



World Ship Society Southend Branch

# News and Views

# Newsletter Edition 38

# 23 August 2021

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### Notes

Thanks go to Graham, Roger, Colin Tony, Stuart, and Eddie for their contributions

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# Obituaries

#### Peter Acton

Tony Weber reports the sad passing of his friend Peter who lived on Vancouver Island and was part of our circle as our "Canadian correspondent". He died last week after a massive heart attack. He had been a close friend for over 70 years-terribly sad.Peter attended the 6<sup>th</sup> form at Westcliff High School for Boys Bernard Mcall

It is with a heavy heart that I have to inform you of the death of our long-time member Bernard McCall who sadly passed away this morning 20th August. Bernard would be known to quite a few of you. He revived the Bristol Branch and of course was always seen at our Annual General Meeting weekends selling books from his successful 'Coastal Shipping' range. He had been

aboard the Southampton Branch's Solent Cruise just last Monday 16<sup>th</sup> August.

Our sympathies go to his family at this sad time and may he rest in peace.

Jimmy Poole Hon General Secretary Email: jimmy.poole@worldshipsociety.org

# New<u>s</u>

### TSUNEISHI SHIPBUILDING releases new model details

TSUNEISHI SHIPBUILDING has released the details of the new model TESS66 AEROLINE. This eco-ship realises the largest class 66 200 DWT of Ultramax category with Panamax breadth. It features the AEROLINE technology that reduces wind resistance, and also complies with EEDI Phase 3 regulations. Spurred by an increase of cargo volume, ships in the shipping industry are increasing in size in pursuit of transportation efficiency per voyage. With enhanced demand in recent years to address global warming, the growth in size is accelerating from the perspective of reducing  $CO_2$  emissions per transportation unit as well.

TESS66 AEROLINE, the newest ship model of TSUNEISHI SHIPBUILDING's longselling TESS series, achieves the largest class 66 200 DWT of the Ultramax bulk carrier category to maximise transportation efficiency. Furthermore, its outstanding versatility ensures that customer convenience is not compromised as it maintains the Panamax breadth along with industry-standard depth.

With the features of fuel-efficiency and environmental performance, such as TSUNEISHI SHIPBUILDING's proprietary AEROLINE technology that reduces wind resistance by approximately 20%, the ship complies with the CO<sub>2</sub> emission regulations, EEDI Phase 3. The ship model has been refined for excellent fuel efficiency under all conditions, from shallow to full load draft.

Principal particulars about TESS66 AEROLINE:

- Length overall: 200 m.
- Breadth: 32.25 m.
- Depth: 19.15 m.
- DWT: 66 200 t.
- Cargo Capacity: 81 500 m<sup>3</sup>.
- Draft: 13.8 m.
- Gross tonnage: 36 900.



# Russian Spy Ship Yantar Loitering Near Trans-Atlantic

### **Internet** Cables

Russia's secretive special survey ship Yantar raises eyebrows when she appears off Western shores. She has previously been noted conducting operations off Syria, in the Persian Gulf and off Americas. And elsewhere. Now she is off the coast of Ireland, loitering in the vicinity of underwater internet cables.

The Russian Navy related ship Yantar has turned up off the Atlantic coast of Ireland. An Irish Defence Forces spokesperson said that the Irish Navy is aware of the ship.

The ship carries a range of deep-diving submersibles and sonar systems and has been <u>suspected of operating on undersea cables before</u>. Yantar took up a stationary position between two undersea internet cables on Tuesday morning. According to AIS (automated identification system) positions <u>collected by MarineTraffic.com</u>, the ship moved into a position between the cables around 4am local time. She has remained there for most of Wednesday before resuming her journey southwest.

In the hours before stopping, it had altered course to run parallel to the expected route of the Celtic Norse undersea cable. The other nearby cable is the AEConnect-1 which runs between Ireland and the United States. It is possible that there is additional underwater infrastructure in the vicinity.

According to analysis of open sources (OSINT), Yantar left the base of Olenya Guba

in the Russian Arctic around August 8. Yantar does not appear to have been on AIS between leaving Olenya Guba and arriving off Ireland. Navy vessels are not bound by the same rules as civilian vessels and Yantar appears to routinely turns off her AIS. So, her exact whereabouts have not yet been determined. However Russian Navy ships have been noted off the West Coast of Ireland and also off Scotland during this time.

Olenya Guba is where a number of special assets are based. These include the Russian Navy's famous Losharik spy submarine which suffered a fatal fire on July 1, 2019. Other unusual marine systems include a pen for trained Beluga Whales. This was possibly related to the whale which turned up off the Norwegian coast in April 2019.

Yantar is described variously as a '*Special Purpose Ship*' and an '*Oceanographic vessel*'. These are however seen as euphemisms for a spy ship. She is operated by Russia's secretive Main Directorate of Underwater Research (GUGI) who also operate Russia's 'special mission' (read 'spy') submarines.

Yantar is equipped with the pr.16810 "Rus" (AS-37 Russia) crewed submersible which can dive to over 6,000 meters (20,000 feet). This is much deeper than the 100 meter (300 foot) deep waters where she is currently hovering. The submersible is carried in a large hangar and is launched over the starboard (righthand) side. At her stern there are two a-frames for launching smaller submersibles and remote operated vehicles (ROVs). Crewed systems may include the ARS-600 which is the Russian version of the Canadian designed Deep Worker submersible.

The submersibles and ROVs can be used for operating on seabed infrastructure such as internet cables. Additionally Yantar can use her shipboard and towed sonar systems to map the sea floor.

Based on previous operating patterns Yantar is likely to deploy for several months and conduct multiple surveys, often near internet cables.

### French Gendarmerie Calls for Tender for New Patrol

### Boats



The patrol boat 'Jonquille' (P721) is the second of four vessels of the Geranium class. The latter is expected to be replaced by the vessels planned by the tender. French MoD photo

# New Norwegian Cruise Line ship floated out by Fincantieri



Norwegian Prima is the first of six ships in Norwegian Cruise Line's Prima Class, the brand's first new class of vessels in nearly 10 years. The ship will have capacity for 3,215 guests, and feature the new Ocean Boulevard, a promenade wrapping around the entire deck that will offer several dining venues, two infinity pools looking out to the ocean and two glass bridges.

Dining options will be expanded with the addition of Indulge Food Hall, an open-air marketplace with 11 different culinary venues. Meanwhile, The Haven by Norwegian suite complex will be located at the aft of the ship for the first time, spanning eight decks of suites and public areas. The Haven will also feature a new infinity pool overlooking the ship's wake and a new outdoor spa with a glass-walled sauna and cold room.

Work will now continue on Norwegian Prima's interior fittings and guest accommodations, before she is officially delivered to the cruise line and begins sailing in summer 2022. She will offer in Northern Europe with voyages from Amsterdam, Netherlands, and Copenhagen, Denmark sailing to the Norwegian Fjords and Baltic Sea.



### TUI launches new TUI River Cruises brand

TUIThe first customer sailings have now begun on a Moselle Valley itinerary along the Rhin

Following the ceremony, TUI Maya departed on an overnight sailing to Boppard, Germany. The ship sailed through the Rhine Gorge, a Unesco World Heritage Site, and stopped in the town of Rudesheim. Guests were able to go onshore for a walking tour around Boppard or a wine and coffee-tasting experience in Rudesheim. Onboard, entertainment included yoga on the top deck, quizzes and live music. The first customer sailings have now begun on a Moselle Valley itinerary visiting German destinations including Frankfurt, Koblenz, Trier, Piesport and Oberwesel. Four themed sailings – Wine on the Rhine, Mini Wine on the Rhine, Dancing down the Rhine, and Rhine & Stein – will be available from 31 October, while a further 11 Christmas itineraries will be available over winter 2021 and 2022.

# Fred. Olsen Cruise Lines' Bolette departs from Dover for maiden voyage



Bolette will sail around the Isles of Scilly's 140 islets and the coastlines of the Channel Islands during a three-night cruise. She is the second ship in the cruise line's fleet to set sail since the start of the pandemic, following sister ship Borealis's inaugural cruise in early July. Both ships were purchased in the summer of 2020.

Before embarking on her maiden voyage, Fred. Olsen carried out a refurbishment programme that has seen Bolette's public areas revamped, cabins updated, new bathrooms installed and new carpets laid throughout the ship. Signature Fred. Olsen venues, including the Morning Light Pub, The Bookmark Café and The Oriental Tea Room, have been installed onboard the ship alongside newly added features such an all-weather pool, a two-tiered theatre and The Auditorium. Among the dining venues is Vasco, an Indian restaurant named after explorer Vasco Da Gama, and Colours & Tastes, which offers Asian fusion cuisine.

### Seabourn holds launch ceremony for Seabourn Venture



Seabourn has held a launch ceremony for its newest expedition ship. Seabourn Venture, at the T. Mariotti shipyard in Genoa, Italy.

A bottle of champagne was broken against the hull to commemorate the milestone. The ship will now move from its dry dock to the outfitting dock at the shipyard, where she will undergo final construction until the ship is delivered.

Seabourn Venture's inaugural season will begin on 10 April 2022, with the ship sailing around the UK on its maiden voyage. A second, yet-to-be-named sister expedition ship is also under construction at T. Mariotti. Both ships will be designed and built to Polar Class 6 standards and will carry two custom-built submarines, 24 Zodiacs, kayaks and a 26-person expedition team.

### New Worlds Largest Container ship



Evergreen's Samsung-built EVER ACE (23.992 teu) becomes the world's largest container ship Evergreen Marine has taken delivery of the brand new EVER ACE, the first of six 'A-class' container ships that the Taiwanese carrier is to receive from Samsung Heavy Industries in 2021 and 2022. With a nominal intake of 23,992 teu, the EVER ACE is not only Evegreen's first-ever 'Megamax-24' (MGX-24) vessel, but also the new global record holder in terms of container capacity. Evergreen's Samsung-built sextet can carry 28 teu more than the former record holders: HMM's DSME-built series of seven 23,964 teu sisters of the HMM ALGERICAS type, all delivered in 2020. For Evergreen, the Samsung-built EVER ACE and her five sisters will form the first half of a 'full set' of twelve megamax-24 container ships for the Asia - Europe trade. In addition to the six Korean-built units, the Taiwanese carrier will next year begin to receive another six ships of similar capacity from China's CSSC Group. Officially rated at 23,888 teu, construction of the CSSC units will be divided between Hudong Zhonghua's Jiangnan Changxing Shipyard and its CSSC sister firm Jiangnan (Group) Shipyard. The new EVER ACE is 400.00 m long and 62.00 m wide with a deadweight of 225.000 tons. She is conventionally powered and fit[1]ted with an exhaust gas scrubber. An 11-cylinder WinGD X92B diesel drives the ship at commercial speeds of up to 22.5 knots. Following CMA CGM's series of LNGpowered megamaxes from CSSC, the new Evergreen 'A class' is the second megamax vessel type to feature a vertical bulbl

Visitors Fure Vinga Built 2021 12763 GRT Owner Furetank



Current Position North Sea Arklow Field Built 2011 2998 GRT Owner Arklow Shipping



Current Position En route to Frederikshavn

**Hekla** Built 2008 2281 GRT Owner Hekla Scheepvaart Current Position En route to Halmstad



Key Bay ex Lider Kerem, Brovig Viento Built 2004 3189 GRT Owner Key Tankers



Current Location en route Husoy Norway **Pax** ex Ephesus Built 2009 19846 GRT Owner orion Reederei Current Position En Route to Dumyai Egypt



**Osaka Express** Built 2007 93750 GRT Owner Hapag Lloyd Current Location Rotterdam



**Oasis Island** Built 2015 23226 GRT Owner Yahata Trader Current Position Liverpool



**ALS Venus** Built 2014 26374 GRT Owner Asiatic Lloyd Current Position en route to Valencia



**MSC New York** Built 2014 176490 GRT Owner Frizop Shipping Current Position En Route to Tanger



**Beethoven** ex Besktas Galata Built 2009 2974 GRT Owner GEFO Current Position en route to Brunsbuttel



**Aurora** Built 2002 5062 GRT Current Position En route to Setubel Portugal



**Baranee Nareee** Built 2012 33032 GRT Owner Precious Sparks Pte Current Position En route to Alexandria



Tenacious Built 2000 GRT Owner Jubile3e Sailing Trust



Akadimos ex CMA CGM Amazon Built 2015 96424 GRT Owner Hai Kuo Shipping Current Position Algeciras



**Atlantic Canyon Built** 2009 23373 GRT Owner Heroic Huydrus Ltd Current Position Fawley



**CSAV Trancura** Built 2013 96628 GRT Owner Jupiter 18 Current Position en route En Route to Rio de Janeiro



**Navin Vulture Built** 2009 GRT 5087 Owner Nordic Wind Navig Current Position En route



**One Cygnus** Built 2019 146694 GRT Owner Denden Shipholding Current Position En Route to Singapore



# WSS Quiz Questions Edition 38

Quiz Answers:. What was the question?

1. PAN JASMINE

2. GEORGE AND IVY SWANSON
 3. I.N.S. ATZMAUT and I.N.S. NITZACHON
 4. MERCER STREET
 5. NJORD
 6. EVER ACE
 7. ROTTERDAM
 8. TERN
 9. SCARLET LADY
 10. ARKLOW BROOK
 11. USS HYMAN G RICKOVER
 12. MAXINE
 13. CONDOR VOYAGER
 14. USS INDEPENDENCE
 15. MARY E
 16. EVER GIVEN

# OTHER LEIGH SAILING BARGES

Theobalds were the main barge owners at Leigh but there were several others in a small way of business. One of the most active was Brush & Fowler who also owned a Leigh brickfield. To supply this enterprise, they also owned one sailing barge, the PERCY, which used to operate to and from Bell Wharf, Leigh.

Shortly before the start of World War II, Percy broke her sprit and her owners decided to turn her into a motor barge. She had to go to a yard further up the Thames for this to be effected and arrangements were made for her to be towed up there by a motor boat with her sailing gear on deck. At one point the wind in her furled sails caused her to almost overtake the labouring motor boat!

When war came, Percy was requisitioned to fly a barrage balloon in Harwich harbour. Motor barges were, apparently, preferred for this task as they could more easily be moved than sailing craft. Percy survived the war to become a houseboat at Conyer Creek on the River Swale in Kent, where she was eventually broken up.

Another owner was Turnnidge, the sailmaker. He, it is believed took the once famous racing barge Conquerer in lieu of a bad debt probably for sails or repairs. Turnnidge traded Conquerer himself for a while, mainly in the sand and ballast trade, until she had steering trouble in 1932 and had to be rescued from below Southend Pier. She was then laid up off Leigh marshes, where her remains can still be seem, embedded in the mud.

John Robey of Theobald's Road was owner of the Faith Robey, named after one of his daughters. She was also employed in carrying ballast, but, in the 1930's spent periods laid up on Marsh ends, Leigh, shortly afterwards, she was sold away to Samuel West of London and was lost in the estuary in 1933, cement laden, both the crew being rescued by lifeboat.

Cecil Gilders, the shipbroker, was a Leigh resident and owned two barges, one of which was the Alaska. In 1933 he formed a partnership with Josh Francis to establish the firm of Francis and Gilders which operated nearly all of the barges trading to the rivers Colne and Blackwater. In the 1950's they were taken over by the London and Rochester Trading Co., later Crescent Shipping.

G.E.D.

# SSCV Thialf Semi-Submersible Crane Vessel



SSCV Thialf Semi-Submersible Crane Vessel

Thialf is classed as a Deep-sea Construction Vessel, built by Mitsui for Mc Dermott as the DB 102 in 1985 subsequently acquired by Heerema (HMC)

Registered in Panama and Classed by the American Bureau of Shipping

Two Cranes rated at a combined 14000 Metric Tonnes.

190,000 T displacement, 201m long x 88.4 m beam x144 m to top of the crane draught 31 m

Propulsion: 6- 5.500 kw azimuth thrusters. Complement:736 Berths

Deck can support a load of 14,000 MT or 15 metric tonnes. per square metre North Sea construction in the 1970's was limited by the size of module that could be handled. A typical installation comprised a number of separate modules, process, pumping, gas compression, utility etc these were then transported out to the jacket (legs) and lifted into place, then the cash began to haemorrhage as a large work force was deployed to carry out the HUC (Hook-up and Commissioning) phase offshore, huge costs, "choppers" to and from the beach, accommodation vessels, supply boats, tugs and barges plus of course the means to lift the modules. 1985 saw the price of oil collapse, the Oil Companies were looking to reduce costs, they introduced a programme, CRINE Cost Reduction in the New Era! This included deviating from their own in-house standards and specifications which,

understandably were quite onerous to provide reliable plant, under CRINE they would accept "manufacturers standard", this did not prove popular with the maintenance departments and a lot of equipment was replaced when the warranty had run out.

When DB 102 came on the scene their prayers were answered as a complete topsides or large element could be built and commissioned on shore, towed out on a barge and then lifted onto the jacket.

Heerema Marine Contractors (HMC) a Dutch Company eventually acquired the vessel in 1997 and renamed it Thialf it has dominated the North Sea construction scene ever since.

A semi-submersible crane vessel has a large pontoon-like base, this is connected via their columns to the deck of the ship. At first view these vessels do not look like a typical ship. However, their construction makes them the ideal for heavy lifting. The pontoon and legs of the vessel can be submerged during operations by ballasting this increases the stability of the ship during rough seas and improves the ability of the ship for heavy lifting by de ballasting

This type of ship is less sensitive to sea swells so they can operate in areas such as the North Sea especially during the winter months when the conditions are harsh. This gives HMC the ability to take jobs all year around in areas where mono-hull ships cannot easily operate. What makes these vessels unique is the DP (dynamically positioned) system installed on them. The DP with the help of thrusters allows for accurate manoeuvrability with fixed positioning guided by satellite. This system allows them to work in a fixed position without using anchor lines. Anchor lines hinder a ships ability to work closer to the oil platforms where heavy lifts are needed anchor lines limit the depth of water that can be worked in and cannot be used in operation where there are pipelines and cables on the seabed.

In 2000 I was with AMEC on the Shell Shearwater Project, HMC were the lifting Contractor when the Topsides Unit was weighed it was heavier than the design calculations Heerema were able to recertify the crane to 12000 Tons and the heaviest lift at that time, 11883 Tons was effected.

Thialf is still in work but must be nearing the end of its working life, currently she is due to arrive in Chaguramas Bay Trinidad 13 July 13, 2021, having travelled under her own power at nearly 8 knots





Heerema now have an even larger crane Sleipnir, similar design but rated at 20.000 tons lift

Lifting Shell Shearwater, topsides heaviest lift at the time 11883 T had to be lifted 100 feet onto the jacket



#### file://C:\TEMP\LIFT3.JPG

04/08/2000

# Colins Pictures from America



Disney Wonder Grand Cayman



Niuew Amsterdam Port Everglade



Norwegian Gem Tortola



Brewster Knott New Orleans



### Broward New Orleans



Capt Jim Green New Orleans



Capt Jimmy Moran New Orleans



Edward Terrell New Orleans



Ruby E New Orleans



Sid Moller New Orleans



Stephen L New Orleans



Tate Mcallister Port Everglade



Radiant Sea New Orleans

# Rogers Pictures



Sapele Registered London



Kent in St Katherines Dock



### Celestine Thames



Lady Daphne St Katherines Dock



#### Lyme Bay Thames



Yasmine Thames

# Naval Base on Osea Island



Osea Island lies on the north bank of the River Blackwater in Essex downstream of Maldon. For many years it was run by the Charrington family as a retreat.

Osea Island is an inhabited island in the estuary of the River Blackwater, Essex, East England. It is approximately 380 acres in size and is connected to the north bank of the river by a causeway, covered at high water.

In 1913 the British <u>Deperdussin</u> Aeroplane Company tested a newly developed <u>seaplane</u> at Osea. It was a single-engined seaplane with two large floats. It was piloted by <u>John Cyril Porte</u>, the managing director of the company, and took off from the deep-water channel to the south of the island. It had a successful tenminute flight.

Osea Island was the site of a <u>Coastal Motor Torpedo Boat</u> base during the <u>First</u> <u>World War</u> and 2,000 sailors were billeted there, mainly in temporary huts which were removed after the war. <u>Augustus Agar</u> was awarded the <u>Victoria Cross</u> while stationed on the island and detailed his experiences in his book Baltic Episode

For a short period at the end of World War I, Osea Island was such a base, named "HMS Osea". Its inaccessible location made it ideal for the development of a new weapons system – the Coastal Motor Boat (CMB).

The development of small and powerful engines meant that small boats could be propelled at high speed, and the recent development of the torpedo mean that they could carry a weapon that was deadly to large and powerful warships, and use their speed and small size to escape their defences.

Most nations used these vessels for coastal defence against superior opponents. Indeed, similar sized boats are used for this purpose to this day, and Iran currently deploys hundreds which are used to "swarm" American and other warships near their waters.

But the Royal Navy had something more daring in mind – they planned to use the boats offensively to travel over minefields and attack German ships in their bases.

HMS Osea had some forty boats, each forty feet long and carrying a torpedo in a trough at the rear. The latter had to be released astern of the boat, which then had to manoeuvre wildly to avoid being sunk by its own torpedo!



Coastal Motor Boats on their slipways (Mersea Museum)



Extensive boat sheds, wooden barrack buildings (some of which can now be seen relocated to Heybridge), rails and slipways were built, and a garrison of sailors and Wrens established.

Visits "ashore" across the tidal causeway required a shore pass, and a Captain Dennis recalled that visits to the King's Head were popular, with sailors invariably "just missing" the low tide for their return, and having to stay overnight!

Although these boats were often seen exercising in the Blackwater and further afield, they saw little action in WW1 because by 1918 the German Navy was a spent force.

In 1919 the boats were given a mission – to enter the Baltic and ferry British agents to and from Bolshevik Russia. In the process, Lieutenant Augustine Wellington Shelton Agar led a mission into Kronstadt Harbour, sinking two Russian battleships and a depot ship and received the Victoria Cross.



On exhibition at Chatham

# One Fact Wonder- Errors in Films THE YANGTSE INCIDENT



The film was made in 1957, only 8 years after the incident itself. HMS AMETHYST had been decommissioned in 1952, and was about to be scrapped in Devonport when preparations for filming were being planned. Her main engines were no longer operational, so she was towed from Devonport to the River Orwell where the filming was to take place. The Orwell doubled as the Yangtse, and HMS Ganges stood in for the Chinese gun emplacements for the film.

For shots of the ship moving, her sister ship HMS MAGPIE stood in. A special effects explosion was made too big and blew a hole in Amethyst's hull, flooding the engine room. It was said at the time that she sustained more damage from the film than during the actual incident. After the explosion, she was towed into Felixtowe Dock Basin awaiting a tow to take her back to Plymouth for scrapping. The Magpie was used for the remaining scenes of the film.

### **Captain Phillips**



Crew members of the Maersk Alabama, which suffered the raid off the coast of lawless Somalia in April 2009 said that the titular hero played by Tom Hanks in Paul Greengrass's critically acclaimed film was far from heroic. "Phillips wasn't the big leader like he is in the movie," said one crew member who worked closely with the captain, speaking anonymously for legal reasons. "No one wants to sail with him," he told the Post.

The crew member said Phillips, who went on to meet Barack Obama and write a memoir, refused to cut power and lock himself and the crew below deck in line with anti-pirate protocol. "He didn't want anything to do with it, because it wasn't his plan," said the crew member. "He was real arrogant."

"The crew had begged <u>Captain Phillips</u> not to go so close to the Somali coast. He told them he wouldn't let pirates scare him or force him to sail away from the coast.

Ships in the area were warned to stay at least 600 miles off the Somali coast because 16 container ships had been attacked by pirates during the prior three weeks in the same region. Phillips' real-life crew member says his captain was just 235 miles off the coast, though Phillips says he was 300 miles off.

Another crew member, chief engineer Mike Perry, is reputed to have been the real hero of the ordeal, despite having only a small presence in Greengrass's film. At one point he attacked the chief pirate, seizing him and using him as a bargaining chip for the return of Phillips.

### Coastal Motor Boat



During the First World War, following a suggestion from three junior officers of the Harwich destroyer force that small motor boats carrying a torpedo might be capable of travelling over the protective minefields and attacking ships of the German Navy at anchor in their bases, The <u>Admiralty</u> gave approval to the idea and, in the summer of 1915, produced a Staff Requirement requesting designs for a Coastal Motor Boat for service in the <u>North Sea</u>.

These boats were expected to have a high speed, making use of the lightweight and

powerful petrol engines then available. The speed of the boat when fully loaded was to be at least 30 knots and sufficient fuel was to be carried to give a considerable radius of action.

They were to be armed with <u>torpedoes</u>, <u>depth charges</u> or for laying <u>mines</u>. Secondary armament would have be provided by light machine guns, such as the <u>Lewis gun</u>. The weight of a fully loaded boat, complete with <u>18-inch</u> <u>torpedo</u>, was to not exceed the weight of the 30-foot long motor boat then carried in the <u>davits</u> of a light cruiser, i.e. 4.5 tons.

The CMBs were designed by <u>Thornycroft</u>, who had experience in small fast boats. Engines were not proper maritime internal combustion engines but adapted aircraft engines from firms such as <u>Sunbeam</u> and <u>Napier</u>.

In 1910, <u>Thornycroft</u> had designed and built a 25 ft speedboat called Miranda IV. She was a single-<u>step hydroplane</u> powered by a 120 hp Thornycroft petrol engine and could reach 35 knots.



A 40 ft boat based on Miranda IV was accepted by the Admiralty for trials. A number of these boats were built and had a distinguished service history, but in hindsight they were considered to be too small to be ideal, particularly in how their payload was limited to a single <u>18-inch torpedo</u>.

Several companies were approached, but only Thornycroft considered it possible to meet such a requirement. In January 1916, twelve boats were ordered, all of which

were completed by August 1916. Further boats were built, to a total of 39

The restriction on weight meant the torpedo could not be fired from a <u>torpedo tube</u>, but instead was carried in a rear-facing trough. On firing it was pushed backwards by a <u>cordite</u> firing pistol and a long steel ram, entering the water tail-first. A trip-wire between the torpedo and the ram head would start the torpedo motors once pulled taut during release. The CMB would then turn hard over and get out of its path. There is no record of a CMB ever being hit by its own torpedo, but in one instance the firing pistol was triggered prematurely and the crew had a tense 20 minutes close to the enemy whilst reloading i

In December 1916, the 3rd CMB Division proceeded to <u>Dunkirk</u> under the command of Lieutenant <u>W.N.T. Beckett</u> of <u>CMB4</u> and operated on the Belgian coast. On 7 April 1917, the 3rd CMB Division attacked a group of German destroyers anchored at <u>Zeebrugge</u>. As a result, one destroyer was sunk and one very seriously damaged. 1919 <u>Baltic actions against the Soviet Red forces</u>.

In June 1919 a force of two CMBs attacked Kronstadt and sank the cruiser Oleg.

In August, a larger combined operation with aircraft managed to damage one battleship and sink a depot ship. 1919-1920 <u>British Caspian Flotilla</u> In January 1919 a force of 12 CMBs was dispatched to the <u>Caspian Sea</u> (travelling by rail from <u>Batumi</u> on the <u>Black Sea</u> coast to <u>Baku</u>) to join a British naval unit supporting the anti-Bolshevik governments of Armenia, Azerbaijan and Georgia.

The hull of <u>CMB 4</u> in which Augustus Agar won his VC for the attack on <u>Kronstadt</u> naval base in 1919 and sank the cruiser *Oleg* was, for many years, at the Vosper Thornycroft works on <u>Platt's Eyot</u> on the <u>Thames</u> near <u>Kingston</u>. When these works closed it was restored and can now be seen in Boathouse 4 at <u>Portsmouth Historic Dockyard</u> where it is on loan from the <u>Imperial War Museum</u>, <u>Duxford</u> with details of these boats and the action. Agar's VC is at the War Museum in London.

The hull of the other remaining example, CMB9, is identical to that of CMB4, for many years thought to be the sole survivor of the type. Her crew consisted of Archibald Dayrell Reed and Lieutenant Harold Drew CMB 9 was converted to a Distance Control Boat in 1918, the first CMB so converted and in so doing became DCB1. The DCB role was and still is in part classified, completely autonomous, unmanned and radio controlled via aircraft, therefore can considered to be the first autonomous drone vessel.<sup>1</sup> Following the success of the Royal Flying Corps drone 'Aerial Target' aircraft trials in March 1917, A. M. Low's Experimental Works at Feltham adapted their radio control system, enabling two DCB craft to be controlled from one aircraft and proving in the 1918 trials that a flotilla of up to eight DCBs could be controlled in close formation. At the conclusion of extensive post war trials CMB9/DCB1 was converted back to her original condition, remaining in service until 1950. She has been restored in her role as CMB9 and is based at Avonmouth and took part in the 2014 Remembrance Day events in Bristol. The boat is listed on the register of National Historic Ships, certificate no 2430

# Pride of Burgundy

At 28138 GRT Pride of Burgundy one of the is the smallest in the channel fleet and whilst I am not an expert on ferries for me represents potentially the end of an era of a good old fashion ferry . So having "popped up " in the estuary again I thought I'd do a piece on her life







**1992** May 16<sup>th</sup> launched at Schichau-Unterweser AG yard no 1074. She was originally to have been called European Causeway the fourth of a class of European Class Freighters. P & O decided to give her Superferry status and while on the stocks converted her to a passenger ferry, She carries 1200 passengers and 600 cars The first-choice name was Spirit of Lille



**1993** March 23<sup>rd</sup> Delivered to P & O and arrived at Dover on 31 st March entering service on 5<sup>th</sup> April

**1998** March  $3^{rd}$  P & O and Stena merged their short sea services as P & O Sealink which included the Dover-Calais route

**1998** Dec Renamed P&OSL Burgundy

2002 June 21 Chartered for a charity event and sailed for the Thames to Convoys Wharf. Her port side car deck was transformed into a restaurant for the day

**2002** Aug P & O purchases Stena's 40 % in the alliance removing the Stena house flag from funnels and trading as P & O Ferries

**2003** February after refit at A & P Falmouth renamed Pride of Burgundy **2004** March Freight only service to Calais

**2005** January after refit at A & P Southampton she was out of service with a rudder problem until January 2005

**2008** February Refit Falmouth returning to Dover on 12<sup>th</sup> March 2008 **2009** February hull inspection Dunkerque

**2010** Chartered to Ramsgate for the opening inf the Thanet Wind Farm

2011 February stood down from service for refit at ARNO Dunkerque

**2012** February Annual service and had a complete repaint and replacement of steel in funnel

**2012** 27 October while berthing in strong winds at Calais mad contact with My Ferry Berlioz damaging the bridge and superstructure and bridge. Following temporary repairs re entered service

29<sup>th</sup> September arrived at Damien Yard in Flushing and entered dry docks October 1<sup>st</sup> sailed from Flushing

**2019** 3<sup>rd</sup> March sailed for an extensive life extension refit in Gdansk and on 23<sup>rd</sup> March sailed for Dover

2019 25 March Returned from Gdansk registered in Cyprus

2020 April 30 sailed from Dover for layup at Leith

2020 September 30 Announced would not return to service

2020 October 24th sailed Leith for Dover

2020 Nov 3rd returned to limited service to Calais

2020 Dec 5<sup>th</sup> Left Dover for Falmouth and arrived 7<sup>th</sup> December for layup

2021 May 5 Entered dry dock at Falmouth

2021 June 5th Left drydock and went alongside Queens Wharf

2021 June 25th arrived Dover

2021 June 28th entered service freight only

**2021** Aug 14<sup>th</sup> came off service and sailed for Thames were anchored in estuary.

Sailed upriver to Tilbury 15<sup>th</sup> for a "technical stop "

# Shipbuilding on the Clyde John Brown -Part 1 1946-1951

James and <u>George Thomson</u>, who had worked for the engineer <u>Robert Napier</u> founded the engineering and shipbuilding company J&G Thomson. As the Clyde Bank Foundry in Anderston in 1847. They opened the Clyde Bank Iron Shipyard at <u>Cessnock</u>, <u>Govan</u>, in 1851 and launched their first ship, <u>Jackal</u>, in 1852. They quickly established a reputation in building prestigious passenger ships, building <u>Jura</u> for <u>Cunard</u> in 1854 and the <u>Russia</u> in 1867. Several of the ships they built were bought by the <u>Confederacy</u> for <u>blockade running in the American Civil War</u>, including the <u>CSS Robert E. Lee</u> and the *Fingal* which was converted into the ironclad <u>Atlanta</u>.



Robert E Lee 1860



Bothnia 1874

The brothers separated in 1850 and, George took over the shipbuilding. James Thomas started a new business. George Thomson died in 1866, followed in 1870 by his brother James They were succeeded by the sons of the younger brother George, called James Rodger Thomson and George Paul Thomson. Faced with the compulsory purchase of their shipyard they established a new Clyde Bank Iron Shipyard further downriver at the Barns o' Clyde, near the village of <u>Dalmuir</u>, in 1871. This site at the confluence of the tributary <u>River Cart</u> with the <u>River Clyde</u>, at Newshot Island, allowed very large ships to be launched. The brothers soon moved their iron foundry and engineering works to the same site. The rapid growth of the shipyard and its ancillary works, and the building of housing for the workers, resulted in the formation of a new town which took its name from that of the shipyard which gave birth to it — <u>Clydebank</u> In 1899 the steelmaker John Brown and <u>Company</u> of <u>Sheffield</u> bought J&G Thomson's Clydebank yard for £923,255 3s 3d John Brown as born in <u>Sheffield</u> in 1816, the son of a slater. At the age of 14, he obtained a position as an <u>apprentice</u> with Earle Horton & Co. The company subsequently entered the <u>steel</u> business At the age of 21, John Brown with the backing of his father and uncle obtained a bank loan for £500 to become the company's sales agent. He was so successful, he made enough money to set up his own business, the Atlas Steel Works.

With a growing reputation and fortune he moved to a larger site in 1856. He began to make his own <u>iron</u> from <u>iron ore</u>, rather than buying it, In 1861 he started supplying I <u>rails</u> to the railway industry y.

He examined the <u>iron cladding</u> used on French warships and decided that he could do better, He built a steel <u>rolling mill</u> and in 1863, was the first to roll 12-inch (300 mm) <u>armour plate</u> for warships. By 1867 his iron cladding was being used on the majority of <u>Royal Navy</u> warships., his workforce had grown to over 4,000 and his company's annual turnover was almost £1 million

Brown was finding it increasingly difficult working with the two partners and shareholders he took into the company in 1859. <u>William Bragge</u> was an engineer, and <u>John Devonshire Ellis</u> came from a family of successful brass founders in <u>Birmingham</u>. As well contributing a patented design for creating compound iron plate faced with steel, Ellis brought with him his expertise and ability in running a large company. Together, the three partners created John Brown & Company, a limited company. Brown resigned from the company in 1871

The company continued under Ellis and his two sons, In 1899 it bought the Clydebank shipyard from J & G Thomson, The Director at this stage was <u>John Gibb</u> <u>Dunlop</u> from Thomson's who took charge of the ship design



Lusitania 1906



Aquitania 1913

In the early 1900s the company innovated marine engineering technology through the development of the Brown-Curtis <u>turbine</u>, which had been originally developed and patented by the U.S. company International Curtis Marine Turbine Co. These engines' performance impressed the Admiralty, which consequently ordered many of the major Royal Navy warships from John Brown. The first notable order was for the <u>battlecruiser HMS Inflexible</u>, followed by the battlecruisers HMAS Australia, HMS Tiger and the battlechip HMS Parham

battlecruisers <u>HMAS Australia</u>, <u>HMS Tiger</u> and the battleship <u>HMS Barham</u>.

Clydebank also became <u>Cunard Line</u>'s preferred shipbuilder, building its flagship liners <u>RMS Lusitania</u> and <u>RMS Aquitania</u>. Prior to construction commencing on the Lusitania in 1904 the shipyard was reorganized to accommodate her so that she could be launched diagonally across the widest available part of the river Clyde where it met a tributary, the ordinary width of the river being only 610 feet compared to the 786-foot-long ship. The new slipway took up the space of two existing ones and was built on reinforcing piles driven deeply into the ground to ensure it could take the temporary concentrated weight of the whole ship as it slid into the water. In addition, the company spent £8,000 to dredge the Clyde, £6,500 on a new gas plant, £6,500 on a new electrical plant, £18,000 to extend the dock and £19,000 for a new crane capable of lifting 150 tons, as well as £20,000 on additional machinery and equipment.

By the early 1900s the Clydebank works had expanded to cover 80 acres spread along Dumbarton Road, consisting of the East and West yards, which were separated by a fitting out basin, where once launched the hulls are fitted out with the aid of two cranes each capable of lifting 150 tons. The east yard contained five building slipways, each of which could accommodate the building of the largest battleship, with one slip long enough to build a ship of over 900 ft. The west yard was used to build smaller ships such as destroyers.

Associated with the shipyard was the engine works where the company-built turbines and boilers both for its own ships and for other companies.

Despite being an essential industry, the works had difficulty obtaining suitable workers to build all the ships on its order books. In an attempt to reduce the labour shortage, it employed women in a number of jobs under a scheme called "dilution" whereby it was agreed with the unions that once the war ended the women would give up their jobs. Throughout the war the company employed on average 10,000

workers at Clydebank works, of which 7,000 were in the shipyard and 3,000 in the engine works. In January 1918, 87 of these were women.

To increase productively, throughout the 1914–18 the company continually invested in new facilities and tools. In 1915 it introduced pneumatic riveting which need only one riveter whereas previously two had been required.

During the war the company was almost exclusively occupied in building warships. With the exception of the battlecruisers Repulse and Hood, this warship building was concentrated on destroyers. By the end of the war it had built more destroyers than any other British shipyard and set records for their building with <u>HMS Simoom</u> taking seven months from keel laying to departure, <u>HMS Scythe</u> six months and <u>HMS Scotsman</u> five and a half months The company estimated that during the entire war period it produced a total of 205,430 tons of shipping and 1,720,000 hp) of machinery.



Queen Elizabeth 1938

The end of the First World War and subsequent shortage of naval orders hit British shipbuilding very hard and John Brown only just survived. Three great ships saved the yard: <u>RMS Empress of Britain</u>, and the giant Cunard White Star Liners <u>RMS Queen Mary</u>

Glasgow's place as a major shipbuilding city made it a prime target for the Germans and still I the yard made a valuable contribution in the Second World War, building and repairing many battleships including the notable and highly successful <u>HMS Duke of York</u>. The first few years after the war saw a sudden reduction in warship orders, but it was balanced by a prolonged boom in merchant shipbuilding to replace tonnage lost during the war.

### 1946 Port Wellington for Port Line 10644 GRT



1973 Broken up Castellon

#### 1946 HMS Vanguard for the Royal Navy

Britain's Last battleship



Broken up Faslane 1960

1947 HMS Matapan for Royal Navy Destroyer



1979 Broken up Blythe

1947 Norfolk for Federal Shipping 6638 GRT



1953 Hauraki 1974 Broken up Kaohsiung

### 1947 Haiparangi for New Zealand Shipping 11281 GRT



1974 Broken up Kaohsiung

### **1947 Suffolk Ferry** 3154 GRT for British Transport Commission



1981 Broken up Belgium

1947 HMS Barrosa Royal Navy Destroyer



1978 Broken up Blythe

#### 1947 Media for Cunard



1961 Flavia 1982 Flavian 1982 Lavia 1989 Broken up after a fire

**1947 Arnhem** for British Transport Commission 4891 GRT



1968 Broken up Inverkeithing



1947 Patria for Colonial de Navegaceo 13196 GRT

1973 Broken up Kaohsiung

1948 Imperio for cia Colonial de Navagcao 13186 GRT Liner



1974 Broken up



1948 City of Oxford for Ellermans Lines 7593 GRT

1975 Union Arabia 1976 Broken up Kaohsiung

### 1948 Caronia for Cunard SS 34274 GRT



1968 Columbia 1968 Caribia 1974 Wrecked

1949 Sussex for Federal SS 11272 GRT



1976 Broken up

1949 Hinakura for New Zealand SS 11272 GRT

1974 Broken up

1949 Rangitane for New Zealand SS



1968 Oreintal Esmeralda 1968 Broken up Kaohsiung

1949 City of Birmingham for Ellermans 7599 GRT

1971 Broken up

1950 Vikland for Vestfold Corporation12803 GRT Tanker



1955 Monte Real 1963 Minoan 1967 Broken up

#### 1950 Vikfoss for Vestfold Corporation 12803 GRT



1955 San Mateo1960 Converted to bulk carrier1960 Silver Star1972 Silver fir1978 Broken up Bilbao

#### 1950 Nottingham for Federal 6689 GRT



1971 Broken up Kaohsiung

#### 1950 Ottawa Maritime Trading 12892 GRT Tanker

- 1955 Monterrey
- 1964 Manzanillo
- 1965 Broken up

#### 1950 Adelaide Star for Blue Star 12964 GRT

1974 Broken up South Korea

1950 Amsterdam for British Transport Commission



1970 Fiorita 1994 Reported derelict

1951 Kipawa Unitas1281 GRT Tanker



1958 Hoegh Lance 1960 Marlaura 1967 Endeavour 1967 Dona Alexandra 1973 Broken up **1951 Ruahine** for New Zealand Shipping17851 GRT 1968 Oriental Rio 1974 Broken up Kaohsiung

#### 1951 Norfolk Ferry for British Commission



1983 Beached

1951 Clydewater Tidewater Commercial 12589 GRT tanker

1968 Charitas

1977 Broken up la Spezia

1951 Clan Mcintosh for Clan Line 6558 GRT



1978 Sanil
1980 Broken up Bombay **1951 Singapore** 9236 P & O S N
1964 Comorin
1968 Pando Cove
1972 Broken up Bilbao

# MARITIME QUIZ AUGUST 2021

- PAN JASMINE: Bulk carrier of 32,599 dwt arrived off New Orleans on 17<sup>th</sup> July. Inspectors found 5 separate types of insect pests and she was ordered to leave US waters immediately.
- GRORGE AND IVY SWANSON: Trent class RNLI lifeboat taken off operational duties at Sheerness after 40 years. To be replaced by the Shannon class JUDITH COPPING JOYCE.
- 3. I.N.S. ATZMAUT and I.N.S. NITZACHON: The last two of four corvettes handed over to Israel at Kiel by Thyssenkrupp Systems.
- MERCER STREET: Oil products tanker of 49,992dwt operated by Zodiac Maritime attacked off Omani coast. 2 killed.

- 5. NJORD: Order placed with Meyer Werft for a "residential yacht" of 84,800grt with 117 apartments, and completion due by the end of 2025.
- 6. EVER ACE: The latest largest containership in the world at 23,993 TEU delivered to Evergreen in July.
- 7. ROTTERDAM: 99,500grt handed over by Fincantieri to Carnival's Holland America Line.
- 8. TERN: Her 130<sup>th</sup> birthday was celebrated on Lake Windermere in June.
- 9. SCARLET LADY: 108,192grt became the largest ship ever to dock in Portsmouth in June.
- ARKLOW BROOK: 7588dwt was sold by Arklow Shipping to Norwegian Arriva Shipping, and is to be renamed NORHEIM.
- 11. U.S.S. HYMAN G RICKOVER Virginia class attack submarine christened at General Dynamics shipyard in Groton, Connecticut.
- 12. MAXINE: new 21,005grt DFDS ferry service started in July between Sheerness and Calais.
- 13. CONDOR VOYAGER: Condor Ferries newest ship arrived in Poole for the first time in July.
- 14. U.S.S. INDEPENDENCE: Name ship of the Independence class Littoral Combat Ship, completed in 2010, de-commissioned this year.
- 15. MARY E: 1906 built wooden two masted schooner operated by the Maine Maritime Museum capsized in the Kennebec river on 30<sup>th</sup> July with 18 people on board. All were rescued and the ship has been recovered and towed back to the museum.
- 16. EVER GIVEN: She finally arrived at Felixtowe on 3<sup>rd</sup>

August, a few months late.

- 17. HMS MONMOUTH and HMS MONTROSE: Type 23 frigates reportedly to be given to Greece to 'sweeten the deal' to sell them the Type 31.
- 18. ASPHALT PRINCESS: 9748dwt Panama flagged bitumen tanker hijacked in the Gulf of Oman and ordered to sail to Iran. Attackers left the ship a day later.