



*World Ship Society
Southend Branch*



News and Views

Newsletter Edition 39 Edited

6th September 2021

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

News & Views Coordinator Richard King rking567@btinternet.com

Notes

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

Contents

News

Visitors

Quiz Geoff

Margate

Colins Pictures

Shipbuilding – Shipbuilding on the Clyde John Brown Part One

Short History of a Line – Lamport & Holt

News

*Celestyal sells cruise ship acquired from Costa in
2020*

Piraeus-based Celestyal Cruises has sold a cruise ship it acquired from Carnival Corp subsidiary Costa Cruises in July 2020 but never put into service.

The sale of the 56,800-gt Celestyal Experience (built 1993, ex Costa neoRomantica) was announced on Friday, with the company citing a need to defer capacity growth and focus on regaining momentum in the aftermath of the Covid-19 pandemic.

The ships operated a summer season of cruises in Aegean this year, but the Celestyal Experience has remained laid up in Piraeus since it was acquired.

While Celestyal did not reveal how much it sold the Celestyal Experience for, its parent company Louis Group said in an announcement to the Cyprus bourse that the sale generated an accounting gain of \$3.6m.

One possible purchaser is Ambassador Cruises



Ikea goes from flat-packed boxes to steel containers in bid to ease shipping crunch

The king of the flat-packed box has bought its own containers and become the latest major retailer to reveal it is chartering in boxships amid today's uniquely tight, pricey ocean shipping space.

Ikea, the world's largest furniture retailer, has joined the likes of Walmart and Home Depot in taking some of its ocean supply chain needs into its own hands, revealing to American and Swedish news outlets this week that the decision to buy boxes and charter ships came in the wake of the growing port congestion around the world

Other retailers to have gone down a similar route during the trickiest period in the 65-year of containerisation include Dollar Tree, an American discount chain, and clothing retailer, American Eagle.

With available containers and space on boxships increasingly scarce and sensationally expensive, a number of dry bulk shipowners have in recent weeks entered the fray, moving boxes on deck.

Ever Ace takes to the seas



The record-setting Ever Ace, a new ULCV that is currently heading for the Port of Rotterdam.

In another record-setting development for mega-mass sea freight, Evergreen Marine has successfully commenced the maiden voyage of the world's biggest ultra-large container vessel (ULCV) – the *Ever Ace*.

At 400 metres long and 62 metres wide, the ULCV is 63 metres longer than another impressive behemoth, the 337-metre Gerald R Ford-class aircraft carrier.

Boasting a TEU capacity of 23 992, its load could stretch about 136 kilometres if the boxes were lined up end to end.

Its loading berth at the Port of Yantian two days ago also made industry headlines as the Ace's container exchange of 8 200 set a new record for a maiden voyage at the port, World Cargo news said.

According to information from YICT YANTIAN, the last Asian port before the ship headed straight to Europe, The EVER ACE carries an all-time record load of 21,718 teu. It has beaten the previous record of 21,433 that CMA CGM carried in April this year on its flagship CMA CGM JACQUES SAADE.

Furthermore, the Ace is the first of ten 24 000-TEU ULCVs ordered by Evergreen.

It will be followed by three sister vessels later this year – the *Ever Act*, *Ever Aim*, and *Ever Alp*.

Currently in the Malacca Strait, the Ace is heading for the Port of Rotterdam where it is expected in 23 days' time.

It's going to be interesting to see how its voyage through the Suez Canal is navigated.

Earlier this year another Evergreen ULCV, the *Ever Given*, got stuck in the southern channel of the Suez, after which it was seized by canal authorities in a protracted legal imbroglio over the incident that brought supply chain through the water course to a standstill for six days.

HMS Glasgow



The bow of HMS GLASGOW, the first City Class Type 26 frigate being built for the Royal Navy, has been rolled out of the build hall at our BAE Systems shipyard on the River Clyde. In a move that lasted 90 minutes, the forward section of HMS GLASGOW which contains the bridge, operations room and accommodation spaces, was manoeuvred into position on the hardstand at our Govan yard where it will be joined by the aft section in the coming weeks.

CMAL appoints consultancy for small vessel replacement programme



CALEDONIAN MARITIME ASSETS LTD

The programme will replace existing vessels with new, low-emission ships. Caledonian Maritime Assets Ltd (CMAL) has appointed ferry design consultancy Navalue to lead the concept design of its small vessel replacement programme, which will see ships being replaced on the Clyde and Hebrides Ferry Services network in Scotland.

CMAL and Navalue will investigate the feasibility of designing low-emission ferries to be in line with the Emissions Reduction Targets (Scotland) Act of 2019, which sets a 2030 target to reduce harmful emissions by 75 per cent and an ambition of achieving net-zero emissions by 2045. Studies will explore offshore charging technologies and identify onboard electrical energy storage systems that can be recharged from onshore electrical power supplies.

During phase one of the small vessel replacement programme, CMAL will also investigate designs that comply with the regulatory requirements for its Sound of Iona routes. A future phase two of the programme will replace vessels serving on the route, along with those on the Sound of Barra and Sound of Harris routes.

HMM Seafarers Threaten Pay Strike, Mass Resignation

—
More than 90% of HMM's seafaring union members voted to strike on Sunday and, if a resolution is not reached, the 453 union members are threatening to resign en masse tomorrow and apply to join Swiss-Italian rival MSC.

HMM's seafaring and shore-based staff have expressed dissatisfaction over "a meagre" salary increment, despite the company achieving record profits last year, thanks to tight shipping capacity and logistics disruptions caused by Covid-19.

Their grievance stems from an eight-year salary freeze only lifted this year after HMM's financial struggles culminated in a government bailout when Korea Development Bank (KDB) swapped debt for equity in 2016.

The staff's unions are demanding a 25% wage hike and bonuses amounting to 1,200% of their salaries.

But HMM management is offering 8%, a bonus of 300% of salaries and a productivity incentive equating to 200%. KDB, HMM's largest shareholder, is reportedly reluctant to accede to the demands.

If the strike goes ahead, seafarers on HMM ships scheduled to arrive in Busan tomorrow would disembark in groups, while those supposed to board in their stead will refuse to produce tests stating they are free of Covid-19, a requirement for embarkation.

In July, MSC advertised for Korean seafarers with manning experience on ultra-large containerships. HMM is the only Korean carrier with such vessels and it was clear the advertisements targeted its crew members.

Korea's Ministry of Oceans and Fisheries (MOF) is now "undertaking contingency planning procedures", fearing a logistical crisis reminiscent of Hanjin Shipping's collapse in October 2016, which immobilised its ships, causing many containers to be delayed before being transferred to HMM and alliance partners.

Visitors



Torm Gyda Built 2009 23322 GRT Owned Torm A/S

Current Position en roue to St Petersburg



One Aquila Built 2018 15647 GRT Owner Greta Ship Holding

Current Position en route to Port Said



MP7



Star Aruba Built 1972 1161 GRT Owned Star Bonaire

Current Position en route to Rotterdam



Ren Jian 25 Built 2009 42112 GRT Owned Hainan Ansheng Shipping

Current Position Antwerp



Raleigh Fisher Built 2005 22184 GRT Owner James Fisher Shipping

Current Position En route to Algeciras



Minka C Built 2008 3391 GRT Owner Carisbrooke Shipping

Fri River Built 2000 2548 GRT Owner Kopervik Shipping

Current Position En route to Shoreham



Spirit of Adventure



Grande Contonou Built 2015 71543 GRT Owner Grimaldi

Current Position En route to Contonou Benin



Glovis Courage Built 2013 59060 GRT Owner Hyundai Glovis

Current Position En route to Manzanillo Panama



Utviken Built 2009 23312 GRT Owner Utviken A/s

Current position En route to Alexandria



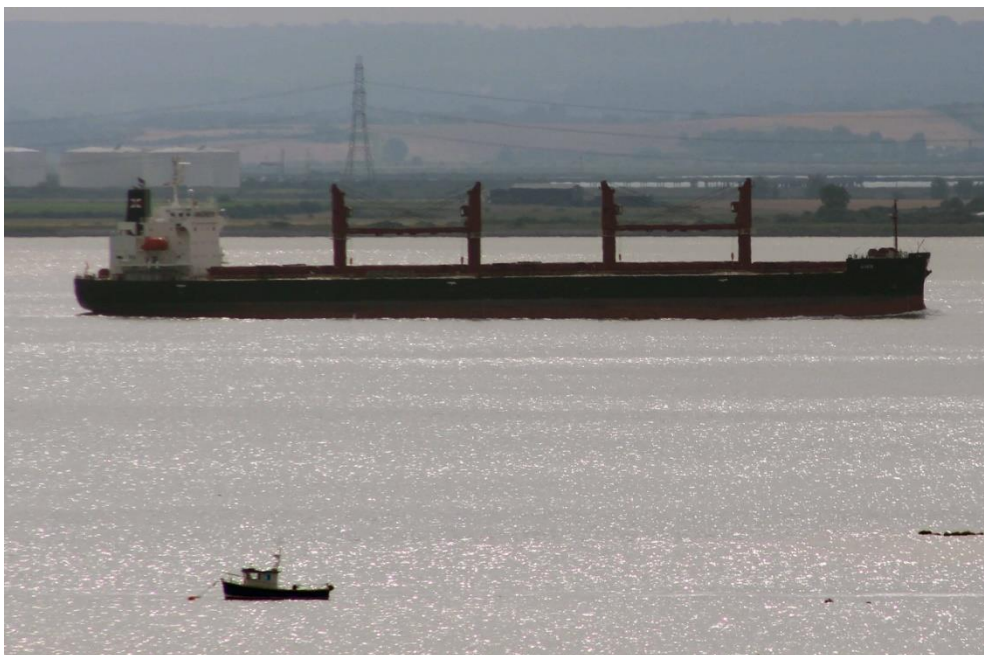
Huey Built 2008 23333 GRT Owner HSL Huey Shipping

Current Position Bremen



Kanya Built GRT Owner

Current Position en route to Bremen



Kian Built 2021 22360 GRT Owner Swire Bulk Holdings

Current Position Bremerhaven



MSC Yokohama Built 2004 83133 GRT Owner Yokohama Shipping

Current Position Gioia Italy



Torino Built 2009 61328 GRT Owner Wallenius Wilhelmsen

Current position Goteborg

WSS Quiz Questions Edition 39

WSS quiz answers – 30th August

1. The BBC series, *Vigil*, is set on a trident submarine. What are the names of the UK's four actual Vanguard class trident submarines?
2. Which city has recently banned cruise ships from docking in the heart of the city?
3. The Finnish shipbuilder, Meyer Turku, known for building cruise ships, has recently signed a letter of intent to construct two new vessels, as part of its plans to diversify. What is the nature of these two vessels?
4. According to an analysis of the new construction orders by industry trade group BIMCO, how many containerships have been ordered in 2021 – 241, 311 or 381?
5. The first steel has recently been cut in the US for the fourth (and last currently on order) of the *Gerald R Ford* class aircraft carrier series. It is the first aircraft carrier ever named (i) for an African American and (ii) in honour of an enlisted sailor's actions. What is it to be called?
6. In the summer of 1870, *Robert E Lee* won a famed steamboat race against *Natchez*, arriving in St Louis, Missouri, 3 days, 18 hours and 14 minutes after its departure from which port?
7. A crew rebellion on board a Russian battleship in June 1905 is now viewed as the first step towards the Russian revolution. What is the name of the battleship?
8. In 1942, an obsolete destroyer, *HMS Campbeltown*, was packed with explosives and used to destroy dry docks in which German-occupied French port?
9. The Hanseatic city, Visby, is a popular port of call for cruise ships. Where is Visby?
10. The Sea Shadow was an experimental stealth ship built by Lockheed for the US navy to determine how a low radar profile might be achieved and to test high stability hull configurations. It was the inspiration for a stealth ship in which James Bond film?

VOYAGE TO MARGATE

Sam was employed as a barge skipper by a company who operated both river barges and coasting barges. The river barges were employed exclusively on the Thames often visiting canals such as the Regent's Canal. This was often hard work for the crew who had to raise and lower the masts and spars several times to pass under bridges, but at least they spent most nights at home. The coasters on the other hand, could sail to almost anywhere on the East and South coasts of England and to the Continent if required.

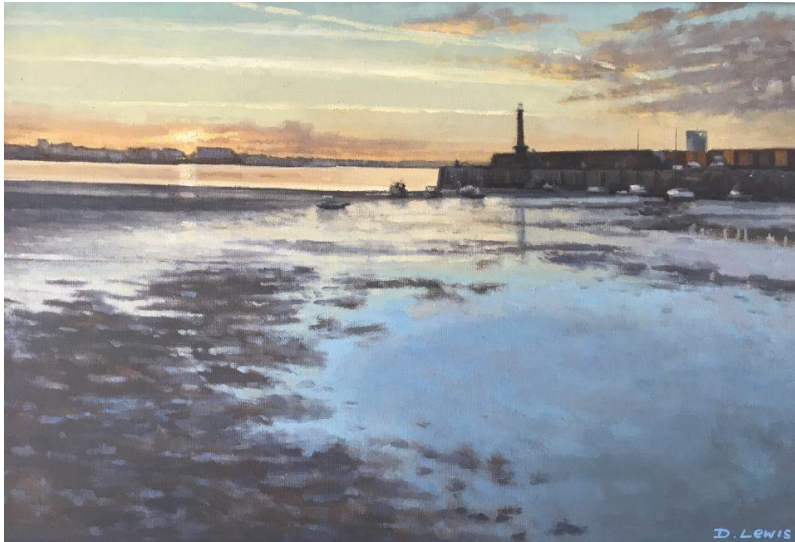
Sam was happily employed sailing to and from Regent's Canal until, one day that trade went slack. The owner summoned Sam and explained that this was a temporary situation and, in the meantime, could Sam take a cargo to Margate in Kent. Sam, with a wife and four children to support, did not like to say no, although he had never sailed below Southend in his seagoing career.

"I've no idea how to get there," he confided in his wife.

"Now calm down," said his good woman, "Your cousin Terry is back from his trip to Calais. He's bound to be in his local tonight. Why don't you go and ask him?"

Terry, a batchelor and the skipper of a famous coasting barge, was in the habit of celebrating a completed voyage in the 'Rose and Crown'. Sometime later Sam found him there, already lubricated by three or four pints. Sam accepted a drink and then explained his problem.

"That's easy," said Terry, "Look, I'll make it simple for you. You knows the river as far down as Gravesend, don't you? Right you gets yourself down there. Then, on the ebb tide, you sails down river, keeping to the right hand side, which is Kent. After a few miles you'll see a river on your right. That's the Medway, ignore it. Likewise, a bit further on, another one. That's the East Swale, ignore that too. Then a few more miles and you'll see a harbour with a lighthouse on the wall. That's Margate. Go in there and the harbour master will tell you where to moor. Got it? Another pint?"



Happy with this basic instruction, Sam sampled another pint and then went home, repeating Terry's instructions to himself until he knew them by heart. The next day was spent loading the Margate cargo and the day after Sam and his mate sailed as far as Gravesend.

The following day, with some trepidation, they set out for the rest of the voyage. But, at first, all went well. It was a misty day, but with a decent westerly breeze which soon took them down river. They passed the River Medway and then the East Swale. However the mist closed in shortly afterwards and became more of a fog with visibility down to a couple of hundred yards. Sam sailed closer to the shore, largely navigating by sounds from there. Then a structure loomed up in front of them.

"It's a bridge!" declared Sam, "That's funny. Terry didn't say nothing about no bridge on the way to Margate."

"What're goin' to do, skipper?" asked the young mate.

"We'll just have to shoot it, like all them on Regent's Canal.

Get ready to lower the gear."

Laboriously the two men lowered the barges mast and sails, then, using the tide and a shove or two from setting booms shot under the bridge and raised the rig once they were through. After a while the fog cleared and the sun came out. Soon after that they spotted the lighthouse at Margate and sailed into the port.

"A mate of mine at Herne Bay," said the Margate harbour master, as he helped them moor up, "has just been on the phone with a funny story about a sailing barge lowering her gear and shooting Herne Bay Pier in the fog. That wouldn't be you, would it?"

G.E.D

(This story may or may not be true

Colins Pictures



MSC Rifata Felixstowe



MSC Splendour Dubai



MSC Suez Thorpe Bay



MTM Rotterdam Bitter Lakes



Night Star Hong Kong



Nan Lin Wan Thrope Bay



Nina Creeksea



Nord Bell Canvey Island



Nurs Creeksea



Ocean Prologoe Colombo

Shipbuilding on the Clyde- John Brown

Part 2 1952-56

1952 HMS Diamond naval Torpedo Destroyer for Royal Navy



1952 Damaged in collision with HMS Swiftsure off Iceland

1956 Suez Campaign

1981 Broken up Rainham Kent

1952 Almak for Alvion SS 13070 GRT

1971 World Hope

1972 Dragon

1974 Broken up Kaohsiung

1952 Clan McIntyre for Clan Line **6560** GRT



1976 Eastern Express

1979 wrecked.

1952 Algol for Alvion SS 12618 GRT



1969 Broken up Santander

1952 Wellington Star for Blue Star Line 1194 GRT



1978 Hawkes Bay

1976 Converted to livestock carrier

1979 Broken up Kaohsiung

1952 Sunda for P & O 9235 GRT



1968 Pando Strait

1972 Broken up Inverkeithing

1953 British Sailor for British Tanker 20 961 GRT

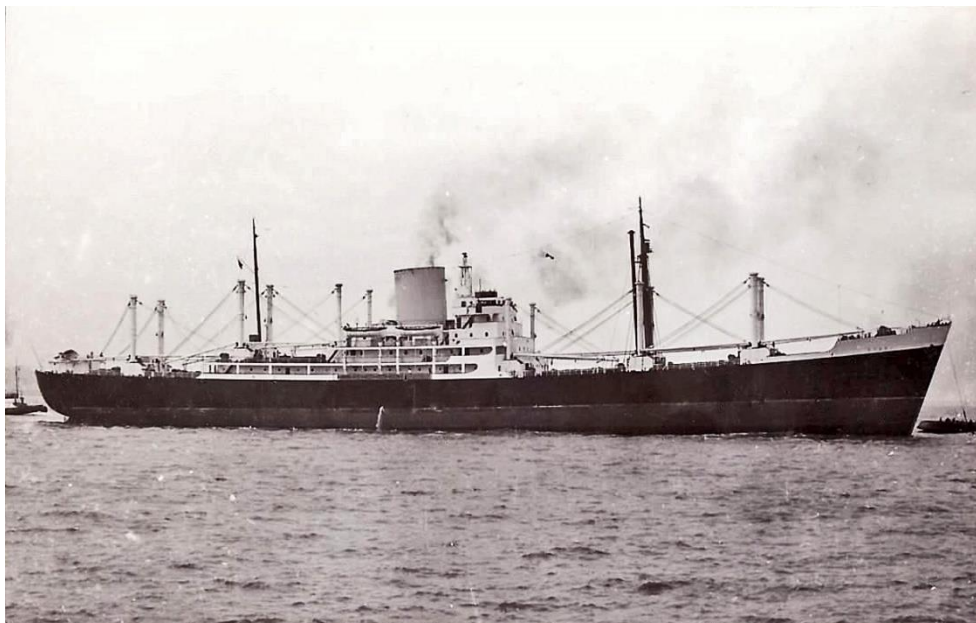


1972 Marissa

1974 Fagr

1980 Broken up Kaohsiung

1953 Otaki for New Zealand Shipping Co 10934 GRT



1978 Mahmoud

1979 Natalia

1984 Broken up Aliaga

1954 Britannia for The Admiralty 5769 GRT



Preserved Leith

1954 Essex for Federal SN 10936 GRT



1975 Golden Gulf

1997 Broken up Gadani Beach

1954 Arcadia for P & O SN 29664 GRT



1979 Broken up Kaohsiung

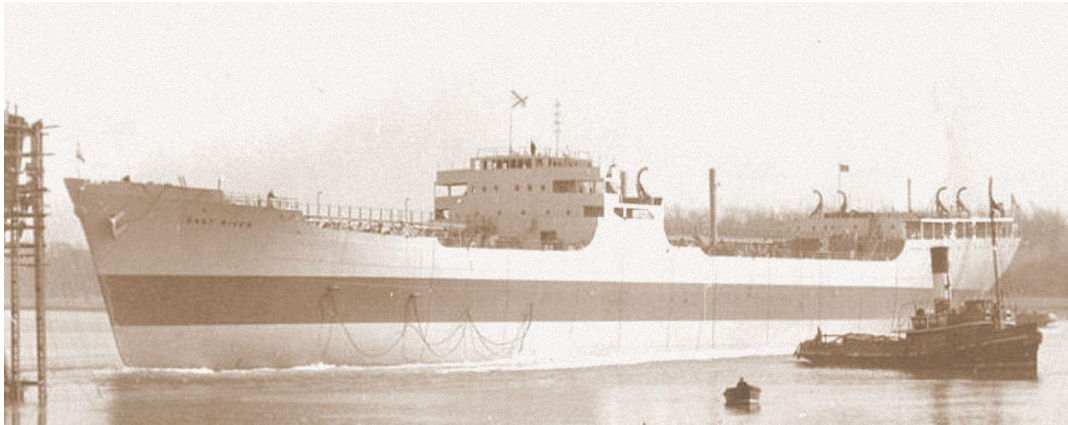
1954 British Soldier for British Tanker Co 21982 GRT



1972 Mari Bruna

1976 Broken up Kaohsiung

1954 East River for International Navigation Corp 12698 GRT



1974 Broken up

1954 Saxonia for Cunard SS 22592 GRT



1963 Carmania

1973 Leonid Sobinov

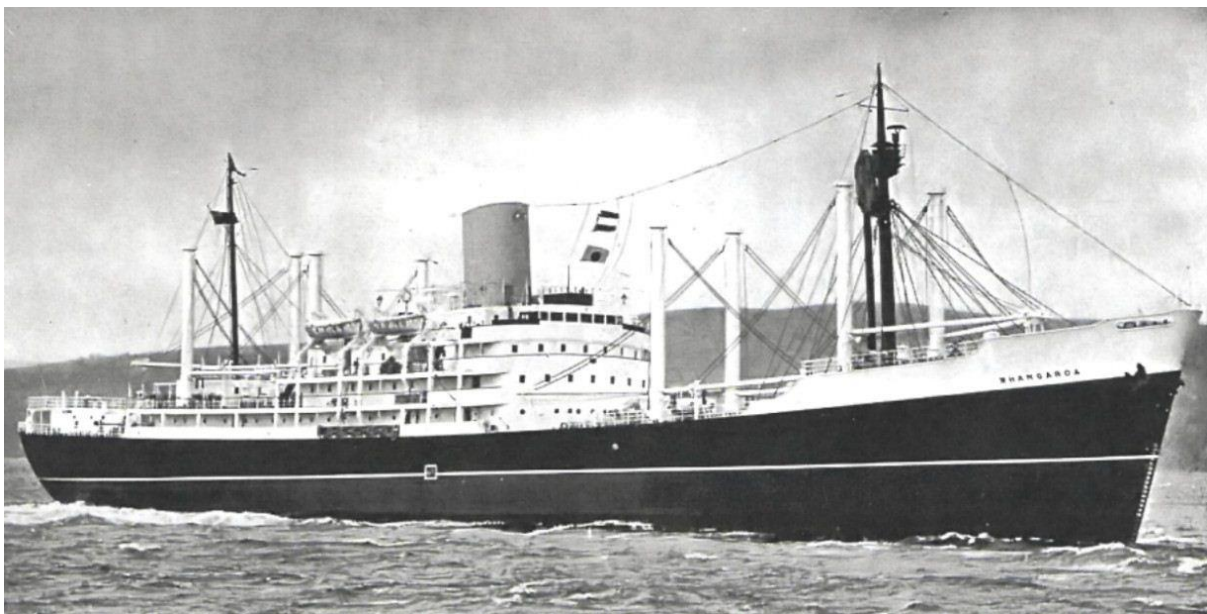
1999 Broken up Alang

1955 Northumberland for Federal SS 10335 GRT



1978 Broken up Hong Kong

1955 Whangaroa for New Zealand SS 8701 GRT



1965 Wauinui

1970 Warina

1972 Dromeus

1973 Garoufalia

1973 Broken up Kaohsiung

1955 Stanvac Australia for Standard Vacuum Transportation 17297 GRT



1963 Esso Australia

1975 Petrola XXII

1978 Broken up Castellion

1955 Ivernia for Cunard SS 21717 GRT



1963 Franconia 1973 Fedor Shalyapin

2004 Salonia

2004 Broken up Alang

1955 Wharanui for New Zealand SS 8701 GRT

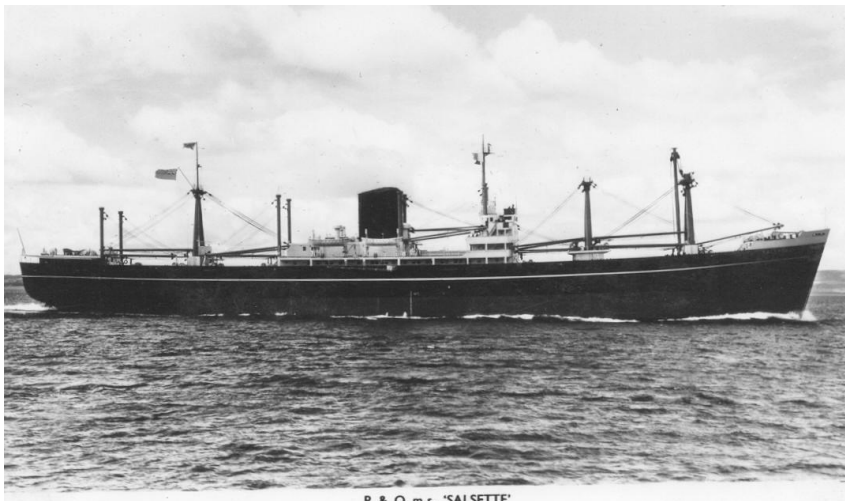


1969 Waipara

1971 Golden Lion

1979 Broken up Kaohsiung

1956 Salsette for P & O SN 8199 GRT



1966 Aradina

1970 Tairea

1975 Strathlomond

1977 United Viscount

1979 Broken up Kaohsiung

1956 Salmara for P & O SN 8202 GRT



1966 Arakawa

1970 Teesta

1975 Strath Loyal

1978 Broken up Gadani Beach

1956 Alvega for Alvion SS Corp 21258 GRT



1977 Broken up Busan

1956 Carinthia for Cunard SS 21947 GRT



1968 Fairland
1971 Fairsea
1971 Rebuilt Italy for cruising
1988 Fair Princess
2000 China Sea Discovery
2005 Sea Discovery
2005 Broken up Alang

Short History of a Line -Lamport and Holt

In 1845 the two men formed a partnership to own and manage merchant ships. WJ Lamport was 30 years old and George Lamport junior was 21. Their original trade was cotton from Egypt to Liverpool, but they soon expanded their trade to India, New Zealand, Australia, the US and South America.

The partners' first ship was the 335 ton barque Christabel, which James Alexander of Workington built and launched on 17 September.

When Lamport and Holt started to operate steamships in the 1860s they adopted pale blue as the main colour for the funnel, with a black top and a white band below the white top. The blue was a pale shade like that of the flag of Argentina.

Lamport and Holt expanded their fleet. Their second ship was a larger barque, the 677-ton Junior, which was built in Quebec. By 1850 the partnership had a fleet of 10 sailing ships. In 1850 Lamport and Holt started to invest in steamships by buying minority shares in ships operated by another Liverpool shipping line, James Moss & Co.

From 1845 until 1975 the headquarters were in Liverpool. The founders of Booth Line and Blue Funnel worked for them before setting up for themselves. For most of its history L & H traded with the East Coast of South America operating liner services to and from New York, Britain, and Europe

Lamport and Holt continued to invest in sailing ships. In 1850 the company built the 407-ton Cathaya. In the Crimean War (1853–56) the UK government-chartered steamships to carry troops and cavalry and sailing ships to carry stores. In February 1856 a Lamport and Holt sailing ship, the 697-ton Simoda, was wrecked off the Dardanelles. She was replaced with the Agenoria which at 1,023 tons was the largest ship Lamport and Holt had yet owned.

The first steamship in which the partnership had a controlling interest was the 189-ton Zulu which they bought in 1857 from Scotts in Greenock. But they sold her in 1858 and continued trade with a fleet of 17 sailing ships

In 1861 Lamport and Holt started to operate steamships by obtaining the 1,290 GRT Memnon and in 1862 the 1,372 GRT Copernicus to join her. Each of the two new steamships had an iron hull and was rigged as a brig. They joined James Moss & Co's steamships on a joint trade between Liverpool and the Mediterranean. Copernicus began Lamport and Holt's custom of naming its steamships after notable scientists and artists.

On 18 December 1865 they added a limited company, the Liverpool, Brazil and River Plate Steam Navigation Co Ltd, to own their steamships. However, they continued to own and operate sailing ships under the traditional system of 64 shares.

By the late 1860s it was running a coastal service between Rio de Janeiro and Rio Grande do Sul.[†] Lamport and Holt won a mail contract from the Brazilian government in

1868, Followed by one with the UK General Post Office. In 1872 Brazil founded a Companhia Nacional de Navegação a Vapor, but Lamport and Holt continued to compete with it for coastal trade.

Between 1864 and 1867 Lamport and Holt's LB&SP Navigation company bought 20 steamships, all but one of which were newly built to its own specification.

The last sailing ship built for Lamport and Holt was the 1,350 GRT Sarah J. Ellis, in 1869. The last sailing ship in the Lamport and Holt fleet may have been the Southern Queen, which was bought nearly new in 1866.

1886 Lamport and Holt got its first contract to carry frozen meat from the River Plate. In 1887 the 1,501 GRT cargo steamship Thales was converted into the partnership's first refrigerated cargo ship. 1880s Lamport and Holt extended its trade to Valparaíso in Chile which continued until 1896

1869 the LB&RP Steam Navigation Co's 1,637 [GRT](#) steamship Halley became the first iron-hulled ship to carry coffee from Brazil to New York... Lamport and Holt became a major operator on the route, establishing a triangular trade. Its ships took raw materials such as wheat from the US to the UK, manufactured goods from the UK to Brazil and coffee from Brazil to the US.

1875 the US Government ended its subsidy to the Brazil Line, which for the moment left Lamport and Holt without a competitor

1877 the Brazilian Emperor Pedro II of Brazil awarded the Brazil Line a subsidy to operate steamships. Lamport and Holt lobbied the Brazilian Chamber of Deputies to stop subsidizing the Brazil Line. The emperor temporarily paid the subsidy

Lamport and Holt retaliated by scheduling its ships to leave Brazilian ports a few days before Brazil Line departures,

In 1883 the Brazilian Chamber of Deputies awarded the Brazil Line a subsidy large enough to compete with Lamport and Holt. In 1890 the Brazil Line introduced two new ships. But UK-owned merchant houses, warehouses, insurers and banks supported Lamport and Holt, and the Brazil Line went bankrupt in 1893^l

Since 1866 Lamport and Holt had traded with Antwerp and in 1877 they won a Belgian government mail contract to and from Brazil, Uruguay and Argentina. The contract required all ships on the service to be registered in Belgium, so Lamport and Holt founded a Belgian subsidiary, Société de Navigation Royale Belge Sud-Américaine. In 1877 the steamship Copernicus was transferred to the new company. In 1878 seven other LB&RP steamships followed. Lamport and Holt's Belgian operation continued until 1908

As the initial Royal Belge Sud-Américaine fleet came due for replacement, Lamport and Holt replaced its ships with others from LB&RP. The Galileo, built in 1873, was transferred in 1886. The Leibnitz, also built in 1873, was transferred in 1889. The Maskelyne and Hevelius, both built in 1874, were also transferred in 1889. The Coleridge, built in 1875, was transferred in 1890.

1884 L & H formed the Argentine Steam Lighter to run a feeder cargo service in the River Plate which operated until 1900

The lighter company's first ship was the Amadeo, built in Liverpool in 1884.

In 1888 Lamport and Holt had a fleet of 50 ships totaling 93,331 GRT. In 1890 its number of ships peaked at 59, totaling 109,493 GRT.

Between 1898 and 1902 a dozen new steamships were completed for LB&SP. Five of these were designed to carry livestock on the hoof from Argentina to the UK. The smallest, the 4,501 GRT Romney completed in 1899, The other four were built by D. and W. Henderson and Company on the River Clyde. They included the sister ships Raeburn and Rosetti, both

completed in 1900, which at 6,511 GRT and 6,540 GRT respectively. All five of the livestock carriers had names beginning with "R",

In 1902 Furness Withy put a pair of modern 3,900 GRT cargo liners up for sale. Lamport and Holt bought them for the LB&SP fleet and renamed them Tennyson and Byron respectively.

The increase in passenger capacity on the route to New York was a success, and Lamport and Holt ordered four new ships the 7,542 GRT Velasquez in 1906. 7,877 GRT Veronese in 1906 and 7,120 GRT Verdi in 1907. Later in 1907 the Voltaire was completed at 8,615 GRT. All five of the new liners had names beginning with "V". The route included calls in the Caribbean and at Salvador, Rio de Janeiro and Santos. Tennyson and Byron tended to work only as far south as Santos, while the "V-class" continued to the River Plate. Lamport and Holt replaced Velasquez on the New York – River Plate route with the 10,117 GRT liner Vasari, in 1909



Vestris 1912

Lamport and Holt decided that its route between Liverpool and the River plate via Vigo, Leixões and Lisbon should also have 10,000 GRT liners, so in 1910 it ordered three sister ships. The first to be delivered was the 10,327 GRT Vandyck, launched in June 1911. She was followed by the 10,660 GRT Vauban in January 1912 and 10,494 GRT Vestris in May 1912, each of which had berths for slightly more passengers than Vandyck.

In 1911 Lamport and Holt was converted from a partnership into a limited company. The Royal Mail Steam Packet Company took advantage of this and took over Lamport and Holt. In 1912 management of the company was moved from Lamport and Holt's offices in Fenwick Street, Liverpool to the RMSP's offices in the Royal Liver Building

RMSP was also planning a fast ocean liner service with new ships between Britain and the River Plate. Until enough of its new ships were delivered, RMSP chartered Vauban to help to inaugurate the route between Southampton and Buenos Aires.

In 1913 RMSP returned Vauban to Lamport and Holt, Lamport and Holt then transferred Vandyck, Vauban and Vestris to strengthen its service between New York and the River Plate via Barbados and Trinidad,



HMS Canning

When the First World War began in July 1914 Lamport and Holt had a fleet of 36 steamships totaling 198,992 GRT. By the time of the Armistice of 11 November 1918 it had lost 11 ships including three V-class liners

Lamport and Holt's modern R-class ships, having been built to carry livestock on the hoof from South America, were chartered to carry horses and mules from North America to France. Other Lamport and Holt ships carried horses, vehicles, troops, military mail and other war materials. The Admiralty requisitioned the 5,366 GRT cargo steamship Canning and used her throughout the war as the observation balloon ship HMS Canning.

Between 1915 and 1917 Lamport and Holt took delivery of six new refrigerated cargo ships to carry frozen meat. Each being more than 7,000 [GRT](#). All six had names beginning with "M".

In December 1917 Lamport and Holt took over the Nicholas Mihanovich fleet, which operated passenger services on the River Plate and to Asunción and tugs at Buenos Aires and La Plata.

Lamport and Holt replaced First World War losses mostly by buying war standard merchant ships that had been ordered by the UK Shipping Controller. In 1919–20 Lamport and Holt bought nine Type B standard of 5030 GRT, renamed each of them with a name beginning with "B", and they became the "B-class". The Type N war standard was a 6,500 GRT dry cargo steamship of fabricated construction. In 1919 Lamport and Holt bought two that Harland and Wolff had been building for the Shipping Controller, and had them completed to L&H's own specification as Nasmyth and Newton.

To replace war losses Lamport and Holt took delivery of two new sister ships. the 4,659 GRT Swinburne completed in September 1917 and 4,665 GRT Sheridan completed in January 1918

Lamport and Holt also ordered ships built entirely to its specification, starting with the 7,327 GRT steamship Laplace launched in 1919 and 7,453 GRT Laplace from D&W Henderson launched in 1920. A McMillan followed these with Lamport and Holt's first motor ships, the 7,412 GRT Leighton and 7,424 GRT Linnell launched in 1921 and 7,417 GRT Lassell launched in 1922. Together these two steamships and three motor ships formed the "L-class", each of which had berths for 12 passengers. D&W Henderson also supplied a larger ship, the 8,190 GRT Hogarth, launched in 1921



Voltaire 1923

1921 13,233 GRT Vandyck in 1921 and her sister, the new 13,243 GRT Voltaire, in 1923

Vandyck was Lamport and Holt's first steam turbine ship. She had four turbines, which drove her twin screws by double reduction gearing, giving her a speed of 14 ½ knots

By 1924 Lamport and Holt's fleet had increased to 50 ships with a combined tonnage of 322,857 GRT

On 12 November 1928 Vestris foundered in a heavy sea in the North Atlantic. The adverse publicity led the company to withdraw its New York – River Plate passenger service.

Its ocean liners were laid up: Vauban and Vandyck at Southampton and Voltaire on the River Blackwater, Essex

In 1932 the group was reconstituted as a new company, Royal Mail Lines under a new chairman. In 1934 Lamport and Holt was restructured. The LB&RP Steam Navigation Co took over all the assets of Lamport and Holt, and the new company was called Lamport and Holt Line Ltd.

In 1930 Lamport and Holt owned 41 ships. With the depression the company laid up many of its cargo ships and passenger liners. Between 1930 and 1935 Lamport and Holt sold almost half of its fleet. In 1932 the liners Vandyck and Voltaire returned to service as cruise ships. This proved successful, so the pair were refitted for their new purpose and their hulls were repainted in white. From then until 1939 they offered holiday cruises to the Mediterranean, West Africa, islands in the Atlantic, the Caribbean, Norway and the Baltic.

In 1937 Lamport and Holt felt able to add new cargo ships and Harland and Wolff completed the 6,065 GRT motor ship *Delius*. *Delius* was joined by her 6,054 GRT sisters *Delane* and *Devis* in 1938. Each of these "D-class" ships had berths for 12 passengers. In 1940 Harland and Wolff delivered two more D-class ships: 6,244 GRT *Debrett* and 6,245 GRT *Defoe*

At the beginning of WW2, the fleet was 16 steamships and five motorships with a combined tonnage of 141,003 GRT. By 1945 the company had lost 14 of its fleet,

In 1944 the Vestey Group, parent company of Blue Star Line, took over Lamport and Holt.[[]

To replace war losses Harland and Wolff built two more D-class motor ships, which were given the same names as the two that had been sunk. The second *Devis* was 8,187 GRT and was launched in 1944. The second *Defoe*, built to a slightly revised design, was 8,462 GRT and was launched in 1945

By the end of the war in 1945 Lamport and Holt owned nine cargo ships with a total tonnage of 65,396 GRT. On behalf of the MoWT it was managing several cargo ships and four passenger ships. The company increased its fleet by buying Empire ships of various ages and sizes from the MoWT. The largest of these was the 9,942 GRT Empire *Haig*, which Lamport and Holt renamed *Dryden*. In 1947 the company bought one Liberty ship, the 7,256 GRT *John J. McGraw*, which it renamed *Lassell*. In the same year it chartered two Victory ships from the Panama Shipping Corporation. They were the 7,602 GRT *Atlantic City Victory*, which was renamed *Vianna*, and the 7,607 GRT *El Reno Victory*, which was renamed *Vilar*.

Some ships were also transferred between Lamport and Holt and other Vestey Group subsidiaries, and renamed according to the naming policy of each company. This practice was to continue throughout Lamport and Holt's decades as a member of the Vestey Group. In 1946 the group took over Alfred Booth and Company, which increased the scope for fleet transfers between subsidiaries.

In 1952 Lamport and Holt resumed adding ships to its fleet newly built to its own specification. These were two motor ships, the 4,459 GRT *Siddons* and 8,311 GRT *Raeburn*, plus the 8,237 GRT steamship *Romney*, which became the company flagship. They were joined in 1953 by the 7,971 GRT motor ship *Raphael*. In 1953 the fleet was back up to 16 ships and had a combined tonnage of 105,970 GRT. A sister ship for *Raphael*, the 7,840 GRT *Ronsard*, was built in 1957.

Lamport and Holt continued to buy second-hand ships. They included the 3,022 GRT refrigerated cargo motor ship *Mosdale* in 1954, which Lamport and Holt renamed *Balzac* and used almost entirely to ship bananas from Santos in Brazil to

mainland Europe or for Geest from the island of Dominica to Britain. Its success led the company to have two new refrigerated ships built: the 3,099 GRT Constable in 1959 and 3,005 GRT Chatham in 1960.

In 1967 Booth Line took over L & H services to New York

By 1977 L & H fleet had reduced to four ships

The company believed that it would be some time before all ports in South America would be adapted to handle container ships

In the late 1970s Lamport and Holt ordered four SD14s of 9,324 GRT and 15,265 DWT from A&P. They were launched as Bronte, Browning and Boswell in 1979 and Belloc in 1980. They formed a new "B-class", and Lamport and Holt rapidly sold its existing fleet as they were delivered.

Lamport and Holt operated a joint service between the British Isles and South America with its sister company Blue Star Line and with two Furness, Withy & Co subsidiaries: Houlder Brothers and Royal Mail Lines. Between them the four companies traded as the Joint British Line or as BHLR.

In 1982 the Falklands War increased demand for container ships to operate between Britain and the South Atlantic. In 1983 Lamport and Holt bought the 12,214 GRT motor ship Ruddbank from Bank Line and renamed her Romney. She took government cargo outward from Britain to the Falkland Islands and commercial cargo homeward from Brazil to Europe. Lamport and Holt sold her in 1986

In the 1980s BHLR became British South America Lines or Brisa. Its headquarters was moved to London and its service was reorganised with a smaller number of larger ships. Lamport and Holt sold its SD14s between 1981 and 1983, and in 1986 took a share in Blue Star Line's 1979 container ship New Zealand Star. She was rebuilt in Singapore with a mid-section of greater beam, which increased her capacity from 721 containers to 1,143. Berths were added for 12 passengers. In total the rebuild increased her tonnage from 17,082 GRT to 22,635 GRT. She was repainted in Lamport and Holt colours and in a ceremony on 12 May 1986 Lady Soames, the youngest daughter of Winston Churchill, formally renamed her Churchill

In 1990 Oetker Group took over Furness, Withy and decided to withdraw Houlder Brothers and Royal Mail Lines from the Brisa partnership. Vestey Group decided to continue its remaining trade with South America solely under the Blue Star name. When Brisa Line ceased trading at the end of June 1991 Churchill reverted to Blue Star Line under the new name Argentina Star, and Lamport and Holt ceased trading

Quiz Answers

WSS quiz answers – 30th August

11. The BBC series, Vigil, is set on a trident submarine. What are the names of the UK's four actual Vanguard class trident submarines?

Vanguard, Victorious, Vigilant and Vengeance

12. Which city has recently banned cruise ships from docking in the heart of the city?

Venice

13. The Finnish shipbuilder, Meyer Turku, known for building cruise ships, has recently signed a letter of intent to construct two new vessels, as part of its plans to diversify. What is the nature of these two vessels?

Multi-purpose patrol vessels for the Finnish Border Guard

14. According to an analysis of the new construction orders by industry trade group BIMCO, how many containerships have been ordered in 2021 – 241, 311 or 381?

381, with a nominal capacity of 3.44million TEUs

15. The first steel has recently been cut in the US for the fourth (and last currently on order) of the *Gerald R Ford* class aircraft carrier series. It is the first aircraft carrier ever named (i) for an African American and (ii) in honour of an enlisted sailor's actions. What is it to be called?

USS Doris Miller. It is named after Cook Third Class Doris Miller, who was awarded the Navy Cross for his actions aboard the USS West Virginia during the 1941 attack on Pearl Harbour. He manned an anti-aircraft gun, which he had not been trained to use, until he ran out of ammunition and was forced to abandon ship.

16. In the summer of 1870, *Robert E Lee* won a famed steamboat race against *Natchez*, arriving in St Louis, Missouri, 3 days, 18 hours and 14 minutes after its departure from which port?

New Orleans

17. A crew rebellion on board a Russian battleship in June 1905 is now viewed as the first step towards the Russian revolution. What is the name of the battleship?

Potemkin –Sergei Eisenstein based a famous silent film in 1925 on the event, Battleship Potemkin

18. In 1942, an obsolete destroyer, *HMS Campbeltown*, was packed with explosives and used to destroy dry docks in which German-occupied French port?

St Nazaire

19. The Hanseatic city, Visby, is a popular port of call for cruise ships. Where is Visby?

On the Swedish island of Gotland, in the Baltic Sea.

20. The Sea Shadow was an experimental stealth ship built by Lockheed for the US navy to determine how a low radar profile might be achieved and to test high

stability hull configurations. It was the inspiration for a stealth ship in which James Bond film?

Tomorrow Never Dies