



*World Ship Society
Southend Branch*



News and Views

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Notes

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Contents

News

Visitors

Quiz Geoff

Crystal Endeavour

Tobacco

Colins Pics

Graham Thames tugs

HMS Albion

Rogers Pics

Disney Magic

Tall Ships at Sanctuary Cove Queensland

Thames Forts

Shipbuilding – Barclay Curle Part 1

News

Seabourn names second new expedition ship Seabourn Pursuit



SEABOURN

Seabourn Pursuit is currently under construction in San Giorgio di Nogare, Italy. The ship is scheduled for delivery in February 2023.

Following her delivery, Seabourn Pursuit will sail an inaugural 'Fire and Ice' itinerary from Reykjavik, Iceland, on 4 April 2023. The cruise will sail along the coasts of Greenland and Iceland, and feature a call in the town of Akureyri, Iceland, for visits to waterfalls, hot springs and the lava fields of Dimmuborgir and Leirhnjúkur.

The ship will then continue to sail the waters around Greenland, Iceland and Norway throughout the spring and early summer, including a 'Northwest Passage' itinerary including stops in Kangerlussuaq, Greenland, and Nome, Alaska.

Both Seabourn Pursuit and sister ship Seabourn Venture are designed to PC6 Polar Class standards. Each will carry two custom-built submarines, 24 Zodiacs, kayaks, and a 26-person expedition team whose role is to engage guests throughout each voyage.

Evergreen Marine has taken delivery of the 23,992 teu containership Ever Act built by Samsung Heavy Industries



The Ever Act is the second of six A-class megamax containerships that the Taiwanese shipping line will take delivery of from SHI in 2021 and 2022, following the Ever Ace, delivered in July. Evergreen's latest new vessel was recently positioned from the Samsung shipyard on Geoje Island, South Korea, to Qingdao, China, where it joined Ocean Alliance's Far East - Northern Europe 'NEU6' service (which Evergreen calls 'CEM') on September 12.

Final autonomous mine hunting boat delivered to Clyde



In June this year the third and final vessel was delivered. RNMB Hebe, named after the ancient Greek goddess of youth, has now joined sister vessels Harrier and Hazard as part of the Royal Navy's crewless mine hunting programme Project Wilton.

Hebe, four metres longer than her sisters and with more technology on board, is able to work in isolation on operations but also integrated with existing equipment.

Together, the three vessels are key components in the future of mine hunting operations for the navy.

The boats can work in different configurations – manually, remotely or autonomously – to detect and classify mines and maritime ordnance. The Project Wilton team are currently undertaking comprehensive trials and a capability development programme to ensure they are ready to deliver route survey operations.

The vessel is a 15-metre Vahana boat, four-metres longer than the other Project Wilton vessels. AEUK have made significant upgrades resulting in Hebe having an organic command, control and communications capability which allows the autonomous control of her sister vessel Harrier.

From the relative comfort of Hebe, mine countermeasures experts can coordinate and control the boats or monitor autonomous offboard sensors. They also have the option of controlling the vessels from a land-based remote-control centre.

The entire system is highly flexible and rapidly deployable, capable of being loaded onto trucks and transported to wherever it is required to conduct survey and mine hunting operations.

Stena Line to introduce two new E-Flexer ferries to Baltic Sea



STENA LINE

Stena Line is to deploy its two new 240-metre-long E-Flexer ferries on its route between Nynasamn in Sweden and Ventspils in Latvia in 2022.

The ferries will have capacity for 1,200 passengers, an increase of 33 per cent compared to existing ferries on the route. They will also be up to 30 per cent more energy efficient than the existing vessels and are designed to allow conversion to methanol or LNG fuel in the future. The new vessels are equipped to use shore power during port calls, and the electricity connection will also enable a conversion to battery hybrid.

The E-Flexer ferries are designed in collaboration with Stena RoRo and are currently being built at the CMI Jinling Shipyard in Weihai, China, with delivery expected in 2022.

Stena Line also announced its plans to deploy two 222-metre ro-pax ferries, Stena Scandica and Stena Baltica, on the route between Karlskrona, Sweden and Gdynia, Poland. The two vessels have recently been lengthened and modernised, and will introduce a new onboard experience for both drivers and passengers on the route

Stena Line and Frederikshavn sign agreement for fossil fuel-free ferries



STENA LINE

Ferry operator Stena Line, the Port of Frederikshavn and Frederikshavn Municipality have signed an agreement committing to deploying two battery-powered Stena Elektra ferries on the route between Gothenburg, Sweden, and Frederikshavn, Denmark.

The ferries will be the world's first fossil fuel-free ro-pax vessels of their size, at around 200 metres long and with a capacity for 1,000 passengers and 3,000 lane metres.

For its part of the agreement, the Port of Frederikshavn has committed to securing the necessary infrastructure in the port and its surroundings in Denmark.

Stena Line has already deployed battery-hybrid powered Stena Jutlandica on the Gothenburg-Frederikshavn route. This has resulted in a reduction of carbon dioxide emissions by 1,500 tonnes per year.

David Attenborough Coming to Greenwich

Half Term weekend



Construction of fourth berth at London Gateway to begin

The UK is set to receive another injection of container port capacity: DP World announced today it would begin construction of a fourth berth at London Gateway next month. The Dubai-headquartered port operator said it would invest £300m in the new facility, building on the £2bn-plus it has already ploughed into the UK's newest deep sea port.

The operator said London Gateway handled 888,000 teu in the first six months of 2021, beating its previous first-half record by 23%, the operator said, and suggested that full-year volumes could near 2m teu.

DP World added that the new fourth berth would raise capacity overall capacity at the port by a third and completion would coincide with the delivery of a new wave of 24,000 teu vessels in 2023 and 2024, which will all be operated between Asia and Europe.

BAE Shipyard Wins UK Nuclear Submarine

Contract

Britain awarded BAE Systems and Rolls-Royce Holdings 85 million pounds each to work on a new generation of nuclear submarines,

The U.K. companies will deliver design work over the next three years on a successor to Astute Class submarines used by the Royal Navy.

The funding will support 350 jobs and is likely to lay some of the ground work for the Australian project,...

Rolls has been the sole provider of engines for Britain's fleet of nuclear subs for more than 60 years, while BAE builds both hunter-killer submarines like those sought by Australia and nuclear-armed Dreadnought-class vessels.

Companies including Babcock International Group are working with the U.K. Ministry of Defence to firm up designs on a range of options for a new nuclear-powered submarine known as the Submersible Ship Nuclear Replacement.

Visitors



Crystal Endeavour Built 2021 20449 GRT Bahamas Owner Crystal Cruises

Current Location En route to Concarneau



One Grus Built 2019 146694 GRT Japan Owner Basho Ship Holding

Current Position En route to Port Said



Seaspan Loncomilla ex CSAV Loncomilla Built 2009 40541 GRT Hong Kong Owner Seaspan Ship Management

Current Position Vlissingen



Puerto Limon Express ex Poseidon Faith Maersk Niteroi Built 2009 26836 GRT Hong Kong Owner Fair Hope Ltd

Current Position Rotterdam



Solar Sheridan Built 2021 17915 GRT Marshall Islands Owner Solar Maritime DAC

Current Position Rotterdam



MSC Rosa M Built 2010 153 115 GRT Panama Owner c/o MSC

Current Position Wilhelmshaven



Kriti Coral ex Fpmc 23 Built 2010 29825 GRT Greece Owner Allum Shipowners SA
Current Position Rotterdam



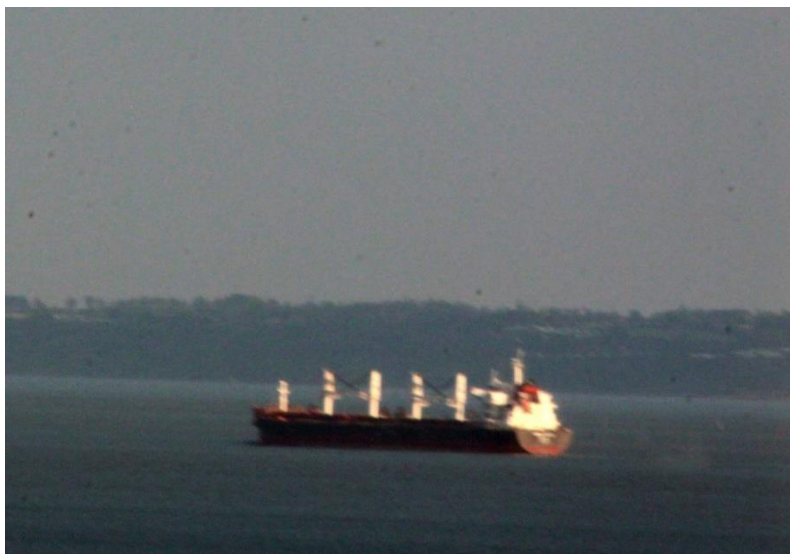
Allegro ex Ruth Borchard, allegro, Charlotte Borchard Built 2004 9962 GRT Antigua & Barbuda Owner Eicke GmbH

Current Position en route Prsjujdocau



YM Wisdom Built 2019 151451 GRT Owner Grace Ocean Pte

Current Position En route to Suez



Tomini Entity Built 2020 36380 GRT Owner Hai Kuo Shipping

Current Position En route Nordenham



Rias Baixas Knutsen Built 2019 122261 GRT Owner Knutsen OAS

Current Position Southern Spain



Potomac Expresss ex Mayssan Built 2008 75579 Owner Wilmington Trust

Current position En route to Savannah



Federal Kushiro Built 2004 19223 GRT Owner Fednav

Current Position En route Ijmuiden



Bow Explorer Built 2020 29627 GRT Owner Hai Kuo Shipping

Current Position En route to Stade



Cemex Go Innovation Built 2020 4919 GRT Owner Cemex UK Marine

Current Position En route Shoreham



CMA CGM Amber Built 2008 49810 GRT CMA CGM

Current Position En route Tanger



Containership Stellar Built 2021 17982 GRT Owner Fortune Bec vi

Current Position En route Rotterdam



Moleson Built 2010 22696 GRT Owner oceana Shipping

Current Position Algeria

WSS Quiz Questions Edition 41

1. Which ship served as the U.S. presidential yacht from 1933 until it was sold in 1977?
2. What is the oldest British warship still afloat, at the Museum of the Royal Navy in Hartlepool?
3. Which shipping line recently announced the world's first carbon neutral liner vessel, to be operational by 2023?
4. An aerial shot of a trawler in Whitstable, Kent, recently won which competition?
5. What is the name of the ship used by John Cabot in the earliest known European exploration of North America since Norse visits in the 11th century? There is a replica of the ship in Bristol.
6. Which ship was used in the film Speed 2: Cruise Control, starring Sandra Bullock?
7. The "Battle of Trafalgar", a painting on display at the National Maritime Museum, was painted by which British painter?
8. Launched in 1851, this ship set the world sailing record for the fastest passage between New York and San Francisco in 89 days and 8 hours. The ship held this record for over 100 years, from 1854 to 1989. What is the ship's name?
9. The British and Commonwealth Shipping Company was originally established in 1955 when Clan Line Steamers merged with which company?
10. Which port is your cruise ship visiting if your sightseeing excursion takes you to the Christiansborg Palace and the Nyhavn Canal?

CRYSTAL ENDEAVOUR

Moored on the Greenwich Tier between the 27th and 28th of September, was the cruise ship Crystal Endeavour. The ship, which is owned and operated by Crystal Cruises, is on a 42 night cruise, starting in Reykjavik on 27th August and finishing in Lisbon on 8th October.



The ship, which is described by Crystal as a “megayacht”, is registered in Nassau. She was built by M.V.Werften at Stralsund in Germany, being laid down on 9th February 2018, launched on 22nd December 2019 and completed on 29th June 2021. She is ice classed and her tonnage is 20,449 grt. Her dimensions are 183m over all by 25m, and she has 5 decks. Reportedly she cost \$195 million.

She is powered by 4 Wartsila 6L32E/E2 (4 x 13,020 KW) diesel electric with 2 x ABB Azipod D propulsion units giving 20 knots. She has capacity for 200 passengers in 100 suites, with 209 crew.

Facilities on board include a U-Boat Worx Cruise Sub7-30 and a remote-operated vehicle with an underwater camera to feed images back to screens in suites. The ship carries two smallish helicopters, 18 Zodiacs and 14 two-man kayaks.



The largest suites have an area of 3122 square feet (1614 interior and 1507 balcony). By contrast the normal “Ocean View” cabin on Fred Olsen’s Braemar is around 170 square feet, and CMV’s wonderful Marco Polo, of about the same tonnage, carried nearly 1000 passengers. The ship is clearly aimed at the upper end of the expedition cruise market.

TOBACCO AND THE ROYAL NAVY

There used to be a saying “the Navy runs on rum and 'baccy” . The former hasn't been true since the rum issue ceased in 1970 and the latter has now declined in popularity. But in the 1950's both were considered important.

I have already discussed rum, so now it is the turn of tobacco. In shore establishments the issue of tobacco was of the Navy's own brand - Blue Liners – at a price of five shillings for a pack of one hundred. However on board ship one could buy any brand at the same price. This led to a preference for the more exotic brands Sobranie and Black Russian, for example. And, certainly, aboard the bigger ships, a shop was set up, separate from the NAAFI, for the exclusive sale of tobacco and cigarettes.



As a (then) non – smoker I was presented with a dilemma with both parents moderate

smokers with a desire to get hold of Blue Liners. (I was under training at the time and not entitled to the more exotic brands) If I drew the fag issue and took it home for them when I went home, I could be charged with smuggling. The best thing, I decided, was to be seen to smoke myself. Then, if challenged, I could claim that the cigarettes were for personal use..

So I started to draw the issue and to smoke occasional fags. But I didn't get on with them at all. I considered changing to a pipe, but that would mean that I wouldn't have the cigarettes for Mum and Dad.

So I went ashore to Woolworth's in Portsmouth and bought a pipe for 2/3d (0ld money) that I smoked for many years until left it in the Mascot cinema in Westcliff.

Later in my brief naval career I was working as the armourer of the Chatham Barrack Guard. This meant that off -duty members of the guard could assemble in the armoury for a cup of tea and a yarn. One day they requested a cuppa and I got up to make it, leaving my pipe on the desk. When I returned with the tea, I relit the pipe and sat down. After a while I realised that I was being studied with interest.

- "Are you enjoying that pipe?" they asked.
- "Yes, I am," I replied and they fell about, laughing.
- Later I found out that, while I wasa making the tea, they had emptied the pipe and put the contents of the pencil sharpener inside the bowl, covered with a small amount of tobacco!

- G.E.D.

Colins Pictures



Albayzin - Cadiz



Cosco Shipping Dewali Harwich



Bourbon -Trieste



Brazil Thorpe Bay



Cap San Augustin -Thorpe Bay



Cardigan Bay – Dubai



Bit Okland – Canvey



Arklow Raider- Canvey



C Capella -Creeksea



Bux Link Express-Port Kelang

HMS ALBION

A recent visitor to London was HMS Albion. She is classed as a Landing Platform Dock, and, by tonnage, is one of the most important ships in the Royal Navy.



In early September 2021, she sailed up the Thames and moored at Greenwich in support of London's International Shipping Week. During her visit, the ship participated in the ancient Ceremony of the Constable of the Dues at the Tower of London. A ceremonial barrel of wine was presented to the Constable on behalf of the ship.

HMS Albion was built by Vickers at Barrow, being launched on 9th March 2001 and was commissioned on 19th June 2003. She and her sistership, HMS Bulwark were replacements for HMS Fearless and HMS Intrepid. Albion and Bulwark have been described as “the Royal Navy’s Swiss Army Knives”, because of their great service flexibility.

Albion’s dimensions are 176m x 28.9m x 7.1m and her displacement 19,560 tonnes. She is powered by two Wartsila Vasa 16V 32E diesel generators and two Wartsila Vasa 4R 32E diesel generators together with a G.E. Power Conversion Full Electric Propulsion System of two electric motors and drives giving 18 knots. She is armed with two 20mm Phalanx CIWS, two 20mm guns and four general purpose machine guns. She has two landing spots for helicopters up to Chinook size.



Albion can carry troops, normally Royal Marines, and vehicles up to Challenger 2 size. The ship carries 4 Landing Craft Utility (LCU) and 4 Landing Craft Vehicle and Personnel (LCVP), whilst her flight deck supports helicopter operations. She has no hangar, but has the equipment needed to support aircraft operations. Ship’s complement is 325, including the crews of the landing craft. The ship can carry 300 assault troops, or up to 650 for short emergency periods, together with their equipment and 70 support vehicles.



Flooding of the docking area is achieved by ballasting the stern of the ship, allowing the LCUs to float. The ship is equipped with a new design of Roll-on Roll-off landing craft, the LCU Mk10, which means that land vehicles are forward facing for disembarking. The LCU

has a deep load displacement of 240 tonnes, and it can carry a combat-ready Challenger Mk2 main battle tank, and land it within its fording depth. The ship also has four LCVP Mk5s, each of which can transport 35 men or two light trucks. The LCVPs are carried on davits. While the ship is berthed, vehicles can also disembark through side ports.



Rogers Pictures Thames 11 September 2019



Star 1



Pomorzo



Svitzer Brunel



AISAvita



MYNY



Norstream

THE DISNEY MAGIC



A regular visitor to Tilbury for the last week or so is the cruise ship Disney Magic. She and her sister ship, the Disney Wonder, were the first cruise ships owned and operated by Disney Cruise Lines, a subsidiary of the Walt Disney Company.

She was built by Fincantieri in Italy, with the front half built in the Ancona shipyard and the rear at Marghera, where she was completed. She was laid down on 31st. October 1996, launched on 13th May 1997 and completed on 30th June 1998. She is Bahamian flagged.



She is of 83,338 grt with dimensions 300m x 32m x 7.7m, Her capacity is 2700 passengers and 945 crew. She has 11 decks and cost \$400 million to build. She is Diesel – Electric powered, with 5 Sulzer 16ZAV40S driving 2 shafts at 43,000 KW giving a top speed of 23.5 knots.

Most of her career has been based at Miami, but in July 2021 she started a series of 2-, 3- & 4-night cruises out of Liverpool, Southampton, Newcastle and Tilbury. They are “staycation” type cruises with no port visits or excursions. These cruises are due to finish on 4th October, after which she will return to Miami.



TALL SHIPS AT SANCTUARY COVE, QUEENSLAND



SANCTUARY COVE

Rummaging through a box of family photographs recently, I came across a series of shots taken by Peter, my brother, when on a holiday on the Gold Coast in January 1988. The images are of a group of sailing vessels that had sailed from the UK in 1987 for what was known as the First Fleet Re-enactment Voyage.



SANCTUARY COVE

The project had been to assemble a fleet of tall ships to sail from England to Australia in a historical re-enactment of the First Fleet that colonised Australia in 1788. 7 ships had sailed from Portsmouth in May 1987 and sailed to Australia via Tenerife, Rio de Janeiro, Cape Town and Mauritius. The fleet arrived in Freemantle in early December 1987 and arrived in Sydney on Australia Day (26th January 1988). After celebrating in Sydney Harbour, the fleet moved on to several ports on the east coast of Australia, finishing at Sanctuary Cove, on the Gold Coast before sailing off to visit islands in the Pacific. Sanctuary Cove was being developed at that time and its funders presumably wanted the publicity of the tall ships visit.

THE SHIPS PHOTOGRAPHED AT SANCTUARY COVE



ONE AND ALL

1. ONE AND ALL: She was built in timber by W.G. Porter & Son Pty. Ltd. at North Haven as part of South Australia's 150th Jubilee project and was launched in 1985. She was commissioned on 5th April 1987, and is owned by the South Australian government but operated by a registered not for profit group. She is of 121 grt and her dimensions are 42.68m x 8.2m x 2.85m and is brigantine rigged. She is powered by a Caterpillar 6-cylinder diesel. She is based in Adelaide.



SOREN LARSEN

2. SOREN LARSEN: She was built in 1949 by Soren Larsen & Sons in Nykobing Mors in Denmark as a cargo carrying galeas. She is also built of timber, mainly oak and beech. In 1972 she was gutted by fire and laid up until 1978, when she was bought by Square Sail Britain. She was redocked in iroko and re-masted with Douglas fir and rigged as a brigantine. She was based at Colchester. Between 1982 and 85 she was chartered by the Jubilee Sailing Trust. She was chartered for the 1987-88 First Fleet Re-enactment Voyage, leaving the UK in May 1987 and arriving at Sydney in January 1988. Late in 2011 she was bought by Sydney Harbour Tallships, and since then she has been based at Sydney, NSW. Her dimensions are 42.7m x 7.8m x 3.2m.



SOUTHERN SWAN

3. SOUTHERN SWAN: She was built as the MATHILDE in Frederikssund, Denmark in 1922 as a cargo-carrying topsail schooner. She was carvel-built in oak. She spent most of her commercial career hauling grain to the Tuborg Brewery. In 1955 a 3-cylinder Alpha diesel was fitted. In the late 1960s she was bought by a Canadian couple who spent the next decade refitting and rebuilding her. She was renamed

OUR SVANEN and her registry was changed from Dutch to British. In 1978 she sailed to the west coast of Canada and spent the next 6 years based at Victoria as a training ship for Sea Scouts. In 1986 the Alpha was replaced by a 350hp Caterpillar. At the end of 1986 she left Canada for England and the First Fleet Re-enactment Voyage. During the trip her registry was changed to Canadian. In 2007 she was bought by Sydney Harbour Tallships and her name was changed to SOUTHERN SWAN in 2010.



EYE OF THE WIND

4. EYE OF THE WIND: She was built in 1911 at the C.H. Luhring shipyard in Brake, Germany as a topsail schooner named FRIEDRICH, and was used initially in the South American hide trade. In 1923 she was registered in Sweden under the name MERRY, trading in the Baltic and North Sea in the winters and fishing off Iceland during summers. By 1969 she had been de-rigged and was serving as a motor vessel when she was severely damaged by fire. In 1973 a group of sailing enthusiasts began rebuilding her at Faversham, re-rigging her as a brigantine. She was then renamed EYE OF THE WIND. In 1976 she sailed for Australia. In 1978 she sailed from Plymouth as Flagship of Operation Drake, returning to London in December 1980. In 2001 she became Danish registered under new owners. In 2009 she was bought by the Forum Media Group of Germany. Since then she has been operating as a chartered cum cruise ship. She is of 129 grt, with dimensions 40.23m x 7.01m x 2.7mm, is rigged as a brig and has a 650hp Caterpillar diesel.



TRADEWIND

5. TRADEWIND: She was built in Holland by the Van der Vuijk shipyard in 1911 as the herring lugger SOPHIE THERESIA. She was steel hulled with timber decking. She had an engine installed in the 1930s. She was refitted for cargo carrying in 1957 with a new engine, and renamed AALTJE EN WILLEM, and carried cargo between the Netherlands and small North Sea ports. She was taken out of service in the 1970s and converted into a houseboat. In 1979 with new owners the ship was refitted into a steel decked schooner, re-entering service in 1984. In 1986 she was sold to a New Zealander and re-rigged as a topsail schooner, but she remained Dutch registered. She sailed to England to join the First Fleet Re-enactment Voyage, leaving England in May 1987. She stayed in the South Pacific for several years based in New Zealand. In late 1991 she sailed round Cape Horn to join the tall ships fleet sailing from Europe to America in commemoration of the 500th anniversary of Columbus' arrival in the Americas. In 1993 she was sold to Finnish owners and used for charter cruises around the Baltic and North Sea. In 1998 she was sold to Dutch owners and renamed CODADE and used for charters in the Cape Verde Islands. By 2003 she had deteriorated and was laid up on the Isle of Sal, and late that year she was bought by another Dutchman. She was refitted in the Canary Islands and named TRADEWIND again. Early in 2004 she crossed to the Caribbean and back to the Netherlands. In 2006 a complete refit was started but then abandoned. In 2014 Dutchman Floris de Waard bought the remains. In 2019 she was still in Holland as an empty hull after another attempt at renovation had failed. Currently there is the prospect of Heritage Sailing Ltd buying her. Her dimensions are 37m x 6.6m x 2.9m.



HMAS BOUNTY

6. HMAS BOUNTY: She was built by Whangarei Engineering Company at Whangarei, New Zealand in 1977/78 for the film "HMS Bounty". She was launched on 16th December 1978. She was designed to externally resemble the original. The hull was fabricated from Australian steel, which was carvel-clad in New Zealand iroko. The decking was of New Zealand tanekaka, whilst the masts and spars were of Canadian Pine. The sails were from Scottish flax and her blocks were of English elm and ash. She was powered by twin 415hp Kelvin 8-cylinder diesels. Filming finished in 1984, and the ship was laid up in Los Angeles until 1986, when Bounty Voyages bought her. She was refitted in Vancouver, and then sailed to Australia. She sailed via Suez to England to join the First Fleet Re-enactment Voyage. For several years afterwards she was used for tourist excursions from Sydney until bought by HKR International in October 2007. For 10 years she was used as a tourist attraction on Lantau Island in Hong Kong, where she was used for harbour cruises. HKR decommissioned her in 2017, and her future is at present uncertain. She is of 247 tonnes and her dimensions are 40.5m x 8.5m x 3.8m.

Lower Thames Side Forts

Built to defend London from attack were this group of forts on the Lower Thames around Tilbury and Gravesend

Tilbury Fort



Tilbury Fort was known as Thermitage Bulwark and the West Tilbury Blockhouse

The earliest version of the fort, comprising a small blockhouse with artillery covering the river, was constructed by King Henry VIII to protect London against attack from France. It was reinforced during the 1588 Spanish Armada invasion scare, after which it was reinforced with earthwork bastion, and Parliamentary forces used it to help secure the capital during the English Civil War of the 1640s. Following naval raids during the Anglo-Dutch Wars, the fort was enlarged by Sir Bernard de Gomme from 1670 onwards to form a star-shaped defensive work, with angular bastions, water-filled moats and two lines of guns facing onto the river.

In the 18th century Tilbury began to be used as a transit depot and for storing gunpowder. A new artillery battery was added in the south-east corner during the Napoleonic Wars. The fort became increasingly less significant as a defensive structure, through the 19th century. It was redeveloped to hold heavy artillery after 1868, providing a second line of defence along the river further changes in technology meant that it became obsolete by the end of the century. Instead Tilbury became a strategic depot, forming a logistical hub for storing and moving troops and materiel throughout the First World War. The fort was demobilised in 1950.

Tilbury Fort is now operated by the charity [English Heritage](#) Trust as a tourist attraction,

New Tavern Fort Gravesend



New Tavern Fort is an historic artillery fort in [Gravesend](#), [Kent](#). Dating mostly from the 18th and 19th centuries, it is an unusually well-preserved example of an 18th-century fortification and remained in use for defensive purposes until the Second World War. It was built during

the American War of Independence to guard the Thames against French and Spanish raiders operating in support of the newly formed United States of America. It was redesigned and rebuilt in the mid-19th century to defend against a new generation of iron-clad French warships.

By the start of the 20th century, the Thames defences had been moved further downriver to the estuary and the fort was disarmed. Its grounds were opened to the public as pleasure gardens, but the fort was taken back into military use temporarily during the Second World War. Today the fort and its magazines and other underground structures have been restored and are open to the public. It is unique in the UK for its display of guns and emplacements ranging from the 18th to the 20th centuries.

Shornemead Fort



A disused artillery fort that was built in the 1860s to guard the entrance to the Thames from seaborne attack. Constructed during a period of tension with France, it stands on the south bank of the river at a point where the Thames curves sharply north and west, giving the fort long views up and downriver in both directions. It was the third fort constructed on the site since the 18th century, but its location on marshy ground led to major problems with subsidence. The fort was equipped for a time with a variety of large-calibre artillery guns which were intended to support two other nearby Thameside forts. However, the extent of the subsidence meant that it became unsafe for the guns to be fired and the fort was disarmed by the early 20th century.

Shornemead Fort was in use from its completion in 1870 to its abandonment in the 1950s. Much of it was demolished by the Army Demolition School of the Royal Engineers in the 1960s. The barracks and administrative buildings have been completely destroyed and only the front of the casemates survives along with the magazines underneath, though the latter are now flooded and inaccessible. The surviving fragments of the fort and the area around it are part of a nature reserve and can be visited by the public.

Coal House Fort



Is an artillery fort built in the 1860s to guard the lower Thames from seaborne attack. It stands at Coalhouse Point near East Tilbury which was vulnerable to raiders and invaders. It was the last in a series of fortifications dating back to the 15th century and was the direct successor to a smaller mid-19th century fort built on the same site. Constructed during a

period of tension with France, its location on marshy ground caused problems from the start and led to a lengthy construction process. The fort was equipped with a variety of large-calibre artillery guns and the most modern defensive facilities of the time, including shell-proof casemates protected by granite facing and cast-iron shields. Its lengthy construction and the rapid pace of artillery development at the time meant that it was practically obsolete for its original purpose within a few years of its completion.

It was initially a front-line fortification, supported by Shornemead Fort and Cliffe Fort located to the south and east respectively on the Kent shore. Over time, as batteries and forts further downriver became the front line of the Thames defences, Coalhouse Fort was stripped of its main weapons and it was altered to support smaller quick-firing guns intended to be used against fast-moving surface and aerial targets. Its last military use was as a training facility for a few years after the Second World War.

Decommissioned in 1949, the fort was used as a storehouse for Bata's shoe factory before it was purchased by the local council. The surrounding land was developed into a public park, but the fort itself fell into dereliction despite its historical and architectural significance. From 1985 it was leased to a voluntary preservation group, the Coalhouse Fort Project, which had been working to restore the fort and use it for heritage and educational purposes. Funding for its restoration was provided in part by the Heritage Lottery Fund and the Warner Bros. film studio, which used the fort as a location for the opening scenes of the 2005 film *Batman Begins*. The group closed in 2020.

Cliffe Fort



Is a disused artillery fort built in the 1860s to guard the entrance to the Thames from seaborne attack. Constructed during a period of tension with France, it stands on the south bank of the river at the entrance to Cliffe Creek in the Cliffe marshes on the Hoo Peninsula in North Kent. Its location on marshy ground caused problems from the start and necessitated changes to its design after the structure began to crack and subside during construction. The fort was equipped with a variety of large-calibre artillery guns which were intended to support two other nearby Thames side forts. A launcher for the Brennan torpedo—which has been described as the world's first practical guided missile—was installed there at the end of the 19th century but was only in active use for a few years.

Cliffe Fort saw about 60 years of usage as an artillery fort, from its completion in 1870 to its disarmament in 1927. It was repurposed during World War II to serve as an anti-aircraft battery on the approaches to London. The fort's military career ended when it was sold off after the war to the owners of a aggregates works. Today it lies derelict, overgrown and heavily flooded. It is not accessible to the public and is in a poor and slowly deteriorating condition which has led it to be listed as an "at risk" heritage asset.

Shipbuilding on the Clyde - Barclay Curle

Part 1

Elderslie Dockyard, Whiteinch, Glasgow, Scotland.

1818 The company was founded by John Barclay at Whiteinch, Glasgow, Scotland.

1845 John's son Robert took James Hamilton and Robert Curle into partnership as Robert Barclay and Curle.

1847 Admitted John Ferguson as a partner

1852 Began shipbuilding in iron

1855 Acquired the Clydeholm, Whiteinch yard from J. G. Lawrie

1857 Began to manufacture marine engines

1857 Admitted Andrew Maclean and Archibald Gilchrist as partners

1862 Built new works at Stobcross with a floor area of 19,000 square feet.

1863 Robert Barclay died. The business name was changed to Barclay, Curle and Co.

1865 See 1865 Clyde Shipbuilders for detail of the tonnage produced.

1870s The Stobcross yard had made 22 sailing ships up to this point. In addition, the newer Clydeholm yard delivered its first steamer and so began a fruitful period of steamer building. 1876 Barclay Curle and Company moved their yard down river from Stobcross to a position opposite Linthouse, just above the yard that the Wingates had run for many years but which had recently failed.

1880s The yard built its first steel steamer and continued making steel barques. the yard also made steam yachts.

1884 Incorporated as a limited company Barclay Curle and Company

1888 Triple-expansion engine with Morton's valve gear for 'SS Circe'

1893 Barclay, Curle and Co sold their works to the Tunnel Co. for the construction of the subway under the Clyde, and instead took over the works of John and James Thomson.

1900 On the 7th January Archibald Gilcrest, the Chairman died.[†] His son, James became managing director. Andrew Maclean was briefly chairman.

1902 Acquired ship repair yard in Whitefield Road, Govan

1900s The newer yard began making ever larger liners and cargo-liners, and liner companies from around the world became regular customers.

On 11 November 1911 they launched from the Clydeholm yard MS Jutlandia for the Danish merchant fleet, the first British-built oil-engined vessel designed for ocean service

1912 Acquired the Elderslie yard and graving dock previously operated by John Shearer and Sons .

1912 Swan, Hunter and Wigham Richardson took over Barclay Curle and Co Ltd which became a subsidiary, including the Clydeholm and Elderslie shipyards and dry docks, and the dry docks in Govan. British India Line became the main customers of the Clydeholm yard - they ordered 17 ships before the outbreak of World War I.

In 1913, the North British Diesel Engine Works was built at the company's Clydeholm Shipyard in Whiteinch, a seminal modernist building designed by Karl Bernhard and supervised by John Galt that was influenced by Peter Behrens' 1909 AEG turbine factory in Berlin and continues to stand today.

1914 Shipbuilders and engineers, identified with the development of the intermediate twin-screw type of passenger steamer and trooper.

WWI The Clydeholm and West Scotstoun yards produced 57 ships. Also thirty convoy escort sloops, five "P" class submarine hunters, four river gunboats and six oil tankers. Over 1000 ships were repaired at the yards too. During the First World War the Barclay Curle yard built several Insect class gunboats for the Royal Navy.

1920s Built eight war replacement "G" class meat carriers. British India then returned as the yard's main customer, and the first of many cargo-liners were built for many different companies. In 1922 the company bought up the Jordanvale yard which was *the next yard along down-river. This yard was modernised and went on to produce tramps and coasters.



In 1920 a large Titan Crane was constructed on the quayside adjacent to the engine works at the Clydeholm Yard by Sir William Arrol & Co. to enable transfer of engines for fitting out of ships berthed alongside. was in 1920 that the large cantilever, or Titan, crane was erected. Designed by Sir William Arrol & Co. – also responsible for the iconic Forth and Tay bridges – the Barclay Curle crane was one of 42 Titan's originally built around the world, seven of which were in Scotland and five located on the Clyde.

It remains one of four examples to remain on the River Clyde, along with those at Finnieston, Clydebank and Greenock.

1922 re-registered the diesel engine works as North British Diesel Engine Works (1922) Ltd

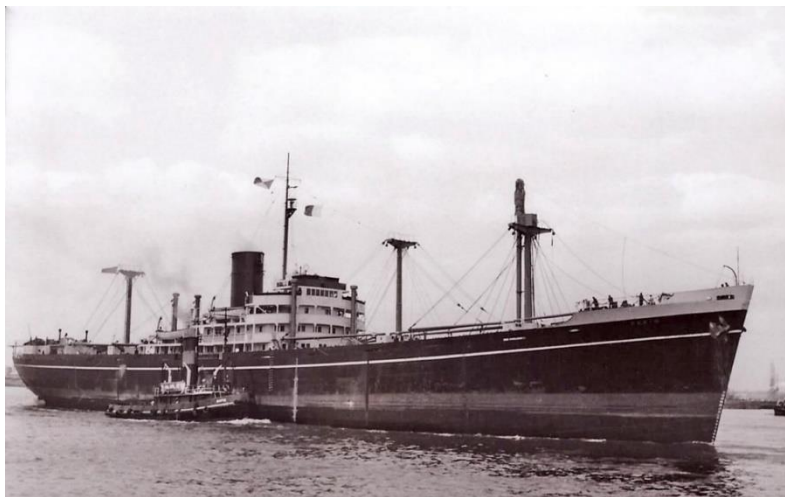
1925 North British Diesel Engine Works (1922) Ltd went into voluntary liquidation, its assets being acquired by Barclay, Curle and Co Ltd.

1925 See Aberconway for information on shipbuilding h.p produced in 1904 and 1925

1930s Yards began making tankers, and in 1932, they were rationalised. The West Scotstoun and Govan yards now only undertook repair work, with shipbuilding concentrated at the Clydeholm and Jordanvale yards. The yards managed to keep going during the Depression and they made small motor passenger/cargo-liners, tankers and then riveted tramps, cargo-liners and troopships.

1940s Yards concentrated on building luxury passenger and cargo-liners, along with general cargo ships.

1945 Perim for P & O SN 9550 GRT



1967 Broken up Shanghai

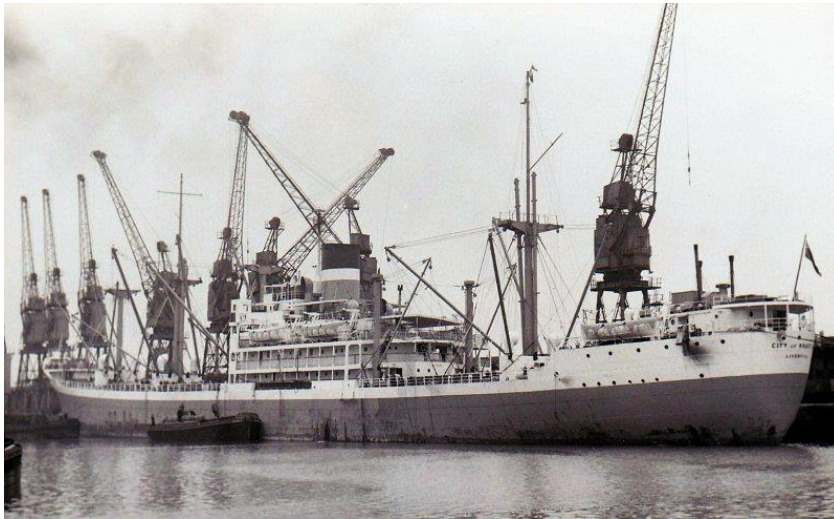
1945 Dumra for British India SN 4867 GRT



1976 Daman

1979 Broken up Bombay

1946 City of Khartoum for Ellerman Lines 9868 GRT



1969 Benalligin

1972 Broken up Kaohsiung

1946 City of Swansea for Ellerman Lines 9864 GRT



1968 BenKitlan

1972 Broken up Kaohsiung

1946 Eucadia for Anchor Line SS 7005 GRT



1963 Ionian

1963 Macedon

1964 Ran aground Ras Beiruit

1946 Landaura for British India SN 7829 GRT



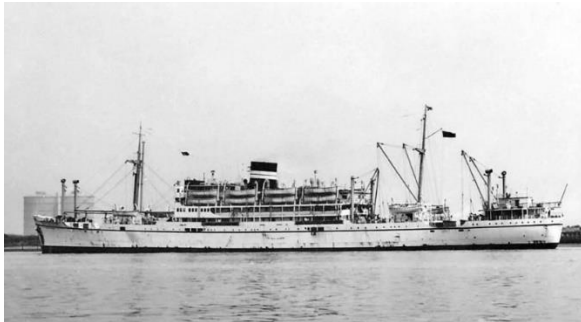
1965 Belle Etoile

1970 Agios Stylianus

1972 Spyridon

1972 Broken up Shanghai

1947 Sangola for British India SN 8645 GRT



1963 Broken up Mihara

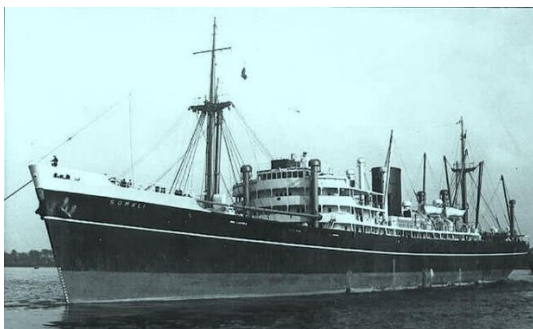
1947 City of Johannesburg for Ellerman Lines 8207 GRT

1970 Filothei

1972 Lykavitos

1973 Broken up Kaohsiung

1948 Somali for P & O S N 9080 GRT



1969 Happy Land

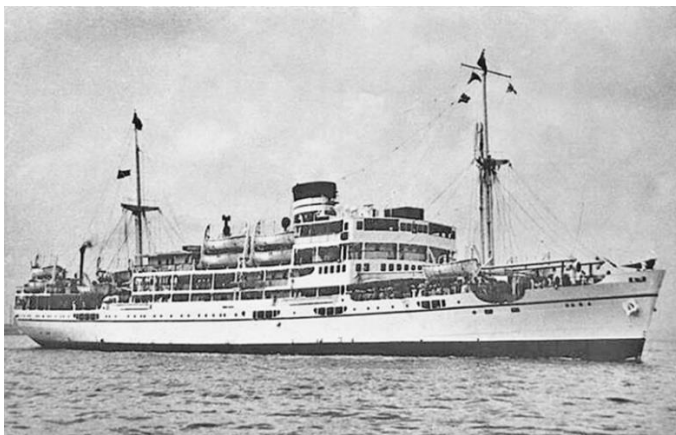
1972 Broken up Kaohsiung

1948 Soudan for P & O SN 9080 GRT



1970 Broken up Kaohsiung

1948 Dara for British India S N 5029 GRT



1961 Sank off Dubai

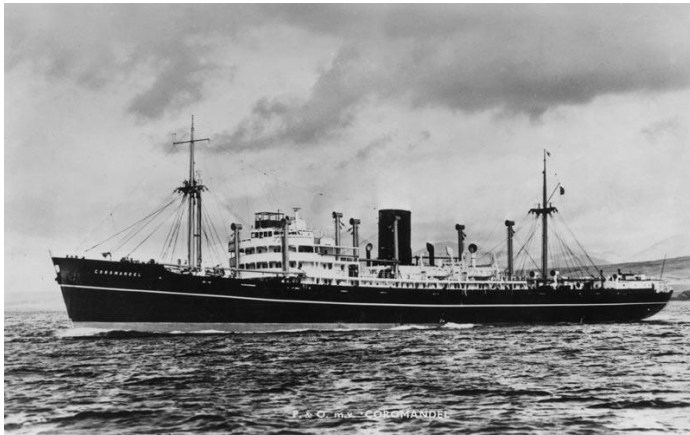
1949 Braeside for Burns Philip & Co 5867 GRT



1970 Sula

1972 Stranded and broken up Kaohsiung

1949 Coromandel for P & O S N 7065 GRT



1969 Shun Hing

1973 Hop Sing

1973 Broken up Kaohsiung

1949 Chandpara for British India S N 7274 GRT



1971 Precious Ruby

1979 Broken up China

1949 Carpentaria for British India SN 7268 GRT



1975 Broken up Kaohsiung

1949 Cannanore for P & O S N 7065 GRT



1972 Santa Ana

1972 Broken up Kaohsiung

1950 Chantala for British India S N 7551 GRT



1971 Kota Sentosa

1974 Broken up Tientsin

1950 Santhia for British India SN 8908 GRT



1967 State of Haryana

1977 Broken up Bombay

1950 Daressa for British India S N 5810 GRT



1964 Favorita

1968 Kim HWA

1974 Broken up Hong Kong

1951 Polarbris for Melsom & Melsom 12453 GRT

1963 Comet Alliance

1966 St Jude

1968 Broken up Kaohsiung

1951 Chakdara for British India S N 7132 GRT



1972 Fortune Navigator

1974 Broken up Kaohsiung

1951 Kenya for British India S N 14434 GRT



1969 Broken up La Spezia

Answers to Quiz 41

- 1 Which ship served as the U.S. presidential yacht from 1933 until it was sold in 1977?

USS Sequoia

- 2 What is the oldest British warship still afloat, at the Museum of the Royal Navy in Hartlepool?

HMS Trincomalee, launched on 12 October 1817. HMS Victory is older, but in dry dock and not therefore afloat.

- 3 Which shipping line recently announced the world's first carbon neutral liner vessel, to be operational by 2023?

Maersk

- 4 An aerial shot of a trawler in Whitstable, Kent, recently won which competition?

The Shipwrecked Mariners' Society photography competition

- 5 What is the name of the ship used by John Cabot in the earliest known European exploration of North America since Norse visits in the 11th century? There is a replica of the ship in Bristol.

Matthew

- 6 Which ship was used in the film Speed 2: Cruise Control, starring Sandra Bullock?

Seaborn Legend

- 7 The “Battle of Trafalgar”, a painting on display at the National Maritime Museum, was painted by which British painter?

JMW Turner

- 8 Launched in 1851, this ship set the world sailing record for the fastest passage between New York and San Francisco in 89 days and 8 hours. The ship held this record for over 100 years, from 1854 to 1989. What is the ship's name?

Flying Cloud

- 9 The British and Commonwealth Shipping Company was originally established in 1955 when Clan Line Steamers merged with which company?

Union Castle

- 10 Which port is your cruise ship visiting if your sightseeing excursion takes you to the Christiansborg Palace and the Nyhavn Canal?

Copenhagen