



*World Ship Society
Southend Branch*



News and Views

Newsletter Edition 42

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Notes

Thanks go to Tony, Colin and Stuart for their contributions

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News

James Dyson's Nahlin off Cornwall July 2021



Attenborough at Greenwich

The Thames at Greenwich will be centre stage in a major festival of polar environmental science and engineering (28-30 October), supported by the PLA.

On the eve of the UN COP26 conference in Glasgow, British Antarctic Survey (BAS) and the Royal Museums Greenwich have teamed up to showcase the role of science, engineering and technology in tackling climate change.

The three-day programme of events will feature expert talks and virtual tours of RRS Sir David Attenborough, Britain's new polar research vessel, which will be making her debut visit to London on 28 October. She will be moored at our Greenwich Ship Tier. Public tours of the vessel are not possible, due to the pandemic, but giant quayside video screens will offer a glimpse of life on board, with footage also streamed live online.

RRS Sir David Attenborough was commissioned by the Natural Environment Research Council (NERC) and built in Birkenhead by #CammellLaird.

The National Maritime Museum is home to some of the most significant records and artefacts in British polar exploration history.

Coca-Cola Turns to Bulkiers Amid Container Shipping's Chaos

The chaos in container shipping has forced some brands like **Home Depot**, **Ikea** and **Costco** to get creative with their supply chains. We can now add The Coca-Cola Company to the list.

According to Alan Smith, a Procurement Director of Global Logistics at the beverage giant, the shortage of shipping containers and space on ships has had the company thinking outside the box (or containers) for its supply chain.

In a **social media post**, Smith revealed the company loaded 3 bulk carriers last week with 60,000 tonnes of materials to keep productions lines running across the world. This is equivalent of 2,800 TEU that would have been shipped on containerships, Smith said. While not quite the strategy taken by the other brands listed above (who have all disclosed that they are chartering their own containerships), it goes to show the lengths some companies are taking to avoid shipping lines, with their ever-rising freight rates, port congestion and equipment shortages, and chronic schedule unreliability.

Hantong secures 4 bulkers from European Owner



Jiangsu Hantong Ship Heavy Industry has signed a newbuild contract for up to four 82,000 dwt bulk carriers with a German shipowner.

The two firm plus two options 82,000 dwt bulk carriers are one of the major ship products constructed by Hantong Ship Heavy Industry, which will be 229 m length, 32.26 m width and 20.05 m depth.

Hantong didn't disclose the details of the owner, which is believed to be repeat customer Oldendorff.

The vessels are scheduled for delivery by the end of 2023.



Ponant launches polar exploration ship Le Commandant Charcot

The launch was attended by executives and guests from Ponant and its partners in Le Havre. Ponant has launched its new polar exploration vessel, Le Commandant Charcot, with an official ceremony in Le Havre, France. .

Le Commandant Charcot is a Polar Class 2 vessel, allowing her to cut through ice floe up to seven feet thick to reach rarely visited destinations. The 123-cabin ship will operate using a mix of LNG fuel and battery power and will produce no emissions while sailing purely using battery power.

The vessel has been outfitted with a scientific laboratory for conducting operational oceanography missions and research. Guests will be able to participate in the research and experiments during sailings under the supervision of naturalist guides and onboard scientists. For example, they will be able to help set up a research station on an ice floe, take water samples, and deploy an Argos transmitter, which is a satellite-based system that collects and shares environmental data.

Visitors



One Swan Built GRT

Current Position En route to Port Said



Ron Lin Wan Built 2017 64572 GRT Singapore Owner COSCO

Current Position En route to Yanbu



Morning Courier Built 2005 57692 GRT Bahamas Owner Courier Shipping

Current Position En route to Dar es Salaam



Kismet Built 2014 2923 GRT Cayman Isles Owner



Ionian Sea Built 2019 23232 GRT Panama Owner Harper Line Shipping

Current Position En route to Ust- Luga



Hafnia Sunda Built 2015 24120 GRT Singapore Owner Hafnia Tankers

Current Position En route to Amsterdam



Tiberborg Built 2013 14695 GRT Netherlands Owner Wagenborg

Current position Tilbury



Colorado Express ex Al Kharj, Hatta Built 2008 &5579 GRT USA Owner Marine Transport Corp

Current Position En route to Savannah



Sten Hidra Built 2007 11935 GRT Norway Owner Stenoil K/S

Current position Amsterdam



LNG River Niger Built 2006 115993 GRT Bermuda Owner Bonny Gas Transport

Current Position En route to Dubai



J S Chukar Built 2012 4994 GRT Malta Owner Marina Apollo Shipping

Current Position En route to Jordal Anchorage



Moning Built 2018 23232 GRT Panama Owner Cypress Maritime

Current Position En route to Vile do Conde



Xin Tian Jin Built 2003 66433 GRT China Owner COSCO Shipping

Current Position En route to Suez



Grand Phoenix Built 2005 59217 GRT Panama Owner Dynamic Aurora

Current Position en route Barcelona



Dimitra C ex MOL Priority , Priority Built 2002 74071 GRT Malta Owner Asteria Shipping

Current Position north east atlantic



Celsius Rome ex Maersk Mizushima Built 2009 28054 Marshall Islands GRT Owner GH Prod II

Current Position En route Jorf Lasar

Quiz

This month's Ships in the News quiz answers follow. What were the questions?

1. THOR MONDIC
- 2 HMS RICHMOND
- 3 HMS LANCASTER
- 4 ARA SANTISMA TRINIDAD
- 5 MARSHAL VASILEVSKIY
- 6 LE COMMANDANT CHARCOT
- 7 JOANNA
- 8 SIR WALTER SCOTT
- 9 HEBRIDEAN PRINCESS uun
- 10 KINGSTON
- 11 MONGOLIA
- 12 KISMET
- 13 IZUMO
- 14 HMS PRINCE OF WALES
- 15 USS FREEDOM
- 16 MF HYDRA
- 17 HMS BONNINGTON
- 18 DISNEY MAGIC

BABCOCK INTERNATIONAL PLC



Until recently, the only name one heard in terms of Royal Navy warship builders was BAE Systems. In the last couple of years, however, another name, Babcock has come to the fore, partly because BAE seem to have tended to “blot their copybook”, as far as the MoD are concerned, and partly to get the government’s National Shipbuilding Strategy started. Babcock is second in size in UK defence contractors, but with UK naval business accounting for 39% of its global revenue, it probably is bigger in purely naval terms.

In 1891, an American heavy industrial manufacturer called Babcock & Wilcox had set up a British company called Babcock & Wilcox Ltd. The initial board included Sir William Arrol and Andrew Stewart of A & J Stewart & Menzies, subsequently Stewarts & Lloyds.

Starting in 1885 Babcock & Wilcox’s steam boilers were manufactured in the Singer works at Clydebank. During 1895 Babcock & Wilcox opened a new boiler making works near Renfrew. During 1913 Babcock & Wilcox began its involvement with Rosyth Dockyard, winning a bid to construct a steam generating plant there.

Throughout the 20th century, Babcock & Wilcox was a major supplier of boilers for power stations. During the 1960s the firm became involved in the development of nuclear power stations in the UK. In 1979 the firm was renamed Babcock International Ltd, and during 1982 the company was floated on the London Stock Exchange, becoming Babcock International PLC.



During late 1996, Babcock purchased the Rosyth Dockyard from the MoD at a net cost of £21 million. In 2000, Babcock took the decision to move away from manufacturing towards maintaining and supporting the critical equipment and infrastructure for customers.

In 2007, the firm acquired Devonport Management Ltd, operators of the Devonport Dockyard nuclear submarine and surface vessel facilities as well as Appledore Shipbuilders. In March 2010, Babcock acquired VT Group for £1.32 billion, creating a combined defence and support services group that annually accrued sales of £3 billion and had more than 25,000 employees, mostly within the UK.

Babcock delivers naval based management services to the MoD through two high profile Warship Modernisation Initiative contracts at Faslane and Devonport. Babcock has been refitting nuclear submarines at Devonport since the 1970s, whilst the Type23 Life Extension Programme is currently being carried out at Babcock's Devonport Royal Dockyard facility. Babcock carries out approximately three quarters of the annual waterfront and deep maintenance of the UK's major warships and the management of their shore-based support facilities.



From Rosyth Babcock delivered large-scale manufacturing, off-site modular build, logistics and heavy lifts in the build and assembly of the UK's two aircraft carriers, the Queen Elizabeth and the Prince of Wales. These were the largest vessels ever built for the Royal Navy.



In September 2019 it was announced that Babcock had been selected as the preferred bidder for the building of the Type 31 frigates for the Royal Navy. The contract was awarded in November 2019 for the five Type 31 ships. A new Assembly Hall costing £31.5 million will initially be used for the Type31 programme, and was designed so that two frigates could be built side by side. Progress on the Type 31 follows a successful “whole ship Preliminary Design Review held in June 2020. Team 31, the work organising body is already operating across the UK in Rosyth, Bristol, Devonport and Crawley.

After making a loss of £1.6 billion last year and a resulting programme of redundancies, Babcock has said that it will focus on being an international aerospace, defence and security company. In July 2021, the company announced that it was targeting a number of export opportunities, including selling the Type 31 frigate design to Indonesia, Poland and Greece.



Babcock was to be the prime contractor on a programme of naval defence projects as part of a memorandum of implementation signed recently between the UK and Ukraine. One or two Fast Inshore Attack Craft for the Ukraine will be built at Rosyth, with the remainder of the 8 total being built in the Ukraine. The ships will be based on Babcock's subsidiary FBM

Marine's "Protector" small-medium sized fast patrol ship, probably being some 50m in overall length with steel monohulls giving a displacement of 500 to 600 tonnes. The British built vessels will be built in the Syncrolift Hall, which is adjacent to the new huge Assembly Hall. Babcock will also refurbish the minehunters HMS Ramsey and HMS Blyth before their transfer to Ukraine.

On 23rd September, Babcock was joined by the UK Secretary of State for Defence and Shipbuilding Tsar, Ben Wallace, for the cutting of the first steel on HMS Venturer, the first Type 31. A week earlier, Babcock had announced that it had secured its first export contract for its Arrowhead 140 frigate, through a design licence agreement for two frigates for Indonesia. The company has also been short listed as one of the bidders to provide a potential design solution for Poland's Swordfish frigate programme. Babcock are also very much in line for the building of the Type 32 frigates for the Royal Navy.

THE TYPE 31 FRIGATE CLASS

Dimensions: 138.7m x 19.8m x 5.0m

Displacement: 5,700 tonnes

Design: based on a design by Iver Huitfeldt for the Danish navy.

Power: 4 No. Rolls-Royce/mtu 20V8000M71 diesels (8.2MW) and 4No. Rolls-Royce/mtu 2000M428 generators (900KW)

Propulsion: MAN Alpha VBS mk5 CP propellers on 2 shafts CODAD.

Speed: Over 28 knots.

Endurance: 9000 nmi.

Armament: Up to 24 cells for Sea Ceptor A.A. missiles; 1 x 57mm, 2 x 40mm, 8 x 7.62mm machine guns.

Aircraft: Flight deck and Hangar capable of handling AW-101 Merlin.

Colins Pictures



Finn sun – Canvey



Galatea -Harwich



Glovis Caraver – Singapore



Gaz Fraternity – Canvey



Cecilia – Canvey island



Calypso- Creeksea



Sima Excellence



Aidadiva -Cadiz



Al Said – Oman



Galatea -Harwich

Autonomous systems - the future of mine warfare

The RN has begun the process that will replace its remaining 13 mine hunters, a process which has begun, with remotely operated or autonomous systems based on small boats. The plan is that the six surviving Hunt Class MCMV's will be decommissioned between 2029 - 2031 with the seven Sandown class to be phased out earlier.

The RN's programme began in 2014 with the aim of fully autonomous mine hunting by 2033.

The future of hydrographic vessels is less clear although it is the intention that fully autonomous manhunting will be in operation on HMS Echo and Enterprise by mid-20's. The aim is to replace the survey vessels by early-mid 2030's. There are two core programmes WILTON and MMCM.

The crewless system is the first of its kind in the navy and will allow personnel to neutralise mines at range while on operations around the globe. Thanks to its cutting-edge technology, the system, known as a Combined Influence Sweep (Sweep), can defeat modern digital sea mines which can pose risks by detecting and targeting passing ships and submarines. A new autonomous vessel is at the heart of each of the three systems. It can neutralise many types of sea mines using equipment towed behind the boat that can generate a variety of simulated magnetic, acoustic and electric ship signatures to initiate the mine. The whole system can be controlled remotely, either based at sea or on land, and can be deployed quickly when needed.

A contract of around £25m has been awarded to Atlas Elektronik UK to deliver the Sweep system. The latest investment in the Royal Navy's mine hunting operations comes just weeks after the navy announced it would be investing in three autonomous maritime mine countermeasures (MMCM) systems. Both Sweep and the MMCM can work together to defeat the threat posed by sea mines to make international waters safer. The first Sweep system will be delivered in late 2022, after which they will enter operational evaluation before entering service at a date to be determined.

Wilton Programme

Tasked with delivering an autonomous survey capability the team is based at Faslane. They will provide a low-risk pathfinder for the RN using MAS deployed on the Clyde but transportable across Scotland and Northern England. RTSV maps regularly the seabed so that any newly laid devices can be quickly spotted. The Clyde is the route taken by the British Nuclear submarines. RTSV is cheaper than manned vessels and is done because it is repetitive and predictable. Wilton has 3 boats that can carry REMUS 100 and 600 small medium UUV's, side scan sonars and M500 ROV's



RNMB Hebe , RNMB Harrier and RNMB Halcyon comprise an autonomous route survey for Project Wilton . They can deploy various mission systems including sonars, UUVs or ROVs. They can be operated from a POC on land or personnel embarked on RNMB Hebe can control the smaller vessels to extend the range of operations

Sweep

Besides RTSV the navy now has an autonomous Combine Influence Sweeping (CIS) capability. Unlike legacy sweeping that involves towing wires to cut mines adrift from their anchors modern sweeping uses electronic systems to deceive mines to activate by stimulating the acoustic, magnetic, pressure or electrical signatures of a ship.

The USV can tow a variety of reflectors , a magnetic electrode sweep , a hydro sounder sound source , an acoustic source generator that uses water flow to create hydro sounder sound source, an acoustic source that uses water flow to create noise and a repeater that stimulates active sonar echoes from a ship's hull

MMICM

The centrepiece of the RN's move to autonomous mine hunting is the Anglo French system SLAMF for which a contract was awarded to a consortium in 2016 for the demonstration and assessment phase and a manufacturing contract was awarded in 2020

Each navy will get four sets in 2022

Mother ships

The Belgian and Dutch navies appear to lead in this area. Early thoughts suggest that the Type 32 frigates may have the role of drone motherships .On 30th November 2020 the MoD stated that the ship was envisaged as a "platform for autonomous systems", used in such roles as anti-submarine warfare and mine countermeasures.

The Belgian MOD has contracted for the supply of 12 vessels and associated equipment for them and the Dutch Navy.



The vessels will be built by Naval Group and its subsidiary Kership . The contract will begin with a study phase . Construction of the first vessel for the Belgian Navy will start in the first half of 2021 for delivery in 2024. The following vessels will be delivered between 2025 to 2030 alternating between Belgium and Holland.

The sites at Concarneau (Piriou) and Lanester (Naval Group) shipyards could take part in the production of the 12 vessels, while the fitting out of the military equipment could take place at the main Naval Group shipyard in Lorient

The ship, which will act as a mine counter measures (MCM) mother-ship, is now fitted with a BAE Systems Bofors 40Mk4 40mm main gun. This gun, can be used as a general purpose system to combat both air and surface threats, but it can also be used against coastal ground targets. Its 3P ammo can be programmed for optimised effect against any target,

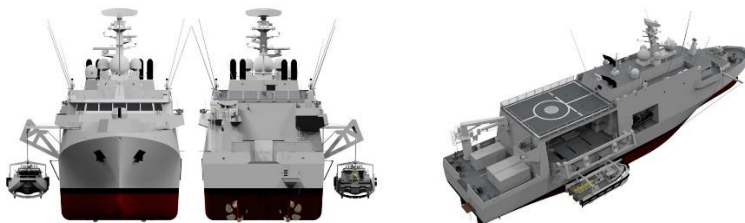
including airburst patterns for new threats that were previously impossible to engage (namely, UAV threats).

The modular stern deck can accommodate three ISO containers. The stern crane can be used to launch and recover UUV directly from the mother-ship.

Other weapon systems include two Sea DeFNder by Belgian company FN Herstal and four manned 12.7mm machine guns. The Sea DeFNder is a .50 caliber remote weapon station (RWS) already selected by the Belgian Navy on board its two Castor-class patrol boats (launch customer) and on loan with the United States Naval Surface Warfare Centre Dahlgren Division (NSWCDD) aboard a USV for testing,.

Aboard the future Belgian MCM mother-ship, one Sea DeFNder will be fitted forward, on the port-side bridge wing (the walkway extending outward from both sides of the pilothouse) while the second RWS is found at the stern, starboard side, on a dedicated platform placed right below the helicopter deck and above the aft deck.

Two of the four manned 12.7mm machine guns are located right in front of the bridge, on the port and starboard sides while the other two are fitted on the aft deck.



The images show that the “MCM mother-ship” can deploy two RHIB and two Inspector 125 unmanned surface vehicles (by ECA Group) via davits. A couple of arms can deploy from the bow to assist in the launch and recovery of these large USVs



The Inspector 125 USV has a length of about 12 meters, a beam of about 4 meters and a full load weight of 18.1 tons. According to ECA Group, the Inspector 125 is designed to receive a wide range of payload with easy and quick reconfiguration capability. It can carry, deploy and recover the A18 mid-size AUV, the T18 LARS for seafloor survey or MCM detection operation or 2x SEASCAN + 6x K-STER C for MCM identification and neutralization

UBERBOAT BY THAMES CLIPPERS



The company was started in 1999 by Sean Collins and Alan Woods as Collins River Enterprises. Initially they had just one boat in operation. In September 2006 Thames Clippers was taken over by the American Anschutz Entertainment Group (AEG). In 2007 the company bought six new catamarans to be used on the commuter services. In 2014 a new partnership was announced with MBNA. In 2015 and 2017 a total of four new “Hunt” class catamarans were purchased primarily for the Putney to Blackfriars route, where shallow draught was needed.

In July 2020, the company announced a partnership with the US-based ride-sharing service Uber. In March 2021, it was announced that AEG were putting Thames Clippers for sale. Thames Clippers operate under licence from Transport for London, whilst TfL manages the piers themselves. The fleet now consists of 17 high-speed catamarans, and 3 other craft. offering service from all major London piers every 10 to 20 minutes.

The routes normally covered extend from Putney to Woolwich (Royal Arsenal). At present they transport around 10,000 passengers daily on average. In 2019, the last “normal” year, Thames Clippers carried 4 million customers. In December 2018, MBNA Thames Clippers celebrated carrying its 40 millionth passenger. The service was closed for much of 2020.

In 2020 a long-term contract was signed to extend the service to Barking Riverside, and work on the new £7.3 million pier was due to start in August 2021. There are also plans to serve Silvertown and Thamesmead. In 2017 a deal was struck to provide services between Central London and the proposed Theme Park Resort on the Swanscombe peninsular, starting in 2024, with a related service from the resort to a Park & Ride in Tilbury Docks. Thames Clippers have this year been running an occasional service from Gravesend to

Central London on a trial basis. The London International Cruise Terminal is also served by Thames Clippers when visiting cruise ships call.

The main services currently are:

RB1: Runs between Westminster Millennium Pier and Woolwich Arsenal Pier, every 20 mins during the day and every 30 minutes in the very early morning and evenings.

RB4: A direct cross-river Canary Wharf-Rotherhithe ferry, every 20 mins and every 10 mins at peak times.

RB5: North Greenwich to Woolwich Arsenal every 30 mins at weekends.

RB6: Putney to Blackfriars, running peak times Monday to Friday only.

CURRENT FLEET 17 aluminium catamarans.



VENUS CLIPPER

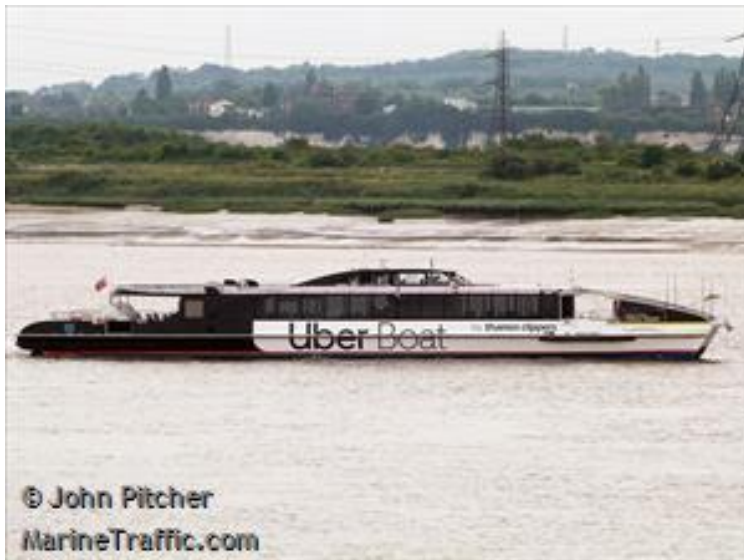
VENUS CLIPPER: Hunt class Mk3, built by Wight Shipbuilders in 2018. 222 passenger capacity. 35.3m long x 8.3m x 1.0m.



JUPITER CLIPPER

JUPITER CLIPPER and MERCURY CLIPPER: Hunt class Mk2, built by Wight Shipbuilders in 2017. 172 passenger capacity. 35.37m long x 8.3m beam x 1.0m draught. Powered by

two Scania D116 072M engines rated at 625hp and twin Rolls-Royce Kamewa 54-53/CA waterjets giving 30 knots.



GALAXY CLIPPER

GALAXY CLIPPER and NEPTUNE CLIPPER: Hunt class, built by Incat in Hobart in 2015. 150 passenger capacity. 35m long, 155 grt.



TYPHOON CLIPPER

AURORA CLIPPER, METEOR CLIPPER, CYCLONE CLIPPER, MONSOON CLIPPER, TORNADO CLIPPER and TYPHOON CLIPPER: River Runner 200 Mk2 class, built in 2007 and 2008 by Brisbane Ship Construction. 220 passenger capacity. 181 grt, and 38m long x 9.3m beam. Powered by two MTU V10 2000 diesels giving 30 knots.



MOON CLIPPER

MOON CLIPPER and SUN CLIPPER: River Runner 150, built by NQEA in 2001. Passenger capacity 138. 98 grt, 32m long. 25 knots



SKY CLIPPER

SKY CLIPPER, STAR CLIPPER and STORM CLIPPER: Hydrocats built by FBM on the Isle of Wight. 62 passenger capacity. 60 grt and 25m long. 22 knots



TWIN STAR

TWIN STAR: Catamaran. Built in 1976. 27 grt, 18m x 5m x 1.0mA former Ford's Dagenham ferry, now used on the RB4 Canary Wharf to Rotherhithe service. 120 passenger capacity. 8 knots.

The following two sisterships are monohulls. 16m x 3m x 0.6m. 26 knots.

ONION CLIPPER: Used for private charters.

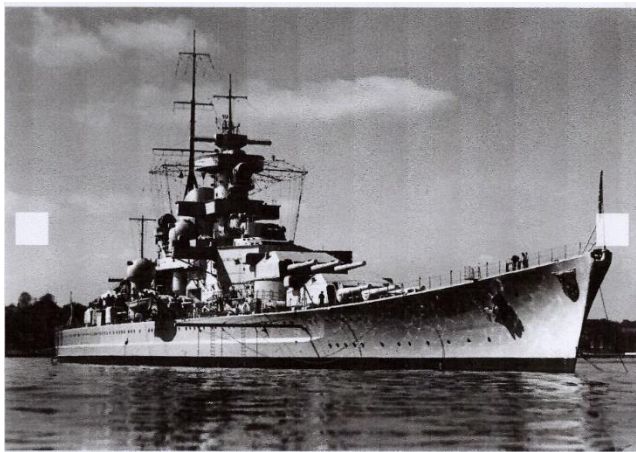
COMET CLIPPER: Carries parcels for DHL from Wandsworth Riverside Quarter Pier to Bankside Pier.

THE KMS GNEISENAU



Perhaps the least well-known German capital ship was the battlecruiser Gneisenau, the sistership of the Scharnhorst. She was built by the Deutsche Werke dockyard in Kiel, being laid down on 6th May 1935, launched on 8th December 1936, and commissioned on 21st May 1938. They were designed to counter the French Dunkerque class ships. Their protection was much better than the WW1 era battlecruisers, so they are commonly referred to as “Fast Battleships”. Their principal limitation was their 11” main armament. Whilst being quite accurate and long ranged, their shells were comparatively lightweight. It was always intended that the guns would be replaced by 6 No. 15” , but to wait for them would have delayed their commissioning by 12 to 15 months.

The Gneisenau was of 32,100 tonnes displacement, and her dimensions were 229.8m x 30m x 9.9m. She was powered by three Germania geared steam turbines giving a total of 163,660 shp and a top speed of 31 knots. Steam for the turbines came from 12 high pressure boilers. Her range was 6200 nautical miles at 19 knots. Her complement was 55 officers and 1613 enlisted men.

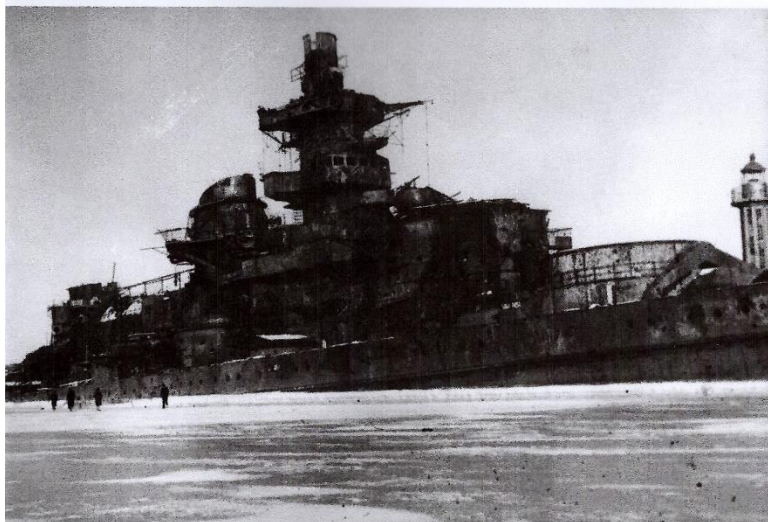


Her armament consisted of 9 x 11” guns, 12 x 5.9” guns, with her anti-aircraft armament consisting of 14 x 4.1”, 16 x 1.5” and 10 x 0.79”. 6 No. 21” above waterline torpedo tubes were added in 1942. She carried a catapult and 3 Arado Ar 196A floatplanes.

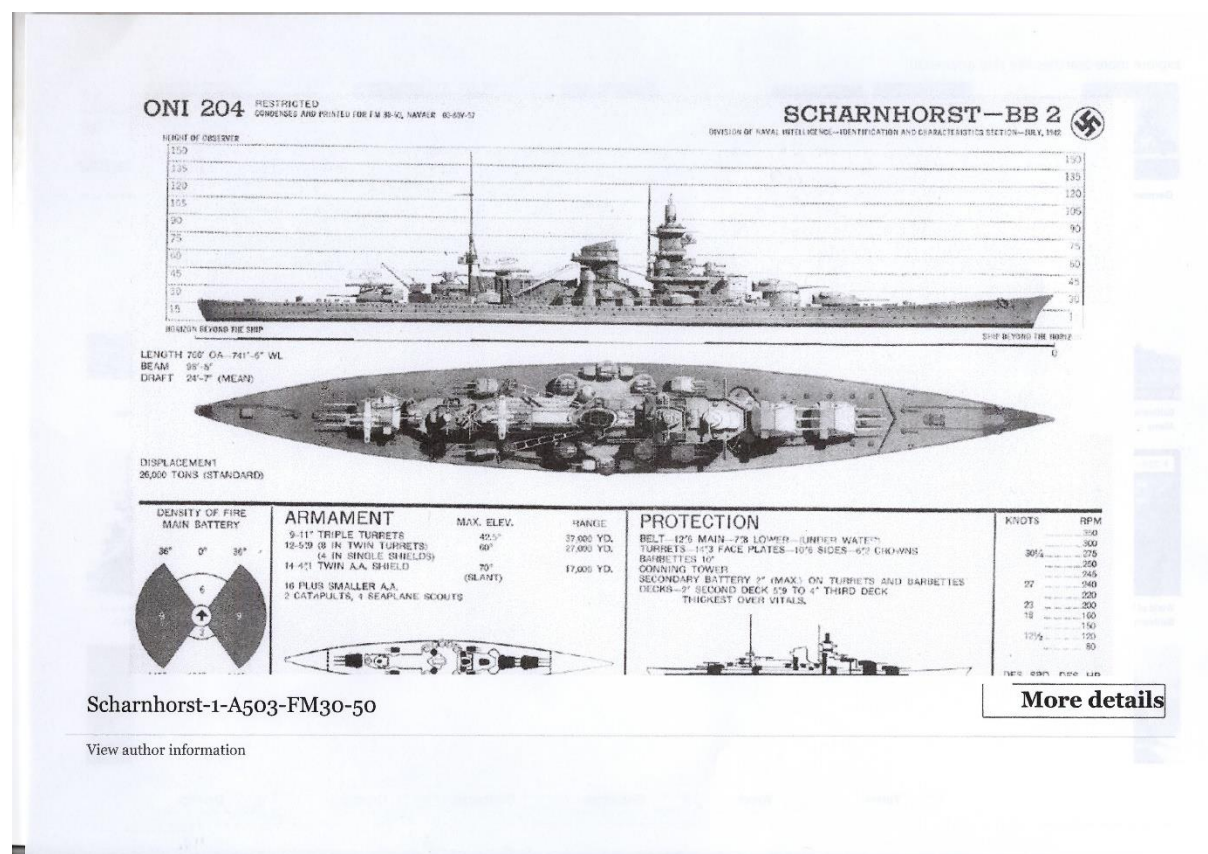
During her sea trials in 1938, she was found to ship considerable amounts of water in heavy seas, causing flooding in the bow and damage to the electrical systems in the forward turret. She went back to the dockyard for extensive modification to her bow, which was replaced with a raised “Atlantic bow”.

Despite several forays into the North Sea and North Atlantic, her service life could be said to being damaged by British aircraft and submarines followed by months in dry dock under repair. In February 1942 during a British air attack on the ship in dry dock at Kiel, a bomb penetrated her armoured deck and exploded in the forward ammunition magazine, causing serious damage and many casualties.

Gneisenau's wreck in Gdynia as a block ship [1920x1310]



The repairs necessitated were so time-consuming that it was decided to rebuild her with an additional 10m in length and the 6 No. 15" main armament. In 1943, Hitler ordered the cessation of the conversion work. Her 11" guns were removed and used as shore batteries in Norway and in the Atlantic Wall. On 27th March 1945 she was scuttled as a blockship at the entrance to Gotenhafen in German-occupied Poland. She was eventually raised and broken up in 1951.



THIS IS SCHARNHORST BUT EFFECTIVELY IDENTIC

PRIDE OF BURGUNDY



After a few week's "technical stop" in Tilbury Docks, the Pride of Burgundy sailed down the Thames on the evening of 14th October, heading for Calais.

She was built by Schichau Seebeckwerft A.G. at Bremerhaven as the P&OSL BURGUNDY, being launched on 16th May 1992 and completed on 23rd March 1993. She was originally intended to be freight only EUROPEAN CAUSEWAY for P & O's Dover to Zeebrugge service, but she was converted to a multi-purpose ferry (passenger and freight) prior to completion. Until 2019 she was UK flagged, but then, like the rest of P & O Ferries ships, she became Cyprus flagged. She has served on the Dover to Calais route for many years, and is the smallest P & O ferry on the service.

Her gross tonnage is 28,138 and her dimensions 179.7m x 28.3m x 6.27m, and she is owned and operated by P & O Ferries, now owned by DP World. She can carry 1420 passengers, and either 600 cars or 120 No. 15m vehicles. She is powered by 4 Sulzer ZA40S diesels driving 2 controllable pitch propellers.

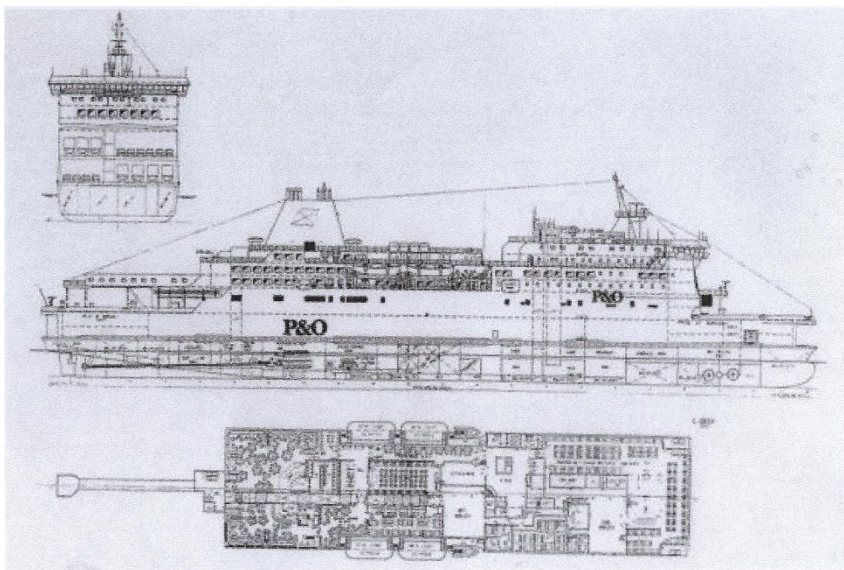
On 5th May 2020 she docked in the Port of Leith after a big reduction in cross channel traffic due to the pandemic. After being listed for sale, she re-entered service on 30th October 2020, but on 7th December she was moved to the River Fal and laid up again. In July 2021 she arrived at Tilbury to be laid up, but on 14th October she sailed for Calais for re-instatement as P & O's 5th ship on the route.

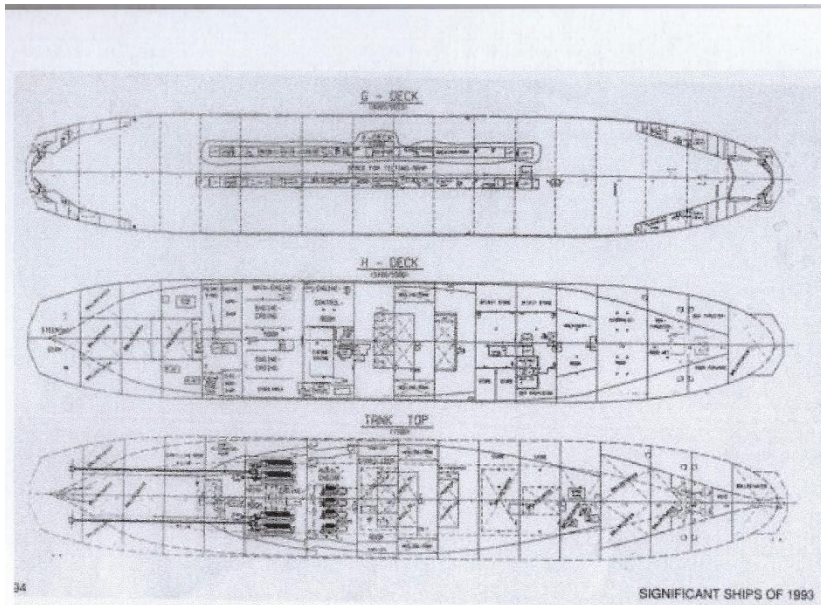


LAID UP IN THE FAL

There has been some controversy over the ship's manning in the past couple of years. After laying off many of their ferry staff when the pandemic hit, P & O Ferries have been using agency staff to man the Pride of Burgundy. The agency staff are required to work longer hours on lower wages, in contravention with the Collective

Bargaining Agreement with the trade union. P & O Ferries say the change was essential so that they could compete with the recently introduced ISLE OF INISHMORE operated by Irish Ferries. The trade union Nautilus has called for a work to rule on the other P & O Ferries ships on the route.





One Fact Wonder - Queen Mary 2

Pet Travel

The Queen Mary 11 is an approved carrier in connection with the Pet Travel Scheme (PETS) on Transatlantic crossings. The cost one way is in the range \$800 to \$1000. Cunard's "Pets on Deck" programme includes adding a range of pet friendly service amenities, such as fresh-baked biscuits.

As part of the enhanced programme, travelling dogs and cats receive a complementary gift pack, which features a frisbee, name tag, food dish & scoop, a complementary portrait with pet owners, a crossing certificate and a personalised cruise card.

The ship provides 12 deluxe kennels (with more being added), and a full time 'pet master' to provide care for your pet. Pets must remain in kennels or in the adjacent exercise area. Frequent times are available for owners to visit their pets.

Interiors



Queen Elizabeth 2's interior configuration was laid out in a horizontal fashion, where the spaces dedicated to the two classes were spread horizontally on specific decks, in contrast to the vertical class divisions of older liners. Originally there were to be main lounges serving three classes, layered one atop the other, but when Cunard decided to make the ship a two-class vessel, only two main lounges were needed.



Instead of completely reconfiguring the Boat Deck, the ship's architects simply opened a well in the deck between what were to have been the second- and third-class lounges, creating a double height space known as the Double Room (now the Grand Lounge). This too was unconventional in that it designated a grander two-storey space for tourist class passengers, while first class passengers gathered in the standard height Queen's Room. The configuration for segregated Atlantic crossings gave first class passengers the theatre balcony on Boat Deck, while tourist class used the orchestra level on Upper Deck.



Over the span of her thirty-nine-year seagoing career, QE2 received a number of interior refits and alterations.



Cunard broke from the traditional interiors of their previous liners for QE2, especially the Art Deco style of the previous Queens. Instead modern materials like plastic laminates, aluminium and Perspex were used. The public rooms featured glass, stainless steel, dark carpeting and sea green leather. Furniture was modular and abstract art was used throughout public rooms and cabins.

Dennis Lennon was responsible for co-ordinating the interior design, and his team included Jon Bannenberg and Gaby Schreiber, although Lennon's original designs only remained intact for three years.¹

The Midships Lobby on Two Deck, where first class passengers boarded for transatlantic journeys and all passengers boarded for cruises, was a circular room with a sunken seating area in the centre with green leather clad banquettes and surrounded by a chrome railing. As a kingpin to this was a flared, white, trumpet shaped, up lit column.

Another room, designed by Michael Inchbald, where QE2's advanced interior design was demonstrated was the first class lounge, the Queen's Room on Quarter Deck. This space, in colours of white and tan, featured a lowered ceiling with large indirectly lit slots, which, despite reducing the ceiling height, created an impression of airy openness above to deal with the otherwise oppressive dimensions of the single storey room (c. 30m x 30m x 2.4m). In addition, the structural columns were flared at the top to blend into the ceiling and to lose the visual indication of low ceiling height that straight columns would have given. (The Midships Lobby copied these features but without achieving the airiness.) Inchbald repeated the flaring of the columns in the bases of his tables and leather shell chairs. The indirect lighting from above could be switched from a cool hue for summer to a warm hue for winter.

The Theatre Bar on Upper Deck featured red chairs, red drapes, a red egg crate fibreglass screen, and even a red baby grand piano. Some more traditional materials like wood veneer were used as highlights throughout the ship, especially in passenger corridors and staterooms. There was also an Observation Bar on Quarter Deck, a successor to its namesake, located in a similar location, on both previous Queens, which offered views through large windows over the ship's bow. This room was lost in QE2's 1972 refit, becoming galley space with the forward-facing windows plated over.

In the 1994 refit, almost all of the remaining original decor was replaced, with Cunard opting to reverse the original design direction of QE2's designers and use the line's traditional ocean liners as inspiration. The green velvet and leather Midships Bar became the Art Deco inspired Chart Room, receiving an original, custom designed piano from Queen Mary. The Theatre Bar was transformed into the Golden Lion Pub, which mimics a traditional Edwardian pub.

Some original elements were retained including the flared columns in the Queens Room and Mid-Ships Lobby which were incorporated into the reworked designs. The Queen's Room's indirect lighting from above was replaced with uplighters which reversed the original light airy effect by illuminating the lowered ceiling and leaving shadows in the ceiling's slot. The

furniture and carpet which replaced Michael Inchbald's designs were incongruous next to the flared columns and slotted ceiling.

By the time of her retirement, the Synagogue was the only room that had remained unaltered since 1969. However it was reported that during QE2's 22 October five night voyage, the Synagogue was carefully dismantled before being removed from the ship prior to her final sailing to Dubai.

Artwork and artefacts[edit]

The designers included numerous pieces of artwork within the public rooms of the ship, as well as maritime artefacts drawn from Cunard's long history of operating merchant vessels.

Althea Wynne's sculpture of the White Horses of the Atlantic Ocean was installed in the Mauretania Restaurant.¹ Two bronze busts were installed—one of Sir Samuel Cunard outside the Yacht Club, and one of Queen Elizabeth II in the Queen's Room. Four life-size statues of human forms—created by sculptor Janine Janet in marine materials like shell and coral, representing the four elements—were installed in the Princess Grill. A frieze designed by Brody Nevenshwander, depicting the words of T. S. Eliot, Sir Francis Drake, and John Masefield, was in the Chart Room. The Midships Lobby housed a solid silver model of Queen Elizabeth 2 made by Asprey of Bond Street in 1975, which was lost until a photograph found in 1997 led to the discovery of the model itself. It was placed on Queen Elizabeth 2 in 1999.

Three custom-designed tapestries were commissioned from Helena Hernmarck for the ship's launch, depicting the Queen as well as the launch of the ship. These tapestries were originally hung in the Quarter Deck "D" Stairway, outside the Columbia Restaurant. They were originally made with golden threads, but much of this was lost when they were incorrectly cleaned during the 1987 refit. They were subsequently hung in the "E" stairway, and later damaged in 2005.

The ship also housed items from previous Cunard ships, including both a brass relief plaque with a fish motif from the first RMS Mauretania (1906) and an Art-Deco bas-relief titled Winged Horse and Clouds by Norman Foster from RMS Queen Elizabeth. There were also a vast array of Cunard postcards, porcelain, flatware, boxes, linen, and Lines Bros Tri-ang Minic model ships. One of the key pieces was a replica of the figurehead from Cunard's first ship RMS Britannia, carved from Quebec yellow pine by Cornish sculptor Charles Moore.

On the Upper Deck sits the silver Boston Commemorative Cup, presented to Britannia by the City of Boston in 1840. This cup was lost for decades until it was found in a pawn shop in Halifax, Nova Scotia. On "2" Deck was a bronze entitled Spirit of the Atlantic that was designed by Barney Seale for the second RMS Mauretania (1938). A large wooden plaque was presented to Queen Elizabeth 2 by First Sea Lord Sir John Fieldhouse to commemorate the ship's service as a Hired Military Transport (HMT) in the Falklands War.

There was also an extensive collection of large-scale models of Cunard ships located throughout Queen Elizabeth 2.

Over the years the ship's collection was added to. Among those items was a set of antique Japanese armour presented to Queen Elizabeth 2 by the Governor of Kagoshima,

Throughout the public areas were also silver plaques commemorating the visits of every member of the Royal Family, as well as other dignitaries such as South African president Nelson Mandela.

Istithmar bought most of these items from Cunard when it purchased QE2.

Shipbuilding on the Clyde - Barclay Curle *Part 2*

1950s The yards continued making a wide variety of high end vessels for companies all around the world. This included tankers, fish factory ships, bulk carriers and colliers.

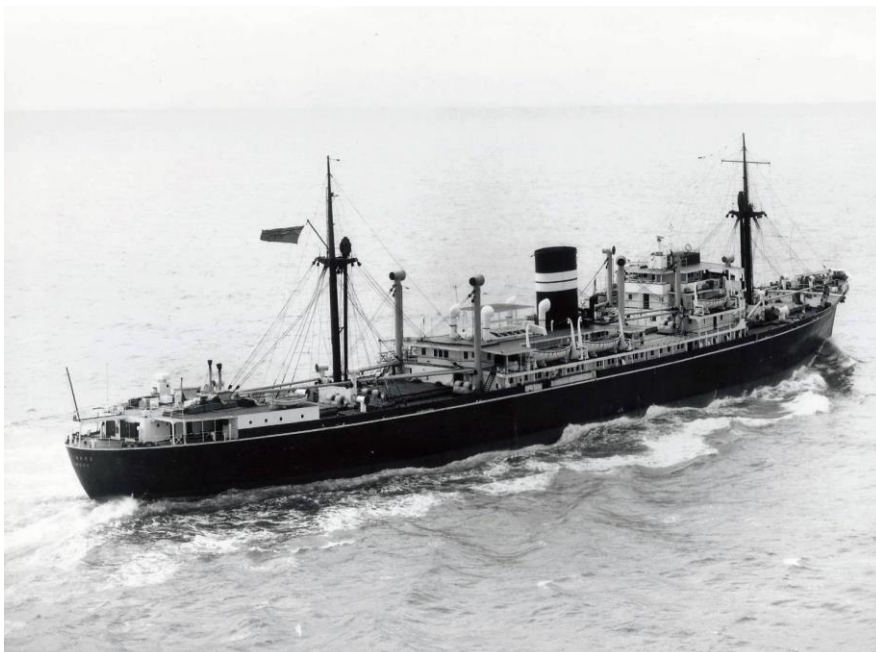
1961 Shipbuilders, repairers, engineers and dry dock owners.

1967 Swan Hunter Shipbuilders closed the Clydeholm yard

1968 The Swan Hunter owned Barclay Curle ceased building ships in its Clydeholm Shipyard at Whiteinch, Glasgow in 1968, focusing its operations on its Tyneside yards. The Elderslie Dockyard, which lay further west on the other side of Scotstoun and operated by Barclay Curle, was acquired by Yarrow Shipbuilders in 1974. The North British Diesel Engine Works continued and was purchased by the marine engineering company Sulzer^[1] until it was nationalised as part of British Shipbuilders under the Aircraft and Shipbuilding Industries Act 1977 and transferred production to naval weapon systems by British Aerospace (Sea Dart and Sea Wolf missiles) in the late 1970s, finally becoming an industrial estate in the mid-1980s.

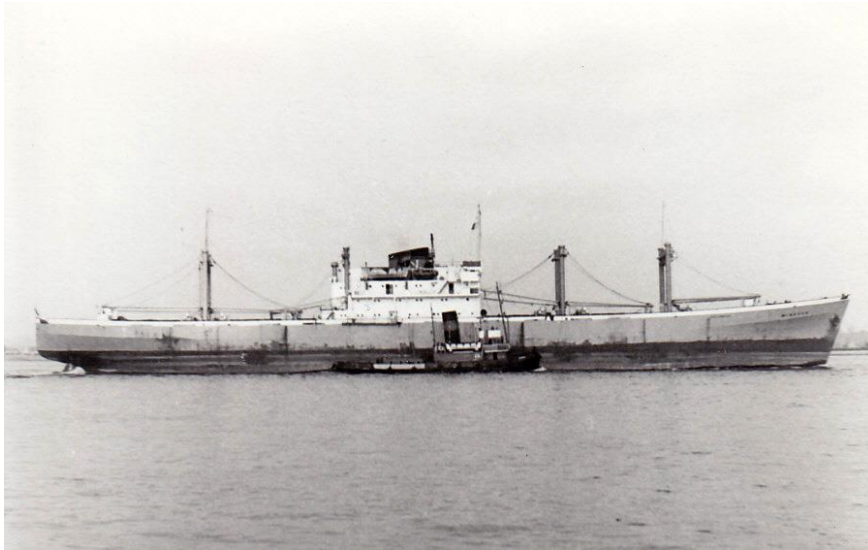
As part of the Seawind Group, the company is no longer based in Glasgow but retains ship repair facilities in Birkenhead, Merseyside, and at Appledore, Devon.

1952 Chinkoa for British India SN 7102 GRT



1972 Broken up Bilbao

1952 Windsor for Watts and Watts 7652 GRT

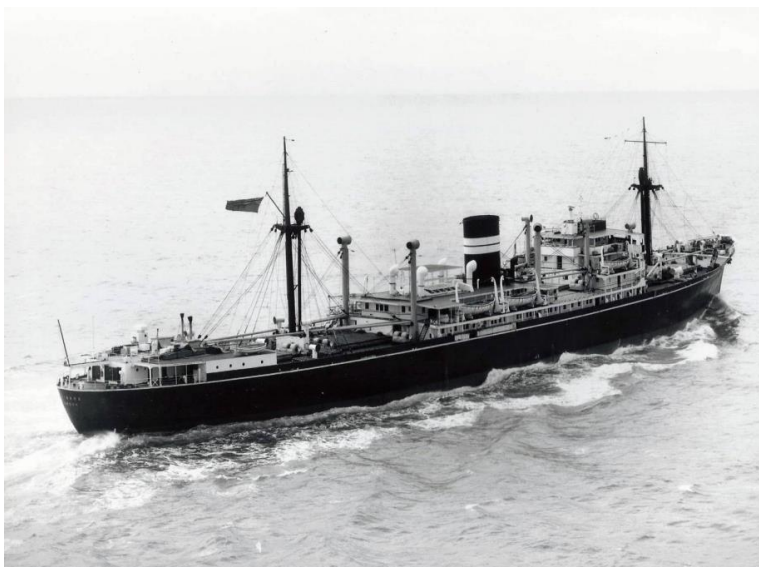


1963 Jag Ketu

1968 Eastern Lion

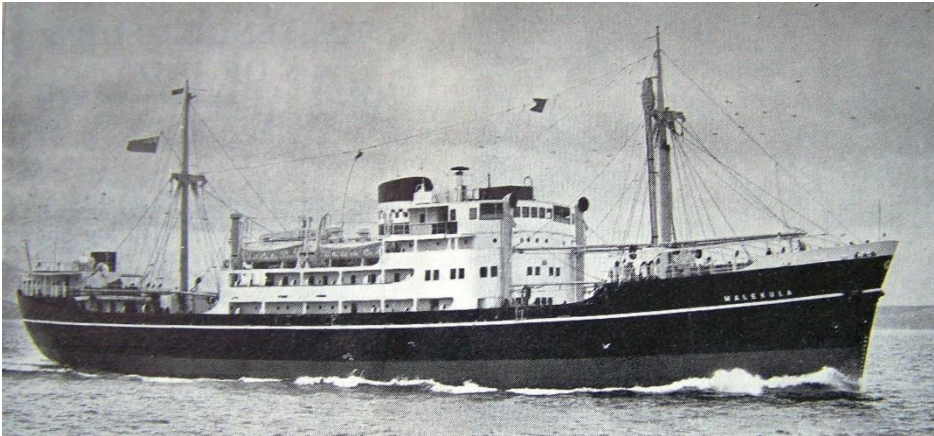
Believed broken up 19880's

1952 Uganda for British India SN 14430 GRT



1986 Broken up Kaohsiung

1952 Malekula for Burns Phillip 3786 GRT



19769 Jacques del mar III

1970 Isabel

1971 New Linda

1974 Broken up Kaohsiung

1953 Polartank for Melsom & Melsom 12651 GRT

1954 Somerset Trader

1997 Broken up Valencia

1954 Solsten for Tonbergs Rederei 15427 GRT

1959 Norborn

1966 Evangelos

1978 Broken up Spezia

1954 Arafura for Eastern & Australian SS 8775 GRT



1970 Tanda

1972 Broken up Kaohsiung

1954 Nuddea for British India S N 8596 GRT



1973 Broken up Kaohsiung

1955 Polarprins for Hvaifangersel Polaris



1968 Kavo Aetos

1974 Broken up Kaohsiung

1956 City of Colombo for Ellerman Lines 7739 GRT



1977 Benmhor

1979 Broken up Kaohsiung

1956 Nardana for British India S N 8511 GRT



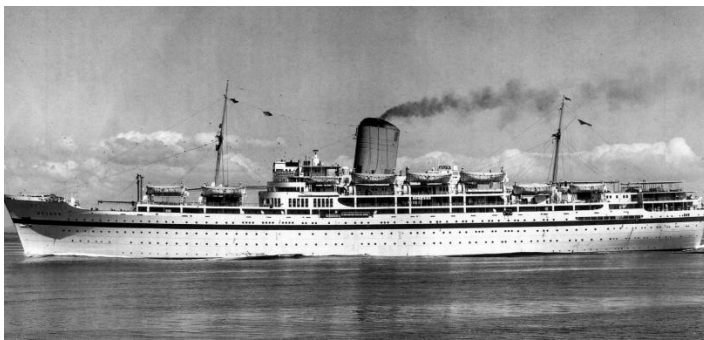
1963 Baradine

1968 Nardana

1977 Arya Pand

1976 Broken up Gadani Beach

1956 Nevasa for British India S N 20527 GRT



1975 Broken up Kaohsiung

1957 Woodarra for British India S N 8753 GRT

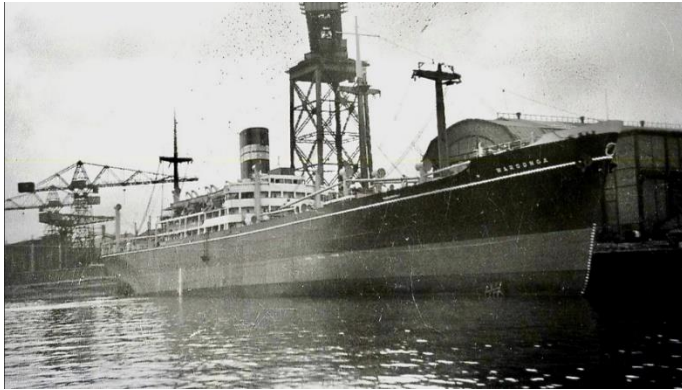


1969 Pando Gulf

1974 Benalbanach

1978 Broken up Inchon

1957 Waroonga for British India S N 8753 GRT



1968 Pando Point

1974 Benwyvis

1978 Broken up Kaohsiung

1958 Wimbledon for Watts & Watts 8301 GRT



1960 Port Wimbledon

1965 Wimbledon

1967 Swat

1982 Broken up Karachi

1958 Weybridge for Watts & Watts 9220 GRT



1964 Rosetti

1964 Weybridge

1967 Karotua

1982 Broken up Gadani

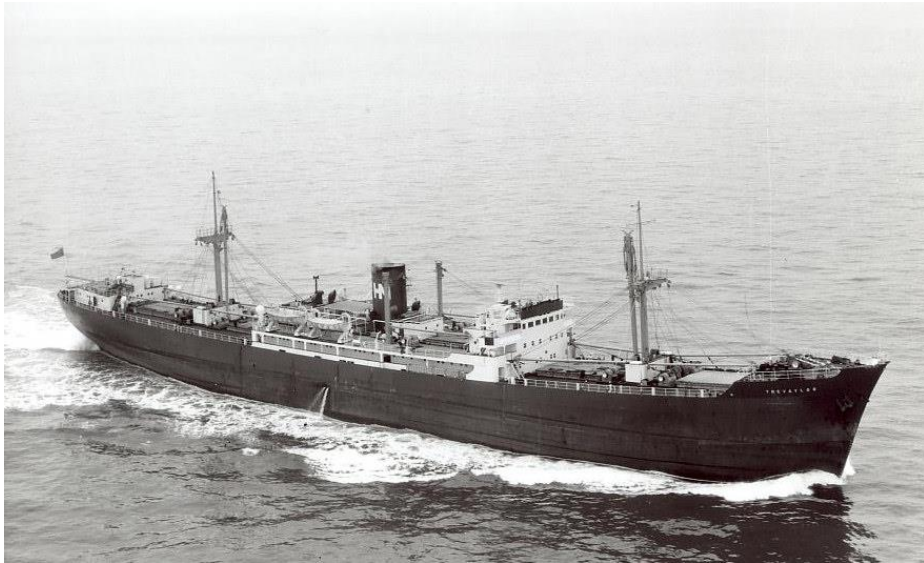
1959 Hurricane for Tonsbergs 12909 GRT



1970 Prima

1976 Broken up Hong Kong

1959 Trevaylor for Hain SS 6501 GRT



1973 Evgeniai

1976 Ran aground north of Jeddah

1960 Athelqueen for Athel Line 12457 GRT



1966 Anco Queen

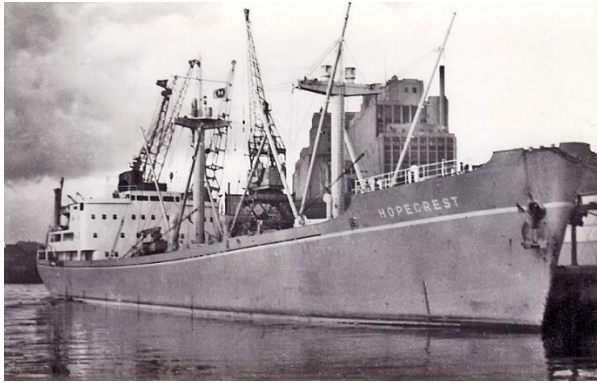
1971 Ocean Trader

1972 Allison Star

1981 Sanoka

1981 Broken up Gadani Beach

1961 Hopecrest for Hopemount Shipping 7610 GRT



1969 Selene

1976 Faneromeni

1979 Filothei

1984 Broken up Gadani Beach

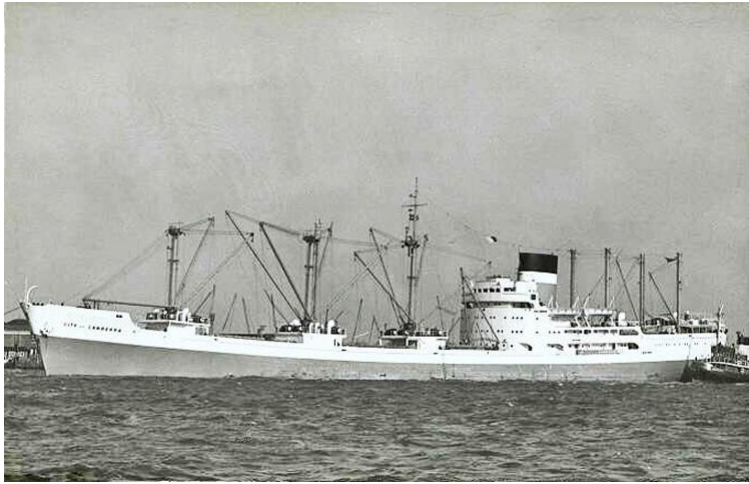
1961 Willesden for British Steamship 8556 GRT



1962 Georgi Sava Rakovsky

1983 Broken up China after service as a fish factory

1961 City of Canberra for Ellerman Lines 10306 GRT



1977 Tasgokd

1979 Broken up Kaohsiung

1963 Hopepeak for Hopemount SS 7457 GRT



1969 Natale

1981 Pegasus

1985 Broken up Xiang

1963 Hopecrag for Hopemount SS



1971 Eleni E F

1974 Lord Hastings

1980 Blue Bay

1985 Broken up

1964 City of Adelaide for Ellerman Lines 10404 GRT



1972 Cap Cleveland

1973 City of Canterbury

1975 Rubens

1983 Al Pioneer

1983 Broken up Chittagong

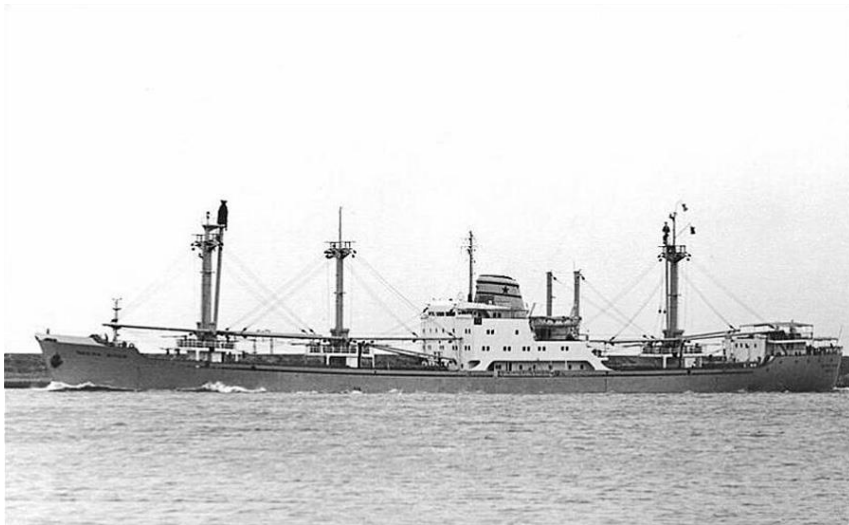
1965 Opawa for Trident Tankers 38996 GRT



1974 Angel Friendship

1984 Broken up Kaohsiung

1965 Nakwa River for Government of Ghana 7446 GRT



1984 Broken up Santander

1966 Vitkovice for Czechoslovak Ocean Shipping 24326 GRT



1987 Broken up Kaohsiung

1966 Port Burnie for Port Line 8374 GRT



1972 Angeliki

1992 Skopelos

1993 Skopelo

1993 Broken up Alang

1966 Needwood for France Fenwick/Hoveringham 1567 GRT



1973 Stone Marshall

1977 Zeeland

1992 Seal Sands

2012 Deleted

1967 Hamlet for Bruusgaard 29256 GRT



1972 Mediolanum

1980 Irenes Rhapsody

1984 Broken up China

1967 Coriolanus for Hellyer Bros Hull



1981 Achaios

1987 Stratos S

Last heard of 2005

The Anchor Line

Postcards courtesy of Simplon Postcard Collection

The Anchor Line grew with the River Clyde shipbuilding as the river was transformed by 19th century industrialisation

From the 1880s until the 1940s the company was famous for its sleek ships and the comfort it offered its passengers at a very affordable cost. And built up a reputation for value and became well known for employing some of the finest marine artists of the day to create its beautiful posters. It also played on its Scottish roots and employed Scottish crew and cabin crew, advertising "Scottish ships and Scottish crew for Scottish passengers"



255 GRT Ailsa Craig built 1860 sank 1865

The company was founded in 1855 when Captain Thomas Henderson became a partner in the shipping agent firm of N & R Handyside & Co, of Glasgow who operated a few sailing vessels. This resulted in the formation of the company Handysides & Henderson with the aim of establishing a New York service

At first they only operated to India under sail, in 1856 the company advertised it was to begin transatlantic sailings and the sailing ship Tempest was sent to Randolph and Elder, to have 150 horsepower compound steam engines installed¹ In October of that year the first Anchor Line service to New York set sail.

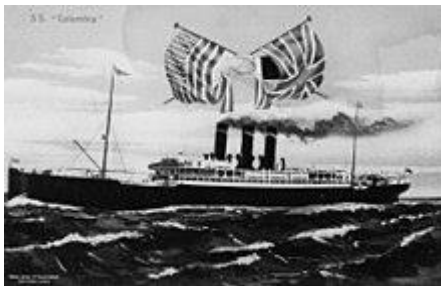
By 1866 the company was operating weekly sailings from Glasgow and had also initiated services to the Mediterranean, Calcutta and Bombay (once the Suez Canal had opened). In 1873, ownership of the company was completely transferred to the Henderson family, being

Thomas, his brother John who had joined the company a few years earlier and their two other brothers, David and William. The brothers lost no time in acquiring a shipyard at Meadowside and it operated under the name D & W Henderson 32 ships for the Anchor Line over several decades.

Despite successes, in the first 50 years of operation more than 20 ships were lost.



Calabria 1901-23



Columbia of 8292 GRT of 1902 sold 1926

Upon the death of the Henderson brothers, towards the end of the 19th century, the company restructured, becoming Anchor Line (Henderson Brothers) Ltd. in 1899, building large new offices on St. Vincent Street, modernising much of its fleet and in 1910 moving its



Caledonia 1905-16

berth to the newly built Yorkhill Quay. Its success drew the attention of the Cunard Line and in 1911 the Anchor Line was effectively taken over and the chairman of Cunard became the chairman of the Anchor Line.

In the First World War Anchor Line lost ships to enemy action including the 10,968 GRT Cameronia, 14,348 GRT SS Tuscania (1914), and 14,348 GRT Transylvania the following month. In the 1920s they were replaced by the 16,297 GRT RMS Cameronia, 16,923 GRT RMS Transylvania, 16,792 GRT SS California (1923), and 16,991 GRT SS Tuscania (1922)



Britannia 1926-1941

Anchor Line struggled in the Great Depression of the 1930s. In 1935 Cunard withdrew from the company and Anchor went into liquidation.

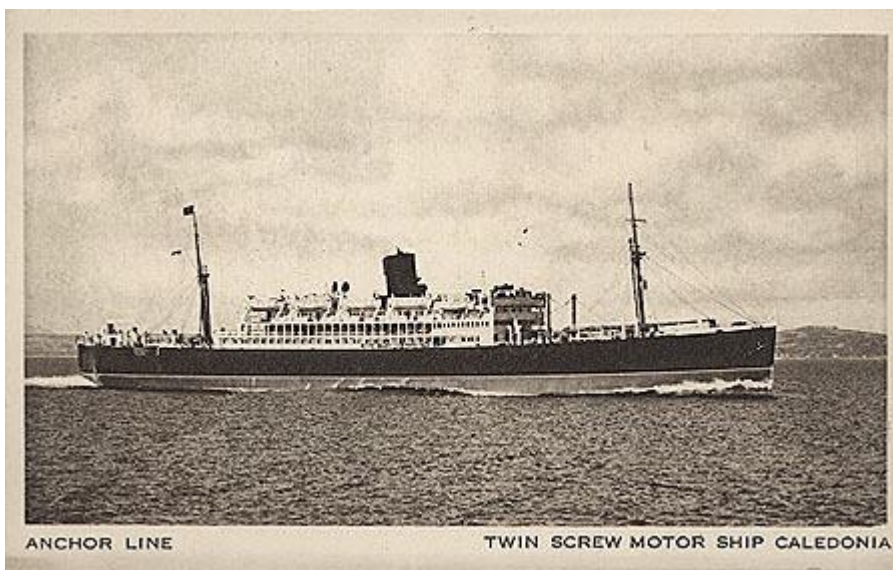
Shipping magnate Lord Runciman saved the company, letting it retain its identity.



Circassia 1937-1966

In the Second World War the Admiralty requisitioned Cameronia and Transylvania as armed merchant cruisers. On 10 August 1940 German submarine U-56 (1938) torpedoed and sank Transylvania in the North Atlantic off Malin Head, killing 36 members of her complement.

After the war Anchor Line struggled once again to change with the times. Its core markets gradually disappeared with the expansion of air transport. The company restructured several times to try and stay abreast of events but the last Anchor line ships were finally withdrawn from service in 1980 and the company was no more. At its height however, Anchor Line was well renowned and vitally important to Glasgow. In a company history written in 1932 it was observed that:



Caledonia 1948-65

QUIZ 18 OCTOBER 2021

Ships in the recent news

1. THOR MONDIC: A Singapore registered bulk carrier. The captain was arrested in Hong Kong for providing false information to the health authorities after 15 out of the 23 crew tested Covid positive. Late Sept.
2. HMS RICHMOND: Type 23 frigate sailed through the Taiwan Strait in a Freedom of Navigation exercise. Late Sept.
3. HMS LANCASTER: Type 23 frigate completed a two weeklong patrol of the Arctic. Late Sept.
4. ARA SANTISIMA TRINIDAD: An Argentinian Type 42 destroyer, the flagship of the invasion force of the Falklands Islands in 1982. There is a court case proceeding over whether she can be scrapped.
5. MARSHAL VASILEVSKIY: She loaded a cargo of LNG from the Yamal facility, and embarked on the Northern Sea Route towards India via the Bering Straits without icebreaker support.
6. LE COMMANDANT CHARCOT: The latest LNG powered polar explorer vessel owned by La Compagne du Ponant bunkered at a new facility at Le Havre.
7. JOANNA: A Marshall Island flagged bulk carrier. The owner / operator and chief engineer indicted in a New Orleans court for violating environmental laws by tampering with oil pollution prevention equipment.
8. SIR WALTER SCOTT: Loch Katrina screw steamer built in 1900 has launched an appeal for £500,000 for a new boiler and other repairs.
9. HEBRIDEAN PRINCESS: Passenger ship built in 1964 left Poole for Scotland after spending the summer season on the south coast due to the ban on cruise ships visiting Scottish ports.
10. KINGSTON: A tug has undertaken an epic tow of 9200 miles to Lagos, Dakar, Port Harcourt & Las Palmas with various tows.
11. MONGOLIA: Built in 1996 by Harland & Wolff as the KNOCK MUIR, one of the last vessels they built, has been sold for scrap and is heading for Bangladesh. 146,268 dwt.

12. KISMET: Superyacht of 2928 grt built by Lurssen in 2014 passed up the Thames on 3rd October bound for West India Dock. She is reportedly up for sale for around \$200 million.
13. IZUMO: A Japanese helicopter carrier had a US Marine Corps F35B landing on the ship. This was the first fighter to fly from a Japanese carrier since WW11.
14. HMS PRINCE OF WALES: Declared Fully Operational on 29th September.
15. USS FREEDOM: A Littoral Combat Ship is being decommissioned after only 13 years' service. Later units of the same class are still being built.
16. MF HYDRA: Won the prestigious Ship of the Year Award. She is a "Zero emission ferry" powered by liquid hydrogen. Norway flagged built 2021 with capacity for 300 passengers and 80 cars.
17. HMS BONNINGTON: A new attempt to restore her using crowd funding by the newly founded HMS Bonnington Preservation Trust.
18. DISNEY MAGIC: After a series of UK based mini-cruises, she left the Thames for the last time on 4th October heading back to Miami.