



World Ship Society
Southend Branch



News and Views

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Notes

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

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News

Holland America Line's Rotterdam departs on maiden voyage



HOLLAND AMERICA LINE

Rotterdam is the third in the Pinnacle-class series for Holland America Line

Holland America Line's Rotterdam has departed on its 14-day maiden voyage from Amsterdam, Netherlands, to Fort Lauderdale, Florida.

The 2,668-guest Rotterdam was delivered in July 2021 and is the third in Holland America Line's Pinnacle-class series.

Last week the ship arrived at its namesake city of Rotterdam, Netherlands,

Following the transatlantic crossing, Rotterdam will offer roundtrips from Fort Lauderdale from November until April 2022. The cruises range from six to 11 days and span southern, eastern, western and tropical Caribbean itineraries. Also on offer will be a 'Collectors' Voyage', which comprises back-to-back itineraries covering more than one area.

First renderings completed for hydrogen-powered ferry



CMAL

The renderings of the ferry were completed by AqualisBraemar LOC Group

The first renderings of the Scottish-led Hyseas III project, which aims to build Europe's first sea-going ferry powered by hydrogen fuel cells, have been completed by AqualisBraemar LOC Group.

The double-ended ferry will have capacity for 120 passengers and either 16 cars or two trucks. It is being designed to operate on the route between Kirkwall and Shapinsay in Orkney, Scotland, where hydrogen fuel will be generated using wind power. The vessel will also be capable of operating at other ports where hydrogen becomes available in the future.

The EU-funded programme involves Scottish partners Caledonian Maritime Assets Limited (CMAL), St. Andrew's University and the Orkney Islands Council, as well as Kongsberg in Norway, Ballard in Denmark, McPhy in France, Arcsilea in England, and global ferry industry association Interferry.

The next stage of the project will see the consortium seek feasibility approval for the designs from classification society DNV. String testing is also currently underway in Bergen, Norway to demonstrate the complete power and propulsion system. The full-size string test mirrors the load requirements of the new ferry on the route and will confirm power and fuel capacity requirements. The results of the test will be fed back to the team to be incorporated into the design.

The design is set to be completed in March 2022, at which point CMAL will seek funding partners to take the approved design to the procurement stage, which will lead on to the eventual tendering and construction of the vessel.

CULines rides to Santa's rescue with new UK service

Spotting another strain in the global supply chain, China's most agile boxline has sprung a new festive-themed service.

With headlines proliferating in the UK about the potential for empty shop shelves in the run up to the festive season, China United Lines (CULines) has debuted a new China-Tilbury Christmas Express.

The first voyage, utilising the 1,740 teu [A Daisen](#), departs Shanghai next Tuesday, calling at Ningbo and Yantian and then heading directly to Tilbury with a scheduled arrival date of November 25.

With other ports in the UK, notably key gateway Felixstowe, experiencing extreme congestion at present, CULines is touting Tilbury port, located near an Amazon warehouse, as a safer bet to get Christmas goods delivered in time this year.

CULines has expanded dramatically this year to offer speedy services on routes that have experienced supply chain dislocation with new services from China to the US, to Hamburg and India among 2021's offerings.

Star Pride



Windstar Cruises has taken delivery of the newly renovated and extended Star Pride from Fincantieri at the shipbuilder's yard in Palermo, Italy. The ship is the third and final of the cruise line's vessels to be lengthened and updated over a multi-year, \$250 million project.

Star Pride will remain in Italy until she resumes guest operations in April in the Mediterranean. Sister ship Star Breeze will begin sailing in Tahiti next week, while Star Legend is completing a short season in the Mediterranean before sailing to the Caribbean in November.

All three yachts increased in maximum capacity from 212 guests to 312 and now provide additional dining experiences, a new spa and fitness centre, an infinity pool, and more outdoor deck areas. In addition, Star Pride and all of Windstar's ships received renovations to update HVAC systems, adding new hospital grade high-efficiency particulate filters to clean the air onboard.

Visitors

Sir David Attenborough



Sir David Attenborough Built 2021 15609 GRT Falkland Islands Owner UK
Research & Innovation

Current Position Greenwich



Lyric Magnolia with Vb Panther SD Dolphin Built 2016 63694 GRT Bahamas
Owner Success Shipping Holdings

Current Position



Maplin Owner PLA



Belknight Built 2021 34738 GRT Norwegian International Owner Sansha Shipping

Current Position En route to Aviles



Mazarine Built 2009 31340 GRT Malta Owner CLdn Ro

Current Position



Kurpie Built 2009 24109 GRT Bahamas Owner Ares Seven Shipping

Current Position



Damsterdijk Built 2007 2984 GRT Netherlands Owner SCG Management

Current Position



ANL Wangarrata ex Suia Ann Rickmers Built 2008 39906 GRT Malta Owner Fence Bail 1

Current Position en route Dunkirk



Hafnia Soya Built 2015 24120 GRT Singapore Owner Hafnia Tankers

Current Position



One Columba Built 2018 145647 GRT Panama Owner Hanna Ship Holding / NYK

Current Position



Umm Slal Built 2008 163922 Marshall Islands Owner Nakilat Shipping



Grande Lagos Built 2014 71543 GRT Italy Owner Grimaldi

Current Position En route to Casablanca



Ebba Maersk Built 2007 171 542 GRT Danish International Owner Maersk A/ S
Current position Le Havre



COSCO Shipping Volga & Athens Glory

Built 2017 94623 GRT Hong Kong Owner COSCO

Built 2003 ex NYK Athens 75484 GRT Cyprus Owner Alevin Marine

Current Position En route Belgium

En route to Sunk



Fure Viking Built 2021 12763 GRT Sweden Owner Furetank

Current position En route to Immingham



Nordic Italia ex Italian Express Built 2012 12514 GRT Portugal Owner Nordic Hamburg

Current Position En route St Petersburg



X-press Annapurna ex NYK terra Built 2008 76789 GRT Liberia Owner OCM Annapurna

Current Position En route to Dumyat



Thun Granite ex Bro Granite Built 2004 4107 GRT Netherlands Owner Thun Tankers BV

Current Position En route to Eastham



Theodor Olendorff ex Nord Mercury Built 2008 40097 GRT Portugal Owner
Olendorff Dry Bulk

Current Position En route to Houston



Sofia Express Built 2010 93750 GRT Germany Owner Xiang L23/ Hapag Lloyd

Current Position En route to Jebel Ali



SCF Ussuri ex Prisco Irina Built 2009 29697 GRT Liberia Owner Palomar Transport

Current Position En route to Milford Haven



Doric Pioneer Built 2013 29622 GRT Liberia Owner Chios Navigation

Current Position en route to Suez Canal



From Andrew Gallaway at Hythe on Friday Queen Victoria

Quiz

1. It is the oldest competition in international sport, dating back to 1851. What is this competition?
2. Sir Alec Rose circum-navigated the globe single-handedly in 1967-68. What is the name of his yacht?
3. Which ship am I describing? It was a British steamship, built in 1952 as a passenger liner, and successively serving as a cruise ship, hospital ship, troop ship and stores ship. She was laid up in 1985 and scrapped in 1992.
4. The construction market for cruise ships is dominated by three European companies and one Asian company: Mitsubishi Heavy Industries (Japan), Chantiers de Atlantique (France), Meyer Werft (Germany and Finland) and which other company?

5. Which popular cruise port is a city spread across an archipelago of 14 islands and linked by bridges? The oldest quarter is Gamla Stam, a warren of narrow lanes.
6. Which Royal Navy ship has the pennant number R09?
7. Which author's first novel "A Prayer for the Ship" was published in 1958? He is most famous for his Napoleonic naval stories. He used the pseudonym Alexander Kent for some of his novels.
8. Between January and June 2021, what was the container throughput at DP World's hub at London Gateway (in TEUs)? a) 598,000; b) 758,000; c) 888,000
9. The house flag of Ellerman lines featured which three colours?
10. In what year was Thorpe Bay yacht club founded? (10 years either side is acceptable)

Colins Pictures



BBC Ontario New Orleans



Black Watch -Canvey



Fti Berlin – Canvey



Hercules – St Kitts



Iasonas – Thorpe Bay



Lyric Camelia -Thorpe Bay



Maersk Luz-Thorpe Bay



Monte Alegra -Felixstowe



MSC Branka – Thorpe Bay



Planca Cadiz -Gravesend

ATLANTIC ENTERPRISE AND ATLANTIC TONJER

Two rather unusual ships have been berthed in Tilbury Docks for a few months, but one, the Atlantic Enterprise, left on 8th October bound for Gibraltar and Port Said. The other, the Atlantic Tonjer, is still at Tilbury.



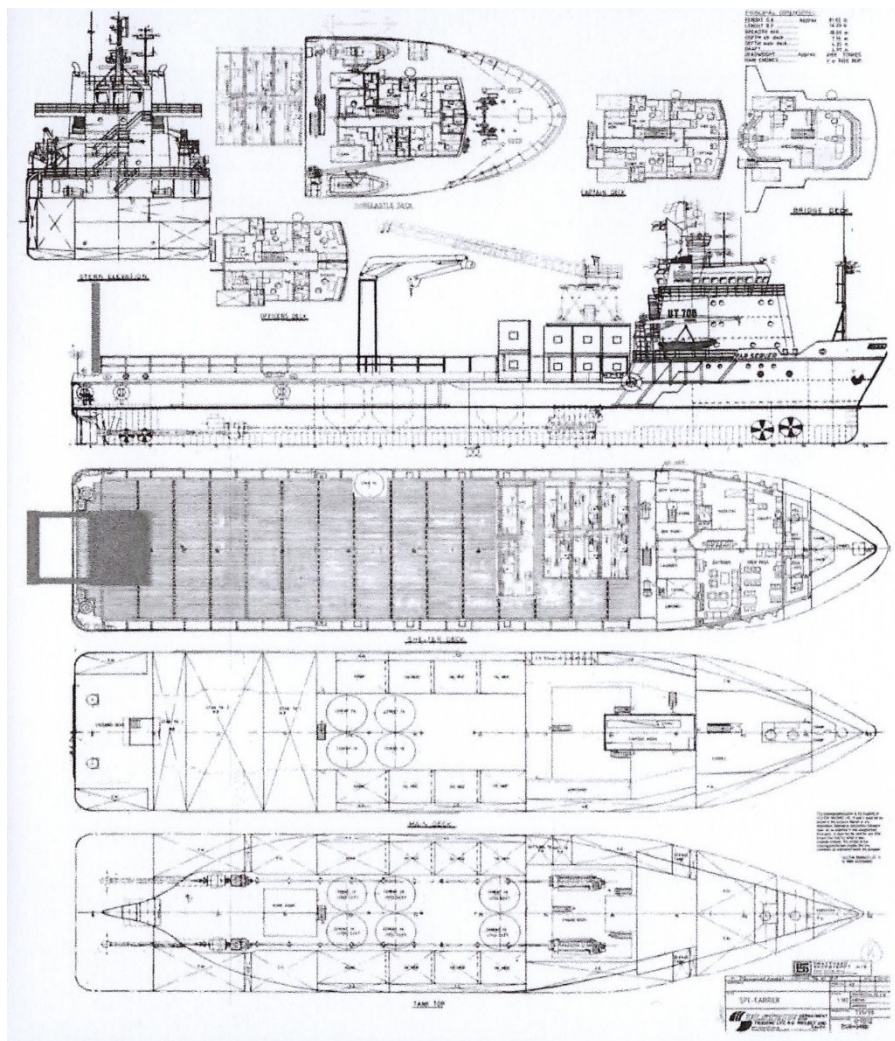
ATLANTIC ENTERPRISE BEFORE CONVERSION



ATLANTIC ENTERPRISE AS NOW

She was built in 1970 by Signal Ship Repair of Mobile, Alabama as a Research Vessel KAREN JUNE. She is of 6414 grt with dimensions 83m x 21m. She was converted in 1998 at Tyne Tees Dockyard into an offshore mothership, floatel and accommodation vessel. She has a dynamic positioning system to allow her to maintain a static position using propellers and thrusters. She also has a “walk to work” gangway and a landing pad for helicopters. She has living quarters for over 75 workers. She is Panama flagged.

Her main engine is a Wartsila Wasa 12V 32E diesel of 4915 KW. She has three Catapillar 3516B thrusters of 1901 KW each. Since February 2021 she has been operated by UK based Castle Ship Managers, who took over from Atlantic Marine Offshore.



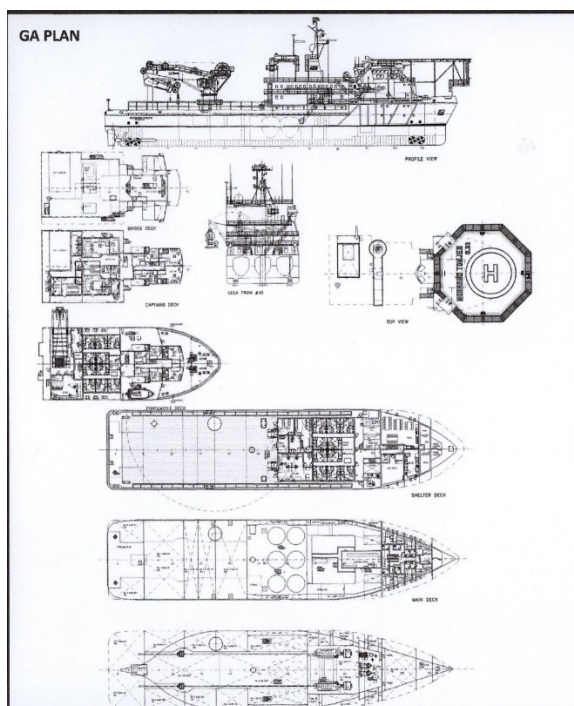
ATLANTIC ENTERPRISE



ATLANTIC TONJER:

She was built in 1983 as the NORMAND TONJER as an Offshore Support Vessel. She was rebuilt in 2000. She is of 3349 grt with dimensions 81m x 18m x 5m. She too has a dynamic positioning system and a walk to work gangway together with a heli-pad. She has living quarters for 68 workers. She is Panama flagged.

Her main engines are twin MAK 8M 453 on 3000bhp driving 2 controllable pitch propellers, and four Ulstein 150TV thrusters of 800bhp each. Since February 2021 she has been operated by the UK based Castle Ship Managers, who took over from Atlantic Marine Offshore.



ATLANTIC TONJER

Shipbuilding on the Clyde - Greenock Dockyard Part 1

The Mid-Cartsdyke (Greenock) Dockyard was owned by the agents of Clan Line Steamers between 1918 and 1966. This period is considered to be a golden period for shipbuilding and in particular for the Greenock yard with its association with Clan Line.

1900 The yard had been owned by Russell and Co who sold it in 1900 to the Grangemouth Dockyard Co which changed its name to the Grangemouth and Greenock Dockyard Co

1900s The yard made ships for a number of Spanish, Dutch, British and German companies. Great Lakes steamers, barques and triple expansion steam tramps were the core output, with colliers also a significant feature of the yard.

In its early days the yard was more commonly known as the 'klondyke' yard, in reference to the then recent Alaskan gold rush of 1894.

From 1903 the yard began building tankers; ten were built between 1908 and 1914.

In 1908 the company recognised the importance of the larger berths at Greenock, and reversed the yard names in the title, becoming the Greenock & Grangemouth Dockyard Co. Ltd

1911 Twin-screw refrigerated meat steamer 'El Zarate'. Full details in The Engineer.
. William Burrell ordered 20 tramps in a time of slump from five Port Glasgow and Greenock yards in 1906 including eight from the Dockyard all with 'Strath' names.

WWI The yard continued building steam tramps and two oilers for the Admiralty, along with coasters and tramps.

1918 The Mid-Cartsdyke yard was bought by Cayzer, Irvine and Co who were the managers of Clan Line of Glasgow. The yard's name was changed to the Greenock Dockyard Co. The yard went on to build over 65 Clan Line cargo-liners.

1920s In the early 20s the yard suffered (as many others) due to the freight slump. The yard managed to fulfil orders for passenger ships, steam tramps and a tanker.

No ships were launched in 1923, and only three vessels were launched the following year.

Mid 1920s, business looked up with eight tankers, two coasters and three tramps being built. In the late 20s, the yard was used extensively by Clan Line to build up its own fleet.

1930s The yard was closed for the first half of the 1930s due to The Depression. The company swapped its Mid-Cartsdyke yard with the Cartsdyke East yard of Scotts. The workforce moved to the new yard and began building liners for Clan Line again. Eleven cargo-liners were also completed at the yard prior to the outbreak of World War II.

WWII Ten cargo liners were completed by the yard, two of which were used by the Admiralty. Additional orders were made for five standard "Empire" tramps, and three standard refrigerated "Empire" cargo-liners.

Throughout the late 40s and early 50s, the yard focused on rebuilding itself after bomb damage and also built a number of large ships for the sugar importers and refineries of the

Lyle family. In addition, many ships were brought into the yard to be repaired following the War.

1946 Clan Cumming for Clan Line 7812 GRT



1962 Broken up Vigo

1946 Clan Maclaren for Clan Line 6009 GRT



1976 Seemor
1977 Broken up Gadani Beach

1947 Clan Maclachlan for Clan Line 6365 GRT



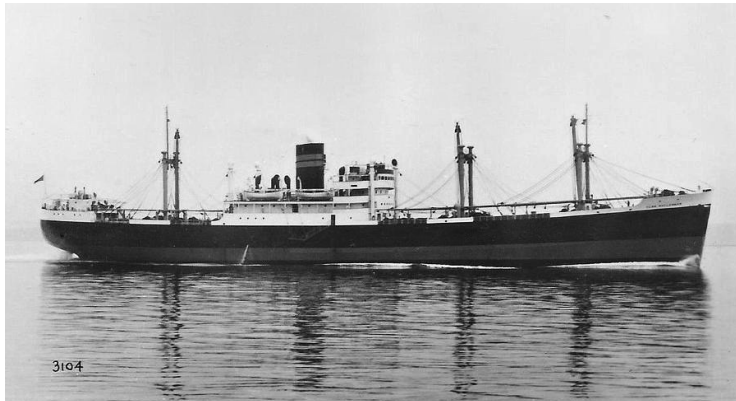
COPYRIGHT
R.S. 7.

S.S. "CLAN MACLACHLAN"

W. RALSTON LTD.
GLASGOW

1971 Broken up Shanghai

1947 Clan MacLennan for Clan Line 6366GRT



1971 Broken up Shanghai

1947 Clan Maclean for Clan Line 6013 GRT



1976 Sentosa Island

1979 Broken up Kaohsiung

1947 Belocean for Belships 7808 GRT



1964 Southern Star

1968 Marie Ann

1976 Broken up Gadani Beach

1948 Clan Macleod for Clan Line 6073 GRT



1976 Papaji
1977 Broken up Karachi

1949 Clan Mactaggart for Clan Line 8035 GRT



1972 Broken up

1949 Clan Mactavish for Clan Line 8035 GRT



1971 Broken up China

1949 Clan Maclay for Clan Line 6705 GRT



1979 Angelos
1979 Broken up Kaohsiung

1950 Kenuta for Pacific Steam Navigation 8494 GRT



1971 Broken up Antwerp

1950 Flamenco for Pacific SN 8494 GRT



1966 Pacific Abeto
1981 Broken up Chittagong

1950 Clan Shaw for Clan Line 8101 GRT



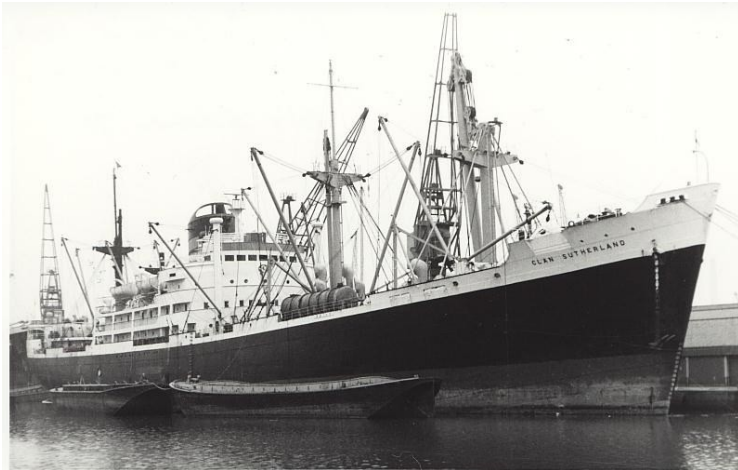
1960 Steenbok
1961 South African Seafarer
1966 SA Seafarer
1966 Wrecked Capetown

1950 Clan Sinclair for Clan Line 8405 GRT



1972 Broken up Kaohsiung

1951 Clan Sutherland for Clan Line 8436 GRT



1971 Zhan Zhou
1971 Broken up China

1951 Thorskog for Thor Dhal 11325 GRT

1965 Gauchito
1969 Gaiety
1970 Telegonos
1974 Broken up Shanghai

1952 Corato for Hadley Shipping 11387 GRT

1962 Senanaque
1965 Broken up Split

1952 Clan Macinnes for Clan Line 6517 GRT



1978 Athoub
1979 Broken up Kaohsiung

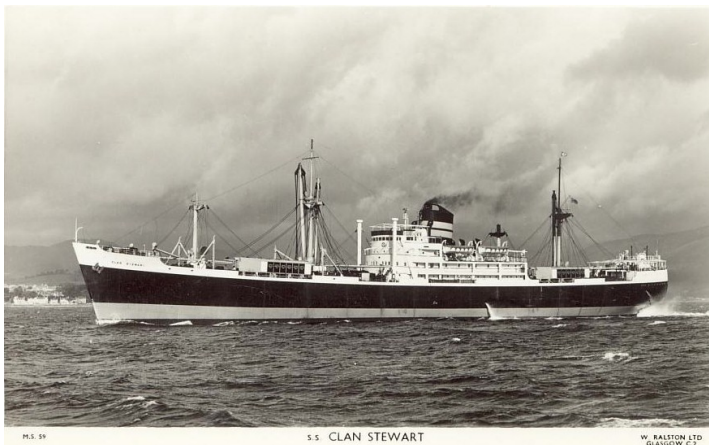
1953 Imperial Transport for Houlder Bros 11365 GRT



1964 Angeliki
1969 Broken up Kaohsiung

1953 Alva Cape for Alva Steamship 11252 GRT
1966 Caught fire

1954 Clan Stewart for Clan Line 8121 GRT



1961 South African Sculptor
1962 Kinpurnie Castle
1968 Hellenic Med

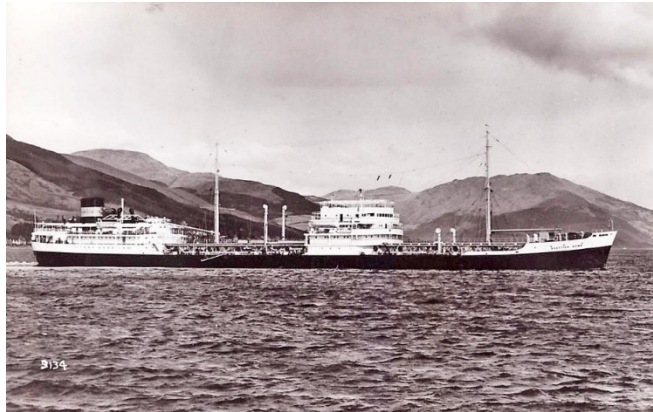
1954 Clan Robertson for Clan Line 7898 GRT



1959 Umzinto
1960 Rooibok
1961 South African Shipper

1966 SA Shupper
1975 Broken up Kaohsiung

1955 Scottish Hawk for Scottish Tanker Co 11148 GRT



1965 Anytos
1971 Aegis Peace
1972 Broken up Valencia

1955 Potosi for Pacific SN 8564 GRT



1972 Kavo Peiratis
1976 Broken up Dalmuir

1955 Pizarro for Pacific SN 8564 GRT



1972 Kavo Maleas
1974 Broken up Kaohsiung

Short history of a line Walter Runciman

Walter Runciman, 1st Baron Runciman (6 July 1847 – 13 August 1937) was an English shipping magnate.

1847 Born in Dunbar, Scotland, son of Walter Runciman, a coast guard^[1]

His grandson, Steven, referred to him as "a Geordie of Scots descent who ran away to sea at 11, was a master mariner by 21 and founded a shipping line". Runciman later wrote several books based on his years at sea.

1889, Runciman founded the South Shields Steam Shipping Co, based in the port of South Shields, on the south bank at the mouth of the River Tyne, which was then part of County Durham but now in Tyne and Wear. Walter Runciman was Managing Director and Secretary, and John Elliott was the chairman.

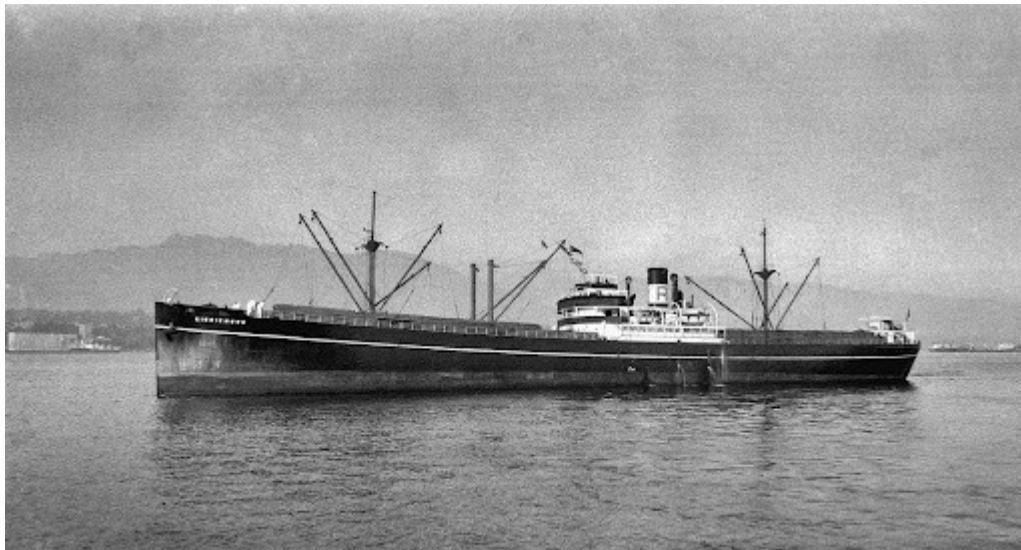
1892 the company offices moved up the River Tyne to the city-port of Newcastle.

In April 1897 the company changed its name to the Moor Line. Runciman and his son, who had carried on business as partners in Runciman and Co, were appointed Managing Directors of Moor Line.

Elliott died in 1898 and the elder Runciman held the position of Chairman until his death in 1937.

1906 Runciman was created a baronet in 1906

1911 Sir Walter Runciman (baronet) 63, shipowner, etc, lived in Newcastle with Ann Margaret Runciman 63, Right Hon. Walter Runciman 40, President of the Board of Education, and his niece Alexandrina Dick Runciman 29^[2]



Kirriemoor 1922



Fernmoor 1922

In May 1935, Anchor Line (Henderson Bros) Ltd went into liquidation as a result of world-wide trade depression and immigration restrictions imposed by the USA. Control passed to Runciman (London) Ltd, and the company was incorporated anew as Anchor Line (1935) Ltd with Lord Runciman as chairman. The Brocklebank and Donaldson Lines bought themselves out of the new organisation and so Anchor-Donaldson and Anchor-Brocklebank ceased to exist.. Anchor Line (1935) Ltd concentrated on New York and Indian services. By 1937 the company name had been changed again to Anchor Line Ltd, although it was still controlled by Runciman (London) Ltd. At the outbreak of World War II, Anchor Line (1935) Ltd had nine ships and one on the stocks. Altogether six of these ten ships were lost.

In 1949, a controlling interest was taken by the United Molasses Company and by 1953 Anchor Line Ltd was their wholly owned subsidiary. Runciman (London) Ltd were retained as managers.



Kirriemoor 1960

In 1965, Moor Line Ltd of Newcastle-on-Tyne, England (managed by Walter Runciman & Co Ltd) acquired Anchor Line Ltd from the United Molasses Co. Viscount Runciman was chairman of both Moor Line Ltd and Anchor Line Ltd. In 1966 Moor Line Ltd purchased the managing company Walter Runciman & Co Ltd and decided to move their administrative offices from Newcastle-on-Tyne, England to Glasgow, Scotland and have the management of the two companies, Moor Line Ltd and Anchor Line Ltd, under one roof. The final passenger voyage to India took place in 1966.

In 1968, Moor Line Ltd changed its name to Walter Runciman & Co Ltd and transferred the ownership of the entire fleet to Anchor Line Ship Management Ltd, a newly created company. Runciman Shipping Ltd was formed for the day-to-day management of all the vessels. In that year, Anchor Line Ltd gave up the Glasgow–USA trade, but became agents for Cunard Brocklebank Ltd, handling all Atlantic Container Line traffic from Scotland and providing ancillary shore services for containers. The base was at Braeside, Renfrew, Renfrewshire, Scotland. The Runciman Group expanded again in 1969 with the acquisition of the Currie Line Ltd, of Leith, Edinburgh, Scotland and in 1972 Anchor Line Ltd acquired George Gibson & Co Ltd, also of Leith.

In 1976, the Anchor Line Company Ltd structure was recast. It retained ownership of the vessels and had responsibility for shipping policy. There were five operating Divisions: Anchor Line Eastern Services Ltd (concerned with Eastern commercial activities); Anchor Line Ship Management Ltd (handling the bulk carriers and any managed vessels); Currie Line Ltd (concerned with European services, mainly with chartered tonnage, warehousing and road haulage); George Gibson & Co Ltd (concerned with the gas tanker fleet); Runciman Shipping Ltd (dealing with the administration).

By 1986 all that remained of the company were five liquid gas carriers, technically owned by Gibson & Co

Anchor Line Eastern Services Ltd, Anchor Line Ship Management Ltd and George Gibson & Co Ltd were all active in 2005.

Quiz Answers 1st November 2021

- 10 It is the oldest competition in international sport, dating back to 1851. What is this competition?

The America's Cup, first won by the sailing yacht, America

11. Sir Alec Rose circum-navigated the globe single-handedly in 1967-68. What is the name of his yacht?

Lively Lady

12. Which ship am I describing? It was a British steamship, built in 1952 as a passenger liner, and successively serving as a cruise ship, hospital ship, troop ship and stores ship. She was laid up in 1985 and scrapped in 1992.

SS Uganda

13. The construction market for cruise ships is dominated by three European companies and one Asian company: Mitsubishi Heavy Industries (Japan),

Chantiers de Atlantique (France), Meyer Werft (Germany and Finland) and which other company?

Fincantieri (Italy)

14. Which popular cruise port is a city spread across an archipelago of 14 islands and linked by bridges? The oldest quarter is Gamla Stam, a warren of narrow lanes.

Stockholm

15. Which Royal Navy ship has the pennant number R09?

The aircraft carrier, HMS Prince of Wales

16. Which author's first novel "A Prayer for the Ship" was published in 1958? He is most famous for his Napoleonic naval stories. He used the pseudonym Alexander Kent for some of his novels.

Douglas Reeman

17. Between January and June 2021, what was the container throughput at DP World's hub at London Gateway (in TEUs)? a) 598,000; b) 758,000; c) 888,000

c) 888,000

18. The house flag of Ellerman lines featured which three colours?

A green cross on a red background, with a white circle in the middle

19. In what year was Thorpe Bay yacht club founded? (10 years either side is acceptable)

1948, the first yacht club east of Southend pier
