



World Ship Society
Southend Branch



News and Views

Newsletter Edition 44 Edited

15 November 2021

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

News & Views Coordinator Richard King rking567@btinternet.com

Notes

Colin has been in hospital for the last three weeks with mobility problems and the ward having covid so they had to move him and isolate. We wish Sandra and him well,

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

Contents

News

Visitors

Quiz Tony

Cruising starts with Hapag Lloyds Augusta Victoria

Tugs currently working the Thames Part 1

Colins Pics

One Fact Wonder- Blue Riband

Shipbuilding on the Clyde – Greenock Dockyard- Part 2

Short History of a Line W J H Alexander (Sun tugs)

Quiz Answers

News

MCS Anneke at work by Nass beacon West Mersea

Pictures 09 11 by Ron Pratt on Board Gladys





Irish Ferries to add second ship on Dover-Calais route



Irish Ferries is to add ro-pax cruise ferry Isle of Innisfree to its route between Dover, UK, and Calais, France, in the first week of December 2021.

Isle of Innisfree was built in 1992 by the Boelwerf shipyard in Belgium. She has capacity for up to 1,140 passengers and 83 freight vehicles or 600 cars. The ship offers facilities such as a self-service restaurant, café, Club Class lounge, a duty-free shop, a children's play area and outdoor decks.

Fincantieri begins construction of Seven Seas Grandeur



in November 2023

Fincantieri has begun construction of Regent Seven Seas Cruises' newest ship, Seven Seas Grandeur, at its shipyard in Ancona, Italy. The cruise line held an official steel-cutting ceremony at the shipyard to mark the milestone.

Designed by Studio DADO, Seven Seas Grandeur will have capacity of 750 guests and have a gross tonnage of 55,500. She will feature 15 suite categories, including the 4,443-square-foot Regent Suite with its own in-suite spa. Renderings of the speciality restaurants Prime 7 and Chartreuse have also been revealed, along with images of the reimagined design of the Compass Rose restaurant.

Seven Seas Grandeur will begin her inaugural season in November 2023, offering 17 voyages in the Caribbean and the Mediterranean and two transatlantic crossings, ranging from seven to 16 nights in length.

China's New Aircraft Carrier Nears Completion



China is three to six months from launching its third and most modern aircraft carrier, new analysis shows, in what would be a milestone for President Xi Jinping's effort to project power into the high seas.

The Jiangnan Shipyard near Shanghai has made "steady progress" this year on the vessel, known for now as Type 003, the Center for Strategic and International Studies said in [the report](#) dated Tuesday. The center, a Washington-based think tank, added that satellite imagery shows "that the installation of the carrier's main external components is nearing completion."

The ship's use of catapults "is a major leap forward for the People's Liberation Army Navy," the report said, because it will be able to "launch fixed-wing aircraft with heavier payloads and more fuel, as well as larger aircraft." That would put China — whose two active carriers use simpler, "ski-jump" flight decks — into an exclusive club with the U.S. and France.

Xi has pledged to "basically complete" a decades-long modernization effort of China's once infantry-dominated military by 2035, with a particular focus on building a "blue water" navy. The new carrier would extend the PLA's effective range further beyond the so-called First Island Chain, including Taiwan the Philippines, and Japan.

The shipyard working on the Type 003 carrier is operated by Jiangnan Shipbuilding Group, a subsidiary of China State Shipbuilding Corp., the world's largest commercial shipbuilder. The CSIS report added that satellite imagery indicates that work on other military vessels at the facility has slowed in recent months.

The foreign capital flowing into Jiangnan and other shipyards on China's coast may, directly and indirectly, support the PLA Navy's modernization, CSIS said, adding that foreign companies may want to consider whether their vessels should be built alongside such warships.

While the Type 003 would be China's largest and most modern warship, it's likely to fall short of the capabilities of either the U.S.'s Nimitz- or Ford-class nuclear-powered supercarriers. The vessel is expected to have conventional diesel propulsion and be closer in size to the Kitty Hawk-class carriers built by the U.S. in the 1960s.

China also lacks the global port network needed to support large capital ships on extended missions. And it's still developing reliable fifth-generation fighter jets to launch from its carriers.

The Type 003 is years away from going into active service considering "the technical challenges of building a modern aircraft carrier," according to the center's report. The U.S. Department of Defense [said](#) in an annual assessment released last week that the carrier was expected to be fully operational by 2024.

Billion Dollar Superyacht Business is Booming

When Chinese billionaire Jack Ma took a trip to Spain's Mallorca island last month, much was made of it being his first foreign foray since a 2020 fallout with regulators had clipped his wings.

However, Ma's sunny sojourn on his newly-built 88-meter (289 ft) cruise boat Zen – estimated to be worth \$200 million – also put a spotlight on a global trend: the return of the superyacht.

As the number of billionaires grows and COVID-19 has added to incentives for avoiding crowds, the multi-billion-dollar global luxury boat industry is rebounding fast after near-paralysis at the onset of the pandemic.

The cost of a superyacht can range from \$10 million second-hand to \$600 million new, industry figures show.

Over 200 new ones hit the water for the first time this year until September, up from 165 in the same period of 2019, the Superyacht Group said.

Some 330 have been ordered to be ready before 2023.

MB92's Barcelona shipyard is full with boats measuring up to 180 meters. Around 1,000 workers paint, fix engines and perform other maintenance for owners seeking to have them ready for the year-end Caribbean season.

And with the number of billionaires soaring to 2,755 – 660 more than a year ago according to Forbes –

Italian yacht builder Ferretti's order book exceeded 900 million euros (\$1.04 billion) in January-September, well above 2019's full-year 691 million euros.

At Azimut Benetti, another Italian yacht builder, the order book tripled to 1.2 billion euros by August from a year earlier, with U.S. clients driving the demand.

The yacht sector is one of a few winners in the post-lockdown era. By contrast, just half of large cruise ships had returned to the seas by September under strict anti-COVID measures, the Cruise Lines International Association said.

Despite fears of contagion and extra COVID-related costs for travel, appetite remains high.

Spanish-based travel group Amadeus said cruise demand is on the rise for 2022.

Renting a super-yacht is also an option – if you can afford it.

A one-week luxury charter for up to 12 passengers in Greece or Italy can cost between 300,000 and 500,000 euros, two market sources said. On board facilities include spas, Michelin-level dining, watersports instruction and fitness classes.

In another popular destination, Croatia, around 433,000 people enjoyed a yacht charter holiday this year up to mid-October, 88% more than in 2020, according to the national tourist board.

The boom has plenty of spin-offs.

Refitter MB92 is seeking to expand to the Middle East and the Americas, while its Barcelona neighbour, Marina Port Vell, will build 23 new berths for superyachts.

European investment fund Squirle Capital has stakes in both companies, attracted by the sector's high margins and evolution.

Havila Voyages takes delivery of Havila Capella



The ships are operating as part of a 10-year contract from the Norwegian Government to sail the historic route, with Havila operating four of the 11 vessels departing daily. The 12-day voyage visits 34 different coastal ports, passes through four Unesco World Heritage sites and crosses the Arctic Circle twice.

Havila Capella will feature a decor that reflects Norwegian landscapes and uses natural materials. She will offer two restaurants and a café serving both traditional Norwegian dishes and modern creations based on Norwegian ingredients.

Each of the new ships will be fitted with battery packs with capacity for up to four hours of emissionfree sailing through environmentally sensitive areas. The batteries will then be charged in the ports along the route using clean hydropower. Other sustainability features will include the use of surplus heat to generate energy, the use of LNG and energy monitoring systems.

The ship is scheduled to start sailing along the Norwegian coast between Bergen and Kirkenes from 1 December, becoming the first of the four ships ordered by Havila Voyages to enter service. The second ship is scheduled to be delivered in January, with two further ships arriving in summer 2022.

Bolette makes inaugural sailing from Port of Southampton



Fred. Olsen Cruise Lines' new flagship Bolette has departed on her first cruise from Southampton, UK, marking the start of her inaugural season of sailing from the city.

Bolette will sail to Antwerp and Amsterdam in the Netherlands on a five-night 'Netherlands & Belgium City Break' itinerary. The ship will offer 26 sailings from Southampton between now and August 2022, with voyages ranging from four to 19 nights and visiting destinations including Italy's Amalfi Coast, the Norwegian Fjords and Iceland.

Maersk Reports Record-Shattering Quarterly Earnings Amid Continued 'Exceptional Market Situation'

The world's largest shipping line tripled its earnings in the third quarter with no end in sight to supply chain disruptions driving high freight rates.

A.P. Moller – Maersk reported record earnings in Q3, 2021 as revenue grew by 68 percent to \$16.6 billion. Third quarter EBIT was up five times to \$5.9 billion and EBITDA tripled to \$6.9 billion. Return on invested capital (ROIC) increased to 34.5 pct. for the past 12 months. This “exceptional market situation” has driven high freight rates in its Ocean segment. Third quarter revenue almost doubled to \$13.1 billion from \$7.1 billion in 2020, when freight rates were already recovering from COVID-19 shutdowns. Ocean EBITDA increased by \$4.4 billion to \$6.3 billion and EBIT improved by \$4.4 billion to \$5.3 billion, Maersk said. In order to “further guarantee reliable transportation,” the company's share of long-term contracts was increased and now accounts for around 64 percent of long-haul volumes compared to 50 percent a year ago.

Maersk said its Logistics & Services segment also continued the positive momentum with revenue increasing 38 percent to \$2.6 billion, with 33 percent attributed organic growth. “The growth was driven by strong activity increase across all products and strong commercial synergies to Top 200 Ocean customers,” Maersk said.

In Logistics & Services, EBIT increased to \$194 million from \$100 million in same quarter last year. An EBIT margin of 7.5 percent came in well ahead of the company's mid-term target of above 6 percent.

Gateway Terminals also had a strong Q3 with revenue growing to \$1 billion in Q3 from \$816 million last year as volumes increased by 9.6 percent, coming from North America, Latin America and Asia as opening times were expanded and capacity utilization increased.

Together with underlying efficiency improvements Terminals achieved a return on invested capital of 10 percent.

9 months into 2021, Maersk's year-to-date revenue now stands at over \$43 billion. Year-to-date EBITDA is now at \$16 billion and EBIT is \$13 billion. Underlying profit in Q3 came in at \$5.4 billion and about \$11.9 billion year-to-date.

The fourth quarter of 2021 and first quarter 2022 are shaping up to be big, as well. Looking ahead, A.P. Moller – Maersk's full-year guidance remains unchanged from its previous announcement on September 16, 2021. An underlying EBITDA is expected in the range of \$22 to 23 billion, EBIT in the range of \$18 billion to 19 billion and a free cash flow of minimum \$14.5 billion.

Maersk said the Ocean segment is now expected to grow below the global container demand, which revised upwards to 7-9 percent expected growth in 2021 (previously 6-8 percent in 2021), "subject to high uncertainties related to the current congestion and network disruption," Maersk said.

For 2021-2022, the expectation for the accumulated CAPEX remains unchanged at around \$7 billion.

"The current trading conditions are still subject to a higher-than-normal uncertainty due to the temporary nature of current demand patterns, disruptions in the supply chains. However, current conditions are expected to continue at least into the first quarter of 2022, resulting in an EBITDA for Q1 2022 in line with Q4 2021," Maersk said.

Damage to Ever Given now she is in dry dock





Wightlink plans to operate England's first all-electric ferry



UK-based ferry line Wightlink plans to operate England's first all-electric ferry as part of its strategy to reduce its carbon emissions "significantly" over the next decade.

The operator, which provides services between the Isle of Wight and the south coast of England, has already cut its carbon footprint by 33 per cent since 2007. Part of its carbon reduction efforts included debuting England's first hybrid-powered ship, Victoria of Wight, in 2018. The vessel operates 24/7 using a combination of conventional and battery power, ensuring her carbon emissions are 20 per cent lower than a diesel-powered ship.

Now, Wightlink is working on a new ferry, which will use electric power from batteries to “an even greater extent” than Victoria of Wight. It hopes to be able to use shore power to charge the batteries to enable the vessel to operate in fully electric mode. The project to design and build the vessel is expected to take five years to complete.

Visitors



Pacific Anna Built 2017 62397 GRT Marshall Islands Owner Compass Shipping

Current Position North Sea



Louisa Bolten Built 2009 19972 GRT Marshall Owner Nova Arenas Shipping

Current Position Tilbury



Yasa Pelican Built 2019 29681 GRT Marshall Islands Owner Thule Ship Management

Curent Position Grays



Leo C Built



Antje K Built 2002 3037 GRT Netherlands Owner K & T Holland

Current Position En route to New Holland



Talia Built 2006 57692 GRT Bahamas Owner Talia Maritime

Current Position Bremerhaven



Nathan Brandon Built 2013 32987 GRT Singapore Owner Nathan Brandon PTE

Current position Tilbury



MSC Palak Built 2016 97805 GRT Portugal Owner Avenue 7 Holdings

Current Position En route Antwerp



MSC Esthi ex Maersk Istanbul Built 2006 108930 GRT Panama Owner NSH Esha Shipping

Current Position En route to Suez



Mississippi Star Built 2020 8010 GRT Malta Owner Valloebey Mississippi Star

Current position Hamburg



Forth Trojan ex Smit Bever Built 1995 123 GRT UK Owner Briggs Commercial

Current Position Tilbury



Marchen Maersk Built 2015 194985 GRT Danish International Owner A P Moller

Current Position En route Suez



Star Bonaire Built 1997 2257 GRT Netherlands Owner Star Bonaire

Current Position Rotterdam



One Cygnus Built 2019 146694 GRT Japan Owner Denen Ship Holding

Current Position En Route to Suez in Med



Christina ex ceres, bakkafooss Built 2010 9983 GRT Portugal Owner Langh Ship

Current Position West Africa



Potomac Express ex Mayssan Built 2008 75579 GRT USA Owner Wilmington Trust

Current Position Charleston



Bastille Street Built 2011 28778 GRT Liberia Owner Forward Gloria Nav

Current Position En route to Jerome

WSS Quiz Questions Edition 44

WHY WERE THE FOLLOWING IN THE NEWS? Answers at the end

1. HMS SEVERN
2. Larsen & Toubro; Serco/Damen; Team Resolute and Team UK
3. ZIM KINGSTON
4. USS CONNECTICUT
5. MARCHEN MAERSK
6. SHOALWAY
7. MARK W> BARKER
8. CEMEX GO INNOVATION
9. CALSHOT
10. NORDICA

Cruising starts with Hapag Lloyds Augusta Victoria



HAPAG Lloyds Augusta Victoria 7661GRT, 2 triple X engines 18 Kn 7 days to NY

On a cold January morning, over 125 years ago, nobody could have guessed that the idea would turn into such a success story. In any case, on January 22, 1891, it seemed as if all of Cuxhaven had turned out to marvel at the group of “intrepid travelers” making their way up the gangway of Hapag’s flagship, the “Augusta Victoria.” They were venturing off to new shores aboard one of the largest and most modern steamships in the world: on a two-month pleasure cruise around the Mediterranean.

Excursions were planned in 13 port cities. Transport, accommodation, first-class service and a topical animation program were provided by one single operator: Hapag. January 22, 1891 was not only the date of departure for the first modern cruise trip, it also marked the start of the world’s first all-inclusive package tour. This was the first organized vacation set up from one single source and the start of a tourism product that today is booming more than ever before.

Yet the world at the close of the 19th century had for the first time grown closer together thanks to modern modes of transport. The far ends of the earth had become accessible and society had produced an affluent clientele who wanted to discover these worlds – albeit without enduring the perils and hardship they had previously faced when traveling under their own steam. At the time, none of the travel bureaus, no railway company and no hotel

possessed the capability of offering travel arrangements, accommodation and a tourist program in one convenient package. A ship was the only way of combining all three.

Only 33 years old at the time, Hapag's young Director primarily owed his success to his extraordinary intuitive powers, paired with his ability to not only seize on trends but also to implement them profitably. Ballin saw his opportunity precisely where Hapag had a problem: during winter the company's prestigious flagship, the "Augusta Victoria," lay idly at anchor. No traveler was willing to brave the tempestuous North Sea during the stormy season. Ballin proposed to the board of directors that they send the steamship to the Mediterranean for the winter – as a "pleasure cruiser" for leisure tourists. The tour would take in the Orient, Europe's dream destination and the fashionable escape for affluent travelers. Ballin's colleagues had long grown accustomed to his unconventional ideas. However this time, he seemed to have gone too far. These gentlemen belonged to an era when nobody took to sea without good cause, when an Atlantic crossing was still likened to a "prison sentence with the prospect of drowning." And now Ballin was proposing a sea journey purely for pleasure? Albert Ballin, Hapag's young Director General, also stood on the pier in Cuxhaven, and he must have been particularly tense. This tour was his idea, his very personal project. He had campaigned for it and overcome considerable resistance. After all, the unanimous opinion at the time was: who would voluntarily spend weeks on a ship?

Their response was unequivocal. Ballin came to the sobering realization that "even in my closest surroundings there is no shortage of people who believe I am quite mad." The Hapag directors felt certain that nobody would spend money on such a venture, and certainly not such a vast amount: priced between 1,600 and 2,400 gold marks, the classless tour, offering only first-class service, cost twice or even three times the annual income of an average worker. But Ballin prevailed and very soon his calculations were proved right: Even the first offer of an "excursion" met with an international response that exceeded all expectations. There was nowhere near enough space to accommodate all of those who showed an interest. In the end, Ballin, who accompanied "his" premiere as host, welcomed 174 Germans, Britons and Americans on board in Cuxhaven, among them only 67 females, for the most part adventure-seeking British ladies.

It was to be an historical journey, and Ballin, who also had a natural talent for public relations, not only invited journalists from leading newspapers but also one of Germany's most famous illustrators, Christian Wilhelm Allers, on board. With his help, he created another innovation: the ship's newspaper.

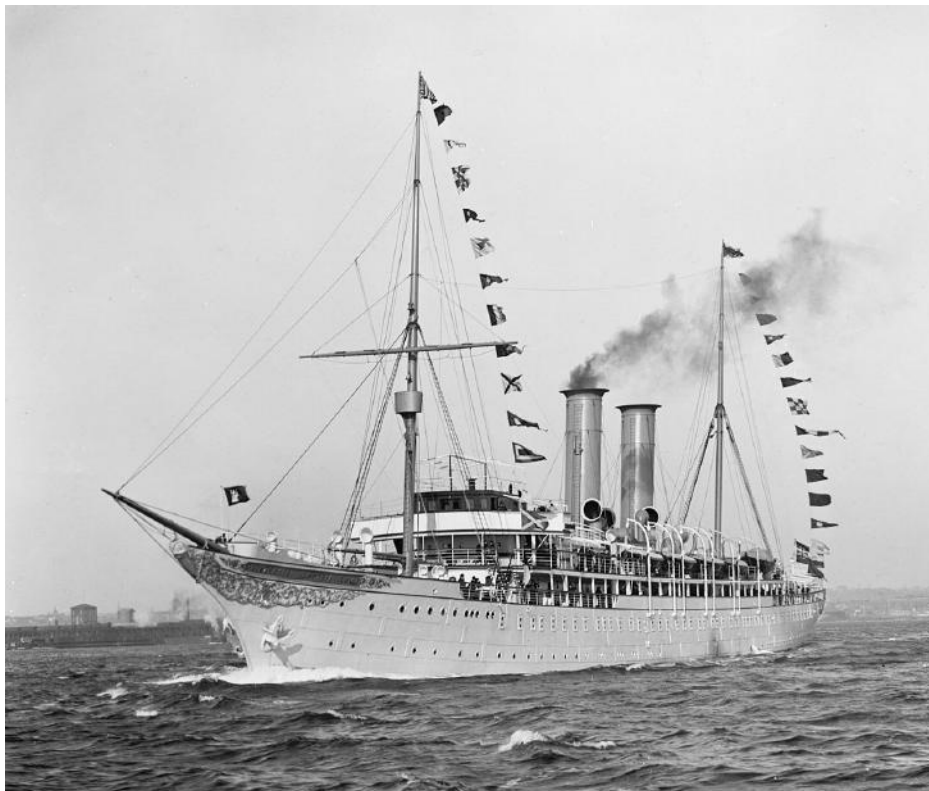
The first leg of the voyage proved laborious as storms in the Bay of Biscay badly affected the passengers. However, once the ship reached calmer seas in the Mediterranean, the trip of the "Augusta" turned into an unmitigated triumph. The 145-meter long and 17-meter wide ship, the largest vessel ever to have called at ports in this region, was officially welcomed and enthusiastically received everywhere. The mood amongst the travelers could not have been better, and even their appetites left nothing to be desired.

While below deck the stokers toiled away, and while Master Heinrich Barends and his 245-man crew contributed just as much to the success of the voyage as the tireless musicians, it was Albert Ballin who took it upon himself to take care of virtually everything. Whereas life on the "Augusta Victoria" was very organized, the long excursions ashore often turned into veritable adventure trips. At the time, foreign lands were still very outlandish and had only partially been developed for tourists. Hapag relied on the services of the British travel agency Thomas Cook & Son. Their refreshment tents were very popular in the desert, however, the travel arrangements to get there proved rather problematic. One particularly adventurous group of gentlemen from Hamburg nearly fell victim to a snowstorm in the Lebanese mountains. Ballin forced the ship to wait in Beirut until the unwitting survival tourists made it back on board.

The “Augusta” returned to Hamburg in March to a triumphant reception. “Everything was jam-packed on shore,” wrote the illustrator Allers. “In many places, they waved bed sheets and table cloths as handkerchiefs were deemed too small,” he went on. The success of the trip had proven Ballin right: he had discovered a market niche. And it was one which Hapag would from thereon develop consistently. The company began regularly and successfully organizing cruises and in 1905 acquired the most eminent travel agency in the German Empire, Carl Stangen’s Reise-Bureau in Berlin, continuing the business under the name “Reisebüro der Hamburg-Amerika Linie” (“Travel bureau of the Hamburg-America Line”). The Norddeutsche Lloyd followed suit and soon the two major shipping companies became Germany’s largest tourism operators.

The first cruise in figures

- 241 passengers were on board the AUGUSTA VICTORIA
- 57 days, 11 hours and 3 minutes was the duration of the cruise
- 14 ports were called at: Cuxhaven, Southampton, Gibraltar, Genoa, Alexandria, Jaffa, Beirut, Constantinople (Istanbul), Piraeus, Malta, Palermo, Naples, Lisbon, Southampton and back to Cuxhaven
- 1,600 to 2,400 gold marks was the cost of the cruise (modern-day equivalent approximately € 28,500 to 42,800)



Following the success of the Augusta cruise Ballin ordered the first purpose built cruise ships the first being the Prinzessin Victoria Louise

4250GRT 120 first class only! Fully equipped Gym.& Swimming pool

First Cruise 1901, a short lived career, in 1906 while on a Caribbean cruise she hit an uncharted reef, she was deemed a total loss, the Master shot himself.

A board of inquiry later found him responsible for the loss.

TUGS CURRENTLY WORKING ON THE THAMES- PART 1

There are two main types of tugs on the Thames, small vessels designed to tow (or push) fleets of barges, and larger ones designed to assist large ships onto and off their berths in the river. In the former category are those of Cory Maritime, S. Walsh & Sons, Bennet and some of GPS's extensive fleet. In the latter category are Svitzer and some GPS tugs.

CORY MARITIME

Cory transport waste in containers from central London to an electricity from waste plant at Belvedere, near Erith. The containers are carried on barges, some "20 box" type and some "30 box" type, towed by tugs. The tugs currently operated by Cory are the REGAIN, RECLAIM, RECOVERY, REDOUBT and RESOURCE, all of which are UK flagged. Cory own a barge yard at Charlton and a recently acquired shipyard at Denton, near Gravesend.



REGAIN

REGAIN: Built in Holland in 1997 for Cory, 22.2m x 7.8m x 1.9m, powered by twin Caterpillar diesels giving 1610bhp in total.

KARIN VAN MAANEN



REDOUBT

RECLAIM, RECOVERY, REDOUBT and RESOURCE: All built in Holland in 2010 for Cory, 22.65m x 8.0m x 2.0m, powered by twin Caterpillar diesels giving 1200bhp in total for each.

S. WALSH & SONS

S. Walsh & Sons Ltd, now part of the GRS Group, transport building materials and building waste for the construction industry, including recycling etc. They handle waste from sites in Central London and transport it using a fleet of barges and tugs to disposal sites at Pitsea, Mucking and Rainham. They have a permanent berth at Rainham Jetty, just upstream of Coldharbour Point. They operate 19 barges which vary in capacity from 500 tonnes to 2750 tonnes, reportedly moving by river up to 10,000 tonnes of bulk cargo each day. The tugs currently operated by S. Walsh are the SWS ESSEX, the SWS SUFFOLK, the SWS ENDEAVOUR, and the chartered ZEEHOND and ERNIE STEVENSON.



SWS ESSEX

SWS ESSEX: Built by Damen in 2012 for S Walsh. 13.0m x 5.3m x 2.3m, powered by twin Volvo diesels. UK flagged.



SWS SUFFOLK

SWS SUFFOLK: Built in 1972 in Holland as the NEPTUNE 8. 13.0m x 7m and 18grt. UK flagged.



SWS ENDEAVOUR

SWS ENDEAVOUR: Built by Damen in 2020. 19.9m x 10.0m x 2.0m. Powered by twin Mitsubishi diesels giving a total of 2000bhp. UK flagged.



ZEEHUND

ZEEHUND: Built in Holland in 1956 as the BULGERSTEIN. 21.0m x 5.0m x 2.4m and 49grt. Dutch flag. Under charter by S.Walsh & Sons.



ERNIE STEVENSON

ERNIE STEVENSON: Built in Holland in 1987. 14.2m x 4.2m x 1.6m and 22.7grt. Powered by twin Caterpillar diesels giving 435bhp total. UK flagged. Owned by Landfall Marine Contractors.

BENNET'S BARGES

Bennet's Barges was founded in 1983 by A.S. Bennet. It is now jointly owned by the Livetts Group and Aggregate Industries, operating on the Thames, Medway and Swale. They own tugs, barges and pontoons, and they provide services including the transport of bulk materials, loose aggregates and waste for recycling. The tugs currently operated by Bennets

are the CHRISTIAN, the FELIX, the SEA CHALLENGE 11, the STEVEN B, and the THAMES VIXEN.



CHRISTIAN

CHRISTIAN: Built in 1988, with a grt of 65 tons and a bollard pull of 15 tons. Her dimensions are 18.5m x 6.2m x 2.2m. She is powered by twin Volvo Penta D16s of 441 KW each. She has a hydraulic wheelhouse for working under the bridges in Central London.



FELIX

FELIX: Built in 2008, with a grt of 65 tons and a bollard pull of 15 tons. Her dimensions are 18.5m x 6.2m x 2.2m. She is powered by twin Volvo Penta D16s of 441 Kw each. She too has a hydraulic wheelhouse for working under the bridges.



SEA

CHALLENGE 11

SEA CHALLENGE 11: She was built in 1970 by Gutehoffnungshutte Sterkrade, Walsum as is of 85 grt. Her dimensions are 22.79m x 7.1m x 3.2m. Her engines are of 917 bhp giving a bollard pull of 15 tons.



STEVEN B

STEVEN B: She was built in 1971 as the BEVER by Barkmeyer Stroobos at Vieverlaten, Netherlands., and is of 81 tons net. Her dimensions are 23.37m x 5.7m x 2.2m. Her engines give 1220 bhp and a bollard pull of 12 tons.



THAMES VIXEN

THAMES VIXEN: She was built in 1991 as the GREY VIXEN by IHC Deltawerf Sliedrecht, Netherlands, and is of 38.9 grt. Her dimensions are 16.5m x 5.18m x 2.3m. Her engines are of 850 bhp giving a bollard pull of 10 tons.

Colins Pictures



Valentine - Gravesend



Stena Britannica – Harwich



YM Moderation – Harwich



Front Tiger – Canvey



Moscow Maersk- Felixstowe



Natchez – New Orleans

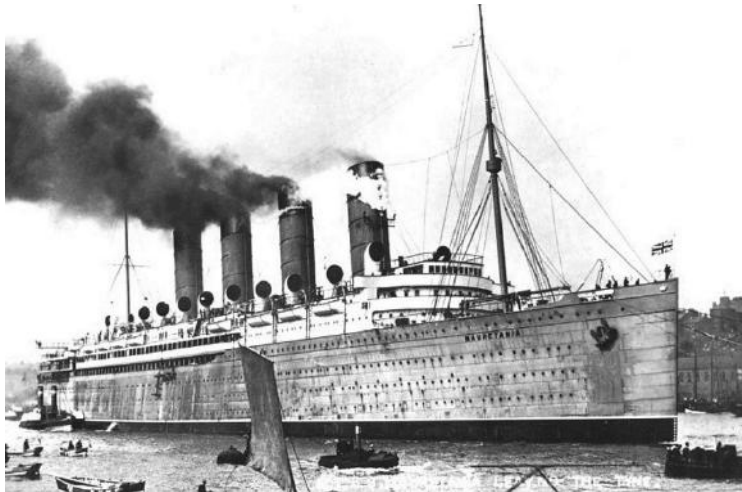
One Fact Wonder -The Blue Riband

The Blue Riband started in practice in 1838 when the Sirius crossed to America, but the Great Western arrived shortly after having taken five days less on the journey, averaging the then astonishing average speed of 8.2 knots.

The term "Blue Riband", which was a horse racing prize, was not widely used until about 1910. There were 35 holders, 25 British, 5 German, 3 American, 1 French and 1 Italy. For the most part, the record holders were heavily government sponsored, for reasons of prestige or for potential military use.

The American dominated internet asserts that the longest running holder was the SS UNITED STATES, lasting from 1952 until now, but as the regular Transatlantic passenger services ended in 1969, when the United States was laid up, the real longest holder was the dear old MAURETANIA, which held the record for 19 years.

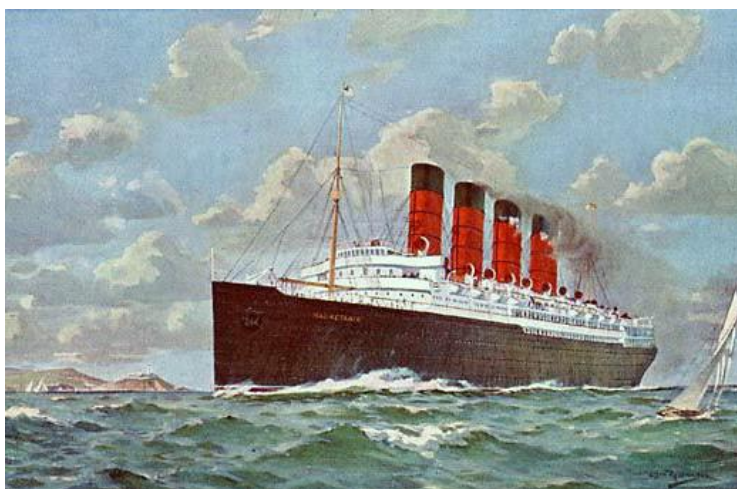
RMS Mauretania



An ocean liner designed by Leonard Peskett and built by Wigham Richardson and Swan Hunter for the British Cunard Line, launched on the afternoon of 20 September 1906. She was the world's largest ship until the launch of RMS Olympic in 1910. Mauretania became a favourite among her passengers.

At the time of her launch, she was the largest moving structure ever built,¹ and slightly larger in gross tonnage than Lusitania. The main visual differences between Mauretania and Lusitania were that Mauretania was five feet longer and had different vents. Mauretania also had two extra stages of turbine blades in her forward turbines, making her slightly faster than Lusitania. Mauretania and Lusitania were the only ships with direct-drive steam turbines to hold the Blue Riband; in later ships, reduction-gearred turbines were mainly used.¹ Mauretania's usage of the steam turbine was the largest application yet of the then-new technology, developed by Charles Algernon Parsons. During speed trials, these engines caused significant vibration at high speeds; in response, Mauretania received strengthening members aft and redesigned propellers before entering service, which reduced vibration¹

She captured the eastbound Blue Riband on her maiden return voyage in December 1907, then claimed the westbound Blue Riband for the fastest transatlantic crossing during her 1909 season. She held both speed records for 20 years.



Shipbuilding on the Clyde - Greenock Dockyard -Part 2

1950s Once again the yard returned to making cargo-liners for Clan Line and for Union-Castle Line as these former rivals were merged into a new company: The British and Commonwealth Shipping Group. In the post-war period (1946-1956) the Dockyard made 43 cargo-liners. **The Carttsyke East yard was modernised between 1958 and 1964 with the provision of two raised concrete crane piers at the sides of the two widened berths, lead of the previous three.**

1958 September. The Clan MacIver, a standard Clan Line five-hold tween deck cargo ship, with a 5 cylinder Doxford engine, nearly capsized in the James Watt dock, but this was averted by quick thinking technicians and divers who emptied out the dock and then realigned her.

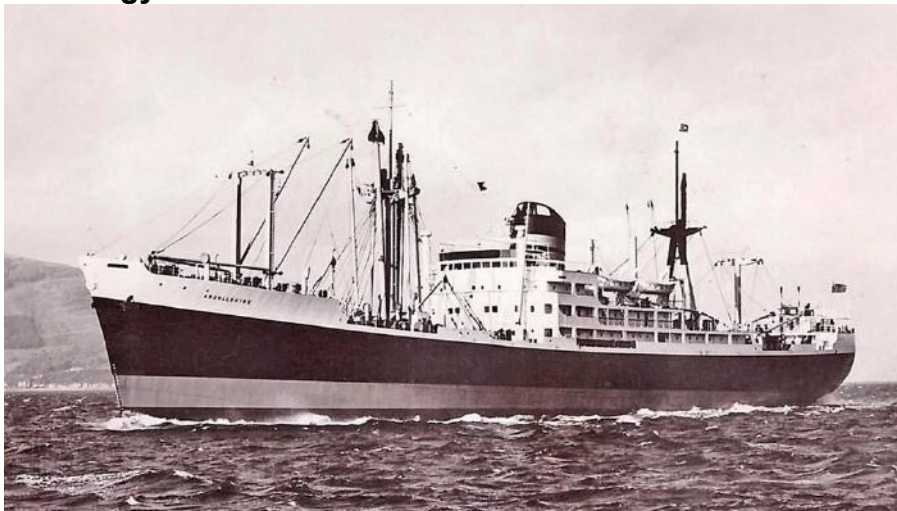
Throughout the 50s, the yard also built a number of tankers.

1960s The Carttsyke East yard was modernised between 1958 and 1964.

1966 April 1st The yard was merged with the Cartsburn yard of Scotts where it became a key part of Scotts' history.

The last two ships built by the yard while still owned by the British & Commonwealth Shipping Group (Clan Line & Union-Castle Line). The yard was taken over by Scott's in 1966.

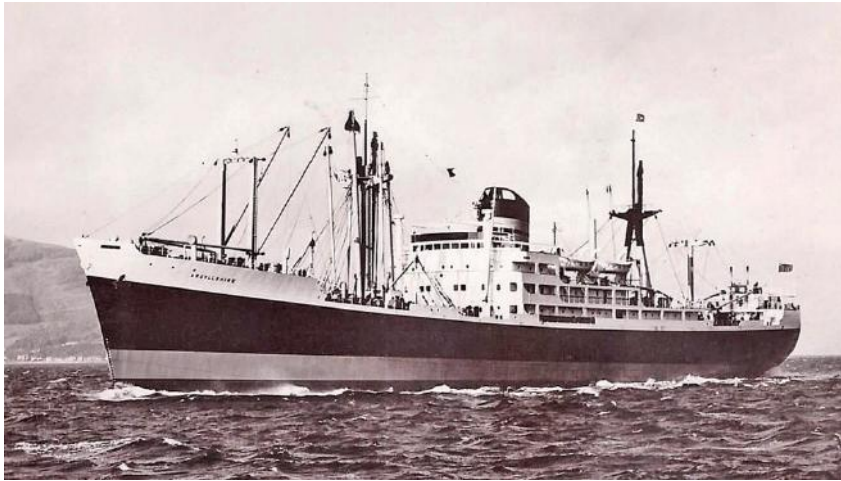
1956 Argyllshire for Clan Line 9275 GRT



1975 Schivago

1977 Broken up Gadani Beach

1956 Clan Ross for Clan Line 7968 GRT



1961 South African Scientist
 1962 Kinnaird Castle
 1975 Nazeer
 1978 Gadani Beach

1957 Clan Malcolm for Clan Line 7326 GRT



1979 Trinity Fair
 1979 Demolished Shanghai

1957 Clan Matheson for Clan Line 7315 GRT



1978 Broken up Kaohsiung

1957 Ayrshire for Clan Line 9360 GRT



1965 Abandoned after going aground

1958 Clan Menzies for Clan Line 7315 GRT



1979 Trinity Splendour

1980 Xing Long

1989 Broken up Prior to

1958 Clan Maciver for Clan Line 7350 GRT



1979 Trinity Pride

1980 Broken up Shanghai

1959 Swan River for Houlder Line 9470 GRT



1971 Premier Atlantic
 1973 Confidence Express
 1979 Bachlong
 1980 Eastern Concord
 1983 Broken up Bombay

1959 Rotherwick Castle for Union Castle Line 9360 GRT



1975 Sea Fortune
 1980 Sea Rays
 1983 Broken up Chittagong

1960 Rotherwick Castle for Union Castle Line 9360 GRT

1975 Laura
 1980 Broken up Gadani Beach



1960 Clan Macilwraith for Clan Line 7354 GRT



1979 Golden City

1986 Caught fire

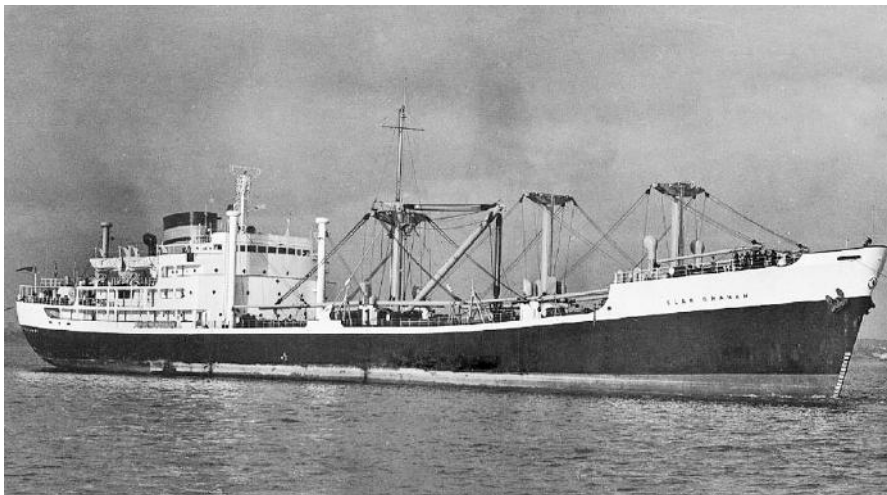
1986 Broken up Jurong

1961 Clan Macnab for Clan Line 9169 GRT



1980 New Eagle
1984 Broken up Shanghai

1962 Clan Graham for Clan Line 9308 GRT



1981 Marianne
1983 Candelaria
1984 Broken up Kaohsiung

1962 Clan Grant for Clan Line 9022 GRT



1980 Enqueta

1985 Broken up China

1962 Clan Macillvray for Clan Line 8811 GRT



1981 Clan Macboyd
1984 Broken up Shanghai

1962 Clan Macgregor for Clan Line 8811 GRT



1981 Angelikar
1983 Broken up Larium

1963 Clan Macgowan for Clan Line 8811 GRT



1970 Indian Tribute
1985 Broken up Calcutta

1963 Letaba for Huntley Cook 6827 GRT



1966 S A Letaba

1977 Letaba

1979 Passat Universal

1982 Africa Freezer

1985 Broken up Gadani Beach

1964 Drakenstein for Huntley Cook 6837 GRT



1966 S A Drakenstein

1977 Drakenstein

1979 Pampero Universal

1980 Aegean Wave

1984 Broken up Chittagong

1964 Tzaneen for Huntley Cook 6837 GRT



1966 SA Tzaneen
1977 Tzaneen
1979 Papageyo Universal
1982 Asian Freezer
1985 Broken up Chittagong

1965 Clan Ramsay for Clan Line 7955 GRT



1977 Winchester Castle
1979 Winchester Universal
1980 Lady Madonna
1985 Broken up Gadani Beach

1965 Clan Robertson for Clan Line 7955 GRT



1976 Balmoral Castle
 1979 Balmoral Universal
 1982 Psara Reefer
 1984 Broken up Chittagong

1965 Clan Ranald for Clan Line 7955 GRT



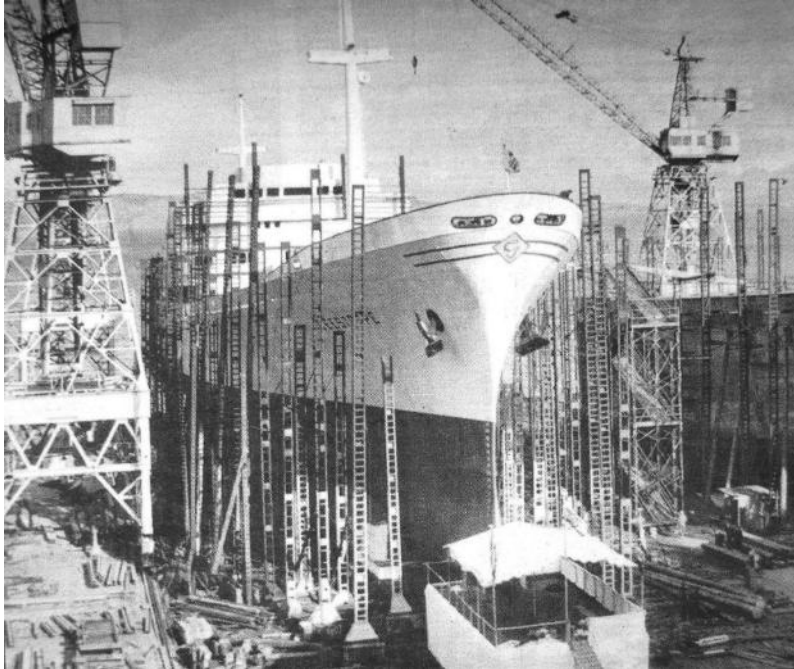
1977 Dover Castle
 1979 Dover Universal
 1981 Golden Sea
 1985 Broken up Karachi

1966 Clan Ross for Clan Line 7952 GRT



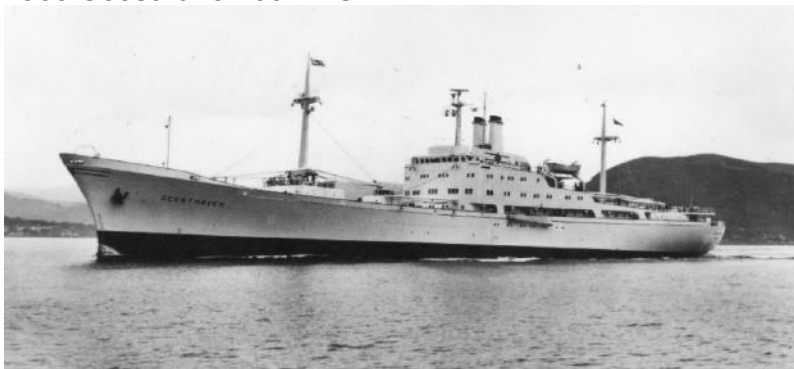
1976 Kinpurnie Castle
1979 Kinpurnie Universal
1982 Syros Reefer
1984 Broken up Chittagong

1966 Geestcape 7679 GRT for Geest Industries



1975 Nyombe
1981 Turtle
1983 Sank after a fire and explosion

1966 Geesthaven 8042 GRT



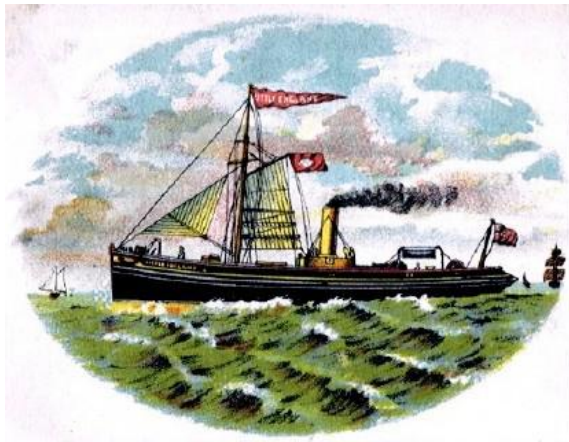
1975 Doha
1986 Gadani Beach

Short History of a Company -W J H Alexander - Sun tugs

Willian Henry Alexander was born in Gravesend in 1858 and apprenticed as a waterman before moving to Wapping where he spent the rest of his life. He became a wharfinger and rose to manage the business owned by Messrs Hall and Gregory involved in storing sugar products.

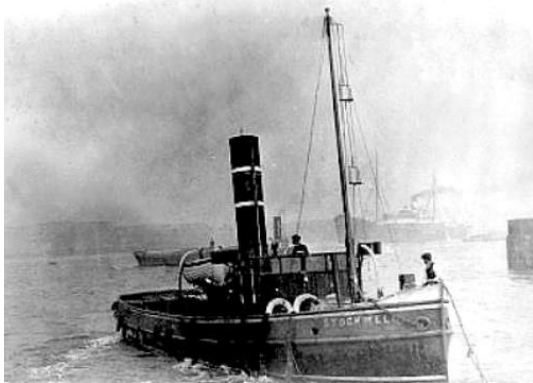
He eventually controlled both St John's Wharf and the King Henry Wharf. A major customer was the Tate Refinery (Tate & Lyle after 1921)

In 1891 he was living at 83 Pepys St, Deptford. 1899 saw the beginning of the use of the prefix 'Sun' on all their vessels



Built by Francis Mowatt of Milford Haven

Alexanders first tug was the Little England of 1883/1884 which was not successful and over the years to 1899 they built up a fleet that could handle lighters or ships including the Sunrise which worked down river before revering to sugar barges. A consort "Sunshine" also worked at Queenstown.



Stockwell 1890 by Stewart and Latham 47 GRT. In 1946 in West Africa lost trace



1906 **Sun** built by R Cock & Sons Appledore Stationed on Thames all through WW2. 1946 Broken up Grays



Sun II 1909 built by Earles of Hull for Alexander. 1966 Scrapped Bo'ness



1915 **Sun IV** built by Earles of Hull. 1978 scrapped Naples



1902 Sun VI built by Allsup & Co Preston 1915 purchased Alexanders 1945 scrapped Preston



1919 Sun VIII built by Cochrane Selby 1940 Struck a mine and sank in Thames Estuary. 1942 raised and broken up Grays



Sun IX

For many years they were based at St. Johns Wharf, Wapping, where 'WHJ' was reputed to often sleep on a camp bed. WHJ died in 1929 and the business was inherited by his six sons, all tug masters, and two daughters William's sons, George and Charles, ran the business after their father's death, and they also skippered tugs at Dunkirk

In 1901 Alexander decided to focus on ship towage and ordered the Sun II of 1909 which was the largest and most powerful tug on the river at the time at 200 tons and 750 BHP. Besides owning tugs and lighters the family also owned sailing vessels, one of which the Orion had been built in Rotterdam in 1901

The building programme continued through WW1 and in 1925 Sun XV was the eleventh of this large class of tugs. Cunard became a customer when they opened in London in 1922 the company worked for a variety of other major customers and their contracts included moving grain elevators around the docks



Sun XII



Sun XV 1925 By Earles of Hull 1969 Scrapped

1938 saw them contributing four tugs and 150 barges to the Silvertown Services consortium and thereafter they concentrated on ship towing.



1946 Sun XVI built 1946 by Halls of Aberdeen 1985 Scrapped Palermo



Sun XVII Built 1946 by Halls of Aberdeen 1968 sold to Italians 1983 scrapped



Sun XVIII built 1951 by Phillips of Dartmouth sold 1975 Ecclesbourne 1977 sold to Greece



Sun XIX Built 1956 Philip & Sons 1979 Sold to Italy renamed Sole Primo 1996 Scrapped Turkey



Sun XX Built 1957 Philip & Sons Dartmouth sold to Italy renamed Sole Secondo. 1996 Scrapped Turkey



Sun XXI Built Philip & Sons Dartmouth 2003 Scrapped Cadiz



Sun XXII built 1960 by Philip & Sons Dartmouth 1986 wrecked



Sun XXIII built 1961 By Philip and Sons Dartmouth



Sun XXI Built Philip & Sons Dartmouth 1959 Scrapped 2003 Cadiz



1962 **Sun XXIV** built by James Pollock Faversham rebuilt 2005



1963 **Sun XXV** built Phillip & Sons Dartmouth 2011 Scrapped Trinidad



Sun II Built 1965 1992 Sold to Greece renamed Alexandros



Sun III Built 1966 by James Pollock 1992 Sold to Greece renamed Fillippos



Sun XXVI Built 1965 by Charles Holmes 1997 sold to Taipan Shipping 2016 Hulked St Vincent Scrapped 2016 St Vincent



Sun XXVII Built 1968 by James Pollock 1997 Sold to Taipan Shipping St Vincent

1969 they joined with Ship Towage (London) Ltd to form London Tugs Ltd.

Answers to Quiz 44

MARITIME SHIPS IN THE NEWS QUIZ NOVEMBER 2021

1. HMS SEVERN: She was formally recommissioned alongside HMS Belfast on 28th October because of Brexit.
2. Larsen & Toubro; Serco/Damen; Team Resolute and Team UK: These four consortia were each awarded a £5 million contract to develop their bids to build three Fleet Solid Support ships for the RFA.
3. ZIM KINGSTON: She lost 109 containers overboard in heavy weather after a fire in October near Vancouver Island.
4. USS CONNECTICUT: American nuclear submarine was severely damaged after she struck an uncharted underwater object in the South China Sea in October.
5. MARCHEN MAERSK: A 214,121 dwt container ship was turned away from London Gateway Port at the beginning of November, after a ship overstayed on her berth with engine trouble.
6. SHOALWAY: A Boskalis Westminster dredger has started work on a land reclamation contract in Liverpool's North Docks to make space for Everton F.C.'s new stadium.

7. MARK W. BARKER: The first new US flagged Great Lakes freighter to be built for 40 years was launched at the Fincantieri Bay Shipbuilding yard in Wisconsin.
8. CEMEX GO INNOVATION: A new Trailing Suction Hopper Dredger made her maiden call on the Thames in late September berthing at Cemex's Northfleet Concrete Plant.
9. CALSHOT: She has been bought by Woodshack and moved to their yard in Southampton. She is to be restored as "a large yacht with the same profile as when built but --- will conform to modern operating standards. She was built as a tug tender by Thornycroft in 1929.
10. NORDICA: A 1036 feeder container ship will be the world's first shipboard carbon-capture system. The CO2 Capture Module and CO2 Battery will form part of the scrubber unit, capturing CO2 from the exhaust and storing it on board in containers.