World Ship Society
Southend Branch

News and Views

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

News & Views Coordinator Richard King rking567@btinternet.com

Notes

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Brittany Ferries charters two hybrid LNG-electric vessels from Stena RoRo

BRITTANY FERRIES

An artist's impression of one of the new ferries, which will run on LNG fuel and battery power

Brittany Ferries is to add two new hybrid LNG-electric ro-pax ferries to its fleet in 2024-2025 as part of its fleet renewal plan, which is one of the pillars of its five-year, post-Covid recovery strategy.

Both new vessels will be chartered from Stena RoRo on a 10-year agreement, which includes an option for Brittany Ferries to purchase them after four years. One will replace Normandie on the route between Portsmouth, UK and Caen, France, while the other will replace Bretagne on the route between Portsmouth and St Malo, France.

The ferries will join two other LNG-fuelled vessels in the fleet, Salamanca and Santoña in 2023, which will operate routes between the UK and Spain from 2022 and 2023 respectively.

Designed to better serve freight and passenger traffic on the routes between the UK and France, the new ships will operate on LNG fuel while at sea but will switch to running partially or completely on battery power while in port and in the English Channel. When berthed in port, the vessels will be able to connect to shore power facilities to recharge the onboard batteries and to provide power for systems like air conditioning, heating and lighting. This will fully eliminate funnel emissions in ports.

Both vessels will boast an increased number and variety of cabins to maximise capacity on night-time crossings. For example, Normandie's replacement will have 30 extra commodore cabins, as well as a C-Club airport-style lounge, while Bretagne's replacement will feature 79 additional commodore cabins, a C-Club lounge, and 18 more cabins for families of up to six people. There will also be extra pet-friendly cabins on the ships.

The onboard parking garages will also be longer and higher than on the existing vessels to increase freight capacity and make it easier to accommodate new types of passenger vehicle, such as motorhomes. The facilities will have charging points for electric cars, as well as additional lane space to facilitate faster and easier embarkation and disembarkation.

Marine Atlantic to add new dual-fuel ro-pax ferry to fleet in 2024

MARINE ATLANTIC

The new dual-fuel ferry will help Marine Atlantic to reduce carbon emissions

Canadian shipping operator Marine Atlantic has signed a five-year charter agreement with Stena RoRo for a new dual-fuel ro-pax ferry, which is expected to enter service on Marine Atlantic's Port aux Basques and Argentia routes in the 2024-2025 financial year.

Designed to accommodate up to 1,000 passengers and a mixture of commercial and passenger vehicles, the ice-classed ferry will feature lounges, a children's play area, a kennel for pets and a variety of food and beverage options. It will also have 40 passenger pods and 146 passenger cabins, including some with facilities for pets.

The new ferry will be equipped with dual-fuel technology and batteries to reduce its carbon footprint, as well as a system to reduce underwater noise and thereby protect marine life. In addition, the vessel will have enhanced power and thruster capability to improve manoeuvrability during the docking and undocking process.

Marine Atlantic will have the option to purchase the vessel at the end of the contract.

Lindblad Expeditions inaugurates National Geographic Endurance

Lindblad Expeditions has inaugurated its first polar expedition cruise ship, National Geographic Endurance, in Reykjavik, Iceland, marking the only time the harbour has hosted a christening ceremony for an international vessel.

Named in honour of explorer Ernest Shackleton, National Geographic Endurance was officially welcomed into the fleet by Lindblad Expeditions' founder and co-chair Sven Lindblad and CEO Dole Berle, as well as her captain Aaron Wood.

Boasting Ulstein's patented X-Bow hull, National Geographic Endurance has been built to Polar Class 5 Category A standards and can accommodate 126 guests in 69 all-balcony cabins and suites.

One of the ship's onboard highlights will be 'Change', the world's first permanent ship-based installation of drawings, paintings, video, photography and sculpture, which was curated by artist Zaria Forman.

Here's What an Entire Cruise Fleet Sold for at Auction

The Cruise & Maritime Voyages fleet auction is over, with five ships heading to new owners or to scrap, and the values have finally been revealed as buyers were able to get cruise ships for pennies on the dollar during the sealed bidding process.

Vasco Da Gama

Built: 1992

Tonnage: 55,451

Capacity: 1,258 Guests

Buyer: Mystic Invest

Sales Price: $10,187,000

History: Originally operated by Holland America, the ship was built in 1992. The original S-Class ship, it sailed as the Statendam until 2015, when Carnival Corp. transferred it to P&O Australia where it sailed as the Pacific Eden, along with its sister ship, the Pacific Aria, the former Ryndam. Moving under the CMV umbrella in 2019, the Vasco da Gama operated for the TransOcean brand in the German-speaking market.

Columbus

Built: 1988

Tonnage: 63,500

Capacity: 1,400 Guests

Buyer: Seajets

Sales Price: $5,321,000

History: Built in 1988, the Columbus was originally ordered by Sitmar Cruises as the Fair Majesty. While still under construction, the company was sold to Princess Cruises, who took over its operation, and the ship then became the Star Princess. After nearly a decade sailing for Princess, the vessel was transferred to P&O Cruises UK as the Arcadia in 1997. She then spent time with both Ocean Village and P&O Australia before joining CMV in 2017

Astor

Built: 1987

Tonnage: 20,704

Capacity: 650 Guests

Buyer: Projected to be scrapped

Sales Price: $1,710,000

History: In service since 1987, the Astor was built in Germany to offer a five-star luxury soft adventure product in the British market. A year later, the vessel was sold to Soviet owners, becoming the FedorDostoyevskiy. After years sailing chartered to European tour operators, the vessel got its original name back and in 1996 was acquired by TransOcean Tours. In 2013, it was chartered to CMV for a new operation in Australia. The British cruise line later acquired TransOcean Tours to focus on the German market.

Magellan

Built: 1985

Tonnage: 46,052

Capacity: 1,452 Guests

Buyer: Seajets

Sales Price: $3,431,000

History: In service since 1985, the Magellan was built for Carnival Cruise Line as the Holiday. Following a major refit in 2009, the ship was transferred to IberoCruceros to begin operating in the Spanish market as the Grand Holiday. With the demise of the Ibero brand in 2014 the ship was sold to CMV.

Marco Polo

Built: 1965

Tonnage: 22,000

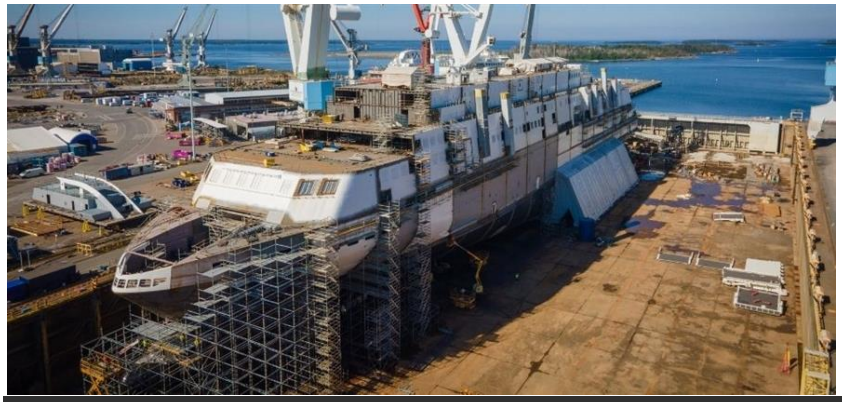
Capacity: 820 Guests

Buyer: Projected to be scrapped

Sales Price: $2,770,000

History: A former ocean liner, the Marco Polo was built in 1965 as the Aleksandr Pushkin for the Leningrad/Montreal route. After serving its original purpose until the 1970s, the vessel started to sail as a cruise ship under charter agreements. In 1991, it was sold to Orient Lines and renamed Marco Polo. In Greece, the vessel was rebuilt as a true cruise ship, also receiving new engines.

Tallink's new ferry MyStar to be christened in August



RAUMA MARINE CONSTRUCTIONS

Tallink Grupp's new ro-pax ferry MyStar is to be floated out in August at Rauma Marine Constructions' shipyard in Finland, with the president of Estonia Kersti Kaljulaid to be the sponsor of the ship.

MyStar will be christened at an official ceremony at the shipyard using a name chosen after an international naming contest held last year. As with all of Tallink's ships, a bottle of Champagne Nicolas Feuillatte Reservé Brut will be broken against the hull.

Construction of MyStar, which at 212 metres long is the largest car and passenger ferry to be built by Rauma Marine Constructions, began at the shipyard in April 2020. The main engines and tanks for LNG fuel have been installed, and the vessel is currently being prepared for the christening.

MyStar will operate on the route between Tallinn, Estonia and Helsinki, Finland, joining Tallink's Megastar. She is scheduled for delivery in 2022.

TT-Line to add two new Spirit of Tasmania ferries to fleet

SPIRIT OF TASMANIA

Tasmanian ferry operator TT-Line is to add two more Spirit of Tasmania ferries to its fleet, after it signed a contract for their construction with Finnish shipyard Rauma Marine Constructions.

The agreement has been finalised following approval from the Tasmanian Government, with construction set to begin in spring 2022. The ferries will measure 212 metres in length with capacity for 2,000 passengers and crew, making them larger than their predecessors. They will also feature a separate car deck and 284 cabins. Both ferries will transport passengers between Melbourne in mainland Australia and the city of Devonport on Tasmania, a voyage which typically takes between nine and 11 hours.

The vessels were initially conceived by naval architecture firm Foreship with the development of a concept design. Foreship will also provide naval architecture, hydrodynamics, cargo and passenger service concept development, and systems engineering services during the building process, and will assist in reviewing design documentation, drawings and plans.

The two vessels are scheduled to be delivered in 2023 and 2024, respectively.

Cunard to resume international cruises in late 2021

CUNARD

Luxury British cruise line Cunard is to return to international sailing in late 2021 after scheduling more than 40 new ‘Overseas Escapes’ voyages for the remainder of this year and 2022. The new itineraries will range from two to 40 nights and will see Queen Mary 2, Queen Victoria and Queen Elizabeth taking guests to more than 40 destinations.

Following a summer season of cruises to destinations along Britain’s coast, Queen Elizabeth will begin sailing from Southampton, UK to Western Europe followed by the Iberian Coast

and the Atlantic Islands. The vessel will make overnight calls in destinations such as Lisbon and Funchal in Portugal, as well as late departures from Malaga, Spain.

In late February 2022, Queen Elizabeth will reposition to Asia, sailing through the Suez Canal to Dubai, Sri Lanka, Malaysia, Singapore, Hong Kong and Japan, where she will resume her scheduled programme in April.

Meanwhile, Queen Mary 2 will restart her transatlantic crossings this November and then offer new short cruises in Western Europe followed by three winter sailings to the Caribbean. Guests can choose from several ports of embarkation for the Caribbean voyages, including Southampton, Hamburg in Germany and Fort Lauderdale, Florida. Notable itinerary highlights will include overnights in Bridgetown and Barbados, as well as visits to St. Maarten, Dominica, St. Lucia and St. Kitts.

Queen Victoria will resume service in April 2022, offering three roundtrips from Southampton to destinations in 11 countries, such as Denmark, Estonia, Finland and Poland. Highlights of the voyages will include overnight calls in Amsterdam, Netherlands; Lisbon, Portugal; and St Petersburg, Russia.

Russia Warns Britain: Sail Near Crimea Again and Your Sailors Will Get Hurt

A senior Russian security official warned Britain on Wednesday not to sail its warships near Russian-annexed Crimea again unless it wanted its sailors to get hurt.
Freedom of navigation rules in Ukrainian territorial waters near Crimea. Russia annexed Crimea from Ukraine in 2014 and says the waters around it belong to Moscow now despite most countries continuing to recognize the peninsula as Ukrainian.

Cosco, ONE, Yang Ming and Maersk all tipped to order in next great wave of boxship expansion

The stunning amount of boxships ordered so far this year is set to continue with big names such as Cosco, Ocean Network Express (ONE), Yang Ming and Maersk all tipped to be in discussions with Asian yards.

More than 300 boxships were ordered in the first half of the year, according to data from Alphaliner. The overall orderbook to fleet ratio has more than doubled from 9.4% a year ago to 19.9% at the end of H1, Alphaliner data shows.

July has also kicked off with sizeable deals for 7,000 teu ships for TS Lines and Seaspan.

In its most recent weekly report, Alphaliner suggested ONE is looking at adding more mainline ships, while Cosco is close to ordering six 13,000 teu vessels and fourteen 15,000 teu ships at its joint venture yards with Kawasaki Heavy in Nantong and Dalian.

Yang Ming, meanwhile, is being widely tipped to be closing on a contract for its first 24,000 teu class vessels, while Maersk is understood to be in touch with a Korean yard for larger methanol-fuelled ships,
Containership newbuild prices have leapt 15% so far this year.

Antarctic expedition to renew search for Shackleton's ship Endurance

A project called Endurance22 will launch early next year to locate the wreck in the Weddell Sea

In 1915, during Sir Ernest Shackleton's attempt to cross Antarctica, the Endurance sank after months of being trapped in the ice. Photograph: PA Archive

The location of Sir Ernest Shackleton's Endurance has been one of the great mysteries since it became trapped in ice and sank in 1915.

The effects of climate change will make the expedition a little less difficult, with melting ice easing the vessel's passage. An international team of scientists with expertise in the study of ice and climate will be onboard, advancing knowledge of the Antarctic environment.

Shackleton's attempt to cross Antarctica is an epic story of valour and survival against all the odds. The Endurance became trapped in ice off the Caird Coast and drifted for months before being crushed and sinking. The men drifted on ice floes for months. Food became an anxiety and when the expedition dogs were shot they were eaten. Eventually they took to their boats reaching the uninhabited Elephant Island, where they lived off penguins and seal meat. Shackleton and five others then headed for the island of South Georgia in a whale boat, eventually rescuing the others from Elephant Island, with all 28 of the crew returning alive.

The Endurance is believed to lie at a depth of more than 3,000 metres.

It is possible that the vessel's strength of construction means that much of it is intact

The privately funded expedition has been planned by the Falklands Maritime Heritage Trust (FMHT), which organised the successful search for German warships sunk in 1914 during the Battle of the Falkland Islands.

The vessel for Endurance22, SA Agulhas II, belongs to the South African government and will set off from Cape Town early next year.

It has heavy duty ice-breakers that will pound their way through the pack ice for miles on end, The team will use Saab Sabertooth underwater search vehicles, equipped with sensors, lights and cameras.

The Guardian has a public fundraising

James Fisher demonstrates commitment to reducing GHG emissions with plan to add LNG-fuelled vessels during 2022

A story from March

The vessels 4763 GRT vessels are the first clean product tankers of this size to incorporate this emissions-reducing propulsion technology.

With the ability to run on both conventional fuel and LNG, the two vessels will also incorporate innovations in design and construction technology to further enhance hydrodynamic performance, to provide improvement in operational efficiency and reduction in greenhouse gas emissions.

The first adoption of LNG as a cleaner alternative to conventional oil-based propulsion fuels in this class of vessel continues the entrepreneurial spirit of James Fisher, and demonstrates the company's commitment to its stakeholders and the environment.

The ships will be registered in Cyprus and named Sir James Fisher and Lady Maria Fisher

Visitors

Bavaria Express Built 2003 39941GRT Owner: Zodiac Maritime

Current Position

Sten Nordic Built 2005 11943 GRT Owner Stenoil A/S HMM

Current Position North Sea

Afrodite Built 2005 30053 GRT Owner Southport marine

Current Position En route to Paldiski

CC Fort St Charles Built 2019 36946 GRT Owner CMA CGM

Current Position En route Fort de France

CMA CGM Jean Gabriel Built 2018 95256 GRT Owner ERA Wisdom

Current Position En route to Singapore

Helle Built 1999 1835 GRT Owner Nippon Gases Europe

Current position en route to Sluiski

Maxine Built 2000 21005 Owner Shiplux VIII

Current Position

Seamax Greenwich Built 2004 91038 GRT Owner Manifest LLC

Current Position En route to Port Qasim

Spirit of Discovery

Current position Newcastle

Fehn Lyra Built 2010 2967 GRT Owner Fhen Lyra

Current Position

Nordrhone Built 2015 23975 GRT Owner Hanseatic Unity

Current Position Tilbury

YM Wreath Built 2017 145136 GRT Oener GC Intermodal

Current Position

One Owl Library Built

WSS Quiz Questions Edition 36

1. Viking Ocean have seven 930-guest ships, having recently taken delivery of Viking Venus. Can you name two of the others?

2. Holland America will be celebrating a significant anniversary in 2023. What is that anniversary?

3. Which fishing port has the registration PW?

4. The 2,800-passenger *Carnival Victory* is receiving a massive remodelling and will emerge with a new name. What is that name?

5. Which ferry was hired to provide accommodation for about 1,000 police for the G7 meeting in Cornwall?

6. The Conrinth Canal separates the Peloponnese from the Greek mainland. How long is this canal, to the nearest ½ mile?

7. Which of the following was <u>not</u> on-board RMS Titanic on her maiden voyage – John Jacob Astor, Benjamin Guggenheim or John Pierpont (JP) Morgan?

8. This maritime explorer set out in 1791 on an expedition lasting four and a half years to chart America's northwest coast from Oregon to Alaska. He is immortalised by a city and an island bearing his name. Who is he?

9. In what year was St Katharines Docks closed? (Five years either side is acceptable)

10. Which yachtsman was the first to perform a single-handed non-stop circumnavigation of the world in 1968/69?

THE HEAT LOW

This an unusual weather system, generally found in subtropical areas such as the Sahara and, sometimes but very rarely in the UK. One year the Inter – Club Cruiser Cup Race sailed into one, entirely unpredicted by any weather forecast.

The race, at that time was between teams from the local yacht clubs, each of four cruising yachts and that year four teams had entered making a total of sixteen boats. The course would take them down river to the South Shoebury buoy, then across the river to one of the Swile buoys on the Kentish side and finally back across the river to finish at Southend Pier head, where the Race Officer was stationed to start and finish the race.

I was crewing in one of the smaller boats in the race, 'Arkena' and this is what we experienced. At first the wind was light westerly and we more or less drifted down to the South Shoebury buoy. Quite soon violent looking thunder clouds appeared all round but no rain. Instead, it turned very hot and as we made numerous attempts to round the buoy in the fickle breeze, our shirts were off.

A boat from another club had made a better job of rounding the buoy and was now about half a mile ahead of us. Suddenly he was laid flat by a squall. Warned by this, we scrambled around putting every possible reef in our sails before the squall hit us. This stood us in good stead as we rode the squall out and then found that we were sailing in a fresh wind that had gone
South – easterly, never a good direction on this shore. It then began to rain heavily. This did not worry us as we were already soaked by the spray that was flying about.

Meanwhile, back on the pier, the experienced Race Officer feared that no-one was going to finish the race. He felt that those who did not need rescue would put into the River Medway for shelter.

We had found the Swile buoy alright and were now running before the wind towards Southend pier. Alarmingly Arkena put her bows under one wave as the next one broke over her stern. Pumping was very much needed. No other boats were in sight.

As we approached the pier the weather eased somewhat and we realised we were not leading the field, most of the fleet had already finished. The Race Officer's fears were not justified, all managed to finish the race, apart from two, who retired and motored home.

But we were not finished with the heat low yet. As we finished the race and set course for the Hadleigh Ray where we could wait for enough water to reach our mooring at Two Tree Island, we were overtaken by a much larger yacht which had been in the race.

To reach the shelter of the Ray, we had first to negotiate the narrow Low – way channel. This we did with ease but our companion was not so lucky. He ploughed onto the sand with what sounded like the collapsing of timbers. There was nothing we could do to help him as we had taken our propellor off for racing.

We heard, later, that the lifeboat had gone to his assistance but he had refused to let them tow him off as he felt that the

.

lifeboatmen would claim salvage. Not so, salvage is not claimable if any of the original crew remain aboard but lifeboat crews do appreciate a small donation to provide refreshments when they are not on call. So, he eventually got off by using his own engine, without damage.

We continued up Hadleigh Ray and anchored when well up it, but then dragged our anchor until we were ashore, which was handy as we could then, in the shallow water, put the propellor back on. Several cups of tea later we motored back to our mooring

G.E.D.

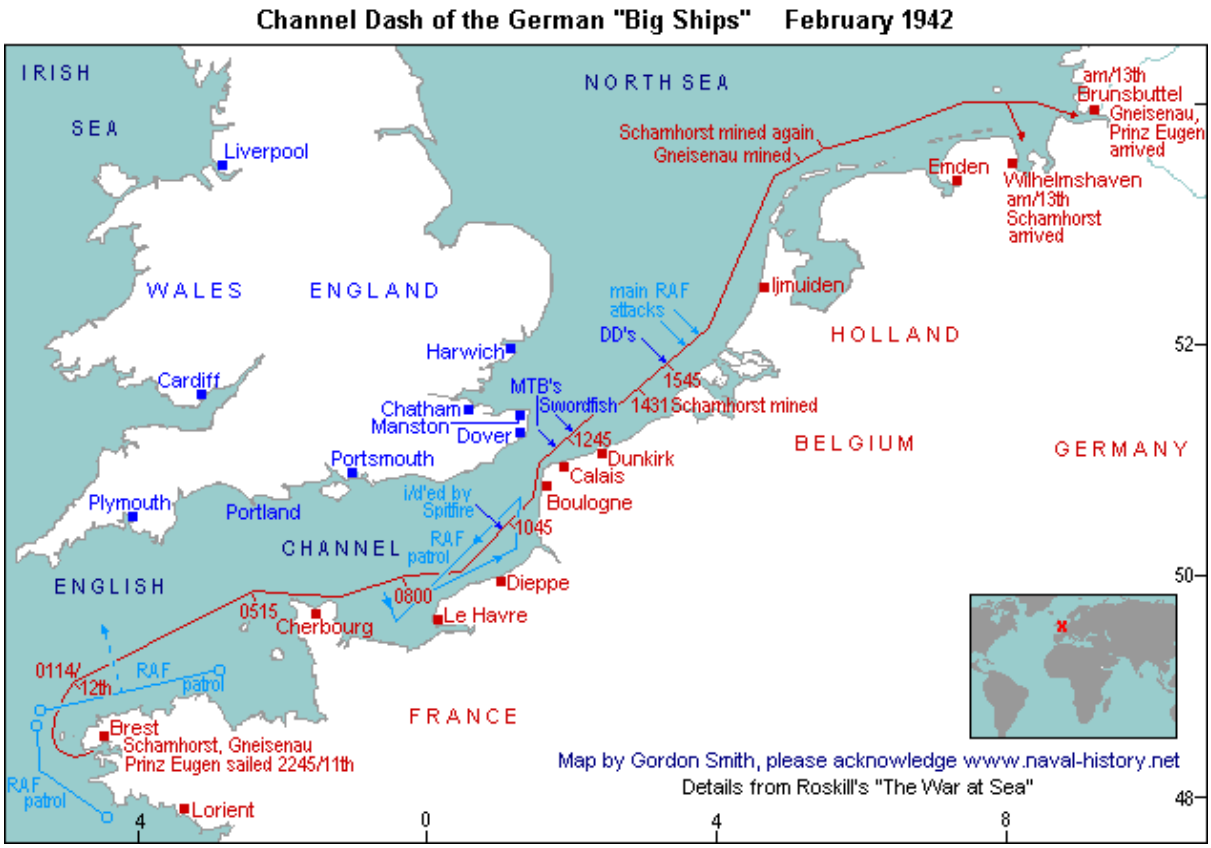
THE CHANNEL DASH

Under an exercise referred to by the Germans as Operation Cerberus, a Kriegsmarine squadron was evacuated in February 1942 from Brest in Brittany to German ports. Although causing huge dismay and soul-searching on the British side, the operation was in effect a retreat by the Germans. The German Navy high-command at the time admitted that Cerberus had been a tactical victory but a strategic defeat.

The two German battlecruisers Scharnhorst and Gneisenau had been based at Brest for nearly a year, poised for an Atlantic break-out when conditions allowed. The RAF had regularly bombed the port during this period and had caused significant damage to the ships, the repairs to which had delayed any Atlantic sorties. The heavy cruiser Prinz Eugen joined them in Brest in June 1941 after the Bismarck had been sunk.

In late 1941, Hitler ordered the naval high-command to plan an operation to return the ships to German bases to guard against a

British invasion of Norway. He had been led to believe that such an invasion was imminent. The short English Channel route was preferred to a detour right round the British Isles for reasons of surprise and because air cover was available on the Channel route. On 12th January 1942, Hitler gave orders for the operation to go ahead.



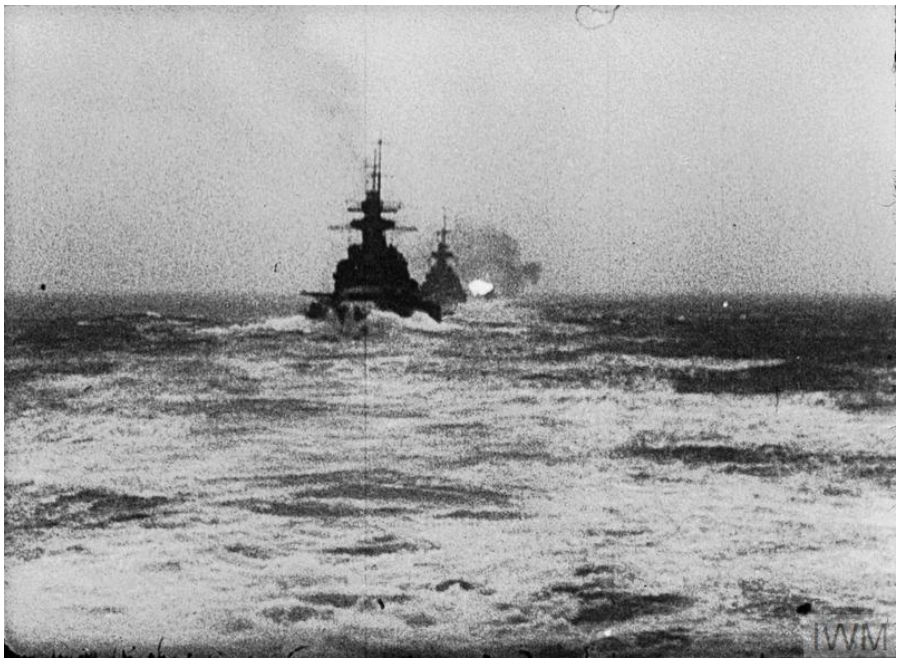
Hitler required that the breakout should be planned with no training period, since British intelligence was bound to find out and have the ships bombed. He ordered that a period of bad weather should be chosen, when the bulk of the RAF aircraft would be grounded. Vice Admiral Ciliax outlined a plan for starting at night to gain surprise, and to pass the Strait of Dover during daylight hours, to benefit from fighter cover at the danger point.

Care was taken to choose the best route to avoid British minefields and to steam at high speed. Minesweepers were to clear channels through the British mines, and U-Boats were sent out for meteorological observations. To have the longest possible period of darkness, the departure was to be 4 days before the new moon, and start at 7.30pm to benefit from a Spring Tide flowing up-Channel, which would add speed and possibly lift the ships over mines.

Air cover was to be provided by the Luftwaffe, although Hans Jeschonnek, their chief of staff refused to guarantee the success of Cerberus. 6 destroyers were to escort the group for the first leg, to be joined by 10 E-Boats at dawn, and a mixture of E-Boats and R-Boats would join at Cap Griz Nez. The signals intelligence service was to attempt to jam British radio-telephone frequencies by using a technique to increase atmospheric interference to reduce the performance of British coastal radars.

On the British side, Operation Fuller was devised in April 1941. Admiral Ramsay of the Dover Command was to be responsible to confront any German squadron sailing up the Channel. British coastal radar had a range of about 80 nautical miles, and with standing air patrols, the planners expected a dash to be easily discovered, even at night or bad weather.

The 32 MTBs of the Dover and Ramsgate flotillas with a MGB escort would make torpedo attacks from 4000 yards. This would be followed up by Swordfishes with fighter escort and by Beauforts. The coastal guns at Dover would fire whilst the ships were in range. As the German ships moved beyond the Strait of Dover, 6 Harwich-based destroyers would make torpedo attacks, and the RAF would continue bombing and laying mines ahead of the ships. Bomber Command intended to have 100 aircraft at 4 hours' notice (about a third of its operational strength).



The British were able to use decoded messages via the Enigma machine, air reconnaissance and agents in France to monitor the ships whilst they were at Brest, including the assessment of bomb damage. Operation Fuller was devised to counter a sortie by the German ships either breaking out into the Atlantic, or returning to Germany via the Channel or going right around the British Isles. In theory, the British had the situation well covered.

In practice, however, owing to a series of misfortunes, partly bad luck and partly incompetence on the British side, the German squadron was able to escape detection for over 12 hours after they left Brest. Low cloud and poor visibility made reconnaissance difficult. The submarine on duty outside Brest was off station

recharging its batteries, and air reconnaissance aircraft failed to spot the ships, or in any case failed to report them until landing. More important, the Germans were able to completely jam the British coastal radar for a while without the British realising. The outcome was that the ships were approaching the Strait of Dover before they were detected. It looked as though Hitler's gamble was paying off.

At 13.15 after the ships had already passed Dover, the coastal batteries at Dover opened up, though by then the ships were almost out of range. With the very poor visibility and a smoke screen put up by the escorts, no hits were made by the guns.

At 12.20 six Swordfish took off from Manston with a squadron of Spitfires as close escort. The Spitfires were bounced by a number of German fighters and lost contact with the Swordfishes. The first 3 Swordfish led by Lieutenant Commander Esmonde pressed through the destroyer screen. Esmonde was shot down before he could launch his torpedo, while the other two launched theirs but had to ditch because of flak damage. The second flight of three attacked, but overall, no hits were achieved by the Swordfishes.

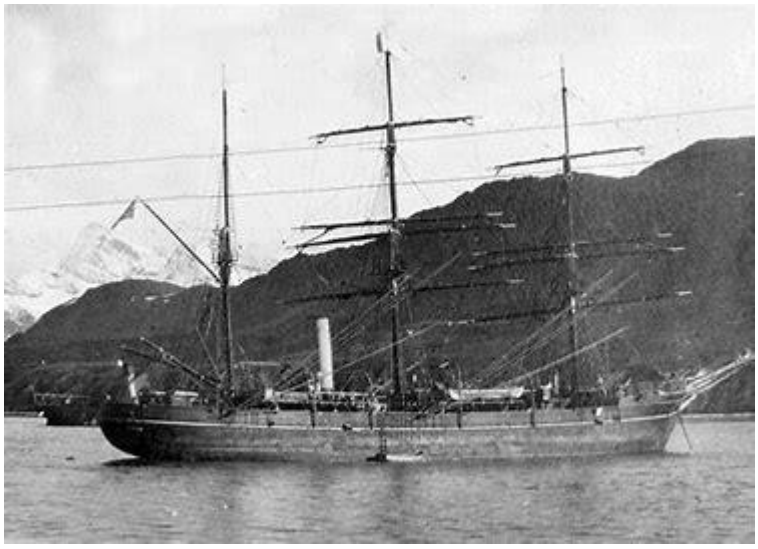
5 MTBs sighted the ships at 12.23 but their approach was blocked by 12 E-Boats. They launched their torpedoes at long range but scored no hits. During the afternoon sporadic attacks were made by Beauforts, Hudsons and Whirlwinds, but no hits were scored. Formations of Manchester, Halifax and Stirling heavy bombers attacked during the afternoon, but with the low cloud and poor visibility they scored no hits but had heavy losses themselves. 5 old destroyers of the V and W classes also attacked north of the Scheldt estuary, but no torpedo hits were achieved.

At 15.28 off the Scheldt estuary the Scharnhorst hit a mine and came to a halt, although she was able to get under way again within 30 minutes. Gneisenau hit a magnetic mine at 19.55 off Terschelling, but was able to continue onwards. Scharnhorst hit another mine at 21.34, and her speed was reduced to 12 knots. She arrived at Wilhelmshaven at 10.00 on 13th February, with the damage to the ship taking 3 months to repair. The Gneisenau and Prinz Eugen arrived at Brunsbuttel at 09.30 on the 13th. The mines had been laid by aircraft of Bomber Command in the swept channels following the decoding of German signals via the Enigma machine.

With the ships reaching German ports, although damaged, it appeared to have been “a famous German victory”. The Times of 14th February observed “Nothing more mortifying to the pride of sea power has happened in home waters since the 17th century”. However, the operation was a serious reverse for the German surface fleet. The French Atlantic bases, in

which the Berlin Admiralty had placed such shining hopes less than 18 months earlier, had proved untenable under the weight of British air attack, at least for capital ships.

Endurance



The three masted barque that took Sir Ernest Shackleton and his crew of 27 men and one cat to the antartic between 1914 -1917 on the Imperial Trans – Atlantic Expedition .

She was launched in 1912 and three years later crushed by ice.in the Wedell Sea. All of the crew survived. She was built under the supervision of master wood shipbuilder Christian Jacobsen launched on 17 December 1912 and christened as *Polaris* She was 144 feet long, with a 25 feet beam, and measured 348 GRT Her original purpose was to provide accommodation for small tourist in the Arctic with 10 passenger cabins,

She was designed for polar conditions and built with very sturdy construction. Her keel members were four pieces of solid oak, one above the other, adding up to a thickness of 85 inches while its sides were between 30 inches and 18 inches thick, with twice as many frames as normal and the frames being of double thickness. She was built of planks of oak and Norwegian fir up to 30 inches thick, sheathed in greenheart, an exceptionally strong and heavy wood. The bow, which would meet the ice head-on, had been given special attention. Each timber had been made from a single oak tree chosen for its shape so that its natural shape followed the curve of the ship's design. When put together, these pieces had a thickness of 52 inches.

By the time of her launch she was perhaps the strongest wooden ship ever built, with the possible exception of Fram, the vessel used by Fridtjof Nansen and later by Roald Amundsen. There was one major difference between the ships. Endurance was designed with great inherent strength in order to resist collision with ice floes and to break through pack ice by ramming and crushing. She was not intended to be frozen into heavy pack ice was not designed to rise out of a crush.

Shackleton had the ship relocated from Norway to London. She arrived at the Millwall Dock in the spring of 1914, where she was refitted and modified for expedition purposes. She was stripped of most of her luxurious accommodation and fittings. Rechristened *Endurance* after the Shackleton family motto, *Fortitudine vincimus* ("By endurance we conquer").

This included removing many of the passenger cabins to make room for space for stores and equipment, while the crew cabins on the lower deck were removed and converted into a cargo hold – the reduced crew of sailors that Shackleton would take on the expedition would make their quarters in the cramped forecastle. The darkroom remained in its original location ahead of the boiler. The refit also saw the ship repainted from her original white colour to black, despite her change of name, she retained a large badge in the shape of a five-pointed star on her stern, which originally symbolized her name after the pole star.

Her new equipment included four ship's boats. Two were 21-foot transom-built rowing cutters purchased second-hand from the whaling industry. The third was a larger 22.5-foot double-ended rowing whaleboat built for the expedition to specifications drawn up by Frank Worsley, Endurance's new captain. The fourth was a smaller motorboat. After her refit, Endurance sailed to Plymouth.

In the previous 16 years, nearly two dozen wooden vessels had sailed to the icy seas of the far south. All had returned home but Aurora. Lloyds of London and the Indemnity Marine Assurance Company had underwritten her hull, machinery and equipment for £15,000 Endurance was the first vessel to be insured in the ice zone.

Endurance as well as sails had a 350 HP coal fired steam engine creating up to 10.2 Knts.

Endurance sailed from Plymouth on 6 August 1914 for Buenos Aires, Argentina, under Worsley's command. Shackleton remained in Britain, finalising the expedition's organisation. The trip across the Atlantic took more than two months. Built for the ice, her hull was considered by many of her crew too rounded for the open ocean. Shackleton took a steamer to Buenos Aires and caught up with his expedition a few days after Endurance's arrival.

On 26 October 1914, Endurance sailed from Buenos Aires for the whaling station at Grytviken on the island of South Georgia, where she arrived on 5 November. She left Grytviken on 5 December 1914, heading for the southern regions of the Weddell Sea.

Krispens Atkinsons Pictures

Sten Nordic

Spirit of Adventure

Trinityborg

Alfa Pollak

Assay

Bit Okland

Sea Shanon

THE LITTLE SHIPS THAT KEEP OUR RIVER GOING Part 3.2

Thames River Police: The HQ of the River Police is at Wapping, where a number of patrol vessels are based.

TARGA 31

These include 4 Targa 31' fast response boats such as the JOHN HARRIOTT, NINA MACKAY and the GABRIEL FRANKS, a Targa 37' logistical support vessel, 5 RIBS and 8 Zodiac inflatables, together with the command vessel, the PATRICK COLQUHOUN

PATRICK COLQUHOUN 11

R.N.L.I. There are longstanding lifeboat stations at Sheerness and Southend. At Sheerness there is a new Shannon class boat, the Mrs. JUDITH COPPING JOYCE, together with an inshore D class boat, the BUSTER.

SHANNON class

B class

At Southend there is a B class boat, the JULIA & ANGUS WRIGHT, two D class boats, the PRIDE OF LONDON FORESTERS and THE ESSEX FREEMASON, and a rescue hovercraft, the VERA RAVINE.

D class

VERA RAVINE

Following the 1989 Marchioness disaster, the RNLI set up four new stations on the river in 2002. Stations at Chiswick and Tower Pier each have an E class fast response craft. They are named BRAWN CHALLENGE and HEARN MEDICINE CHEST respectively. The station at Gravesend has a B class boat named OLIVE LAURA DEARE 2, whilst Teddington has a D class inflatable named OLWEN AND TOM SPIRIT OF MORTIMER PETER SAW.

Lifeboat types:

Shannon class are built in-house by the RNLI at Poole and have a displacement of 14.6 tonnes. Their dimensions are 13.6m x 4.54m x 0.75m. They are powered by 2 Caterpillar C9 engines of 510 hp with 2 Hamilton water jets giving a top speed of 27 knots.

E class boats are built by Marine Specialised Technology in Liverpool, and have a glass-epoxy resin hull with a detachable polyurethane covered closed-cell collar. They are powered by 2 Volvo 435 hp diesels driving Hamilton waterjets giving a top speed of 40 knots. Their dimensions are 10.5m x 3.5m x 0.7m with a displacement of 5.4 tonnes.

D class boats are inflatable inshore lifeboats with dimensions 5m x 2m.

B class boats are rigid inflatable boats, also known as Atlantic 85s. Their dimensions are 8.44m x 2.85m x 0.53m, and their displacement 1.8 tonnes. They are powered by2 Kamaha 4-stroke engines of 115 hp each giving a top speed of 35 knots. The hull is of carbon fibre and foam core laminate, and the inflatable collar is of Hypalon-coated nylon.

The VERA RAVINE was built in 2014 by Griffon Hoverwork in Southampton, and her dimensions are 8.04m x 3.36m with a displacement of 3.86 tonnes. The structure us of aluminium and moulded fibre-reinforced composite and she is powered by 2 VW turbo diesels giving a top speed of 30 knots. She is one of four similar hovercrafts with locations where there are large areas of tidal mud flats.

HMC EAGLE

Since June 2016, the UK Border Force have 8 former BP Autonomous Rescue and Recovery Craft (ARRC), one of which is based in the Thames. The Former IAIN (ARRC-4), like the remainder, has been converted into a coastal patrol boat and was renamed HMC EAGLE. She was built by Silver Marine at Rosneath in 2007 and she is of 29 grt, with dimensions 17.75m x 5.63m x 0.9m. She is powered by 2 Caterpillar C18 main engines of 1288 Kw, with 2 reduction gearboxes and 2 waterjets, giving her a top speed of 34 knots, and a range of 150 nautical miles.

Colins Pictures

C1- Monterey- Muscat

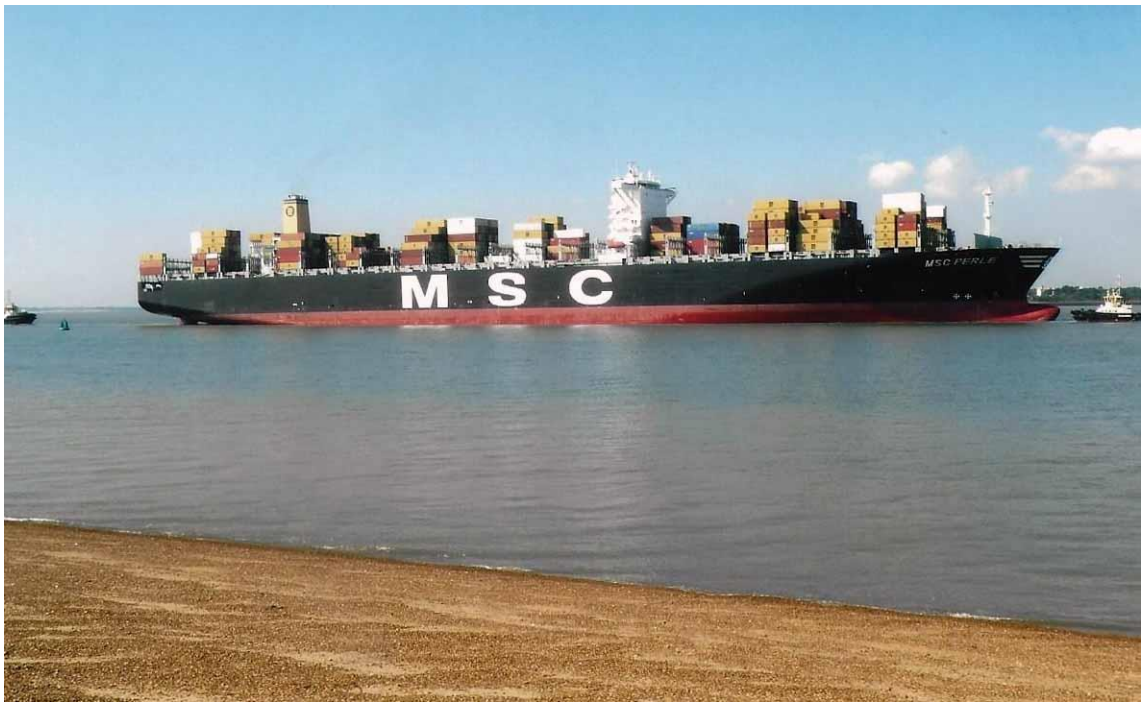
Mosaed-Suez

Mosvik -Creeksea

MSC Agrigento- Thorpe Bay

MSC Athens -Thorpe Bay

MSC Bremen- Canvey



MSC Perle -Felixstowe

MSC Portugal -Thorpe Bay

MSC Reef- Felixstowe

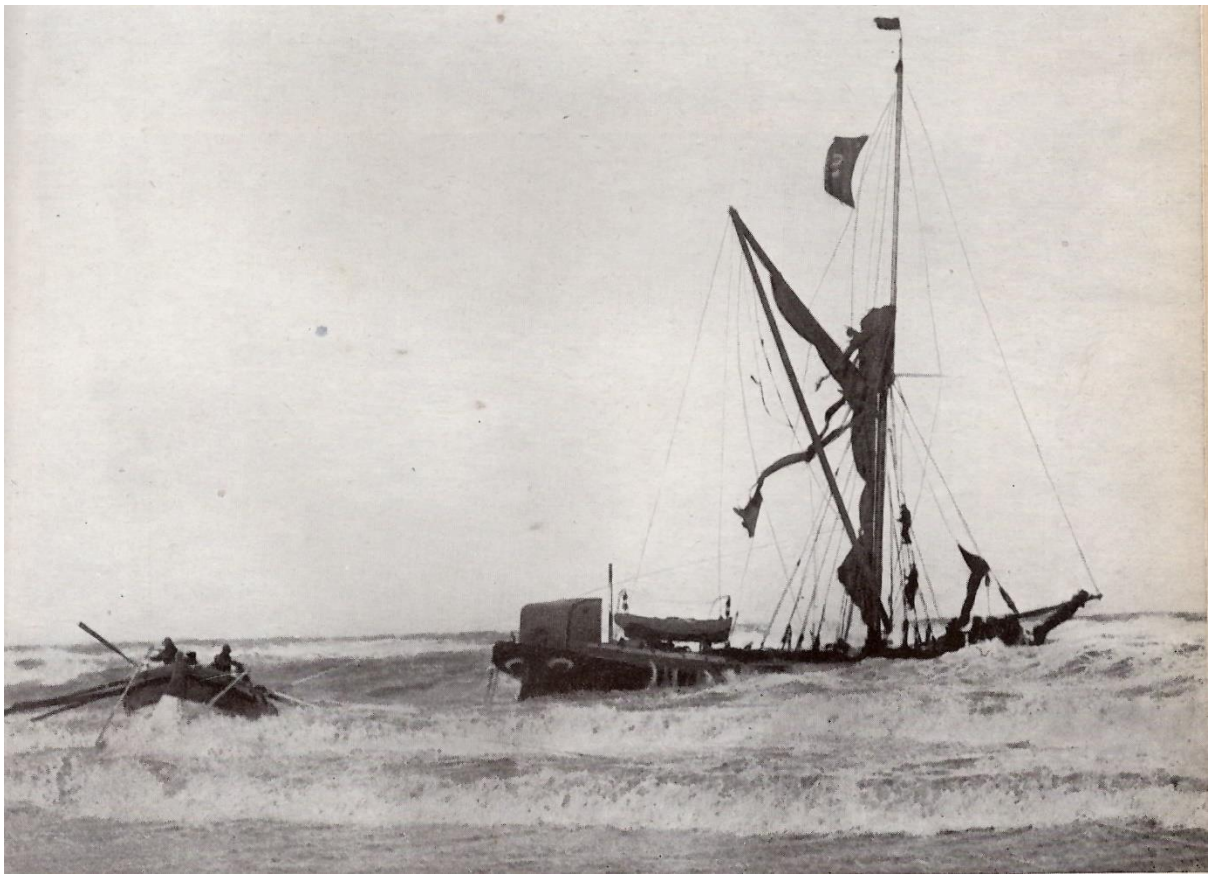
MSC Rifaya- Felixstowe

THE RESCUE FROM THE BARGE SEPOY

One of the most dramatic lifeboat rescues took place nearly 90 years ago close to Cromer on the Norfolk coast. The barge in question was the 73-ton auxiliary sailing barge Sepoy, which was on passage from the Humber carrying 144 tons of tiles. The barge had been built in Rye in 1901, and was owned and commanded by J, Hempstead. A joint blew, putting the engine out of action, so they continued the voyage under sail, and anchored off Cromer when the tide turned against them. The wind later went round to the east and rapidly

increased to a full gale. Just before 8am on Friday 13th of December 1933, after dragging both anchors she was nearing the beach, some quarter of a mile from Cromer pier.

The motor lifeboat, the H.F. Bailey, was not available as she had been launched earlier to assist another sailing barge, the Glenway.



THE ALEXANDRA TRYING TO REACH THE SEPOY. THE CREW OF THE BARGE ARE CLINGING TO THE RIGGING

At Cromer, the life-saving apparatus and the Alexandra, which was a pulling and sailing lifeboat were called out. With the help of about 100 people the Alexandra was launched off the open beach into the boiling surf. The heavy seas immediately washed the boat broadside onto the beach. After much trouble, she was got back onto her launching carriage and launched a second time, but soon the boat was back on the shore.

The seas were now breaking right over the Sepoy, and the skipper and mate, soaked through and numbed with cold, took to the rigging. The Alexandra was remounted on her carriage and dragged half a mile along the beach to get further too windward of the wreck, and was then launched again. She got closer to the Sepoy, but the waves forced her off, unfortunately cutting a rescue line that had been launched to the wreck by rocket. The Alexandra had been trying to reach the Sepoy for 6 hours, and by now her crew were exhausted.

THE ALEXANDRA BEING LAUNCHED

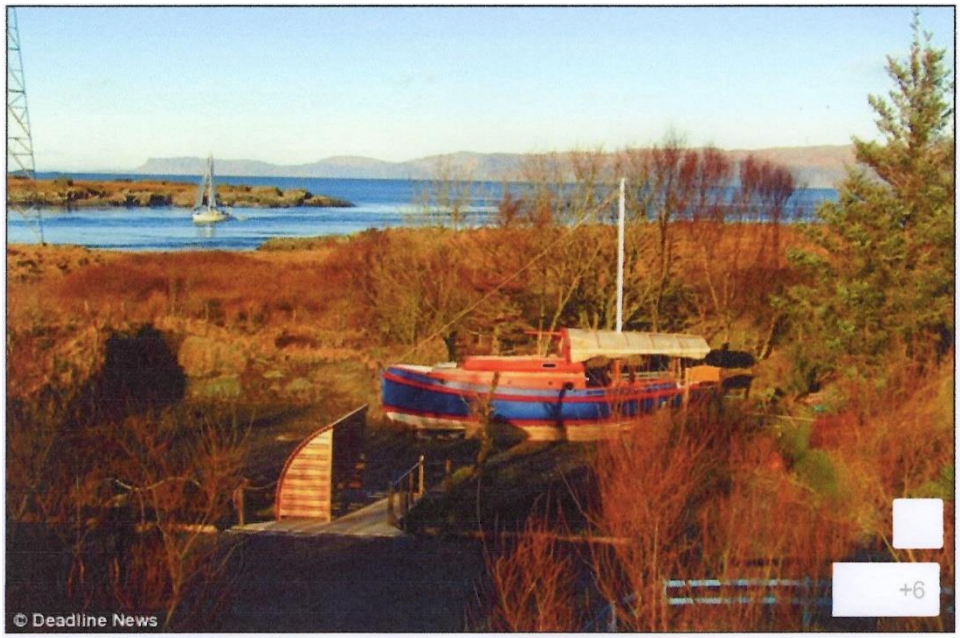
The main lifeboat, the H.F. Bailey, finally managed to get to the scene by about 3pm, by which time, the Sepoy was only about 200 yards from the shore in very heavy broken water. Because of the position of the barge's anchors, it was not possible for the coxswain, Henry Blogg, to follow normal procedure and anchor to windward and veer down, so he took the lifeboat round the stern of the Sepoy and tried to get alongside on the lea side. Each time he tried this the seas and tides carried them past.

Coxwain Blogg decided to drive the lifeboat right up onto the wreck. The lifeboat crashed into the starboard rail close to where the men were clinging, and the bows held in just long enough for three of the crew to seize the mate and drag him aboard. Then the lifeboat was swept away, but it soon returned and repeated the exercise, rescuing the skipper. The lifeboat was then driven straight up the beach. She had a broken stem and two holes in her side but was back in service a few weeks later.

A WATSON CLASS LIFEBOAT

Henry Blogg received a bar to his existing silver medal, and the whole crew of 12 were commended for their bravery.

The H.F. Bailey was the second Cromer lifeboat to bear this name. She was a Watson class non-self-righting boat, built by J. Samuel Whites at Cowes in 1924 at a cost of £10,993. She was double-diagonal planked and was 45’ x 12’ 6”. She was powered by a single 6-cylinder Weyburn 80hp petrol engine. She served as the No.1 lifeboat at Cromer from 1924 until 1936, after which she was renamed as J.B. Proudfoot and joined the Relief Fleet, later serving at Southend and Dover. She was finally sold by the RNLI in September 1956.



The Alexandra was built in 1903 and was initially stationed with the RNLI in Cromer, Norfolk

The Alexandra was a wooden Liverpool class non-self-righting 35’ long 14 oared pulling and sailing lifeboat dating from 1903. She served as the No.2 lifeboat at Cromer between 1931 and 1934, and she was retired from RNLI service in 1934. In 2016 she was being advertised on AirBnB as having been transformed into a home for rent on the coast of the Cuan Sound on the west coast of Scotland.

Maritime Museums of the World Sydney Australia Darling Harbour

The Australian National Maritime Museum occupies an harbour-side site close to the centre of Sydney It stands on land traditionally owned by the Gadigal people who found a rich source of fish and shellfish in the sheltered waters of Darling Harbour and Cockle Bay. Darling Harbour, close to the site of the first British settlement at Sydney Cove, soon became the cradle of the colony's maritime commerce. Later, this inner-city branch of Sydney Harbour served as the industrial and cargo transport hub of New South Wales. Darling Harbour's importance as a transport hub accelerated through the 19th century Large tracts of land, particularly on the western side of the waterway (where the museum now stands) were given over to railway lines and sidings, storage sheds and workshops.

With the introduction of new cargo handling technologies, particularly containerisation, by the 1980s Darling Harbour was almost redundant and became a harbour-side recreation and tourist district. In June 1985, the federal government announced the establishment of a national museum focusing on Australia's maritime history and the nation's ongoing dependence on the sea. Proposals for the creation of such a museum had been under consideration over the preceding years. After lobbying by New South Wales Premier Neville Wran, the decision was made to situate the new museum at Darling Harbour, and construct it as part of the area's redevelopment. The building of the ANMM was seen by both the federal and New South Wales State governments as an important feature of the redevelopment,

The museum building was designed by Philip Cox, Richardson Taylor & Partners. The roof was shaped to invoke the image of billowing sails: the corrugated metal roof stands over 82 ft tall on the west side,

In 1998 the Department for the Arts informed the museum that its staff would be reduced by 30% and it would undergo budget cuts, The acceptance of a US$5 million grant for a dedicated gallery showing the links between the US and Australia resulted in the displacement of much of the staff and research areas. Most of these were later established in the nearby Wharf 7 building

The museum was to open in 1988 with a cost of $30 million. Construction was completed on 17 November 1989; the cost of the museum's construction had increased to $70 million, and although the Federal government was willing to pay the initial $30 million, there were disagreements between the state and federal governments over who had to supply the additional $40 million. It was resolved that New South Wales was responsible for the additional funding, and in October 1990, the museum building was handed over to the Federal government. The Australian National Maritime Museum was opened on 30 November 1991.

During the museum's first ten years of operation, 3.3 million visitors attended.

At the start of 2014, the Australian National Maritime Museum announced that it would build a pavilion to showcase exhibits related to the Royal Australian Navy. The pavilion, which is located near the museum's naval vessels, was launched on 8 November 2015 under the name "Action Stations".

The Australian National Maritime Museum's collection of museum ships focuses on three vessels that are open for public inspection: the HM Bark Endeavour Replica, the destroyer HMAS Vampire, and the submarine HMAS Onslow. In addition, the 19th century barque James Craig is moored nearby and can be toured with a museum ticket.

HMB Endeavour Replica

In January 1988, to commemorate the Australian Bicentenary of European settlement in Australia, work began in Fremantle, Western Australia, on a replica of Endeavour. Financial difficulties delayed completion until December 1993, and the vessel was not commissioned until April 1994 The replica vessel commenced her maiden voyage in October of that year,

The replica Endeavour finally entered Sydney Harbour on 17 April 2005, having travelled 170,000 nautical miles, including twice around the world. Ownership of the replica was transferred to the Australian National Maritime Museum in 2005 for permanent service as a museum ship in Sydney's Darling Harbour.

HMAS Vampire (D11)

The third of three Australian-built Daring class destroyers serving in the Royal Australian Navy .One of the first all-welded ships built in Australia, she was constructed at Cockatoo

Island Dockyard between 1952 and 1959, and was commissioned into the RAN a day after completion.

Vampire was regularly deployed to South East Asia during her career: she was attached to the Far East Strategic Reserve on five occasions, including during the Indonesia-Malaysia Confrontation, and escorted the troop transport HMAS Sydney on six of the latter's twenty-five transport voyages to Vietnam. In 1977, the destroyer was assigned to escort the Royal Yacht Britannia during Queen Elizabeth II and Prince Philip's visit to Australia. In 1980, Vampire was reclassified as a training ship.

The warship remained in service until 1986, when she was decommissioned and presented to the Australian National Maritime Museum for preservation as a museum ship; the largest museum-owned object on display in Australia.

HMAS Onslow

One of six Oberon-class submarines, decommissioned in 1999 operated by RAN. The submarine was named after the town of Onslow, Western Australia, and Sir Alexander Onslow, Ordered in 1963, Onslow was laid down at the end of 1967 by Scotts Shipbuilding and Engineering Company in Scotland, launched almost a year later, and commissioned into the RAN at the end of 1969.

The first occurred in 1972, when a disgruntled sailor who disobeyed orders caused the submarine to dive to almost twice her safe operating depth.

The second happened in 1981, when carbon monoxide fumes from one of the diesel generators filled the submarine, resulting in the death of one sailor.

The third was a controversial line-crossing ceremony in 1995,

After being decommissioned in March 1999, Onslow was presented to the Australian National Maritime Museum in April,

Akrana

A racing yacht which built in Auckland, New Zealand in 1888 by Robert Logan to represent that country in the Australian Centennial Regatta held on Hobson's Bay, Victoria. She was restored as New Zealand's bicentenary gift to Australia and is today currently the oldest vessel in the collection of the Australian National Maritime Museum.

James Craig

Bareki

The last timber-built tug in service with the NSW Maritime Services Board. The tugboat was built in 1962, and primarily used for dredging and towing work between Port Kembla and Newcastle[Bareki serves as the museum's active tugboat

Carpentaria

LS4 Carpentaria was built at the Cockatoo Island Dockyard; launched in 1917, she was put in service that year, together with her sister ship CLS2, in the Gulf of Carpentaria. They would alternate between being on station and in port for maintenance.

Later in their career, Carpentaria was assigned as traffic separator in the Bass Strait, where they narrowly avoided being hit by container ships

In 1985, both Carpentaria ships were decommissioned; later they were destined for preservation: CLS2 was given to the Queensland Maritime Museum in Brisbane, QLD, while CLS4 went to the Australian National Maritime Museum in Sydney, NSW.

CLS4 Carpentaria is still part of the collection of the ANMM and is on display at the museum's wharves in Darling Harbour.

John Lewis
one of the last operational pearling luggers

Kathleen Gillett,

a double-ended ketch built for an Australian sailor from designs by Colin Archer, a Norwegian man who spent time in Australia as a farmer before returning to Norway and becoming a naval architect.[29] The yacht competed in the first Sydney to Hobart race, and was the second Australian yacht to circumnavigate the globe.[29] The vessel ended up in Guam, was purchased by the Norwegian government in 1987, and restored as Norway's bicentennial gift.[30]

MV Krait

originally a Japanese fishing vessel based in Singapore named *Kofuku Maru*. Following the outbreak of war, the ship was taken over by Allied forces and used to evacuate over 1,100 people from ships sunk along the east coast of Sumatra.

In September 1943, *Krait* transported members of Z Special Unit to Singapore, where they successfully raided the city's harbour, sinking seven ships. She returned to Australia in October.

MV Krait was later used as transport for intelligence-gathering missions to islands in the area, including Buru, Aru, Ceram, Banda, and Saparua. During this period, she carried several Japanese prisoners, army survey teams, and a naval intelligence officer.

At Ambon, the boat acquired a monkey as a mascot. He was named Peter and had lost his tail. Peter remained with the crew until Krait finished her service and was towed to Morotai. She was then sailed to Labuan, where she was sold and handed over to the British Borneo Company

After its sale, Krait was operated off Borneo until she was purchased for use as an Australian Royal Volunteer Coastal Patrol vessel in 1964. On Anzac Day 1964, Krait was formally dedicated as a war memorial by the governor of NSW. A plaque was affixed to the wheelhouse and is shown below. She was then acquired by the Australian War Memorial in 1985 and was lent to the Australian National Maritime Museum, where she has been displayed to the public since 1988.

HMSA Advance

Advance was one of 20 Attack Class patrol boats built for the Royal Australian Navy between 1967 and 1969. In the 1960s, Australia became more closely involved in events in the Asia-Pacific region.

HMAS Advance, the third of the Attack Class patrol boats, was built by Walkers Ltd of Maryborough, Queensland.

Dufyken

A full-scale reproduction of the original ship that was built using historical research and computer modelling, everything you see provides an authentic, hands-on understanding of how the crew lived and worked during their six-month voyage.

Explore the Duyfken replica and experience what life was like for the 20 Dutch sailors who crewed this vessel over 400 years ago.

Ena

SY Ena was designed by Sydney naval architect Walter Reeks and built by WM Ford Boatbuilders in 1900, Originally built for local banker and yacht racing enthusiast Thomas Dibbs, it was named after his wife Tryphena, it was used on Sydney Harbour for government functions, and weekend entertaining.

The small number of vessels in the navy at the outbreak of World War One meant that private craft were sought out and requisitioned. SY Ena was painted dark grey and had a 3-pound cannon installed, to become HMAS Sleuth. She was used to patrol the Australian coastal waters on the hunt for armed German raiders.

At the end of the war, Ena went back into private ownership. After a stint as a Tasmanian trading vessel, she was renamed Aurore, and fitted with a diesel engine. Until the 1970's, Aurore was used for trawling work, harvesting scallops, and fishing for sharks. In 1981 the vessel sank in the D'Entrecasteau Channel when it hit an unidentified object.

The vessel was salvaged in the early 1980's by a business syndicate. Shipwright Nick Masterman fully restored the Ena in 1987 as close as possible to the yacht's original specifications as a pleasure yacht. In 2017

Kay Cottee

Australian Kay Cottee sailed her 11.2-metre yacht *Blackmores First Lady* out of Sydney Harbour hoping to be the first woman to circumnavigate the world alone, without stopping, without assistance, by way of both hemispheres and the five southernmost capes.

On 5 June 1988, after 189 days at sea, Cottee returned victorious: the first woman to achieve this feat (and the fastest woman around the world).

Tyneside Shipbuilding- Hawthorne Leslie 1946-55 Part 1

Andrew Leslie on his arrival on Tyneside he reclaimed much of the river frontage by the use of the contents of Hebburn Ballast Hill to set up his own shipyard.

The original firm built 255 ships up until 1885 and built a dry dock in 1886

Andrew Leslie retired in 1884 and was replaced by his son in law. He made a partnership with the locomotive building firm of R & W Hawthorn of Newcastle to form R & W Hawthorne Leslie & Co which now controlled the loco works at Forth Banks in Newcastle, the marine engine works at St Peters and the shipyard at Hebburn

The Company disposed of its locomotive manufacturing interests in 1937 to Robert Stephenson and Company which became Robert Stephenson and Hawthorns Ltd.

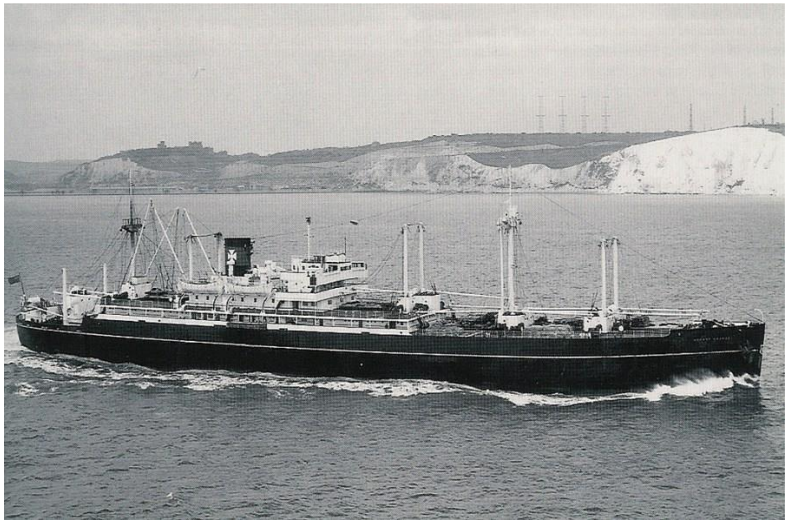
Shipbuilding continued at Hebburn from Port Pirie in 1886 to the final ships Wiltshire in 1968 with a variety of vessels, passenger vessels, oil tankers, foreign naval vessels, and great lake steamers

The yard was busy in WW2.

Following this there was a post war boom replacing lost tonnage which began to tail off in 1955

In 1954 the shipbuilding and marine engine activities were put into separate subsidiaries, Hawthorn Leslie (Shipbuilders) Ltd. and Hawthorn Leslie (Engineers) Ltd

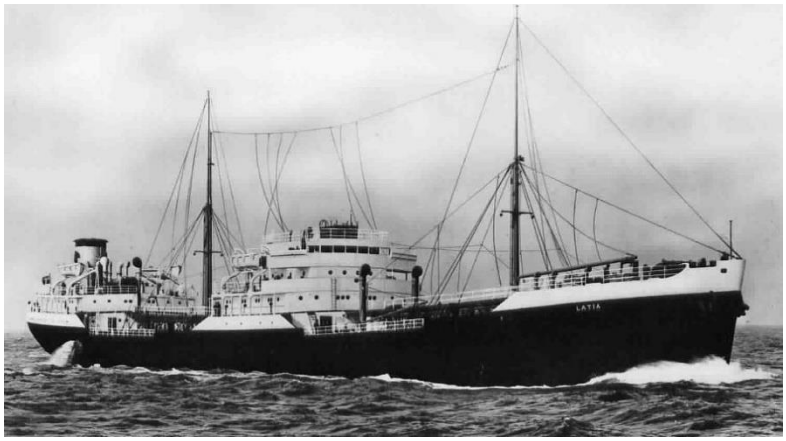
.**1946 Hornby Grange** for Houlder Line 10785 GRT



Photoship

1972 Broken up Spain

1946 Latia for Anglo Saxon Petroleum 6442 GRT



Courtesy Photoship

1962 Broken up Inverkeithing

1947 Port Lyttleton for Port Line 7413 GRT

1972 Broken up Faslane

1947 Cortona for Donaldson Line 8289 GRT

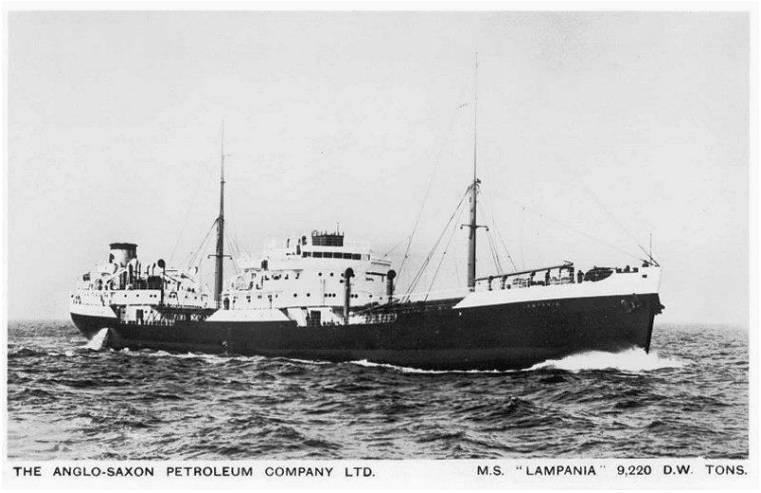
1980 Broken up Kaohsiung

1947 Salaga for Elder Dempster Line 4810 GRT

1965 Mamfe

1982 Broken up China

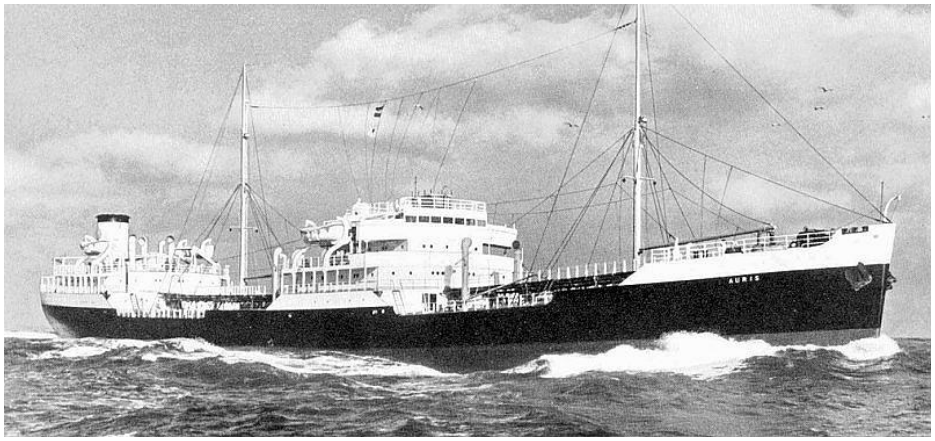
1947 Lampania for Anglo Saxon Petroleum 6438 GRT



1967-61 Laid up Blackwater

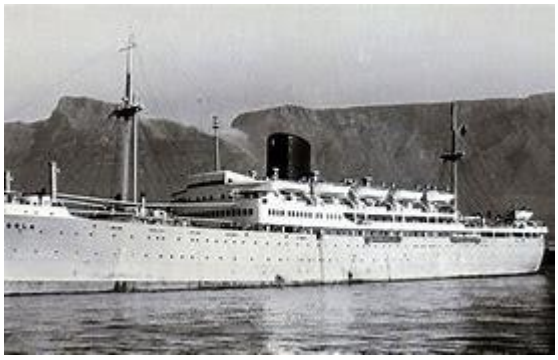
1961 Broken up

1948 Auris for Anglo Saxon Petroleum 8221 GRT



1962 Broken up Blyth

1948 Angola for cia de nacional Lisbon 1301 6 GRT

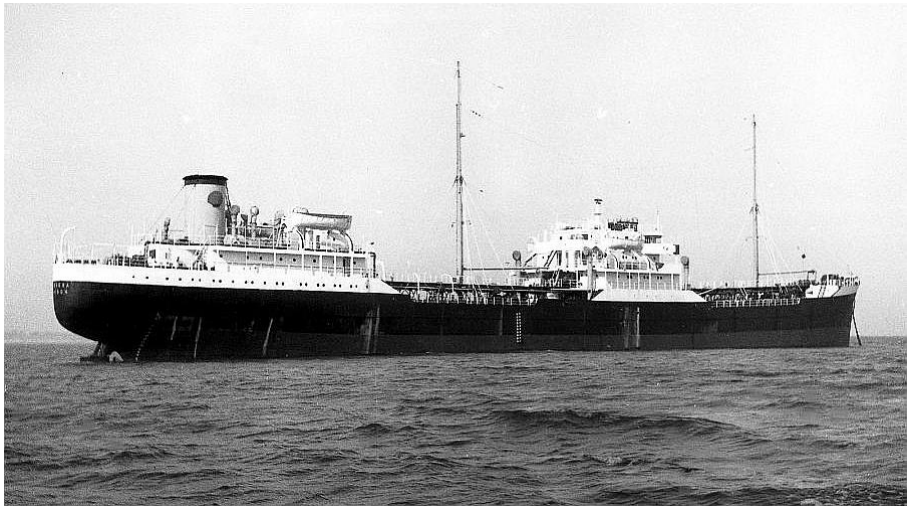


1974 Broken up

1948 Duquesa for Furness-Houlder Line 11007 GRT

1969 Broken up

1948 Labiosa for Anglo Saxon Petroleum 6473 GRT



1964 Broken up Bruges

1949 Port Auckland for Port line 11945 GRT

1976 Mashaallah

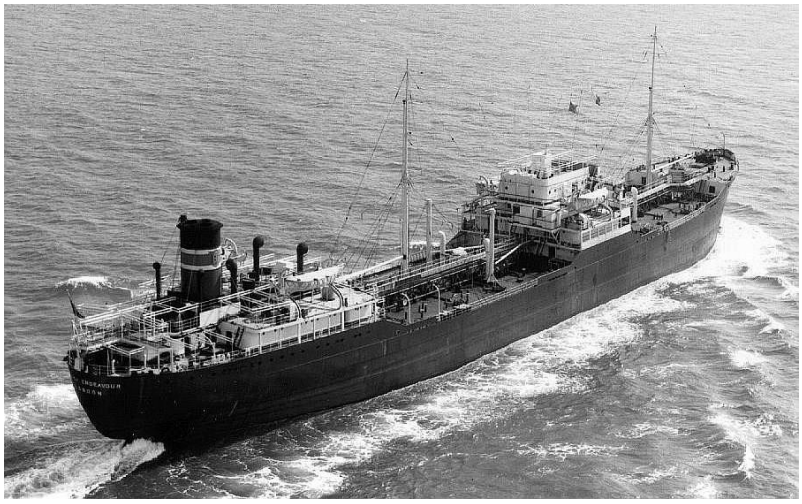
1976 Converted to livestock carrier

1979 Broken up Kaohsiung

1949 British Resource for British Tanker Co Ltd 11200GRT

1972 Broken up Castellon

1949 British Endeavour for British Tanker Co Ltd 8585GRT

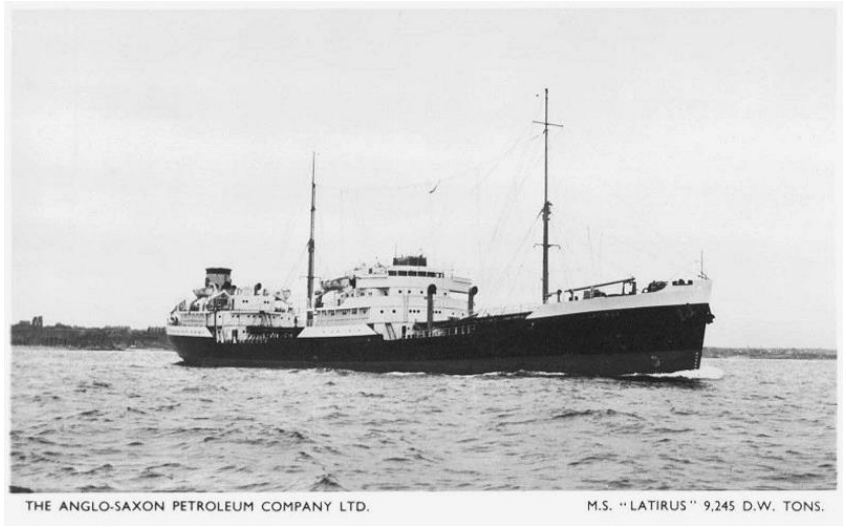


1962 Broken up Inverkeithing

1949 Delphic for Shaw Savill Albion 10690 GRT

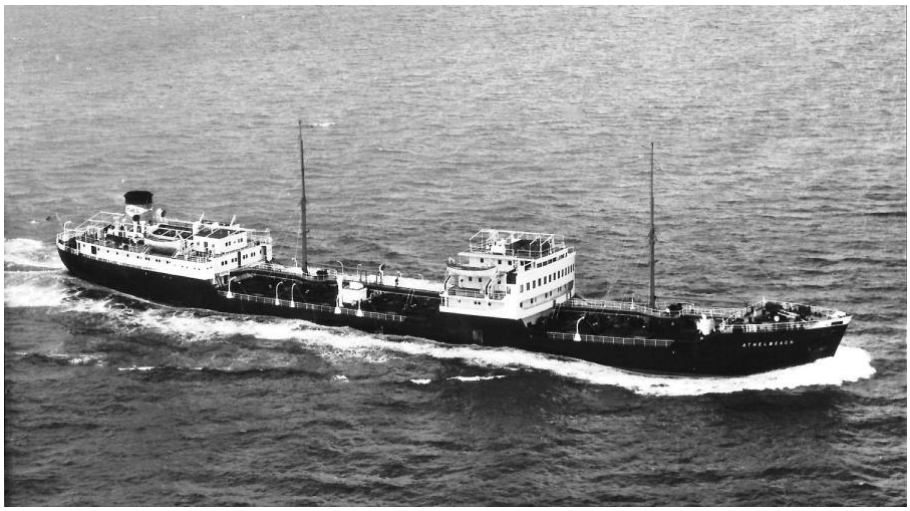
1971 Broken up Kaohsiung

1949 Latirus for Anglo Saxon Petroleum



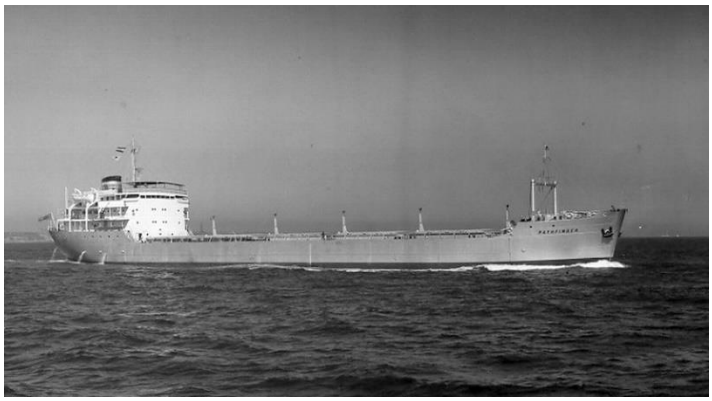
1960 Broken up Bo'ness

1950 Athelbeach for Athel Line 7533 GRT



1967 Broken up Santander

1950 Pathfinder for Pan Ore SS 5460 GRT

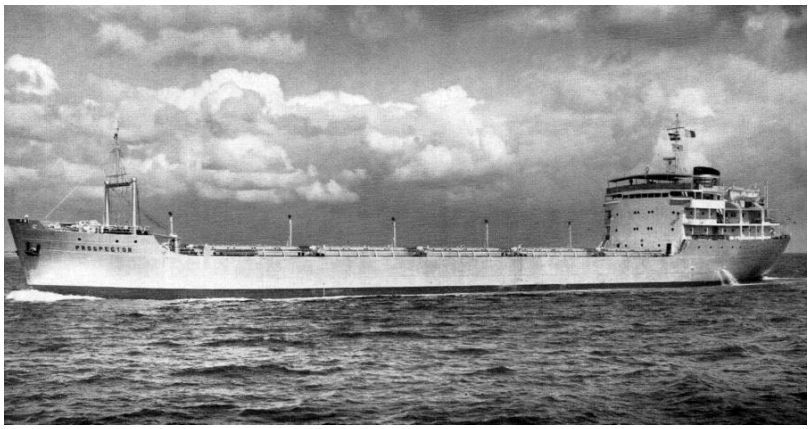


Copyright shipping world

1960 Lengthened

1976 Broken up Texas

1950 Prospector for Pan Ore SS 5460 GRT



1960 Lengthened

1975 Broken up Texas

1951 British Seafarer for British Tanker Co Ltd 11220GRT

1956 Broken up Spain

1951Athelduchess for Athel Line 9161 GRT

1962 Broken up Castellon

1951 Port Adelaide for Port Line 8106 GRT

1972 Broken up Kaohsiung

1952 Caltex Liverpool for Overseas Tankship 11814 GRT

1967 Texaco Glasgow

1968 Broken up Japan

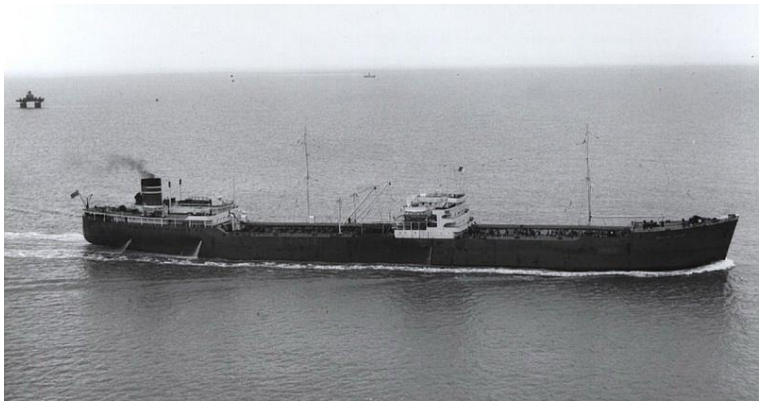
1952 Oswestry Grange for Houlder Line 9406 GRT

1971 Dinos Methenititis

1978 Dinos

1979 Broken up Gadani Beach

1952 British Talent for British Tanker Co Ltd 18539 GRT

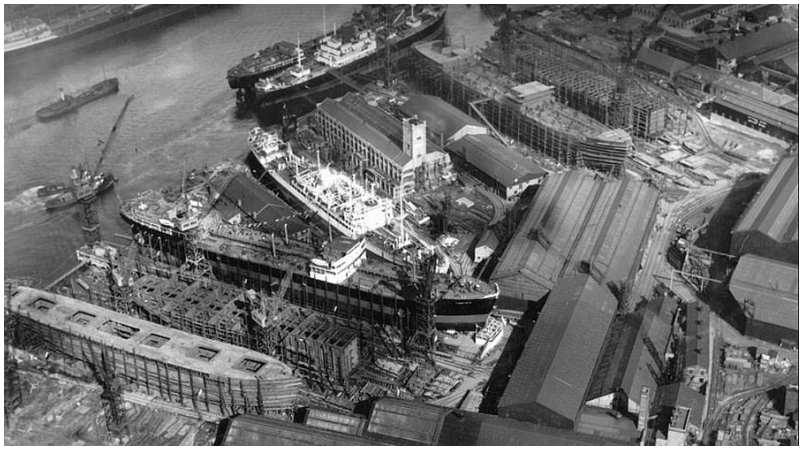


1972 Broken up Bilbao

1952 Clutha River for Houlder Bros 12323 GRT

1970 Broken up Shanghai

1952 Tynefield 12238 GRT for Hunting & Son Ltd



1972 Broken up Valencia

1953 CaltexBahrain for Overseas Tankship 11814 GRT

1971 Broken up Kaohsiung

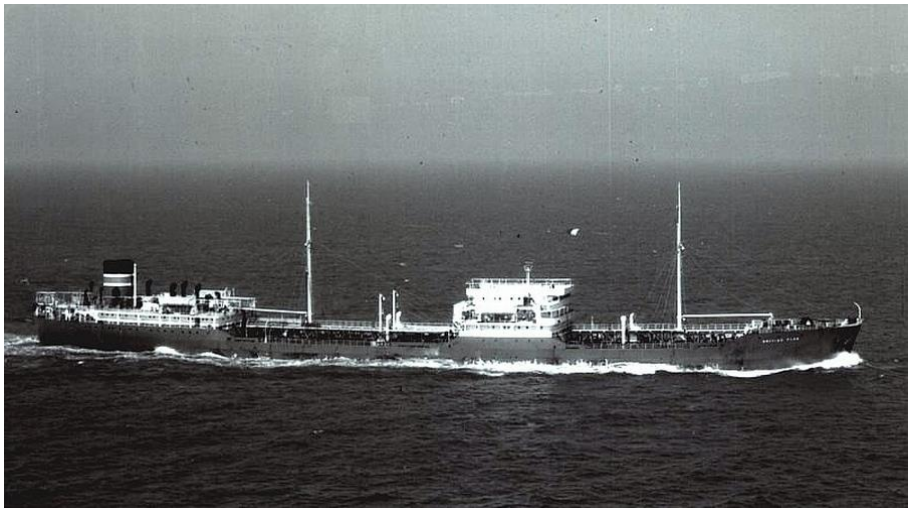
1953 Caltex Manchester for Overseas Tankship 11804 GRT

1972 Broken up Hong Kong

1953 Glenmoor for Moor Line Walter Runciman 5386 GRT

1982 Broken up Chittagong

1953 British Flag for British Tanker Co Ltd 11327 GRT



1971 Broken up Burriana

1954 Hazelmoor for Walter Runciman 5572 GRT

1978 Broken up Gadani Beach

1954 Border Fusilier 11320 GRT for The Lowland Tanker Co

1975 Broken up Gadani Beach

1954 Haustrum for Shell Bermuda 12090 GRT

1975 Broken up Kaohsiung

1954 Haustellum for Shell Bermuda 12122 GRT

1975 Broken up Vinaroz

1954 Innesmoor for Walter Runciman 5522 GRT

1978 Broken up Calcutta

1954 Athelmere for Athel Line 7524 GRT

1969 Broken up Faslane

1955 Forthfleld for Hunting & Son 12129 GRT

1975 Broken up Burriana

1955 Athelstane for Athel Line 7517 GRT

1969 Broken up Faslane

Short History of a Line -Ropner Shipping Company

1838 Hugo Oscar Robert Ropner born in Prussia. Both of his parents died of cholera when he was 10 and at the age of 19, he and a friend decided to emigrate to Australia

1857 On reaching Hamburg they found a ship bound for Australia but there was only one berth which his friend took.
Ropner took the next vessel sailing the SS Dora bound for England which docked at West Hartlepool. He soon found employment with Thomas Appleby a coal exporter.

1868 he launched Applebys first steamship. He began to build up a fleet of colliers#

1874 Founded the Ropner Shipping Company in Hartlepool.

1882 Ropner bought Preston Hall estate for £27,500 to which he added a new ballroom and winter garden

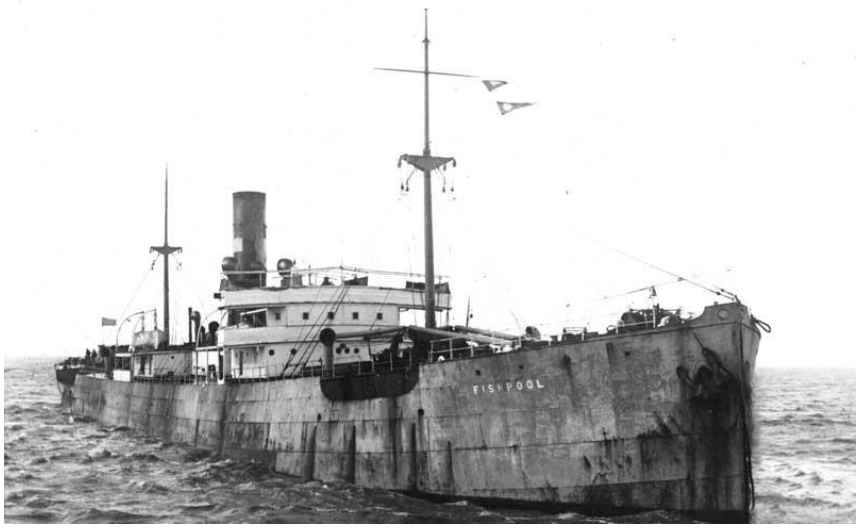
1888 Roper bought the north shore shipyard in Stockton, which was to become a successful shipbuilding firm. In its first year the yard built four steel tramp steamers - the Maltby, the Aislaby, the Raisby and the Thornaby. The shipyard thrived. By the late 1880s Ropner had one of the largest shipping lines in the world.

1904 Robert Ropner was created a baronet

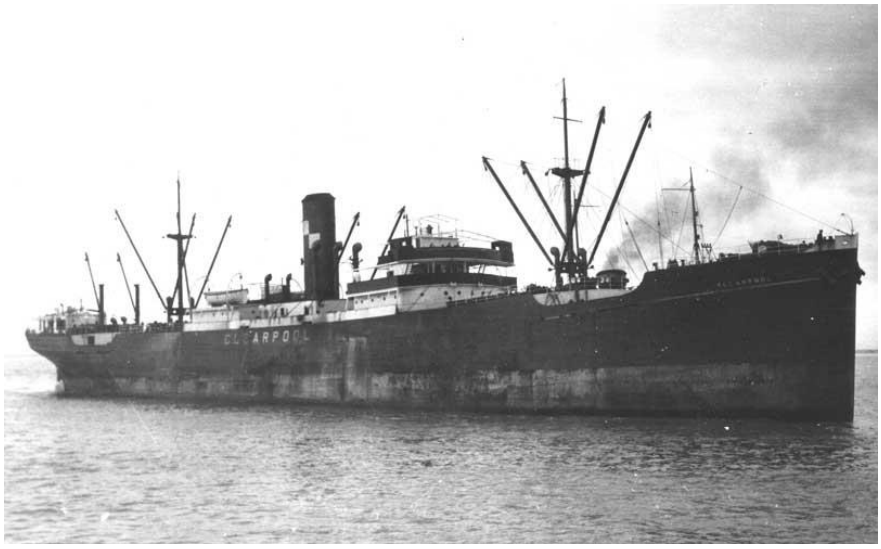
In 1906 Ropner's shipyard built a second SS Maltby, it was one of 60 ships that the yard - the third largest in the country, employing 1,500 people - had built by the time of the outbreak of the First World War. #

By 1911 the fleet consisted of 41 steamers owned by R Ropner & Co and 9 owned by his Pool Shipping Co Ltd, making it the largest tramp fleet of its time. All of the Ropner owned ships carried names ending in 'by' while the Pool ships had names ending in 'pool'.

Ropner's suffered heavily during WW1, losing 29 ships, whilst their offices in Hartlepool were damaged on 16 December 1914 during the bombardment of the town by German battlecruisers and later in the war during a Zeppelin raid. The company's ships succeeded in sinking one U-boat and damaging another.



Fishpool 1912

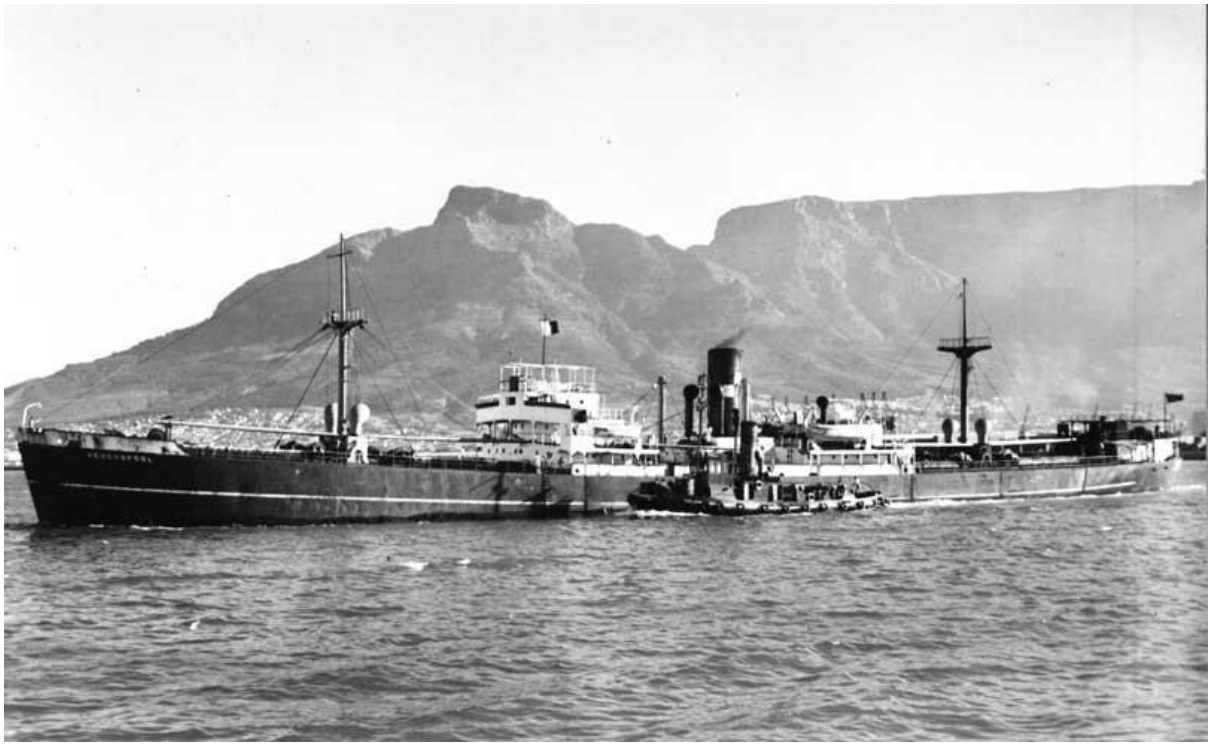


Cedarpool

1919 Public company incorporated under the control of Sir R. Ropner and Co

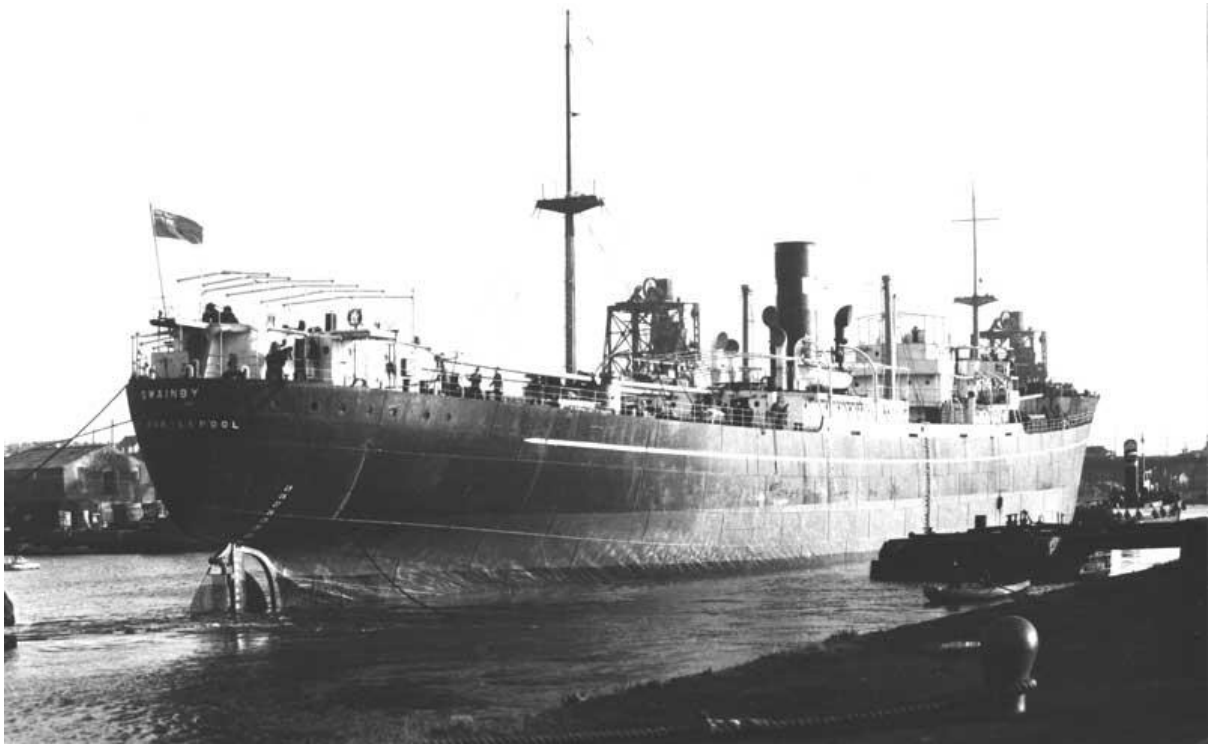
The shipyard went into liquidation soon after the First World War and closed in 1925

The total fleet was reduced to 23 by 1921. Sir Robert Ropner died in 1924 but the traditional 'coal out / grain back' trade enabled the company to survive the Depression. During the mid/late 1930s fleet expansion resumed. The 'Clearpool' included in the collection was the company's first steam turbine ship; designed to the higher standards needed for chartering into the liner trades. In 1936 the company took delivery of its first motorship, 'Moorby' (also in the collection) but Ropner also continued to add steamers to the fleet.



1942 Heronspool

At the outbreak of WW2 the combined fleet was up to 48 vessels and Sir Robert Ropner and Co ordered a sister ship to the "Clearpool" from William Gray and Co; double reduction geared turbines to be provided by Central Marine Engine Works The MOWT allocated a further 52 vessels to the management of Ropner. A total of 33 ships were lost to enemy action.



Swainsby 1946

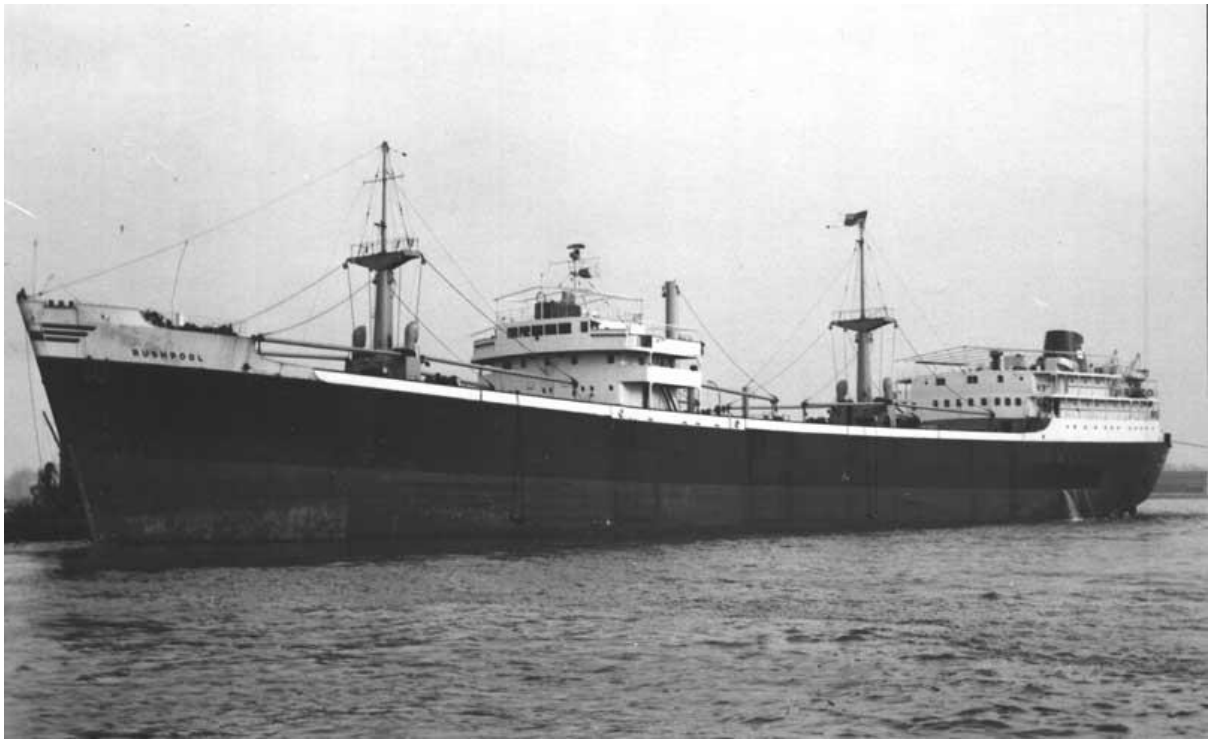
After the Second Word War, the company left Stockton for Darlington where it remained a family-run shipping business until it was taken over in 1997.

In a major financial reorganisation in 1948, Ropner Shipping Co Ltd and Pool Shipping Co Ltd were placed in the ownership of Ropner Holdings Ltd and that company was floated on the stock exchange. The group's headquarters was moved to Darlington and Sir R Ropner & Co (Management) Ltd formed. The fleet was rebuilt after WW2 but to a more modest level, with some diversification into tankers and bulk carriers

1949 Ropner Holdings Ltd was incorporated with the aim of amalgamating Ropner Shipping Co and Pool Shipping Co. Both companies held shares in Chartair Ltd, an air transport company with interests in repair and maintenance of engines and machines
Ropner Holdings of Darlington

Romanby 1953

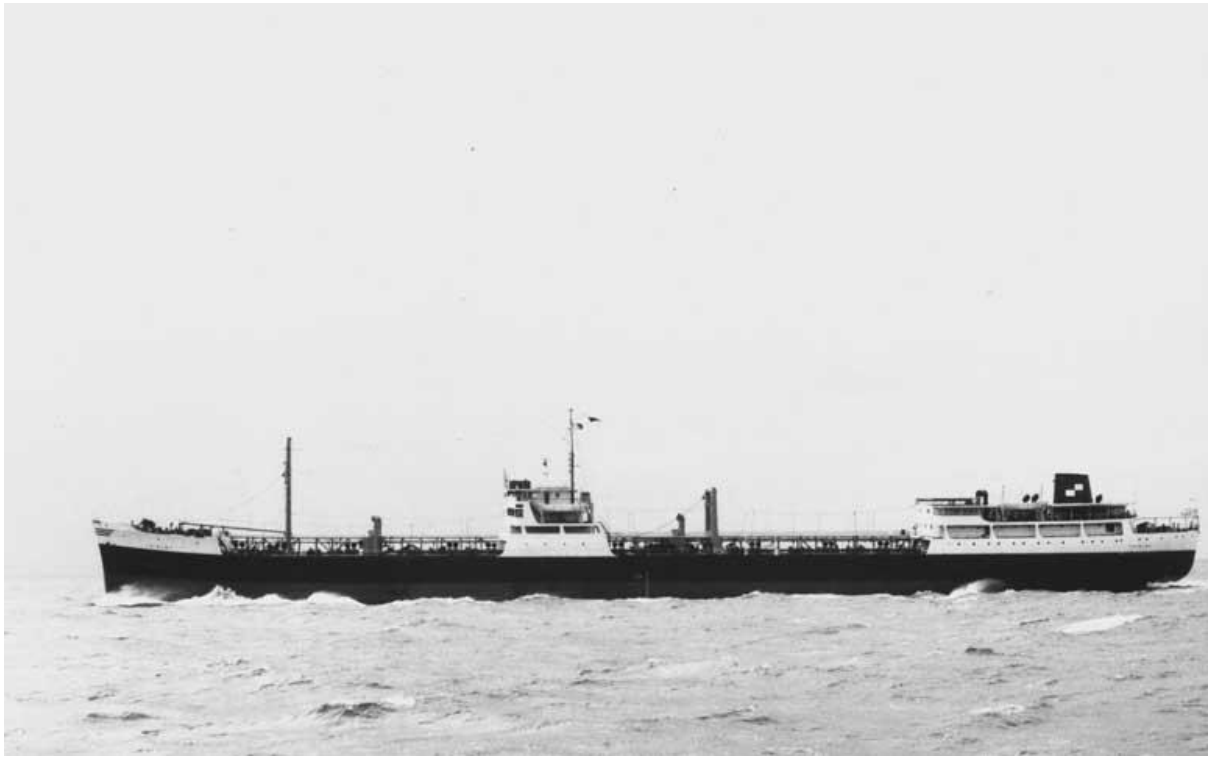
1954 Ropner inaugurated a service from Glasgow to the Gulf, but this was abandoned after a year.



Rushpool 1957

At the end of the 1950s, the fleet consisted of 18 vessels.

The last steamer was sold in 1960.



Thirlby 1958

1966 Ropner Holdings diversified into insurance, hire purchase and engineering

1968 Ropner's subsidiary Airtech acquired William Mills and Co (Sheffield) maker of industrial spades, garden tools

1970 Ropner Holdings acquired its management company, Sir R Ropner and Co, from the Ropner family

By 1976 other subsidiaries were Hozelock and Airvert

1978 Acquired Frederick Greenwood and Sons (Holdings)

1997 Jacobs Holdings, with interests in shipping and property, took over Roper Holdings, which had interests in shipping property and engineering; the engineering businesses were likely to be sold

From 1st March 2006, Ropner Ship Management ceased to trade as a ship management company

Quiz Answers 26 July

1 The Royal Navy's newest ship, a River Class offshore patrol vessel, was commissioned in June. What is the name of the vessel?

HMS Spey

2 Between 1905 and 1907, John Frank Stevens was involved in what maritime engineering project?

During that period, he was chief engineer for construction of the Panama Canal

3 In October 2000 there was a suicide attack on a US missile destroyer while it was refuelling in Aden, Yemen. What was the name of the destroyer?

USS Cole

4 Who was awarded a Silver Medal for Bravery from the Royal National Institution for the Preservation of Life from Shipwreck (now known as the RNLI) for rescuing crew from the Forfarshire?

Grace Darling

5 What was the name of the ship that brought Count Dracula to England?

Demeter

6 What was the name of James Onedin's first ship in "The Onedin Line"?

Charlotte Rhodes

7 "We're gonna need a bigger boat" is one of the most famous film lines, from the film "Jaws". What was the name of the boat that was clearly too small?

Orca

8 What is the name of the British-American cruise operator with a combined fleet of over 100 vessels across 10 cruise line brands? It comprises two companies, listed on the New York and London Stock Exchanges.

Carnival Corporation & plc ("Carnival" is an acceptable answer)

9 In the film "Master and Commander", a British warship, commanded by Captain Jack Aubrey, was ordered to pursue a French privateer, Archeron, into the South Atlantic and round Cape Horn. What is the name of the warship?

HMS Surprise

10 Sir Max Hastings' book, Operation Pedestal, is about a Second World War convoy in 1942 to which island?

Malta