface, showing advanced design concepts and cutting-edge shipbuilding technology. Hudong Zhonghua, as the core shipping company of China State Shipbuilding Corporation, has always firmly implemented the high-quality development strategy. At present, Hudong-Zhonghua has delivered more than 50 large container ships with more than 8,000 boxes, including 2 world's first 23,000-box LNG dualfuel-powered container ships

## *Liberia Maintains Position as Top Performing Ship*

### *Registry of 2020*

Liberia finishes off 2020 as the world's fastest growing flag State for the second year in a row. In late 2018 Liberia became the second largest flag State in the world, and since then, has continued to lead the world in fleet growth for two straight years.

According to Clarkson's World Fleet Monitor from mid-December 2020, Liberia has outpaced all other Open Registries having grown at 8.06% and 13.8 Million Gross Tons since January 2020. These numbers are also reflected in many of the leading shipping markets.

Specifically, Liberia is the fastest growing flag in Greece (where they are also the largest Open Registry used by Greek shipping companies), Japan, China, Singapore, and the United States.

This growth has not only been from newbuildings delivered this year, but from flag transfers thanks to Liberia's low cost to change flag, and our streamlined processes and procedures. Flag transfer tonnage has accounted for 60% of Liberia's growth in 2020, with owners looking to shift their tonnage from their existing flag States. Liberia's focus on top quality global service, savings on port dues in the major ports of the world has been an important part of supporting their clients' commercial operations. This has been a major advantage for Containership owners, and those that trade on spot. Further attracting this influx of tonnage is the continued investment into Liberia's high-tech systems and software, that are an additional value-add for Liberian flagged operators.

Despite the challenges of COVID, Liberia was able to adjust its processes and procedures, embracing a streamlined registrations process, being the first flag to introduce remote closings for ship registration, and the first flag to introduce remote inspections – all done with the safety of the crews and operators put at the forefront of any operational change.

## *Korean Navy receives new anti-submarine warfare frigate*



A new guided missile frigate boasting enhanced anti-submarine warfare capabilities was delivered to the Navy on Thursday, the arms procurement agency said. The 2,800-ton Gyeongnam ship features stealth design and is equipped with a towed array sonar system (TASS) and long-range anti-submarine torpedoes, which improves its detection and strike capabilities, according to the Defense Acquisition Program Administration (DAPA). It also adopts a hybrid electric drive propulsion system, which reduces noise and enables rapid manoeuvres, it added. The vessel has been built by Daewoo Shipbuilding & Marine Engineering Co. since 2016 as a second frigate under the country's Batch-II new frigate acquisition project. The first one is the frigate Daegu, which was delivered to the Navy in 2018. "We are working to construct six more frigates of this second batch version and plan to deliver them to the Navy by 2023," a DAPA official

### *UK Cruise restart will take 3 months*

It would take up to three months to restart cruise operations in the UK and the industry would need a signal this month to resume operations by Easter, media reports said.

"The UK Chamber of Shipping and CLIA said the restart of cruises would take up to three months, meaning that a signal was needed in January to allow the industry to get ready," Travel Weekly said in a report.

Ministers were told that 35% of advance bookings were usually made during December and January, underlining the need for a clear statement in favour of reopening the industry, The Times reported.

Government and industry officials are due to meet in the coming weeks to discuss a possible reopening.

In the autumn, Frank del Rio, President and CEO of Norwegian Cruise Line Holdings said it would take about 60 days to bring a ship back into service from cold layup.

## Visitors



© John Pitcher  
MarineTraffic.com

**Kaifong** visitor to Northfleet Built 2020 22360 GRT  
Current position Aviles anchorage



**Wisbey Teak** Built 2011 4776 GRT

Current Position en route to Milford Haven



**Suederoog** Built 2005 15633 GRT

Current position en route Tanger



**Maersk Newbury** ex Caroline Schulte, Cap Bisti, Libra Houston, Caoline Schulte  
Owner Maersk A/Built 2001 26582 GRT

Current Position Atlantic en route USA



**Lisa Lehmann** ex Storo Built 2004 3183 GRT Owner Reederei Lehmann

Current position En route Rostock



**HMM Algeciras** Built 2020 228,283 GRT Owner Maritz Taurus



Current Position Red Sea en route Dubai



**Glovis Sky** Built 2017 722669 GRT Owner Hyundai Glovis

Current position en route Bremerhaven



**GFS Genesis** ex Sima Genesis **Built** 2015 44887 GRT Owner Global Feeder Shipping

Current position en route Algeciras



**Espirit** Built 2984 GRT Owner Valparola Espirit BV

Current Position en route to Sluiskil



**Azra S** Built 2007 3753 GRT Owner RF Tanjers AS

Current position en route to Terneuzen



**Besiktas Iceland** Built 2007 5366 GRT Owner KAS Tanker Co

Current position en route to Rostock



**Claus** Built 2004 4973 GRT Owner Eberhardt Tankers

Current position en route to Stanlow



**Ruth** ex Ruth Borchard Ernst Rickmers Turkon America **Built** 2008 9981 GRT Reederei  
Jens Und @ Walle

Current position en route to Casablanca



**WES Janine** Built 2012 10585 GRT Owner Wessels Reederie

Current position En route to Ahrus



**Wybelsum** Built 2008 15597 GRT owner Briesa Schiffarts

Current position en route to Rotterdam



**Glorious Leader** Built 2007 57692 GRT Owner Ray Car Carriers

Current Position en route Dar es Salaam

*Gas ships Isle of Grain*



**Amberjack LNG** Built 2020 116 542 GRT Owner Xiang CH 17 c/o TMS Cardiff Gas



**Cadiz Knutsen** Built 2004 90835 GRT Norspan LNG c/o Knutsen



**Fedor Litke** Built 2017 128 806 GRT

## *WSS quiz questions - edition 22*

1. Which ship am I describing? She was built by John Brown at Clydebank, and was originally to be named HMS Bellerophon. She was launched on 25<sup>th</sup> October 1945, but work was suspended in 1946. In 1951 the Government decided to complete the ship to a revised design, and construction resumed in 1955, and she was commissioned in 1959.
2. Which fishing port has the registration LK?
3. In July 1921, King George V visited Southend to sail his 177 ft yacht in Southend's first ever Yachting Week. What was the yacht called?
4. Svitzer have recently started operating from which German port, with two ship-handling tugs?
5. The Gatun locks are at the Atlantic end of the Panama canal. What is the name of the locks at the Pacific end of the Canal?
6. With which battle is the ship "Bucentaure" associated?
7. What was the name of the Russian submarine that sank in the Barents Sea in August 2000, with the loss of 118 officers and crew?
8. Which naval battle is considered to have been the largest naval battle of World War 2, and possibly the largest naval battle in history?
9. If your cruise ship calls at Ajaccio, which island are you visiting?
10. On which route will you find the ferry Ben Woolacott?

## *Coal to Newcastle Lamb to London*

The 1880s saw the world in a trade depression, NZ was suffering badly as at that time their main source of income was from wool. By this time the sheep population was an embarrassment, some farmers just running unwanted stock over cliffs or slaughtering and rendering them down into tallow and blood and bone fertilizer.

Enter the NZ & A Land Company founded in 1877 with its HQ in Glasgow.

These entrepreneurs owned some 2 million acres of land, the aim being to improve its viability then sell it on as a going concern, the General Manager was William Soltau Davidson he had taken a keen interest in experiments from 1876 in shipping frozen meat around the globe, these attempts had proved the concept but not the economic viability, the first attempt to ship frozen meat was in 1873 from Australia, it was decided that cold rooms packed with ice would keep the 40 tons of meat frozen, not so! Ice melted and the ice making plant failed cargo had to be jettisoned, Bankruptcy ensued for James Harrison the inventor of the ice making plant in Aus.

Davidson decided to fit out a passenger ship, the Shaw Sevil & Albion Dunedin with a steam driven Bell-Coleman refrigeration plant. Using the Braden Effect. This cooled the entire hold to 22C below ambient. Prior to this Davidson had brought their NZ Manager Thomas Brydone to the UK to study refrigeration; he was then to be in charge of the NZ operation.

10,000 sheep were slaughtered and prepared at Brydone's Totara Estate purpose-built slaughter house near Oamaru rail head, packed in ice and shipped by rail to Port Chalmers, loaded on the Dunedin for freezing where they were sewn into calico bags, disaster struck when the compressor crank shaft broke the frozen cargo was defrosted and sold locally! Plant was eventually repaired locally and Dunedin eventually sailed on 15<sup>th</sup> February.

When the vessel became becalmed in the Tropics it was found that the cold air was not circulating properly, Captain John Whitson crawled through the trunking to cut additional vent holes, in so doing he almost froze to death in the process, crew members pulled him out by rope and resuscitated him.

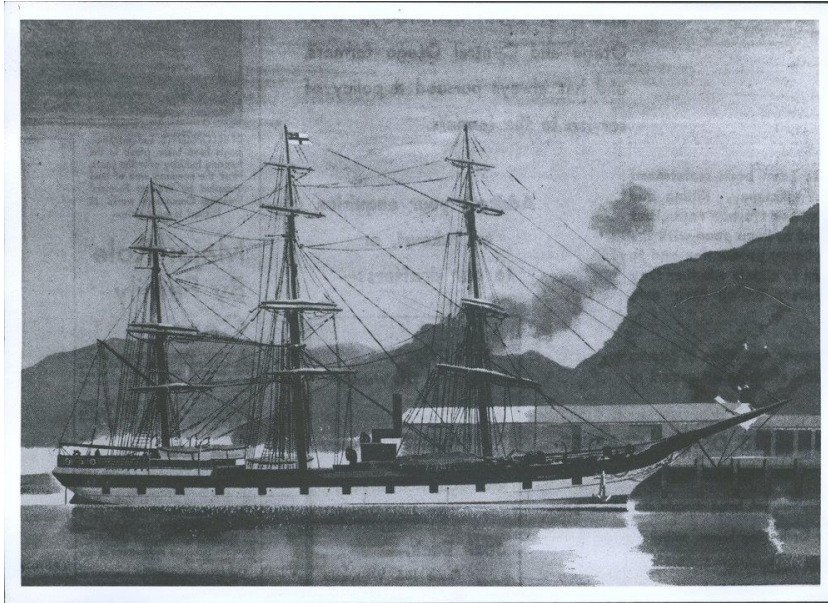
Dunedin arrived in London in late May, with 4331 mutton, 598 lamb and 22 pig carcasses, 250 kegs of butter, hare, pheasant, turkey, chicken and 2226 sheep tongues only one carcass was condemned and the quality of the NZ meat over the Aus product was noted, the meat fetched 6 1/2d a pound with the voyage making a profit of £4700 after all costs defrayed

The *Dunedin* arrived in London 98 days after setting sail. Carcasses were sold at the [Smithfield market](#) over two weeks by John Swan and Sons, who noted butchers' concerns about the quality of meat from the experimental transport; "Directly the meat was placed on the market, its superiority over the Australian [frozen] meat struck us, and in fact the entire trade". Although crossed with the primarily [wool](#)bearing [Merino](#), the well-fed New Zealand sheep weighed an average of over 40 kilograms (88 lb), and some exceeded 90 kilograms (200 lb). Only one carcass was condemned. <sup>[1]</sup> [The Times](#) commented "Today we

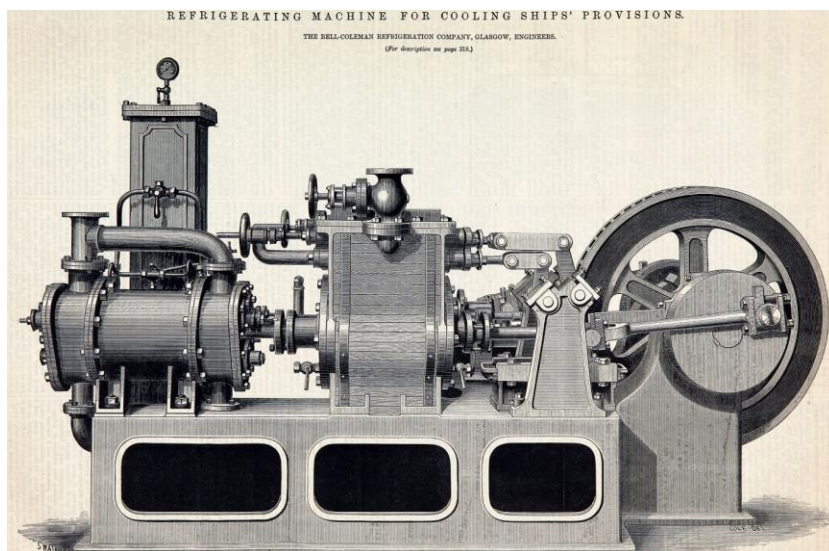
have to record such a triumph over physical difficulties, as would have been incredible, even unimaginable, a very few days ago...". After meeting all costs, NZALC's profit from the voyage was £4700

More than a single shipment would be required to create a new industry, Davidson set about creating a marketing and insurance structure to underpin refrigerated shipping. The new technology enabled the family run farm to become the standard economic unit in rural NZ for the next century

Dunedin made a further nine voyages all under 100 days, lost in the Southern Ocean in 1890, believed to have struck an iceberg, common in those latitudes pre climate change



Dunedin in 1882 with what looks like the boiler plant steaming to supply the reefer equipment



Bell Coleman reefer Plant



## Nostalgia Corner 8



HMS REVENGE postcard

The Revenge was built by Vickers at Barrow in Furness, being laid down on 22<sup>nd</sup> Dec. 1913, launched on 29<sup>th</sup> May 1915, and commissioned on 1<sup>st</sup> Feb. 1916. She displaced 29,950 tons. She had 18 Babcock & Wilcox boilers and 2 Parsons steam turbines onto 4 shafts, giving 40,000 SHP and 21.9 knots. Her armament consisted of 8 x 15", 14 x 6", 4 x 3", 2 x 3"AA, and 4 torpedo tubes.

It was originally intended that the class should use both oil and coal, as an economy measure, but Admiral Fisher rescinded the decision for coal in Oct. 1914. The ship was still under construction, but the redesign to fully oil-fired boilers increased the power generated by 9000 SHP.

She was fitted with anti-torpedo bulges between Oct. 1917 and Feb. 1918, which increased her displacement to 32,460 tons. Flying-off platforms were mounted on top of 'B' and 'X' turrets in 1918. During a refit in 1928, the platform on 'X' turret was removed, whilst that on 'B' turret was not removed until 1933. The postcard photo must have been taken between Feb. 1918 and 1928. Between the wars her AA armament was gradually improved.

HMS Revenge participated in the Battle of Jutland, firing 102 rounds of her main armament using armour piercing shells. In the second war she spent the first two years in the Atlantic, moving in Oct. 1941 to Trincomalee. In Sept. 1943 she was placed in reserve, but in Dec. 1944 she became a training ship for boiler personnel at Portsmouth. Her 15" guns by this time had been removed as spares for other warships. In Mar. 1948 she was placed on the disposal list, and in July 1948 she was sold to T.W.Ward at Inverkeithing for scrapping.



GOTA LEJON Swedish light cruiser.

The Gota Lejon was built in Gothenburg, being laid down on 27<sup>th</sup> Sept. 1943, launched on 17<sup>th</sup> Nov. 1945 and commissioned on 15<sup>th</sup> Dec. 1947. Her displacement was 8,200 tons. She had 4 Motala 4-drum boilers and 2 sets of De Laval geared steam turbines producing 90,000 HP on 2 shafts giving a max. speed of 33 knots.

Her armament consisted of 7 x 6", 21 x 40mm., 6 x 20mm., and 6 torpedo tubes. She was originally ordered for the Netherlands, but taken over because of the outbreak of WW2. She was designed in Italy. She served as a training ship for most of the 1950s and 1960s. She was present at the 1953 Spithead Naval Review, which is probably when the photo was taken.

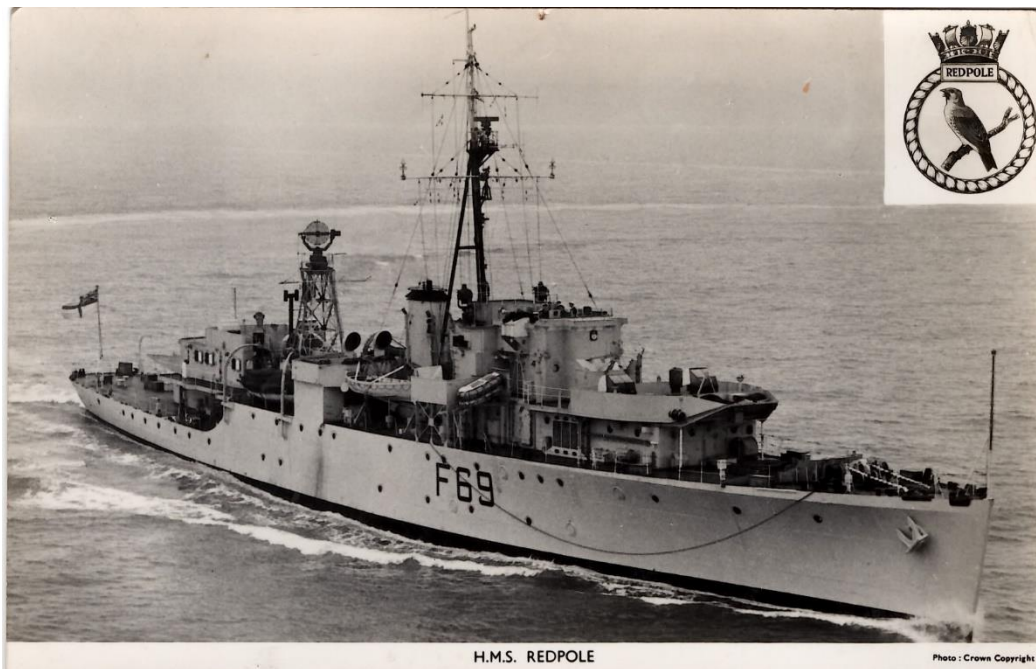
In 1971 she was sold to Chile, becoming the Almirante Latorre. She was decommissioned in 1984, and scrapped in Taiwan in 1986.



HMS CARRON postcard unused.

HMS Carron was a "Ca" class fleet destroyer, a sister of HMS Cavalier. She was built by Scotts of Greenock, being launched on 28<sup>th</sup> Mar. 1944 and commissioned on 6<sup>th</sup> Nov. 1944. She was originally to be named HMS Strenuous, but was renamed Carron before her launch. Her displacement was 1710 tons. She had 2 Admiralty type 3-drum boilers and Pardons geared turbines on two shafts producing 40,000 HP and 34 knots. Her armament consisted of 4 x 4.5", 2 x 40mm., 10 x 20mm., and 8 torpedo tubes.

In June 1945 she was sent to the Far East, but joined the East Indies Fleet at Trincomalee. Later in 1945 she was paid off into reserve. She was modernised at Chatham with a new bridge and gunnery fire control system and a Squid. In 1955 she was modernised again for service with the Dartmouth Training Squadron. In 1960 she served as a navigation training ship, her guns having been removed. She was paid off on 5<sup>th</sup> April 1963, and was sold to T.W.Ward on 10<sup>th</sup> March 1967, arriving at Inverkeithing on 31<sup>st</sup> May 1967.



HMS REDPOLE postcard unused

HMS Redpole was built by Yarrows at Scotstoun, being ordered on 27<sup>th</sup> March 1941, laid down on 18<sup>th</sup> May 1942, launched on 25<sup>th</sup> Feb. 1943, and commissioned on 24<sup>th</sup> June 1943. She was a Modified Black Swan class sloop, and her displacement was 1350 tons. She was powered by 2 Admiralty type 3-drum boilers with 2 Parsons geared turbines onto 2 shafts giving 4300 HP and 20 knots. She was armed with 6 x 4" dp guns, with 8 x 2pdr and 12 x 20mm together with 110 mines.

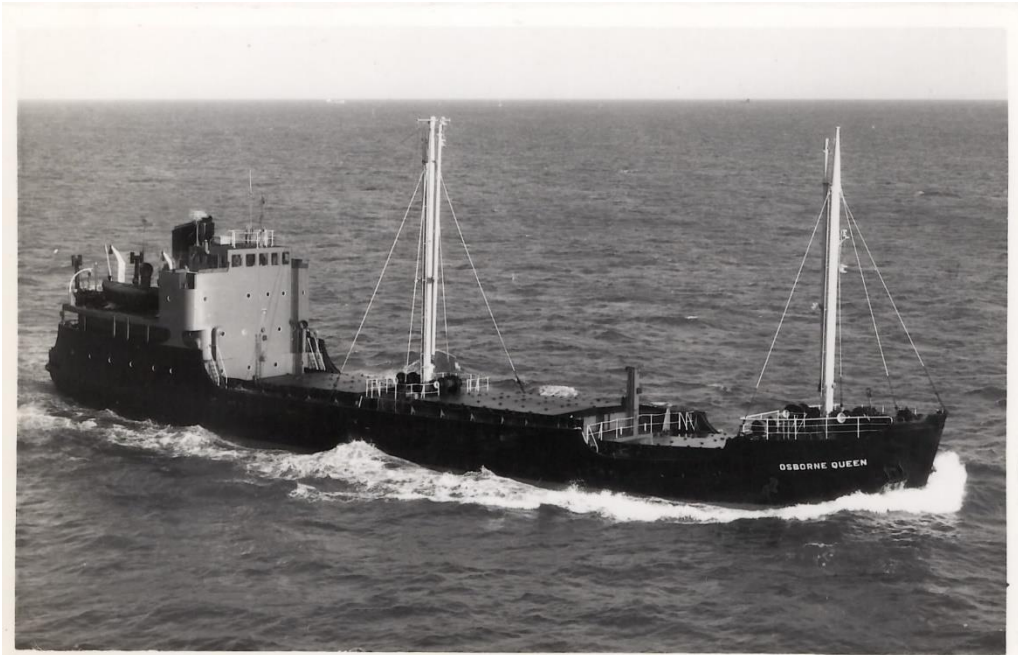
The Black Swan class were significantly more expensive to build than the Flower, River and Loch classes, but were more successful against U-boats. The Modified Black Swan class did not prove as satisfactory in service as the original Black Swan class, owing to the large amount of extra equipment added, and some strengthening had to be carried out.

In her first year of service, HMS Redpole escorted convoys in the Atlantic and the Med. She supported the Normandy landings in June 1944. Late in 1944 she was assigned to the East Indies fleet for training, and in January 1945 she supported Allied landings in Burma.

In 1946 she was paid off into reserve at Harwich. In 1949 she was re-activated as a navigation training vessel attached to HMS Dryad at Portsmouth. Her armament was removed and a tripod mast was added.

In 1953, she was part of the royal procession that proceeded through the lines of assembled warships during the Spithead Naval Review, being classed as the Admiralty Yacht. In 1957 she collided with the Gosport ferry, causing one fatality. Along with her sistership HMS Starling, she visited Southend once in the late 1950s, being moored off the Pier.

In 1958 she was withdrawn from her training role and returned to reserve. She was scrapped by J.A.White, arriving at St. Davids on 20<sup>th</sup> Nov. 1960.



## MV OSBORNE QUEEN

The Osborne Queen was built by Ardrossan Dockyard Ltd for Queenship Navigation Co. Ltd., part of Coast Lines Ltd., being launched on 18<sup>th</sup> Dec. 1956 and completed in May 1957. She was of 1730 grt and was powered by an oil 8cyl. Sulzer engine onto a single screw.

In 1965 she was sold to the Britain Steamship Co. Ltd., part of Comben Longstaff & Co. In 1968 she was sold to Eskgarth Shipping Co. Ltd. In 1972 she was bought by Nefeli Shipping Co. Ltd of Famagusta, and renamed Nefeli. Later in 1972, on a voyage from Garston to Antwerp in ballast she caught fire and was wrecked in Dollar Cove, Land's End.



R.M.S. "HIGHLAND MONARCH" 14,500 TONS GROSS. Royal Mail Lines passenger service from United Kingdom to Spain, Portugal, Canary Islands, Brazil, Uruguay and Argentina.

### RMS HIGHLAND MONARCH postcard of a painting

The Highland Monarch was built by Harland & Wolff in Belfast for H & W Nelson Ltd of Belfast for their S. American service. She was launched on 3<sup>rd</sup> Aug. 1928 and completed on 2<sup>nd</sup> Oct. 1928. She was of 14,137 grt. As completed, she had capacity for 150 First, 70 Intermediate and 500 Third class passengers. She was powered by two Burmeister & Wain diesels which gave 2190 HP.

In 1933 she was transferred to Royal Mail Lines Ltd, Belfast. She was requisitioned in 1939 as a troopship, returning to commercial service in 1946. On 28<sup>th</sup> April 1960 she arrived at Dalmuir for breaking up by Arnott Young & Co.



### SS ORSOVA postcard used

The Orsova was built by Vickers Armstrong at Barrow for the Orient Steam Navigation Co., for their GB to Australia via Suez service. She was launched on 14<sup>th</sup> May 1953, and began

her maiden voyage on 17<sup>th</sup> March 1954. She was of 28,790 grt., and her Double reduction geared turbines of 42,500 SHP gave her a top speed of 26 knots. As built her capacity was for 681 First and 813 Tourist class passengers.

In April 1954, she became stuck against the bank in the Suez Canal, due to a strong crosswind. Over 60 men were recruited on the windward bank of the canal to pull the ship off, using one of her mooring lines. The operation delayed the ship by several hours.

In 1966, she was transferred to the sister company P & O. In 1969 she was chartered by Gulf Oil to act as a floating hospitality and accommodation ship for the formal opening of the Bantry Bay Oil Terminal. In the early 1970s she was mainly involved in cruises. She was withdrawn from P & Os service in 1973, and was sold to shipbreakers in Taiwan, arriving at Kaohsiung on 14<sup>th</sup> Feb. 1974.



MV ASSURITY postcard of a painting by Frank Mason

The Assurity was an oil tanker built by Goole Shipbuilders for F.T. Everard in 1956. She was of 2614 dwt and was powered by a 6 cyl. 'P' type oil engine by Newbury.

In May 1969 she was sold to Heracles Shipping of Piraeus and renamed Petroclis. In 1982 she was sold to United Brothers of Panama and renamed Tamin 11. In 1989 she was sold to UAE owners and renamed Marwan 1V. Later in 1989 she was sold to Malvi Shipbuilding Co. for breaking up at Alang, where she arrived on 11<sup>th</sup> Oct. 1989.

## STRETCHING OF SHIPS



THE "GUEST WING" ON THE MAGGIE

Rummaging through heaps of old snapshots recently, I came across one dating back to 2003 when we had our narrowboat, The Maggie of Leigh, cut into half and a 10 foot long "Guest wing" inserted, bringing the length up to 56 feet. A narrowboat has a constant cross-section for most of its length, so the exercise was relatively straightforward. The work was done at Skipton in Yorkshire, near where we kept the boat at that time. To enlarge a narrowboat, the only option is to increase its length, as the beam is limited by the width of locks and the height by the headroom under bridges.

Because of the continuous steel top plate provided by the cabin roof, and the fact that wave heights on the British canal system are minimal, no strengthening was needed to the structure. Hot and cold-water pipes and electrical cables had extra lengths inserted, but no alterations were needed to the engine or rudder system. The work took about three months to complete, about twice what the boatyard had indicated, but otherwise we were, and still are, very pleased with the result.



BRAEMAR'S "GUEST WING"

To some extent cruise ships are similarly relatively easy to lengthen, at least in structural terms, with their many decks and few large openings in them. A number of cruise ships have been similarly lengthened in the last 30 years, significantly increasing their earning capacity by inserting a new midships section. Like our narrowboat, generally additional engine power is not needed, unless, for example, a re-engining for improved efficiency is warranted.





THE LENGTHENED BRAEMAR

A typical case of lengthening a cruise ship is that of the Fred Olsen's Braemar. A new 102ft. midsection was inserted by Blohm & Voss at Hamburg, which increased her passenger capacity from 727 to 968. Along with the new cabins came a new dining facility, a new pool area, a pool bar and a new observatory area forward. The ship was out of service between May and July 2008, just three months, similar to the time taken to extend the narrowboat by 10 feet five years earlier. In defence of Pennine Cruisers who lengthened The Maggie, B & V had the new midsection prefabricated offsite before the three months started, so they had a head start.



THE STENA LAGAN IN BELFAST

Another well-known ship in UK waters that is being lengthened is the former Belfast-Liverpool ferry Stena Lagan. The work, which is being carried out in Turkey, involves installing a new 36 m long mid-section together with a new bow, to allow the ship to be loaded on two levels through the bow as well as the stern. The length will be increased from 186.5m to 222m, the freight capacity to 2875 lane metres, and the passenger accommodation from 120 to 194.



STENA LAGAN AT B & V

Cruise ships and, to some extent, passenger ferries tend to be lengthened rather than widened, as internal cabins command less rates than external ones. Container ships, on the other hand, are only width limited by the outreach of ship to shore cranes. Because of the large deck openings in container ships, and also dry cargo ships, considerable strengthening at deck level is needed if they are to be lengthened. Widening, on the other hand, does not increase the longitudinal bending moments.



MSC GENEVA

The Panamax container ship MSC Geneva, owned by Reederei NSB, was widened at the HRDD shipyard in China in 2015. The ship's capacity was increased from 4860 TEU to over 6300, and the ship's beam increased from 32.2m to 39.76m. The design speed was reduced from 24 to 19 knots, but the engine plant was unchanged. The whole exercise was completed in four months.



MSC GENEVA

Finally, to coin a phrase, The Only Way is Up. In a number of vessels, an extra layer of accommodation has been added. Several of Cobelfret's Ro-Ro ferries, such as the Opaline, were stretched by placing an additional layer on the existing weather deck, and a new hydraulic vehicle ramp. Steel sponsons had to be installed on each side of the hull shell for stability. The work was carried out in China in 2012.



OPALINE SHOWING THE SPONSONS

*Rogers Pics- part 8*



**Ardea** Built 2000 1810 GRT Owner c/o John Esseberger



**BBC Pacific** Built 2007 5261 GRT Owner Norderloog



**Dole Asia** Built 1994 10584 GRT Owner Ventura Trading



**Maersk Okura**



**Tanais**



## Thira

### *“A” Class mine layers*

I recall an ex “matelot” colleague recounting his having seen one of these vessels whilst on Fleet Exercise, they were in awe as one steamed past the Fleet at full tilt

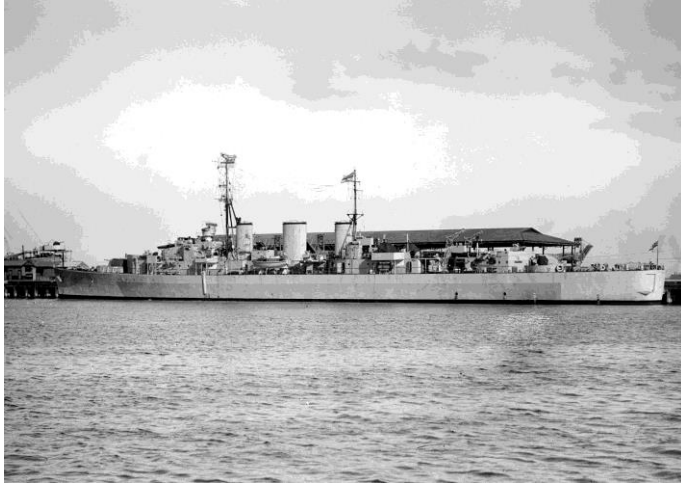
In the 1930`s the Admiralty and several other nations had identified the need for a fast mine laying capability, the Admiralty spec, called for a vessel 400 feet long, a beam of 40 feet and to be capable of a speed of forty knots!

Whilst they were the size of a large destroyer (about 3500 tons displacement) they had an installed power train suitable for a cruiser, two geared turbines of 72000 SHP with four Admiralty pattern three drum boilers, they were to have a range of 1000 NM at 40 knots, 156 mines were stowed in an aft shelter deck these were discharged via two stern doors, cranes to handle the mines were installed port and starboard, these can be seen in the attached photo.

Armament comprised 4-inch quick firing guns with high elevation and an array of anti-aircraft guns, the initial anti-aircraft capability was found lacking when the Latona was lost due to receiving a bomb hit, improvements were effected to all the class, the latest in radar and range finding equipment was installed

Six vessels were ordered, 4 in 1938 Abdiel, Latona, Manxman and Welshman and two under the War Emergency Programme in 1939, these were Ariadne and Apollo the latter pair together with Manxman survived the war and remained in service being scrapped 1965, 1962 and 1972 respectively.

All were successful in their designed role, they were also found to be eminently suitable as fast transports, their mine stowage capacity made a large cargo space available, they were deployed in relieving besieged forces in Tobruk and Malta one story tells that with the boiler safety valves locked down on one run from Malta a speed of 45 knots was attained!



HMS Abdiel. 1940.

418 Ft. long. 40 Ft. beam. 4000 Tons displacement

Builder J. Samuel White

Mined while berthed in Taranto Harbour

## *THE DOCKMASTERS*

Marine operations at West India Dock during the 1950's and '60's were under the control of the Dockmaster, who had his own department and was considered a Head of Department, only outranked by the Dock Manager and Chief Engineer. All movements of vessels within the West and East India Docks were under his jurisdiction.

Under him came his deputy and a number of Assistant Dockmasters, basically one in charge of each watch, since they worked seagoing watches, even at East India Dock, by then little used. But one would be in charge of the Blackwall entrance to West India Dock, used only by lighters and other small craft and only open during the day, allowing the Assistant Dockmaster there to work more or less office hours. All Dockmasters had to be in possession of an Extra Masters certificate but did not have to have had command of a merchant ship but were given the honorary title of Captain. A bit strange for the one ex-Royal Navy Commander who became a PLA Dockmaster.

Because they had to be instantly available to stand their watch, they were provided with houses for themselves and their families near the lockside. On duty each was supported by a lock foreman and his assistant and about twelve lockmen (pulling a ship of about 6000 tons around by hand needed quite a bit of manpower!) There was a second foreman, with an assistant, whose task was to record all shipping and barge movements in the Dockmaster's report for the watch while his assistant had the more active job of jumping around the lighters to obtain craft docking notes and other documents. There were also three office staff and the whole lot were co-ordinated by the Chief Foreman, one Albert.

Albert's job seemed largely social and he spent many happy hours yarning to us in the Dues Office, drinking innumerable cups of tea, in the absence of anything stronger. He

eventually had his ten minutes of fame when he was interviewed on the radio show 'Down your way'. When asked , at the end of the show to choose a favourite piece of music, he replied "Ill 'ave some of that 'Andel's Lager an' lime."

As you have probably gathered. the Dockmaster's department was a male preserve, no ladies were employed there. However, there was a female influence in the person of the chief Dockmaster's wife, widely known as 'Olive Oil' (although, so far as I know, no-one had the temerity to refer to her husband as 'Popeye') This lady definitely ruled the roost to the degree that one of the office staff was, more or less permanently at her beck and call for jobs such as shopping, mowing the lawn, etc., for which he was rewarded with Sunday overtime to check the lockmen's time sheets.

Her husband, the Chief Dockmaster, considered himself 'master of all he surveyed.' What he said went and no arguments. This was especially true of his relations with the lighterage industry. The good Captain considered that all lighters entering the Dock should be arranged in neat little rows to await their loading or discharge and not left to drift around the Dock, impeding other traffic and being a general nuisance. It was indeed possible, on occasions to cross the dock by means of a log jam of loose craft.

To promote his ideas on this subject, the dockmaster held periodic meetings with representatives of the lighterage industry which either ended in angry exchanges or with promises which were not kept and, either way, things returned to normal with masses of drifting lighters.

Of course, it was necessary for us in the Dues Office to co-operate closely with the Dockmasters department, including the great man himself. One day he came on the phone to one of my colleagues and demanded certain information that had to be researched. My colleague patiently explained this and was told to get on with it, in language usually reserved for addressing a recalcitrant deck – hand.

After a while my colleague came over to me and asked what was the normal address from a captain to a second mate. I replied that would be either "Second Mate", "Mister" and his surname or just plain "Mister" He said that he liked the last best and I asked what this was all about.

"Our beloved Dockmaster," he replied, "did not rise above second mate while he was at sea. He is not entitled to the title of Captain." (He evidently did not know about Extra master's Certificates and honorary titles of "Captain".)

He then phoned the Dockmasters with the required information. Albert answered the phone and was asked to put him through to Mister -----Somewhat confused, Albert did this and there were sounds of apoplexy as the great man was addressed as plain Mister. Afterwards however he always treated my colleague with respect or perhaps it was caution?

G.E.D.



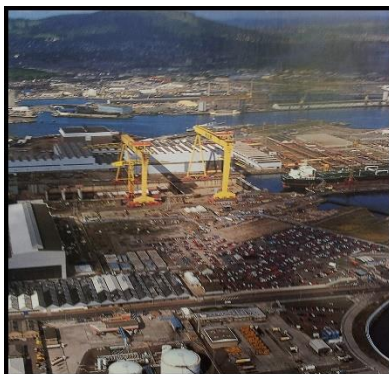
# *Shipbuilding Harland & Wolff Belfast*

## *Merchant ships Part 5*

### *Part 5 1960-69*

In the 1960s, notable achievements for the yard included the tanker *Myrina*, which was the first supertanker built in the UK and the largest vessel ever launched down a slipway, as it was in September 1967. In the same period the yard also built the semi-submersible drilling rig *Sea Quest* which, due to its three-legged design, was launched down three parallel slipways. This was a first and only time this was ever done.

In the mid-1960s, the Geddes Committee recommended that the British government advance loans and subsidies to British shipyards to modernise production methods and shipyard infrastructure to preserve jobs.



A major modernisation programme at the shipyard was undertaken, centred on the creation of a large construction graving dock serviced by two Krupp Goliath cranes, the iconic Samson and Goliath, enabling the shipyard to build much larger post-war merchant ships, including one of 333,000 tonnes.

The last liner that the company launched was MV Arlanza for Royal Mail Line in 1960, whilst the last liner completed was SS Canberra for P&O in 1961

**1960 William Wheelwright** for Pacific S N 31230 GRT Tanker



1975 suffered stranding damage and broken up Santander 1986

**1960 British Mallard** for BP Tankers 11174 GRT tanker



1978 Penhors Cie Navale Worms  
1984 Fal XII for Fal bunkering Sharjah  
1987 Fame 2  
1987 Broken up Gadani Beach

**1960 Icenic 11238 GRT tanker for Shaw Savill**



1978 Aegean Unity for Atacos  
1979 Broken up Kaohsiung

**1961 Canberra for P & O 46733 GRT**



1967 Broken up Gadani

**1960 Aragon for Royal Mail Lines 20362 GRT**



1969 Aranda  
1971 Hoegh Traveller for Leif Hoegh  
1972 Converted to car carrier  
1977 HUAL Traveller  
1980 Traveller for Ace Navig  
1981 Broken up Kaohsiung

**1960 Arlanza** for Royal Mail Lines 20362 GRT



1969 arawa  
1971 Hoegh Transit  
1971 Converted to car carrier  
1972 Hoegh Trotter  
1977 HUAL Trotter  
1980 Trotter  
1981 Broken up Kaohsiung

**1960 Tresfonn** for Sigval Bergesen 13471 GRT Bulk carrier



1973 St Mary for Noramar

1974 Drymos for Anassa

1975 Guyo

1978 Rio Bravo

1981 sank after flooding and fire

**1961 Port Alfred** for Port Line 10534 GRT Refrig/cargo



1978 Masirah for Brocklenamk. Cunard

1982 Masir for Orpheus Ltd

1986 Broken up Siracha

**1961 Port St Lawrence** for Port Line 10827 GRT Refrig/cargo



1975 Matangi for Cunard/Brocklebank

1982 Nordave for Armier Shipping

1983 Broken up Gadani Beach

**1961 Edward Stevinson** for Srevinson Hardy Tankers 31317 GRT Tanker



1981 Broken up Kaohsiung

**1961 Avonbank** for Bank Line 8694 GRT



1977 Fortune Star  
1984 Broken up Huangpu

**1961 Levernbank** for Bank Line 8694 GRT



1973 Stranded in fog and refloated herself  
1973 sank under tow

**1961 Tindfonn** for Sigval Bergesen 31322 GRT tanker



1976 Atlas Pioneer for Atlas Livestock Carriers  
1977 Shortened  
1977 Danny F  
1985 Broken up Gadani Beach

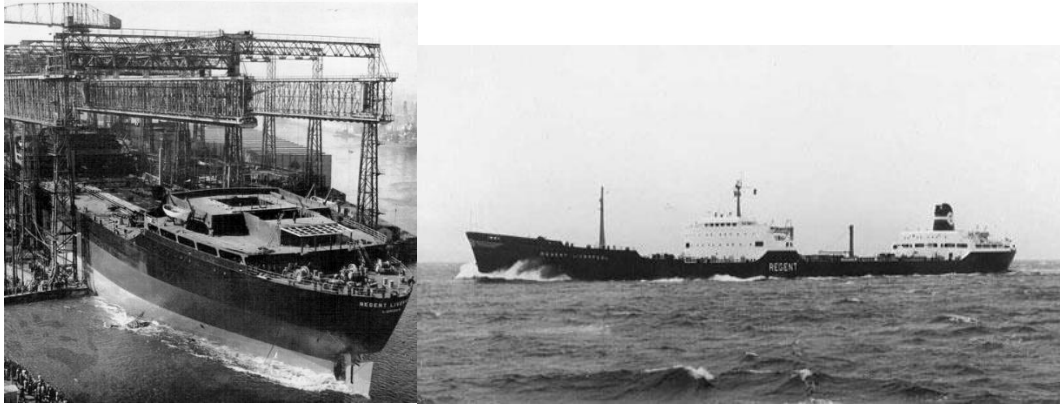
**1961 British Cormorant** for BP Tanker Co 11132 GRT



1977 Oriental Endeavour for Transocean  
1977 Oriental Banker  
1984 Broken up Chonburi

**1962 Regent Liverpool** for Regent Petroleum 30770 GRT





1969 Texaco Liverpool  
1982 Broken up Kaohsiung

**1962 Springbank** for Bank Line 8694 GRT



1978 Global Med for Transorient Freight Monrovia  
1979 Terrie U  
1980 Global Med  
1984 Broken up Kaohsiung

**1962 Olivebank** for Bank Line 8694 GRT



1978 Golden Lagos for Good Corp Shipping  
1984 Broken Up Kaohsiung

**1962 Port Nicholson** for Port Line 14972 GRT



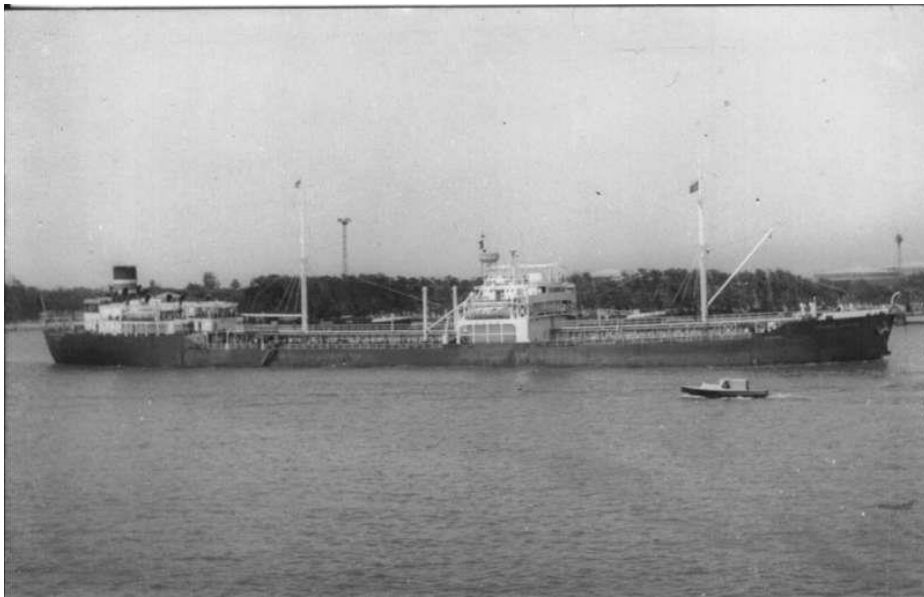
1979 Broken up Kaohsiung

**1963 Rimfonn** 50677 GRT tanker for Sigval Bergesen



1975 Rama Ntomas for Naess Shipping  
1977 Broken up Kaohsiung

**1963 British Lancer 32547 GRT British Tankers**




1976 Lancer 1 for Pro Lija Shipping  
1976 Broken up Kaohsung

**1963 George Peacock for Pacific Steam Navigation 18863 GRT**



1969 Georgios V for Vardinoyannis Piraeus  
 1992 Broken up Gadani Beach

**1963 Roybank** for Bank Line 8812 GRT

<h2>Roybank</h2>		 <p>[Photo Peter Davey 1971]</p>
<i>Ship Number</i>	1647	
<i>Vessel Type</i>	Cargo Ship	<p>She was named for the then Andrew Weir &amp; Company Chairman, Roy Weir.</p> <p>1979 renamed <i>Castor</i></p> <p>1983 renamed <i>Byron I</i></p> <p>Wrecked Kallimenes, Crete 17th January 1985 (On Voyage Gdynia to India with a cargo of sugar)</p>
<i>Built</i>	Belfast	
<i>Launch Date</i>	June 21, 1963	
<i>Slip Number</i>	2	
<i>Delivered</i>	October 31, 1963	
<i>Owner</i>	Andrew Weir & Co.	
<i>Weight</i>	6526 grt	
<i>BP Length</i>	450 feet	
<i>Breadth</i>	62.6 feet	
<i>No. of Screws</i>	Single	
<i>Speed (approx)</i>		
<i>Propulsion</i>	Harland and Wolff - B & W Single Acting (S.A.) Diesel 6 Cylinder 6,300 SHP	
<i>Official No. Registered</i>		
<i>I.M.O.</i>	5417454	
<i>Fate</i>	Wrecked	

1979 Castor  
 1983 Byron I  
 1985 Wrecked off Crete

**1963 Lossiebank** for Bank Line 8678 GRT



1979 Evoicos Gulf for Evoicos  
1985 Broken up Alang  
1964 Weybank for Bank Line 8812 GRT



1979 Golden Nigeria for Chung Hsing  
1984 Broken up Kaohsiung

**1964 Methane Princess** for Methane Tanker Finance 21876 GRT



1985 Broken up Castellon

**1964 Hazelbank** for Bank Line 10807 GRT



Owners  
The Bank Line Ltd.

m.v. "HAZELBANK"

Managers  
Andrew Weir & Company Ltd.

1979 Argonaut

1982 Mastura Zahabia

1984 Golden Singapore

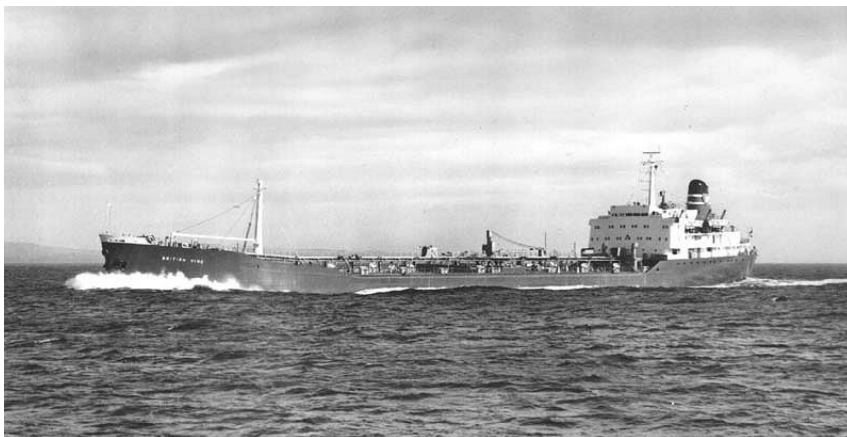
1985 Broken up Pusan

**1964 Irishbank** for Bank Line 10526 GRT



1979 Oceanaut  
1980 Kang Dong  
1994 Broken up Alang

**1965 British Vine** for British Tankers 13408 GRT



1983 Petrolina VI  
1987 Vine  
1996 Saveh  
1997 Broken up Alang

**1965 Texaco Maracaibo** for Texaco 47630 GRT tanker



1978 Broken up Kaohsiung

**1966 British Centaur** 37832 GRT for British Tankers



1983 Earl of Skye for Earl of London

1984 Broken up Ulsan

**1965 Edenfield** for Hunting Tankers 35805 GRT





1967 Dewdale  
1970 The Admiralty  
1977 Edenfield of Field Tank  
1978 Donath Shipping  
1982 Broken up Kaohsiung

**1965 La Estancia** for Buries Marks 28007 GRT bulk carrier



1978 Emmanuel Comnios of Danaos Primera  
1985 Jasmine  
1985 Broken up Beilun

**1966 La Sierra** for Buries Marks 28004 GRT Bulk carrier



1980 Bravery for Ocean Tramping  
1981 Hemisphere Shipping  
1992 Broken up Nantong

**1966 Orcoma** for Pacific SN 10300 GRT



1979 Eka Daya Samudera  
1984 Broken up Kaohsiung

**1966 Donax** for Shell tankers 42068 GRT tanker



1984 Savvas II for Gem Maritime  
1992 Broken up Alang

**1966 Nairnbank** for Bank Line 10363 GRT



1979 Gulf Hawk for Gulf Shipowners  
1986 Broken up Alang

**1967 Ulster Prince** for Belfast SS pass ferry 4279 GRT



1982 Lady M of Panmar Ferries

1984 Tankpakorn

1988 Long Hu

1988 Macmosa

1995 Neptunia

1995 Panther

2000 Manar

2004 Broken up Alang

**1967 Fjordaas** for Agdesidens Rederi 41079 Buk carrier



1979 Deng Long Hai for China Ocean Shipping

1991 Broken up Huangpu

**1967 Maplebank** for Bank Line 10365 GRT



1979 Kavo Yossonas for Enaton  
1985 Kowloon Countess for Tamahine Shipping HK  
1985 Broken up Gadani Beach

**1968 Gowanbank** for Bank Line 10385 GRT



1980 Kavo Grossos for Ogdoon Corp Piraeus  
1985 Broken up Sahana

**1968 Essi Kristine** for Bjorn Ruud 41089 GRT tanker



1978 Wen Deng Hai for China Ocean shipping  
2006 Deleted

**1968 Skaufast** for A/ S Eikland Oslo 57204 GRT Bulk carrier



1978 Mount Pelon for Metropolitan World Shipping  
1983 Energy Pioneer  
1983 Graigffion for Garth Shipping Cardiff  
1985 Nassau Pride for Nassau Pride Shipping  
1988 Pan Oak  
1991 Anafarta  
1992 Broken up Gadani Beach

**1968 Thara** for Tonnevolds rederei 41089 GRT bulk carrier  
1978 Luo shan Hai  
2006 deleted

**1968 Myrina** for Deutsche Shell 95836 GRT tanker



1981 Broken up Inchon

**1969 Aino** for C H Sorensen & Sonner 57204 GRT bulk carrier

1983 Mega Star for Goodwood Shipping

1987 Patman for Fathom Marine Cyprus

1989 Batman for Northwest Shipping

1989 Anadolu 3

1990 Ziya S

1992 Zea

1997 Zeai

1997 Broken up Gadani Beach

## *Short History of a Line - Ellerman Lines*

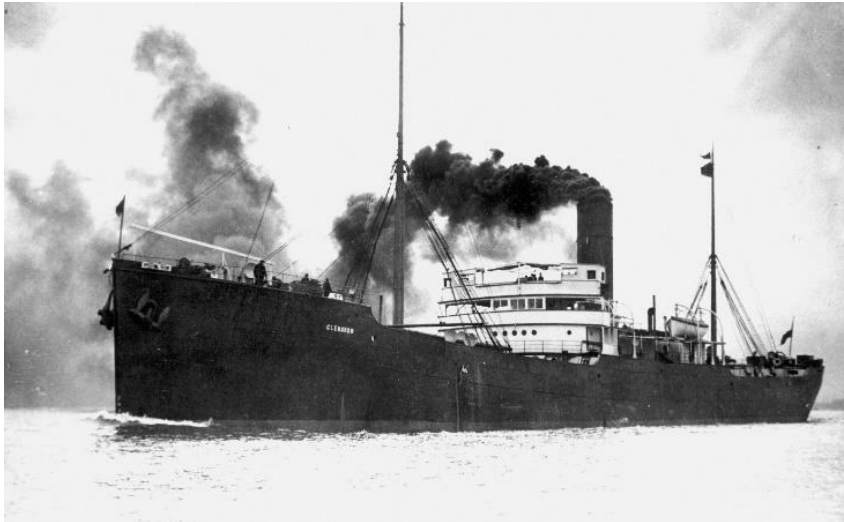
The company was founded in 1892, by John Ellerman, Christopher Furness and Henry O'Hagan. They bought the assets of the Liverpool based Frederick Leyland and Co Ltd. The company started with an initial capital of £800,000 to buy the fleet of 22 vessels from the executors of Frederick Leyland, By 1893 Ellerman had taken on the role of chairman

In 1900 the company acquired 20 ships from the West India and Pacific Steamship Company and the firm became Frederick Leyland

In 1901 the company was bought by J. P. Morgan's International Marine Mercantile Company, but Ellerman remained as chairman, and the owner of 20 ships. He later acquired the Papayanni Steamship Company and eight of its ships. He used these assets to form the London, Liverpool and Ocean Shipping Company, based at Moorgate in London.

The London, Liverpool and Ocean Shipping Company then bought 50 percent of George Smith and Sons' City Line, Glasgow, and 50 percent of the Hall Line Ltd

In 1903 the name was changed to Ellerman Lines with head offices in Liverpool, Glasgow and a subsidiary office in London



### Glenavon

In 1904–05 the company bought McGregor, Gow and Co of Liverpool, known as Glen Line.

In 1908 the company bought Bucknall Steamship Lines who operated on numerous routes between the United Kingdom, South Africa, the near East and North America, which in 1914 was renamed Ellerman & Bucknall Steamship Co.

The Ellerman group of companies now dominated the Mediterranean and Near East. By 1914, the Ellerman group controlled four subsidiary companies: Ellerman City Line; Ellerman and Bucknall Steamship Company; Ellerman and Papayanni Lines; and Hall Line.

A large portion of its fleet was requisitioned by the British Government on the outbreak of WW1 for use as troop ships, munitions carriers, or for conversion into armed merchant cruisers to augment the Royal Navy.

Ellerman continued to operate a limited service with its remaining ships.

1916 Ellerman personally bought Wilson Line of Hull, bringing 67 short-sea vessels into service with the company. It was renamed Ellerman's Wilson Line and traded as a separate entity with its own distinctive livery of red funnel with a black top and most of the vessels had dark green hulls.



Calypso, launched in 1897. Ellerman Wilson Lines acquired her in 1920

During WW! The companies sustained heavy losses and in all the companies lost 103 ocean vessels, with a total cargo capacity of 600,000 to 750,000 tons. These included the liner City of Athens mined off Cape Town in Aug. 1917. City of Winchester (1914) was the first



merchant vessel to be destroyed in the war, being captured by the German cruiser Königsberg, homeward bound from India

Another liner belonging to the Ellerman fleets was mined in the Indian Ocean. The City of Exeter, struck a mine in the Indian Ocean, about 400 m. from Bombay. Number 1 hold filled at once, and the master gave orders for the passengers and crew to leave the ship. Then the master and chief engineer returned and made a thorough examination of the ship. They decided that, the crippled vessel could reach Bombay under her own steam. The passengers reembarked and the vessel safely arrived in port.

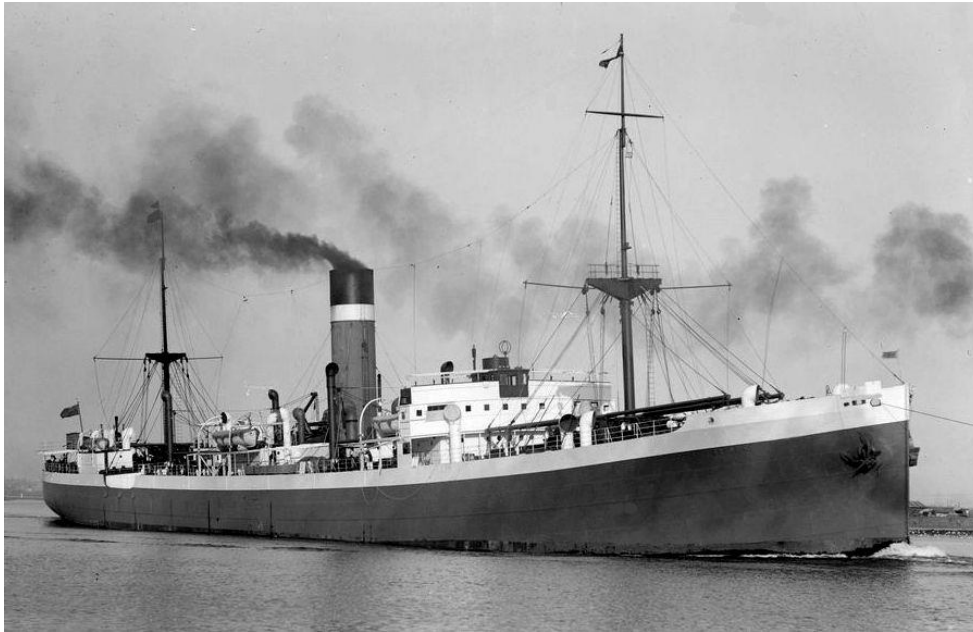


City of Paris, launched in 1922

Ellerman Lines recovered their fleet after the war which involved obtaining several German liners as well as placing orders for new ships.



The City of Nagpur 1922

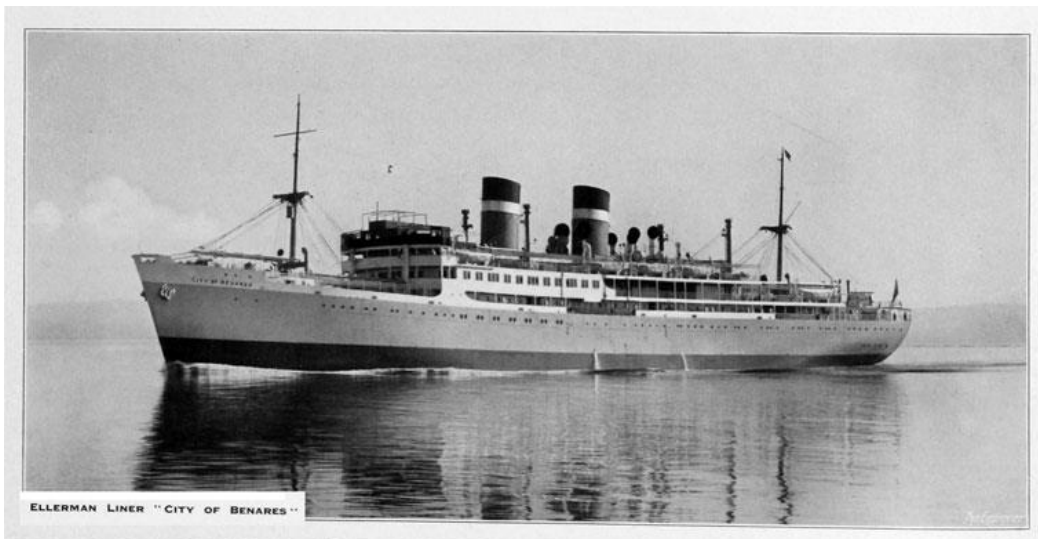


1920 City of Brisbane

The old networks of passenger and cargo services were restored. John Ellerman died in 1933.

By the outbreak of WW2, the fleet had been rebuilt and expanded, to the extent that the Ellerman groups owned a total 105 ships with a combined capacity of 920,000 tons. This made Ellerman's one of the biggest fleets in the World.

Its ships were in four classes: mixed cargo and passenger ships; cargo ships with limited passenger accommodation; pure cargo ships; and short sea traders for service in the Mediterranean. Many of these ships were requisitioned by the UK Government, whilst others were kept as cargo vessels to transport supplies to the United Kingdom.



City of Benares

Losses in the war included 41 ships were sunk by submarines including the tragic loss of the City of Benares, seven by air attacks, three by mines and one by a surface raider. In total, the Ellerman Group lost 60 ships out of its fleet of 105.<sup>1</sup>



City of Colchester



city of Stafford



Liberty ship City of Shrewsbury, launched in 1943 as Ben H Miller. Ellerman and Papayanni bought her in 1947.

After WW2 a new building programme was undertaken with a new policy which saw the building of fast steam cargo liners that carried no more than a dozen passengers in considerable comfort. Crew accommodation was likewise improved. They focused on rebuilding their international trade routes and purchased outright 12 cargo ships from the Government which they had managed in the war. By 1952, 25 of these new style 12-passenger ships had entered service, making for a total of 45 new vessels since the war, and with a further 14 for use on the Portuguese trade routes and Mediterranean services. By 1953 Ellerman's fleet had been almost completely rebuilt, consisting of a total of 94 ships with a carrying capacity of 900,000 tons.



City of York 1953



City of Exeter



City of Auckland

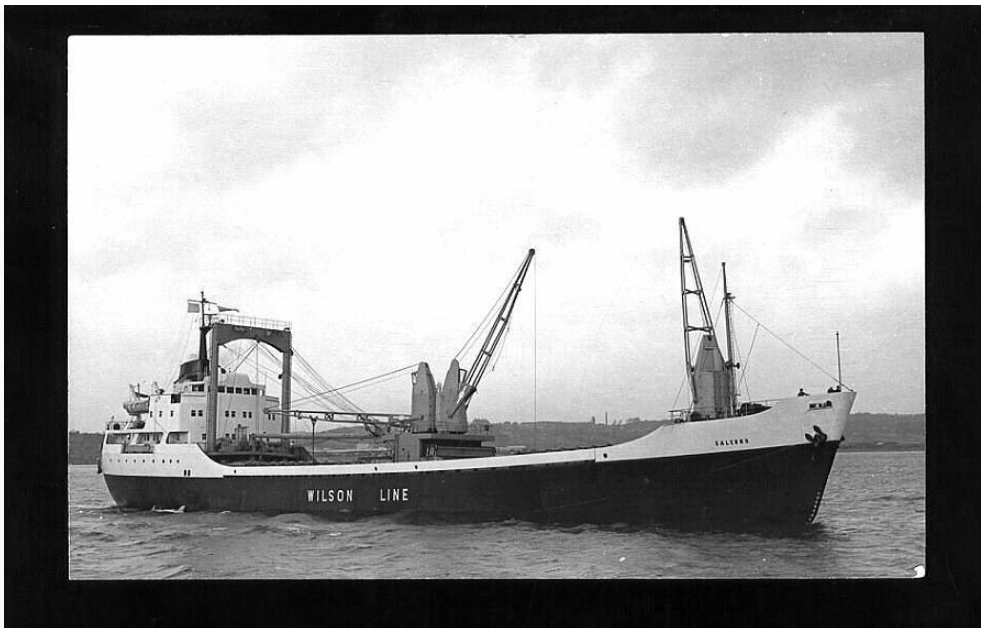


City of cape town



Flaminian

In 1967, as containerisation began to rationalise the World's shipping services, Ellerman Lines controlled 59 oceangoing vessels.



Valerno

Trading was however becoming more difficult with newly independent nations, such as India, setting up their own shipping companies. This period saw the advent of containerisation.

1966 Ellerman Lines joined the Associated Container Transportation (ACT) Group consortium and started the successful containerisation of its Mediterranean services. By the early 1970s the Ellerman group had expanded its commercial interests into other areas, including hotels, brewing and printing. In 1973 it merged all its shipping companies into one division.



Ships Laid up in Amsterdam



City of Durban

Ten years later its profitability had plummeted and it was making heavy losses. The whole business was then sold to the Barclay brothers. In 1985 the shipping business was bought by its management, then sold to the Trafalgar House conglomerate, which merged it with its ownership of the Cunard Line to form Cunard-Ellerman in 1987. In 1991 they passed it to the Andrew Weir Shipping Group, who sold it to Hamburg Süd in 2003. In 2004 the name was dropped and Ellerman Lines ceased to exist.

## *WSS quiz answers - edition 22*

11. Which ship am I describing? She was built by John Brown at Clydebank, and was originally to be named HMS Bellerophon. She was launched on 25<sup>th</sup> October 1945, but work was suspended in 1946. In 1951 the Government decided to complete the ship to a revised design, and construction resumed in 1955, and she was commissioned in 1959.

*HMS Tiger*

12. Which fishing port has the registration LK?

*Lerwick*

13. In July 1921, King George V visited Southend to sail his 177 ft yacht in Southend's first ever Yachting Week. What was the yacht called?

*HMY Britannia, a gaff-rigged cutter built in 1893*

14. Svitzer have recently started operating from which German port, with two ship-handling tugs?

*Emden*

15. The Gatun locks are at the Atlantic end of the Panama canal. What is the name of the locks at the Pacific end of the Canal?

*Miraflores locks*

16. With which battle is the ship "Bucentaure" associated?

*Battle of Trafalgar – it was the flagship of the Franco-Spanish fleet*

17. What was the name of the Russian submarine that sank in the Barents Sea in August 2000, with the loss of 118 officers and crew?

*Kursk*

18. Which naval battle is considered to have been the largest naval battle of World War 2, and possibly the largest naval battle in history?

*The Battle of Leyte Gulf, with over 200,000 naval personnel involved. It was fought in the Philippines in 1944 between combined Australian and American forces and the Imperial Japanese Navy.*



19. If your cruise ship calls at Ajaccio, which island are you visiting?

*Corsica*

20. On which route will you find the ferry Ben Woolacott?

*It is one of the Woolwich ferries. The ship is named after a teenage deckhand who drowned in an accident while untying mooring ropes in 2011.*