



*World Ship Society
Southend Branch*



News and Views

Newsletter Edition 53 Edited

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Notes

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News

Azamara Onward christened in Monte Carlo



Azamara has officially christened its new ship Azamara Onward at a naming ceremony in Monte Carlo, Monaco.

Carol Cabezas, president of Azamara, and Azamara Onward's godmother Beth Santos, the founder and CEO of lifestyle brand Wanderful, led the christening ceremony at the port.

Azamara Onward had sailed to Monaco from Barcelona, Spain, on a five-day pre-inaugural voyage, calling at Marseille, France, and Porto Venere, Italy. Guests embarked on a 'Marseille City Sights' shore excursion to explore the French port, while in Porto Venere they were welcomed by an exclusive Azamara 'AzAmazing' event.

Azamara Onward has now set sail for an 11-night maiden voyage throughout the Mediterranean, departing from Monte Carlo and concluding with an overnight stay in Ravenna, Italy.

Havila Voyages takes delivery of Havila Castor



Havila Voyages has taken delivery of its second ship, Havila Castor, from Tersan Shipyard in Turkey.

Havila Castor is identical to her sister ship, Havila Capella, which joined the fleet in November 2021. The battery pack onboard the ship has an output of 6.1 megawatts, allowing it to sail up to four hours on battery power alone. In addition, the ship runs on LNG fuel, which reduces carbon dioxide emissions by around 25 per cent and nitrogen oxide emissions by up to 90 per cent. Both ships are also built to run on liquid biogas fuel if available and will be able to use hydrogen or ammonia as fuel in the future.

Havila Castor has a value of approximately NOK 1.2 billion (\$131 million) and was initially planned to be financed by Russian lease company GTLK Asia. However, this could not be

carried out due to GTLK Asia being sanctioned. Havila Voyages has now taken full ownership of the vessel with alternative financing, using equity and a loan of €46 million (\$49.1 million) from Tersan Shipyard and the shipyard's bank. .

“This solution gives us time to find a proper refinancing of the ship, while at the same time meaning that our company owns the ship from this date,” said Martini.

The cruise line has also been granted a dispensation from the Norwegian Ministry of Foreign Affairs to continue operating Havila Capella, which has been leased from GLTK Asia. The cruise line will be able to continue sailing the ship for up to six months while it secures refinancing and a change in its ownership.

Havla Castor is now sailing to Norway with a crew of 60 people, who will prepare her for guests. She is expected to arrive in the city of Bergen on 5 May ahead of her maiden voyage between Bergen and Kirkenes, Norway, on 10 May.

Seabourn Pursuit moved to T. Mariotti shipyard for final outfitting



Seabourn's second purpose-built expedition ship, Seabourn Pursuit, is being transported to the T. Mariotti Shipyard in Genoa, Italy for final outfitting.

The ship's hull was moved onto a barge to begin the 1,200 nautical mile journey from the Cimar shipyard in San Giorgio di Nogaro, Italy, to Genoa. The ship has already been equipped with engines, generators, and the main equipment of the engine rooms.

Seabourn Pursuit is scheduled to launch in 2023. She has been designed to Polar Class 6 standards and will be equipped to offer a range of expedition activities, including zodiac cruises, scuba diving, snorkelling, kayaking and trips onboard two custom-built submersibles.

Le Havre invests €90 million to develop cruise terminals



France's Port of Le Havre and port network Haropa Port are to invest €90 million (\$97.7 million) to develop its cruise terminals at Pointe de Floride.

Three new terminals will be constructed at the port. Two new buildings will be built on the South Quay, while two existing hangars will be entirely renovated and connected to create a single new facility. The North Terminal opposite the city centre will also be updated as part of the project.

Works have already begun to prepare for the construction project, which will include stabilising and renovating the quays and creating new sea defences. In addition, the port is constructing covered gangways equipped with a central podium to reduce the movement of ships due to tides.

Other developments will include the electrification of the three dedicated cruise berths, the construction of additional parking spaces and a new landscaped promenade. The main construction work will be carried out from 2023 to 2025, with work being spread out to limit disruption to cruise activity.

Following completion of the project, Le Havre aims to welcome 600,000 passengers by 2030, a more than 50 per cent increase from the current average of 350,000 to 400,000 per year.

Emerald Luna completes inaugural sailing ahead of christening



Emerald Luna, the ninth Star-Ship to join Emerald Cruises' fleet, has completed an inaugural eight-day Holland and Belgium river cruise.

The 180-guest ship will dock directly in the centre of cities, towns and villages along the rivers of central Europe. She features a three-tier atrium and a heated swimming pool that can transform into a cinema, along with suites and staterooms featuring Emerald Cruises' panorama window balcony design.

Emerald Luna will be officially welcomed to the cruise line's fleet at a christening ceremony in Amsterdam, the Netherlands, on 21 July by godmother and travel industry advocate Vanessa McGovern of Gifted Travel Network. She will then join sister Star-Ships Emerald Sun, Emerald Sky, Emerald Star, Emerald Dawn and Emerald Destiny sailing the Rhine, Main, Moselle and Danube rivers in Europe.

Condor joins efforts to develop new electric-powered ferry concept

Condor Ferries has become the operational partner of the Belfast Maritime Consortium, a group of technology businesses, public bodies and academic establishments aiming to develop a new electric-powered ferry concept.

The battery-powered ships will use the eFoil system from Artemis Technologies, a technology company based in Belfast, UK. The system enables a ship to 'fly' above the water, which will reduce wake at high-speed and allow the vessel to use up to 90 per cent less energy than a conventional ferry.

A pilot scheme targeted to launch in 2024 would see Condor operate a commuter passenger route between Belfast's Titanic Quarter and Bangor, Northern Ireland. The journey is anticipated to take around 30 minutes.

A smooth re-entry for newly renovated cruise and ferry vessels



Bahamas Paradise Cruise Line's flagship, Grand Classica, entered the dry dock at Grand Bahama Shipyard in November 2021 to prepare for the upcoming 2022 cruise season. Having undergone routine technical maintenance and general refurbishments across a three-week period, the ship resumed her normal cruising schedule on 21 December 2021.

Den Breejen Shipyard, Netherlands

Den Breejen Shipyard in the Netherlands has seen a busy start to 2022, carrying out refit and winter work on several river cruise ships. With many operators preparing their vessels for their first season in two years, many ships have been in need of thorough checks before they resume sailing. Those that have visited the shipyard for these works include Avalon Waterways' Avalon View, Nicko Cruises' Rhein Melody and Plantours Kreuzfahrten's Elegant Lady.

In addition to the yard's local work in Hardinxveld-Giessendam, Netherlands, Den Breejen also carried out on-site refit work on Scenic Sapphire from European river cruise operator Scenic. Over a three-week period in France, the vessel received a fourth bow thruster channel to ensure its compliance with the latest regulations.

Chantier Naval de Marseille, France

French yard Chantier Naval de Marseille (CNdM), part of Genova Industrie Navali Group, recently carried out general repairs and interior work on the passenger spaces on sister ships from Norwegian Cruise Line (NCL), Norwegian Pearl and Norwegian Jewel. Seabourn also visited the shipyard, with Seabourn Encore receiving normal dry dock work.

During 2021, CNdM also won contracts from cruise lines such as Princess Cruises and Carnival Cruise Line. The shipyard expects to receive at least five cruise ships from the latter for dry docking in 2022.

At the end of January 2022, Royal Caribbean International's 236,857gt Oasis Plus-class cruise vessel Wonder of the Seas arrived at the yard. The ship was constructed by Chantiers de l'Atlantique in Saint Nazaire, France, and then moved to CNdM for final outfitting ahead of delivery.

Astican, Spain

During 2021, Astican carried out a total of 125 repair projects, 81 of which were repaired in dry dock using the Syncrolift system. Fred Olsen Express visited the yard with its 6,348gt fast ferry Bentago Express, which spent three months undergoing repairs to its hull. Astican completely replaced the ship's electrical wiring, electronics and fire insulation, and repaired its generators, auxiliary engines and alternators. The shipyard also built new aluminium structures and used hydraulic jacks to replace the chocks.

Navantia, Spain

Marine interior refit company Trimline teamed up with Marella Cruises to refurbish Marella Explorer at Navantia's Puerto Real shipyard in Spain in November 2021.

The four-week refit involved the refurbishment of the ship's main restaurant, Latitude & Vista, including the installation of energy efficient lighting systems that will save 130 tonnes of carbon dioxide per year.

Trimline was also responsible for installing an interactive LED dance floor, recovering seats in an onboard bar, carpeting 60 cabins and refurbishing other entertainment areas such as the pool deck, cinema and destination services.

San Giorgio del Porto Shipyard, Italy

Ponant's three-masted sailboat Le Ponant will be docked at the San Giorgio del Porto Shipyard in Genoa, Italy, until June 2022 for extensive refit and refurbishment works.

The shipyard will replace the vessel's engines to comply with the latest standards in air pollution control and install a new water treatment plant which will process all wastewater onboard. San Giorgio will also add a new shore power connection functionality to the ship.

In addition to the refit works, all four decks have been renamed and will feature new additions. The Sun Deck will be equipped with an outside bar, while the Zephyr Deck will include a panoramic restaurant and will replace four staterooms with the 60-metres-squared Owner Suite. The main deck – now known as the Alizés Deck – will offer four new balcony staterooms as well as a spa area, larger lobby and multimedia space. The lower Mistral Deck will also be equipped with a new medical centre.

At the end of 2021, San Giorgio del Porto Shipyard, part of Genova Industrie Navali Group, was also involved in two refit projects on Regent Seven Seas Cruises' Seven Seas Mariner and Seven Seas Voyager.

Harland & Wolff to drydock for P&O Cruises and Cunard



Harland & Wolff will carry out standard dry dock works on P&O Cruises' Aurora and Cunard's Queen Victoria at its yard in Belfast, Northern Ireland. The projects will demonstrate the shipyard's skills, capabilities and expertise in carrying out work on cruise ships.

The first ship to dock will be Queen Victoria, which entered service in December 2007 and will dock at the yard between 2 and 19 May 2022.

The vessel will be the largest cruise ship to have ever dry docked in a UK shipyard and the only Cunard ship to have done so in Belfast.

P&O Cruises' Aurora, which entered service in May 2000, will be at the yard between 9 and 23 June 2022.

The arrival of these ships in Belfast will enable Harland & Wolff to reach another milestone in its re-activation strategy across its key markets.

Visitors



Qikiqtaaluk W ex Icdas 11 Built 2011 13097 GRT Marshall Owner Coastal Shipping

Current Position En route to Gdansk



Inthira Naree Built 2014 36298 GRT Thailand Owner Precious Opals

Current Position Tilbury



Kongo Star Built 2010 8581 GRT Malta Owner Valloeny Congo Star



Seriana Built 2015 57997 GRT Malta Owner Ned Maritime Agency

Current Position En route to Port Said



Montego Bay ex Handy Cove, Baltic Cove Built 2010 23456 GRT Liberia Owner

Current Position En route to Turkey



Seastar Trojan ex Clipper Terminus Built 2010 19972 GRT Gibraltar Owner Seastar Bulk
4

Current Position En route to Ghent



Bbc London ex Rhoon Built 2011 7138 GRT Antigua & Barbuda Owner Aquarius Brieze

Current Position En route to Sete



Saga Monal ex Hoegh Monal Built 1996 36463 GRT Hong Kong Owner Attic Forest

Current Position En route to Portocel Brazil



Eleni T ex Beatrice Schulte , UASC Doha, Beatrice Schulte Built 2009 40030 GRT
Marshall Islands Owner Eleni Maritime

Current Position En route to Algeciras



Chem Helen ex Meg , Spruce 3 Built 2007 24112 GRT Liberia Owner Robin Enterprises

Current Position En route to Barcelona



Glorieuse in Built 2012 23749GRT Marshall Isl Owner

Current Position Tilbury

Kiating out Built 2021 22360 GRT Singapore Owner

Current Position En route to Stephenville



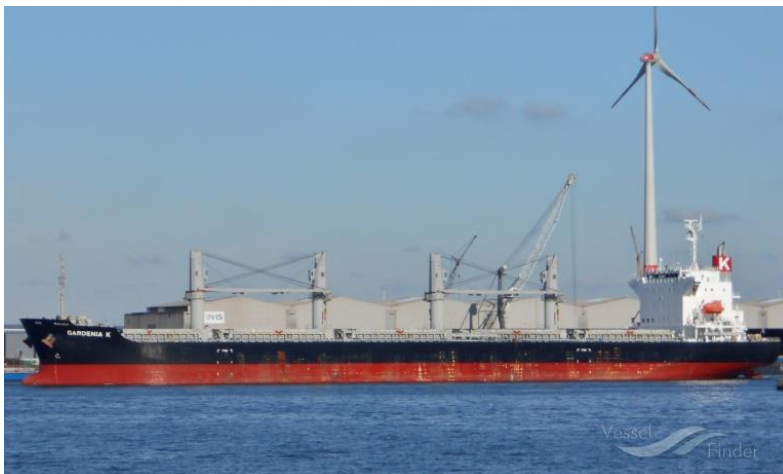
Maersk Nijmegen Built 2009 26836 GRT Hong Kong Owner Fair Hope Ltd

Current Position



Ougarta Built 2017 112687 GRT Algeria Owner Hyproc Shipping

Current Position En route to Arzew



Gardenia K Built 2014 23269 GRT Marshall Islands Owner

Current Position Poland



Stena Imprimis Built 2017 29594 GRT United Kingdom Owner Stena Bulk

Current Location En route to Immingham



Bow Harmony Built 2008 19444 GRT Norwegian International Owner Forever shipping

Current Location Antwerp



Ambience ex Royal Princess Pacific Dawn ,Satoshi Built 1991 70285 GRT Bahamas
Owner Ambassador Cruise Line

Current Location En route Tobermory



Colorado Express ex Hatta Al Kharj Built 2008 75579 GRT USA Owner Marine
Transport Management

Current Position En Route to Beorf



Phoenix Built 2021 395 GRT Cook Islands Owner Tycoon Yachts



Grand Aurora Built 2004 59217 GRT Panama Owner Cido Shipping

Current Location Antwerp



Hafnia Kallang Built 2017 43072 GRT Singaore Owner B W Group

Current Position En route Port Said



BW Orion Built 2015 47922GRT Isle of Man Owner

Current Location En route Freeport USA



Stena Clear Sky Built 2011 109949 GRT UK Owner Stena Bulk

Current location En Route AR BDE



CC Fort Fleur Depe Built 2019 36946 GRT France Owner

Current position Martinique



Gfs Genesis Built 2015 44887 GRT Singapore Owner Genesis Navigation

Current Position En route Tema Ghana



Cheik el mokrani Built 2007 52855 GRT Bahamas Owner Mediterranean LNG

Current position En route Algeria



Astella Built 2011 23248 GRT France Owner Ariake Shoji

Current Location Rotterdam



One Aquila Built 2018 145647 GRT Panama Owner Greta Ship Holding

Current Position En route Singapore

Solent

01/05



Auto advance LNG Hybrid arriving from Zeebrugge Built 2021 Tug Svitzer Balgate

29/04



Bolette



Snoekgracht doing yacht deliveries Built 2000 21042 DWT



Bp Fortaleza Built 1996 7202 DWT



MSC Preziosa Celebrity Beyond



Mein Schiff 3



CMA CGM Alcazar



Ariara



Arc Independence Built 2007 7202 DWT



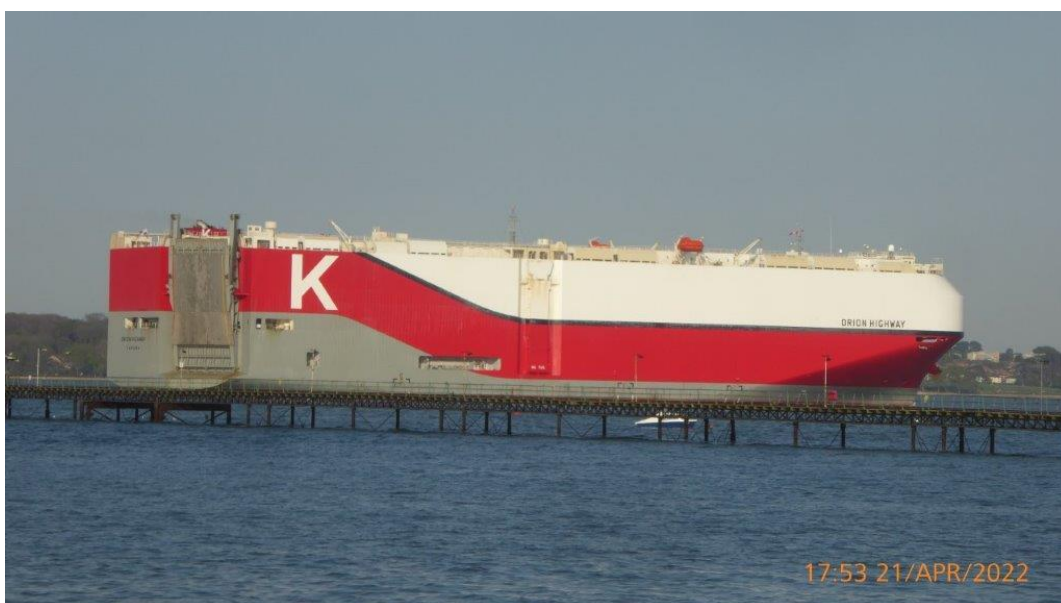


Sun Princess

21 04



Celebrity Beyond Built 2022 141420 GRT Malta Owner Celebrity Cruises



Orion Highway



Al Nefud

From the Hythe Ferry 17 04



Red Falcon



Discovery







Iona



Lyra Leader

16 04



Cemex Go Innovation Built



Donnington Built GRT Owner

Current Position En route



HMM Annul Built



Patriot

WSS Quiz Questions Edition 53 Tony

Here are the answers to this month's quiz on ships in the news, but what were the questions?

1. AL ZUBARA
2. SCF DON< NEVA & USSURI
3. SCF LA PEROUSE
4. POLAR STAR
5. EDUARD TOLL
6. HETMAN SAHAIDACHNY
7. DELPHINE
8. MSC KIM
9. CARNIVAL ECSTASY
10. AL SALMY
11. NORWEGIAN ESCAPE
12. SERAPHINE
13. EVER FORWARD
14. USS CLAGAMORE
15. ADMIRAL ESSEN

TRAWLER BAND

In the late 1940's my family relocated from Highlands Boulevard, Leigh to a fisherman's cottage in old Leigh. This was to enable my father to have a boat built to his own design with the money generated by down sizing. It also meant that we acquired a new radio, one with trawler band.

In theory this device could pick up trawlers talking to each other at sea, but we were out of range of anything working from Lowestoft or Hull and the local boats were not equipped with radio at that time. Neither were Thames barges.

However we could pick up East Coast colliers working into the Thames. These tended to congregate at the West Leigh Middle anchorage when weather prevented them from going further up the East Coast. Apart from fog, this could be a strong North Easterly blow. Their conversations were usually weather – related and, in particular, the prospects of proceeding further. A typical statement being:

“Joe gave it a try this morning but he didn't get as far as the Barrow before he had to turn back.”

Generally conversations were polite, although the Geordie accents were sometimes difficult to understand. I also picked up a few new swearwords.

The names of the ships fascinated me. Who were “Dame Caroline Haslett” and “William Cash” after whom two flat iron

colliers were named? Their namesakes would deliver coal above bridges in the capital to gasworks and powerstations by lowering masts and funnels to pass under the bridges. Easier were those with place names. There were, for example about ten “Fulhams”, individually identified by a Roman numeral e.g, Fulham II, Fulham III, etc.

Easier too with some of the larger colliers which serviced the downriver stations and had no need to go above bridges and looked like proper ships. “Lord Citrine”, I found out had been Chairman of the TUC. But “W.H.J.Wood” and “Captain J.M. Donaldson” baffle me to this day. Can any one out there help?

G.E.D.

Famous Yachts Part 3 -LLANTHONY



JULY 2019

I came across this pretty motor yacht in August 2018 for sale on the North bank of the Upper Thames, just downstream of Henley. She had attended the Thames Traditional Boat Festival the previous month, and reportedly was the largest vessel ever to attend the festival. I saw her again under weigh in Henley in July 2019. She was built by Camper & Nicholson in 1934 and is of riveted steel construction. She is 77' 5" long, with a beam of 14' 6" and draught of 5' 5", and she has a displacement of 61 tons. She originally was fitted with two Gennifer diesels, but in the 1940's, these were replaced with Daimler Benz engines. Finally, in 2004, two 350HP Caterpillar diesels were installed.

The ship has a colourful history. She was built as a private yacht for Lionel Beaumont-Thomas. Reportedly, during the 1930's Edward and Wallace Simpson slept aboard on at least one occasion. During the war, she was owned by Baron Kronecker, the military attaché for Belgium. At the outbreak of war, she was requisitioned by the Admiralty, and taken to

Portsmouth. In May 1940, newly commissioned Sub Lt. Robert Timbrell, of the Royal Canadian Navy, (the day after he finished at the Whale Island naval gunnery school at Portsmouth) with two civilian diesel engineers (ex-London Transport) and six lumberjacks from Newfoundland, was ordered to take her from Portsmouth to Ramsgate, and then onward to Dunkirk.



JULY 2019

The ship was ill-equipped for naval duty, as her compass had not been swung, and the only armament was the 1914 vintage Colt 45 on Timbrell's belt. They were to anchor off the beach and embark as many troops as they could using the two tenders swung from their davits. This worked well for the first two trips, and they transported about 120 men back to the UK each trip. However, on the next trip, they got hit forward by a German aircraft. Five crewmen were killed, and both anchor cables snapped. The fuel pipes were severed, so both engines died, and they drifted up on the beach. With the ship high and dry, Timbrell organised a Bren-gun carrier to be driven out into the sea as far as it could before the engine stopped, so that it could be used as an anchor. The two engineers managed to repair the fuel pipe, got the capstan working and winched the ship off, despite its 5' 5" draught. Llanthony rescued a total of 280 troops from Dunkirk, and with four accompanying Scottish trawlers placed under Timbrell's command for the later trips, the total number rescued was 900. Timbrell was awarded the DSC. The hull still contains shrapnel from the Dunkirk exploits. The funnel, which is a dummy used for storage, still shows damage from Dunkirk internally.



AUGUST 2018

After the war, the Llanthony was acquired by Lord Astor of Haver Castle. In the early 1960's, whilst still owned by Lord Astor, she was used by John Profumo MP at Clivedon House on the Thames as a meeting place for his "indelicate" relationship with Christine Keeler. Profumo lied about the relationship to a Commons committee, thus beginning the Profumo Scandal of 1963. This ultimately led to the fall of the Macmillan government from power.

In 1985, she was bought by Ray Paton, and between 1985 and 1993, she cruised between Greece and Turkey as an elegant charter yacht under the name of Golden Era. In 1995, she was discovered in an extremely sorry state in Rhodes Harbour by her present owner, Nicola McGrail-Beadnall, of Ardlamont House, Argyll in Scotland, who bought her and funded an extensive restoration carried out in Turkey. She was used as an elegant charter yacht operating among the Greek and Turkish coasts and islands. She came back to the UK for the first time in June 2000, to attend the Diamond Anniversary Reunion to Dunkirk. The rally was escorted across the Channel by the frigate HMS Somerset, which had on board 80-year-old Rear-Admiral Timbrell. Unfortunately, because of bad weather, the Llanthony did not make Dover in time to join the rally. Bob Timbrell died in 2006, aged 86.



AUGUST 2018

In 2004, she was replated all round, and the Caterpillar engines installed. An internal refit was carried out in Malta in 2005, restoring her original four guest cabins. She sleeps seven guests and has quarters for up to five crew. She was based recently for several years at Castlepark, Kinsale.

A May 2021 press report indicated that her steelwork had been restored at Gillingham Marina for the previous 18 months and she was programmed to transfer to Dennetts Boatbuilders at Chertsey for an interior refit and the replacement of all her timber superstructure.

Krispens Pictures from January



Avalin



Arklow Clipper



Buxhansa



Cape Hellas



Celsius Carolina



CMA CGM Murcia



Delft Seaways



Derg



Eco Los Angeles



Essex Star



Hanson Thames



Huey



Jacob Marley



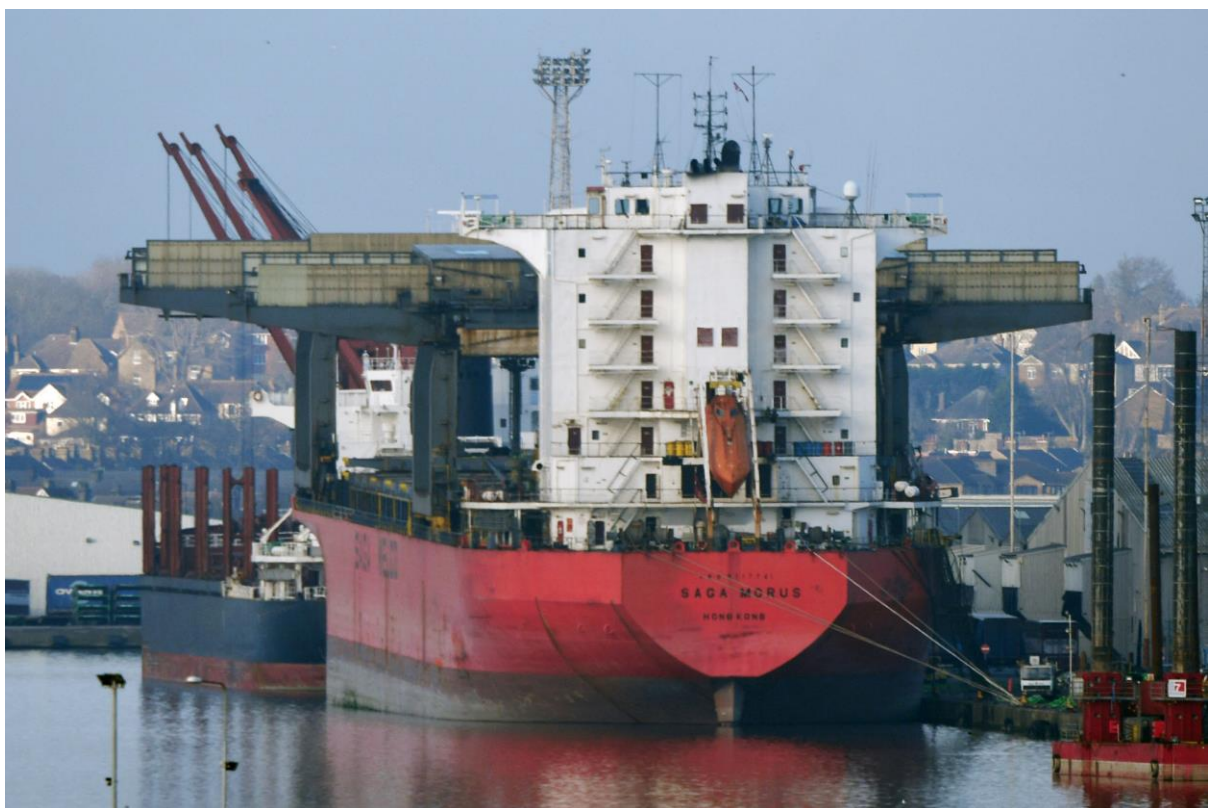
Kaprifol



Maersk Numegen



Ren Jian 16



Saga morus



Seri Balquis



Svitzer Adira



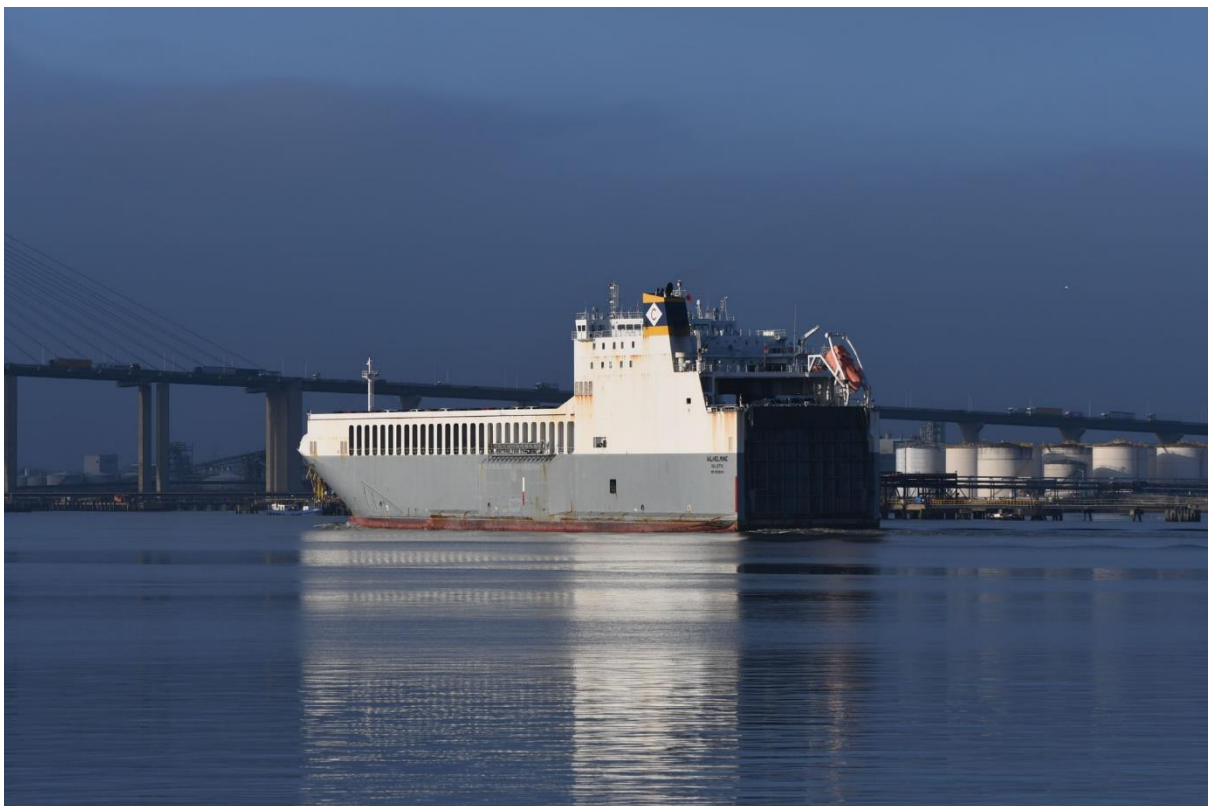
Traviata



Treasure



Tunsin



Wilhelmine

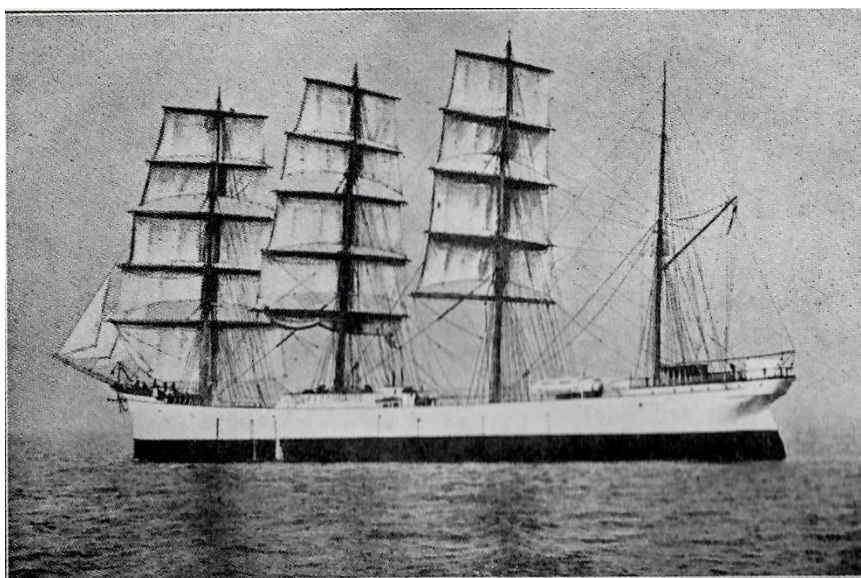
largely ineffective in the present conflict.

TWO BALDHEADED LADIES



GARTHPOOL

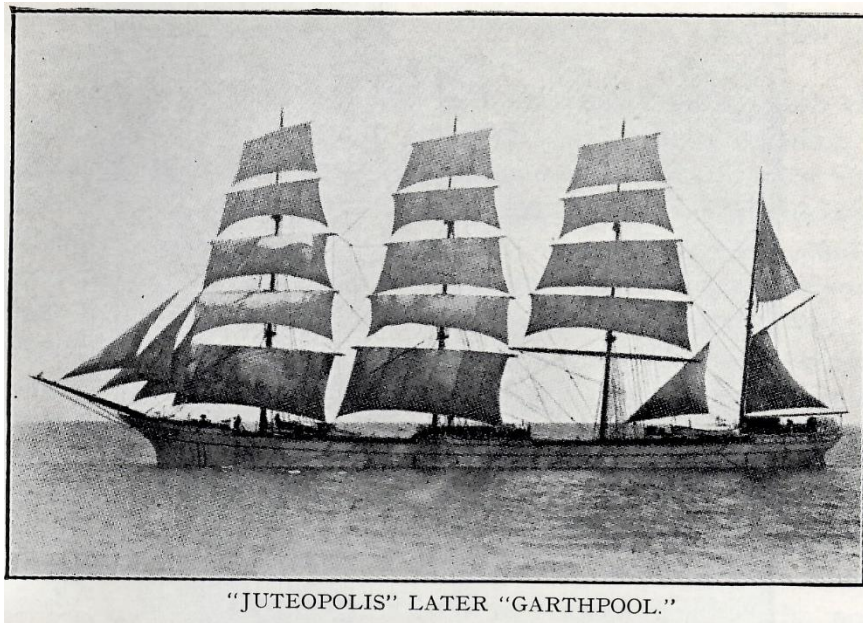
In 1891, Charles Barrie of Dundee ordered two four-masted barques from W.B. Thompson & Co., also of Dundee for the Calcutta jute trade. They were the JUTEOPOLIS and the LAWHILL, launched on 3rd December 1891 and 24th August 1892 respectively. Although they only made a few jute carrying voyages, both ships had long and useful lives.



"LAWHILL."

LAWHILL

To the purists, their lack of sails above topgallant level, hence the term "Baldheaded", was anathema, but they proved handy sailers, although not renowned for their speed. Their rig was unusual also in having lower and topmasts in one piece, with the topgallant masts mounted behind the topmasts.



On 31st August 1899, both ships were sold to the Lawhill Sailing Ship Co. Ltd. of London, who re-sold them in 1900 to the Anglo-American

Oil Company. Between 1900 and 1911 they carried case oil to ports in the Far East. In 1911, the Anglo-American Oil Company sold all their sailing ships and both were sold to George Windram & Co of Liverpool. From this time on, the two ships had differing lives.



Lawhill in Cape Horn. Helge Heikkinen: Tornado.

JUTEOPOLIS traded with general cargoes for Windrams until 1917 when she was acquired by the Marine Navigation Company of Canada, which was owned by Sir William Garthwaite. In 1920, she was renamed GARTHPOOL. Between 1922 and 1924 she was laid up in the Blackwater.

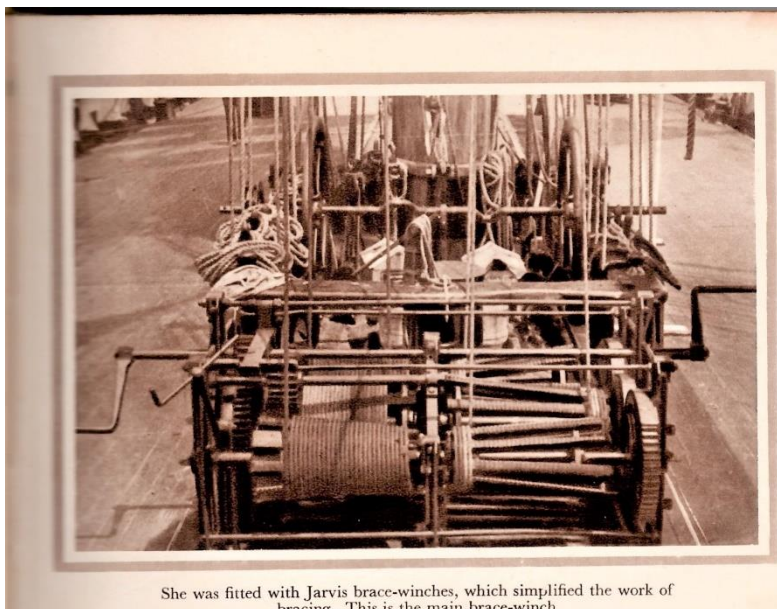


GARTHPOOL

LAIID UP IN THE BLACKWATER 1924

She was then put into the Australian grain trade, principally between Adelaide and Hull. In mid-1929 she set out from Hull in ballast, but on 11th November that year she hit a reef at Boavista, Cape Verde, and was wrecked, fortunately without casualties. She had become the last deep-water commercial square-rigged sailing ship to sail under the red ensign.

LAWHILL, whilst under Anglo American Oil Company's ownership had been fitted with Captain Jarvis's patented brace winches, which proved to be a very effective labour-saving device for the rest of her career

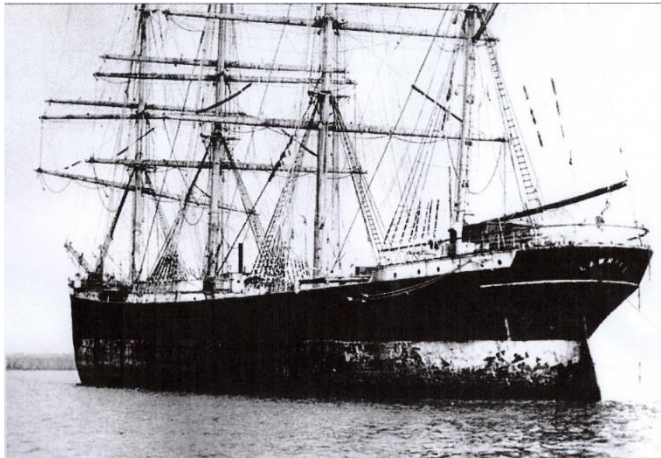


LAWHILL'S

JARVIS BRACE-WINCHES

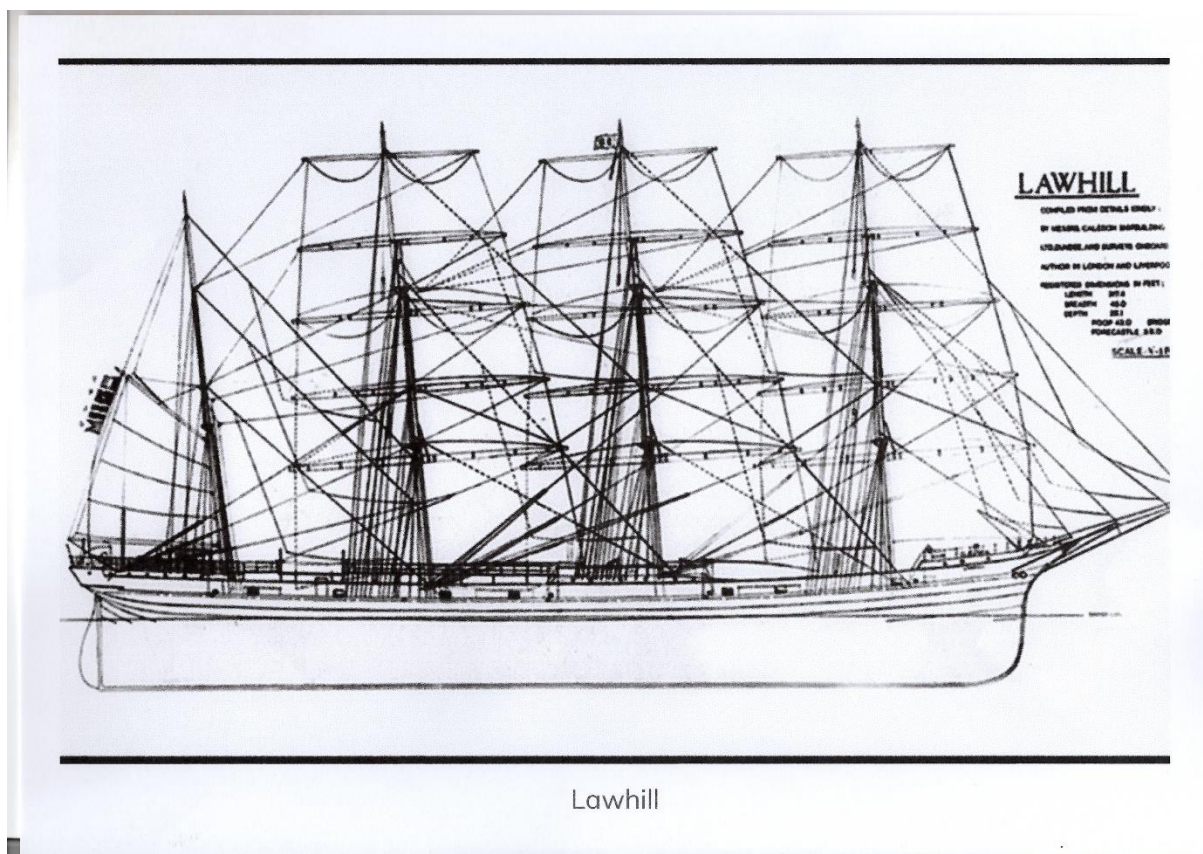
She was sold in 1914 by Windrams to a syndicate of Aland shipowners, one of these being Gustav Erikson. In 1917 she put into Brest and was held there by the Allied naval authorities. By the time she was released in 1919, Erikson had become the sole owner. From 1920 to 1941 she traded for Erikson as a grain carrier, mainly between Australia and the UK. In August 1941, she was berthed at East London in South Africa when Finland entered the war

on the side of the Axis. She was arrested and confiscated, and then employed for the rest of the war by South Africa as a cargo carrier. She was sold to Lawhill Pty Ltd of East London in 1946, and then in 1947 to T. Worker and H. Olthaven of Johannesburg, who used her on several voyages to Argentina with coal, returning with wheat.



LAWHILL LAID UP IN THE TEMBE 1948

Her last cargo carrying voyage was in November 1947 from Lorenzo Marques to Port Victoria in ballast, returning to Beira with wheat. She was then sold to a Lorenzo Marques owner, but she was needing extensive work before being fit for sea. She was laid up in the Tembe River from September 1948 for many years gradually falling to pieces. Finally, she was broken up for scrap in the late 1950s.



COMPARISON

	JUTEOPOLIS	LAWHILL
Gross Tons	2842	2942
Length	310.0 feet	317.4 feet
Beam	45.0 feet	45.0 feet
Draught	25.1 feet	25.1 feet

Mystery ships 53

Answers at the end courtesy of Krispen Atkinson pictures from Colin Paynter



2.1 Peggy Dow



2.2 Sea Challenger



2.3 1992



2.4 Havglimt 1992



2.5 1992



2.6



2.7

Museums around the Thames Estuary

If anyone gets the chance to visit them...I can highly recommend a visit to the following museums and places, all of which have history related to the Thames Estuary...

The Bay Museum, Canvey Island
 Bluetown Museum, Isle of Sheppey
 Queenborough Museum, Isle of Sheppey
 Rochester Museum
 Southend Museum
 Upnor Castle

Coalhouse Fort
Stanford le Hope Wildlife Centre
(nr Mucking)

Burnham on Crouch Museum

Each has its own unique take on the rivers history, and I have learn't so much over the years by visiting them.

The Bay Museum is a converted de-magnetising station on Canvey, near Thorney Bay, which was purchased by local history and military history enthusiasts and converted into a small, but fascinating museum. Well worth a visit...and the Bay Cafe next door does a great cappuccino and carrot cake!

Bluetown Museum on Sheppey is another privately-run museum, and has an excellent display concerning the S.S. Montgomery.

The Queenborough Museum, also on Sheppey has a small display concerning Queenboroughs place of importance as a Naval training base and customs venue. When you are there..ask to see the Guildhall...upstairs. It is magnificent.

Rochester Museum, although in the Medway, is a truly excellent local museum and has many displays related to the city's history, and Naval past, including the Dutch raid on Sheppey in the 1600's. And...of course...Rochester also has an abundance of history...a fine Norman keep, and a beautiful Cathedral. I recommend a visit any Sunday afternoon.

Upnor Castle is just in the Medway, off the Thames, and has excellent displays related to the importance of such forts along the Thames and Medway.

Many of you will already know Coalhouse Fort, as it is usually the place to park before making your way to the riverside, and the two, well-known, "bottle beaches". There is a small visitor centre here, and the ranger is a very friendly and helpful guy who will point you in the right direction. The fort was built as part of the nations burgeoning defences against possible invasion/attack by Napoleon III's forces in the mid 19th century. A "sister" fort was built in the other side of the Thames, at Cliffe, and is now derelict.

The Stanford le Hope Wildlife Centre (it may have another name...I can't quite remember the EXACT title...but it it faces Stanford Marshes) is a relatively new venture, high up on an old landfill site, and reached via the ancient village of Mucking, which was built by DP world...the owners of the new Thames Gateway port. As far as I am aware, part of the "deal" to allow the port to be built, was the building of the wildlife centre, the re-settlement of much displaced wildlife to Stanford marshes from the new port site, and the creation of a lagoon at Stanford, by knocking down the seawall, and flooding several acres.

The centre itself is excellent, with a cafe, viewing areas, displays, a shop selling local interest items, and a small play park for children. It is built on a commanding view over the Thames estuary, and well-worth a visit.

Lastly...although Burnham museum is in the river Crouch, it has excellent displays relating to Thames barges and similar river craft.

Enjoy!

Colins Pics



Minerva Europe 1992



Alvaro da Bazan 1992



Multitank Catania



Maria B 1992



Fionia East Asiatic



Hanjin Barcelona



Choyang World



AI Munnarraq



Stena Jutlandia



Trimley



Scathlis Reefer



Malling



Hanjin Hong Kong

THE BOTNIA SEAWAYS



The Botnia Seaways was built in 2000 as the FINNMASTER by the Jinling Shipyard in China. She was one of a series of Ro-Ro Paper/Trailer carriers built for Nordic Forest of

Sweden. In 2008 she was sold to DFDS Tor Line and renamed in 2009 as TOR BOTNIA. In 2013, she was renamed BOTNIA SEAWAYS.



In February 2022 it was announced that the suspended unaccompanied freight service between Calais and Sheerness would be resumed, using the Botnia Seaways. The service had been shut down for two months because of a labour dispute in France. DFDS had previously used the MAXINE. On March 14th, the Maiden commercial sailing between Calais and Sheerness took place using the prominent Berth 10 at Sheerness. There are sailings every day, departing from Sheerness at 11.00, arriving at Calais at 17.00. The return trip leaves Calais at 11.59, arriving at Sheerness at 04.00.



Botnia Seaways has a gross tonnage of 11,530 tonnes, with dimensions 162.58m x 20.62m x 13.8m. She is powered by a 12-cylinder MAN-B&W 12V48/60B diesel of 12,608 kW which

gives a top speed of 20 knots. She is Lithuanian flagged. She is thus quite small by modern Ro-Ro ferry standards, but she can carry 120 trailers.

Queen Galadriel



Queen Galadriel, a Baltic Trader is 32.9 metres long with a beam of 6.6 metres. She was built in 1937 in Svenborg, Denmark and was originally named 'Else' after the Captain's daughter. Queen Galadriel traded as a cargo vessel around the coasts of Denmark and Norway, initially as a motor sailor but after 1956 under motor alone. By 1970, the need for such vessels as Else had ceased and her future became uncertain. In 1983, she was bought by The Cirdan Sailing Trust and went into service renamed 'Queen Galadriel' after a character in Tolkein's 'Lord of The Rings'.

After twenty years in the business of sailing residentials she was taken out of service during 2003 for a major structural refit. This involved replacement of the keel, extensive re-planking, installation of watertight bulkheads and renewal of all the electrical and mechanical systems. The opportunity was used to completely redesign and renew all below deck accommodation. Queen Galadriel returned to service in May 2004 to continue her important role in working with young people.

Jantje



Jantje passing Canvey Point 03 05



Jantje is a 28m class A schooner brig launched in 1930.

Maritime Museums of the World

-New Zealand





The New Zealand Maritime Museum Hui Te Ananui A Tangaroa is a maritime museum in Auckland, New Zealand. It is located on Hobson Wharf, adjacent to the Viaduct Harbour in central Auckland. It houses exhibitions spanning New Zealand's maritime history, from the first Polynesian explorers and settlers to modern day triumphs at the America's Cup. Its Maori name is 'Te Huiteanui-A-Tangaroa' – holder of the treasures of Tangaroa (the Sea God).

The museum's founding director was Rodney Wilson, who from 1989 led fundraising efforts to establish the museum, which opened in 1993, the year the America's Cup regatta was held in Auckland.^[1] The cost was estimated at NZ\$11.1 million

The museum cares for a number of collections and permanent exhibitions

Main exhibitions, concentrating on:

- Polynesian, Maori vessels and navigation
 - European voyages of discovery
 - Settlement and immigration
 - Early coastal trading
 - Whaling and sealing
 - Modern commercial shipping
 - Lifeboat, pilotage and coastguard services
 - Navigation and marine surveying
 - Maritime art and crafts
 - Recreation and sporting maritime activities
 - Maritime trades
 - Harbour and port history
-



Fijian drua SEMA MAKAWA, a double-hulled war canoe. Tuimaleya, Joeli: Boatbuilder Raqatima



Hamilton Jet Boat Davison, George: Boatbuilder 1957



REWA, coastal trading cutterHunter, "Chips":
BoatbuilderFoster:
Client1886



Rowboat: TASMAN TRESPASSER ||Salthouse Boatbuilders (estab.
Boatbuilder2009



Launch NAUTILUS (1913) Collings & Bell (closed 1959):
Boatbuilder1913

NAUTILUS



Nautilus has had a colourful life, travelling the world, since first being launched as a family vessel used for picnics and racing in 1913. Since then she has run public excursions, ferry trips and charters and was involved in a rescue of a survivor from a yachting accident. Nautilus was one of two motorboats carried by the hospital ship Marama during WWI which commenced duties in the

Mediterranean in 1915.

Further research is being carried out on her use as a private vessel between the late 1920s and when she was acquired by Allan Williams in 1994. While in his ownership, Williams refit Nautilus with a new engine and enjoyed 17 years of family boating before donating her to the New Zealand Maritime Museum in 2011.

Five years of labour have gone into the restoration by a team of passionate staff and volunteers , during which every plank and component has been carefully checked.

SS Puke



SS PUKThompson, C.E.: BoatbuilderBrimblecombe, Alan:
RestorerA & G Price Ltd
(estab. 1871): Maker1872-19001977



SS PUKE, the Museum's steam launch, is thought to have been a tender in the Kaipara logging trade, built by E. Thompson and Son at Aratapu, towards the end of the 19th century. She is typical of the all craft used for local transport on the Kaipara and other Northland harbours and rivers.

In 1977 she was salvaged from the Tamaki river and had a steam engine and boiler installed. She worked for several years on the Waihou and Ohinemuri rivers from Paeroa and on the Mahurangi from Warkworth. In 1988 she carried passengers across the Brisbane river for the six months of the Brisbane World Expo. Puke was built of kauri and planked in two skins, the inner diagonal and the outer fore-&-aft. The plumb stem and counter stern and large propeller are typical of launches of the period.

In 1993 a major rebuild was carried out by the Boat Yard at Hobson Wharf. She was purchased by the Union Steam Ship Company in 1989 and then donated to the Maritime Museum.



TED ASHBY

Ted Ashby is a ketch-rigged deck scow, typical of the fleet of scows that once operated in northern New Zealand waters.

Built by Museum staff and volunteers in the traditional manner, she was launched in August 1993. Freightways Ltd sponsored her construction with assistance by many other firms.

Ted Ashby is built of blackbutt, an Australian hardwood grown in Northland, instead of the traditional kauri. She is fastened with galvanised steel bolts and spikes. The hull is framed with fore-and-aft bulkheads, known as partitions, and the bottom is cross-planked. Underwater the hull is sheathed in worm-resistant totara over tarred felt and schenam, a mixture of lime and oil.

Scows were flat-bottomed, centreboard vessels, most of which carried their cargo on deck. They were ideal for working estuaries and shallow harbours, and they carried logs, firewood, sand and shingle, machinery and stock. A few of the larger scows carried timber to Australia and America.

Scows ranged from 45 to 130 foot in length and most were two-masted, ketch or schooner rigged.

The largest were three-masted. Some 130 scows were built in the north of New Zealand between 1873 and 1925. The first was the Lake Erie, based on the American Great Lakes scows. New Zealand scows quickly developed their own characteristic form and construction. Today only half a dozen

survived.

The Maritime Museum chose to name the vessel after Ted Ashby, a man whose whole life was intimately author of the book 'Phantom Fleet'.



KIWI CHALLENGE, trans-Atlantic rowboatHamil, Rob (b.1964): MakerStubbs, Phil (b.1962,
Industries Ltd: Maker1997



NEW ZEALAND, KZ1 Marten Marine Industries Ltd: Boatbuilder Farr, Bruce Kenneth (b.19



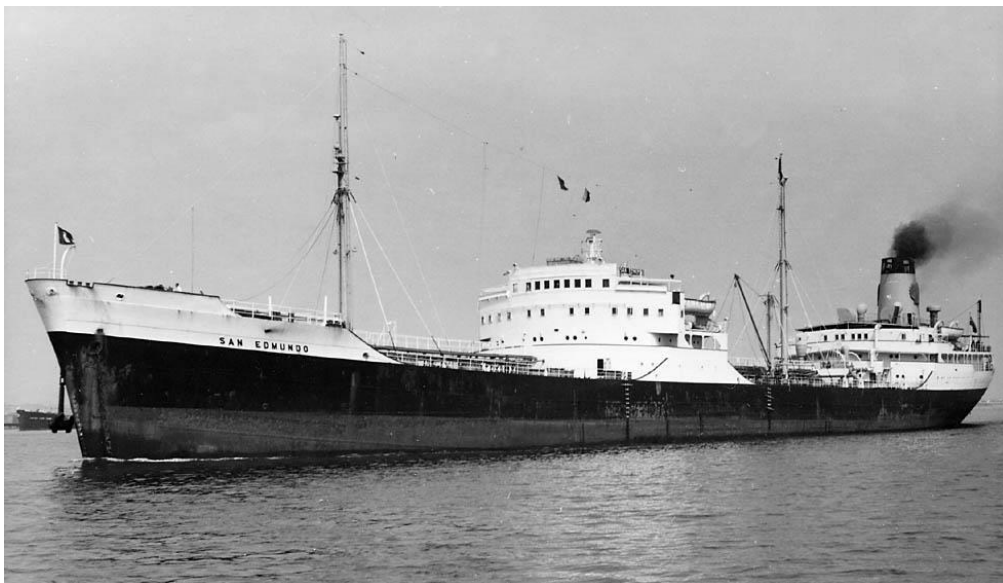
brigantine **BREEZE** (1981) Sewell, Ralph Frank (d.1999): Boatbuilder Boyd & McMaster Sailmaker 1981

Shipbuilding on The Tees - Furness Shipyard Part 4 1958-63

The postwar years also saw significant orders from the yard, with 76 large ships and tankers built between 1947 and 1963. In around 1951 ownership of the yard was vested in Haverton Holdings, and by 1961 the yard employed 2,750 workers and was producing ships of to 52,000 tons deadweight tonnage and steelwork for bridges and gasholders.

The yard was modernised in 1963 to be able to build supertankers and bulk carriers, building its first bulk carrier, Essi Gina, shortly afterwards

1958 San Edmundo for Eagle Tankships 11955 GRT



1964 Humilaria

1973 Dynamic Sailor

1984 Broken up Gadani Beach

1958 Belgulf Glory for Gulf Oil 12018 GRT



1975 Broken up Kaohsiung

1959 Belgulf Progress for Gulf Oil 12018 GRT



1975 United Progress

1977 Broken up Kaohsiung

1959 Teesfield for Hunting & Co 12146 GRT



1978 Broken up Inverkeithing

1959 Regent Falcon for John I Jacobs 12354 GRT



1972 Teaxco Durham

1975 Kalliopis

1982 Broken up Gadani

1959 Overseas Explorer for London & Overseas Tankers 16627 GRT



1967 London Explorer

1976 Sovereign

1979 Broken up Kaohsiung

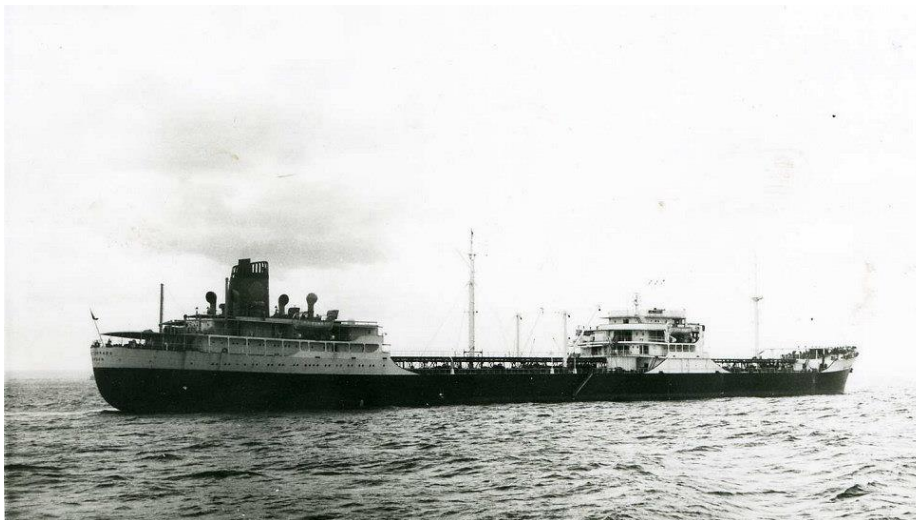
1959 San Calisto for Shell Tanker Co 21180 GRT



1965 Vermetus

1975 Broken up Masan

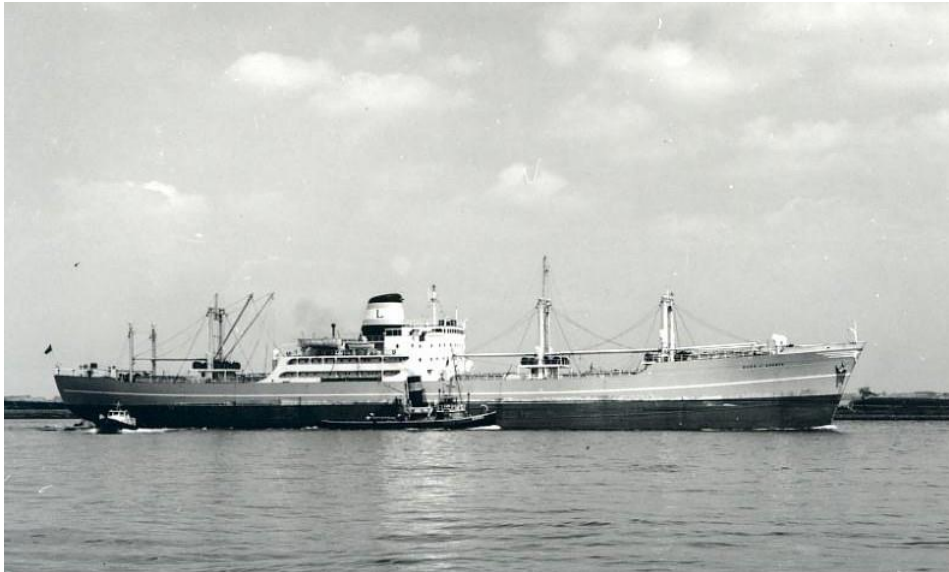
1959 San Conrado for Shell Bermuda 21180 GRT



1975 Valvata

1975 Broken up Bilbao

1959 Duke of Sparta for Livanos Group 10823 GRT



1960 Atlantic Falcon

1975 Agility

1983 Broken up Gadani

1960 LLangorse 21840 GRT for Radcliffe Tankers



1976 Broken up Kaohsiung

1960 Duke of Mistra for Livanos 10799 GRT



1966 Atlantic Fury

1975 Prosperity

1977 Fay C

1983 Broken up Gadani Beach

1961 Gulf Briton for Watts & Watts 26596 GRT



1976 Broken up Kaohsiung

1961 Gulf Scot for Watts & Watts 26652 GRT



1976 Broken up Kaohsiung

1961 Gulf Dane for Watts & Watts 26652 GRT



1976 Broken up Kaohsiung

1962 Duke of Athens for Livanos 10815GRT



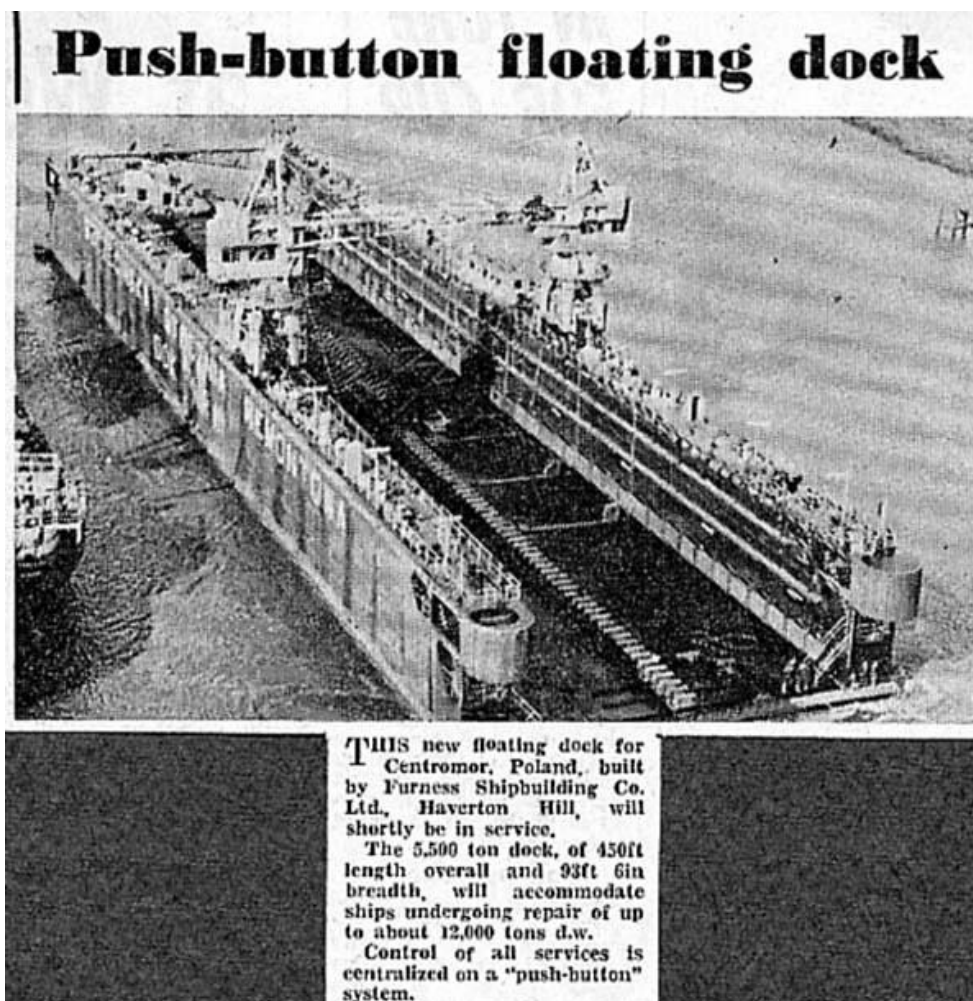
1967 Atlantic Freedom

1973 Megaluck

1980 Chi Grand

1984 Broken up Kaohsiung

1962 DOK NR.III for Centromor for service Szczecin



1962 Voluta for Shell Tankers 24406 GRT

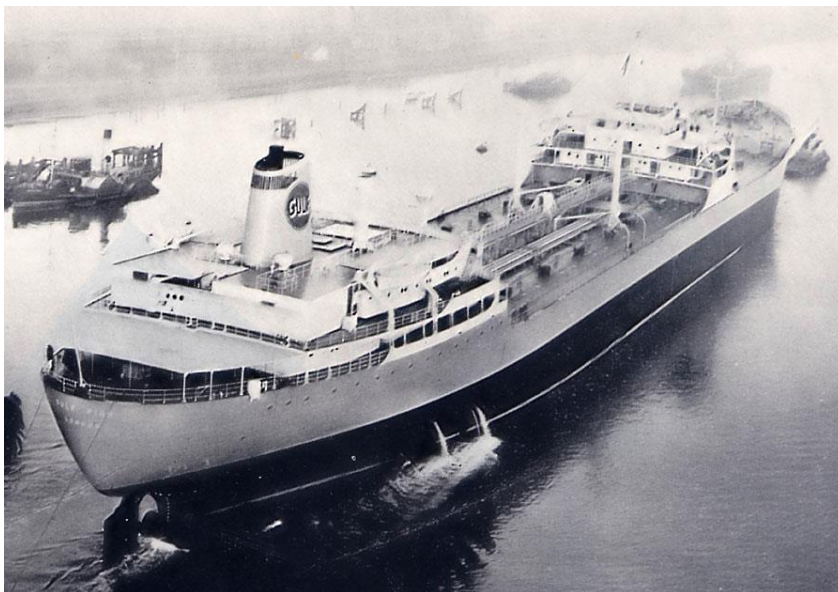


1970 Estrella Patagonica

1989 Estrell

1989 Broken up Alang

1963 Gulf Finn for Watts & Watts 26652 GRT



1977 Broken up Kaohsiung

1963 Essi Gina for Ruud -Pedersen 35630 GRT



1973 Melina Maria

1974 Itel Hercules

1977 Campit

1978 Broken up Kaohsiung

Answers to Quiz 53

MARITIME QUIZ MAY 2022 – QUESTIONS

1. AL ZUBARA: A container ship of 37000 dwt nearly rammed and sank a dinghy in Southampton Water. The dinghy's outboard had broken down.
Early March
2. SCF DON, NEVA & USSURI: These tankers controlled by Sovcomflot were unable to deliver their cargos due to Western sanctions, and were re-routed to the Bahamas. They were discharged through ship to ship transfers to avoid the sanctions.
Early March
3. SCF LA PEROUSE: A Russian owned vessel of 92,923 dwt arrived off St. Nazaire with a cargo of American LNG. France has not banned Russian vessels from arriving at its ports. Early March
4. POLAR STAR: US Coastguard icebreaker 46 year old reached 78 degrees, 44 minutes, 1'32 seconds south in February, a World Record.
5. EDUARD TOLL: A Russian chartered icebreaking LNG tanker of 96,840 dwt was towed away from Harland & Wolff after a government request 'not to provide access to any (Russian) ship'. The ship had been in H & W for maintenance since before the war started. Early March
6. HETMAN SAHAIDACHNY: A Ukrainian frigate under repair in Odesa was scuttled by Ukraine to prevent a Russian propaganda victory.
Early March

7. DELPHINE: A Cobelfret Ro-Ro car carrier of 74,273 gt was fitted with a pair of 35 m tall Norsepower Rotor sails. She is the World's largest short-sea car carrier. Early March
8. MSC KIM: Container ship of 50,547 dwt had engine failure when off Nova Scotia and was drifting. Later towed into Sydney, Nova Scotia
Mid March
9. CARNIVAL ECSTASY: A cruise ship of 70,367 gt on its first cruise since the restrictions ended sailing from Mobile, Alabama had trouble with her lifeboat machinery and returned to Mobile. She is due to be phased out by Carnival later this year.
10. AL SALMY 6: Ro-Ro car carrier of 16,021 gt capsized and sank off the coast of Iran. 29 crew saved but 1 missing. Mid March
11. NORWEGIAN ESCAPE: Cruise ship of 164,998 gt ran aground off the Dominican Republic. She was refloated, but the rest of the cruise was abandoned. Mid March
12. SERAPHINE: New LNG fuelled Cobelfret Ro-Ro ferry of 50,455 gt made its first visit to Purfleet. Late March
13. EVER FORWARD: Container ship of 127,076 dwt ran aground in the Chesapeake Bay in high winds and an unusually low tide. Still stuck a month later. Mid March
14. USS CLAGAMORE: Balao class Submarine dating from 1945 and based as a museum ship in Charleston, South Carolina is to be scrapped because its condition is beyond economic repair.
Late March
15. ADMIRAL ESSEN: Russian frigate off Odesa damaged by Ukrainian missile. Early April

Mystery ships- Edition 53



2.1 Peggy Dow at Dover, c. 2000

PEGGY DOW	IMO 8304531	Reefer
11,335g 10,572d	Length: 155.1	Breadth: 22.8 Depth: 13.7 Draught: 8.8 (m)

1985: Completed by van der Giessen-de Noord BV, Krimpen as PEGGY DOW.
2007: Renamed BALTIC NAVIGATOR.
2014: Broken up in India



2.2 Sea Challenger inward Thames, passing Gravesend.

SEA CHALLENGER IMO 8309244 Bulk carrier
24,943g 42,842d Length: 189.5 Breadth: 30.1 Depth: 15.73 Draught: 10.97 (m)

1985: Completed by Mitsubishi Heavy Industries Ltd., Nagasaki as SEA CHALLENGER (launched as SANKO HOPE).
2000: Renamed ATHINOULA.
2008: Renamed CANARSIE PRINCESS.
2013: Broken up in Bangladesh.



2.3 CARLITA, **Dover Straits?** 1992

CARLITA IMO 7619020 Bulk carrier
9,999g 17,802d Length: 151.11 Breadth: 21.75 Depth: 12.2 Draught: 9.3 (m)

1976: Completed by Shikoku Dockyard Co. Ltd. Takamatsu as SUN CHERRY.
1982: Renamed SUN CHERIE.
1988: Renamed SUN HEROS
1990: Renamed CARLITA.
1995: Renamed NIKE K.

1996: Renamed MINE K.
2000: Broken up in Turkey.



2.4 Havglimt, Gibraltar, 1992

HAVGLIMT IMO 7638337 LPG Carrier
30,950g 38,534d Length: 206.2 Breadth: 31.45 Depth: 18.6 Draught: 11.3 (m)

1978: Completed by Moss Rosenberg Verft AS, Hundvaag as CENTUM.
1987: Renamed HAVGLIMT.
2008: Renamed LIM
2008: Broken up in Bangladesh.



2.5 Euro Challenger, Gibraltar, 1992

EURO CHALLENGER IMO 7435084 General cargo/container
4,479g 6,107d 389 TEU Length: 102.1 Breadth: 18.85 Depth: 8.2 Draught: 6.3 (m)

1978: Completed by Salamis Shipyards S.A., Salamis as METEOR I.
1989: Renamed EURO CHALLENGER.
1993: Renamed VIGOUR LUZON.
1995: Renamed MANASLU.
1999: Renamed INGENUITY.
1999: Renamed TOP STAR.
2001: Renamed KING STAR.
2001: Renamed TRISNA SAMUDRA.
2004: Broken up in China.



2.6 Charlottenborg at Antwerp?, c. 1990

CHARLOTTENBORG IMO 7523740 General cargo/container
10,227g 12,795d 332 TEU Length: 150.4 Breadth: 21 Depth: 11.3 Draught: 9 (m)

1976: Completed by VEB Schiffswerft Neptun, Rostock as ANNEMARIE KRUGER.

1980: Renamed EUTERPE.

1987: Renamed CHARLOTTENBORG.

1991: Renamed DAFRA EQUATOR.

1991: Renamed CMB EQUATOR.

1991: Renamed EUTERPE.

1995: Renamed MEGAH JAYA.

2000: Broken up in China.



2.7 Katerina II, location? c.1990

KATERINA II IMO 7211983 General cargo
1,812g 3,012d Length: 79.9 Breadth: 13.8 Depth: 6.5 Draught: 5.3 (m)

1972: Completed by Batservice Verft AS, Mandal as VADDAS.

1975: Renamed BREEHEES.

1983: Renamed ATHOS.

1986: Renamed XENI M.

1988: Renamed KATERINA II.

1992: Renamed PETER K.

1994: Renamed GOD IS LOVE.

1995: Broken up in Spain.



2.8 MARIA S, Gibraltar, 1992

MARIA S IMO 7104398 General cargo
2,057g 3,218d Length: 84.5 Breadth: 13 Depth: 7.7 Draught: 6.2 (m)

1971: Completed by Schulte & Bruns Schiffswerft, Emden as MARIA SCHULTE.
1985: Renamed ARIA.
1987: Renamed MARIE.
1989: Renamed MARIA S.
1992: Renamed UNITY VII.
2003: Renamed PORDA.
2006: Renamed BAKKA.
2007: Renamed ORIENT STAR.
2009: Broken up in Spain.



2.9 MULTITANK CATANIA, **location?, c. 1990**

MULTITANK CATANIA IMO 8200307 Chemical/Products tanker
2,690g 3,885d Length: 91.7 Breadth: 13.6 Depth: 6.3 Draught: 6.2 (m)

1983: Completed by Buesumer Werft GmbH – Buesum as CREST ISLAND.
1987: Renamed MULTITANK CATANIA.
2001: Renamed EL WALID.
2005: Renamed SENA.
2010: Broken up in Turkey.



2.10 MINERAL EUROPE & VEMAOIL V, Gibraltar, c. 1992

MINERAL EUROPE IMO 8417649 Bulk carrier
87,709g 170,698d Length: 290 Breadth: 45 Depth: 23.8 Draught: 17.5 (m)

1986: Completed by Hyundai Heavy Industries Co Ltd., Ulsan as MINERAL EUROPE.

2000: Renamed STAR EUROPE.

2009: Renamed ZHENG YU.

2011: Broken up in Bangladesh.

VEMAOIL V IMO 7116121 Products tanker
2,946g 4,353d Length: 104.9 Breadth: 14.8 Depth: 6.9 Draught: 5.8 (m)

1972: Completed by Rolandwerft Dockbetrieb GmbH Ganspe, Berne as PILAT.

1984: Renamed THITA ARGO.

1987: Renamed FENIX.

1989: Renamed ENALIOS ETHRA.

1991: Renamed VEMAOIL V.

2002: Renamed BLESSING.

2007: Last reported operating off Nigeria – no further details.