



*World Ship Society
Southend Branch*

News and Views

Newsletter Edition 54

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Next Edition 20th June Local

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Notes

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Contents

News

Visitors

Quiz Geoff

Yachts of the World Part 4 – Nahlin

Mystery ships 54

Ship towage at West India Dock 1950's and 60's

Rogers pics

Purfleet on Thames

Magdeburg / Yamashiro Maru Collision

P & O to the Far East

Colins Pics

Shipbuilding on the Tees – Furness Part 5

Quiz Answers 54

Mystery ships 5 4 answers

News

MSC World Europa to be MSC Cruises' most energy-efficient vessel



MSC World Europa, which is in the final stages of construction, will become the most energy-efficient and largest LNG-powered vessel in MSC Cruises' fleet when it is delivered in October 2022.

The ship is currently being built by shipbuilding company Chantiers de l'Atlantique in Saint-Nazaire, France, and has had energy-saving strategies developed by Bloom Energy.

MSC Cruises' use of LNG power will eliminate almost all air pollutant emissions, including sulphur oxides, nitrogen oxides and fine particles, and will achieve cut carbon dioxide emissions by up to 25 per cent. LNG power will also enable the development of low-carbon fuels and solutions such as green hydrogen, bio-LNG and fuel cells, by offering a temporary energy solution whilst these fuels are developed.

MSC World Europa will have 150-kilowatt solid oxide fuel cell demonstrators, which will generate auxiliary power with reduced carbon dioxide emissions; a selective catalytic reduction system that will decrease the ship's production of nitrogen oxides by 90 per cent

when LNG is not available for use; and enhanced shore-to-ship power capability to minimise engine use at ports.

MSC World Europa also features wastewater treatment technology, which complies with the International Maritime Organization's MEPC 227(64) Resolution, and a ballast water treatment system that prevents the introduction of invasive species in the marine environment.

Energy usage throughout the ship will also be optimised through smart ventilation and advanced air conditioning systems, with automated energy recovery loops, allowing effective distribution of heat and cold across the ship. LED lighting will also be controlled by smart management systems to further enhance energy savings.

MSC's partnership with Chantiers de l'Atlantique has also resulted in an innovative hull shape to minimise MSC World Europa's resistance through the water, which will reduce the amount of fuel used to power the vessel.

In addition, the ship's hull and engine rooms have also been designed to minimise acoustic underwater sound impact, lowering the potential impact on marine mammals in the surrounding waters.

The cruise line has invested €3 billion in three other new LNG-powered vessels, which will be delivered between 2022 and 2025. MSC World Europa will be followed by MSC Euribia, which is also currently under construction in Saint-Nazaire and will enter service in 2023.

P&O Cruises unveils Grand Atrium design onboard Arvia



P&O CRUISES

P&O Cruises has revealed the interior design of the Grand Atrium onboard its new LNG-powered ship Arvia.

Designed by Jennifer de Vere-Hopkins, associate director of Jestico + Whiles, the Grand Atrium will be at the centre of the ship, spanning three decks and featuring an ocean-view backdrop for onboard entertainment and a staircase adorned with champagne-coloured ribbons.

The public area will host a full programme of live events and entertainment, which will include performances from aerial performers, local buskers, pop-up talks, magicians and more.

Each level of the atrium features places to dine, socialise or relax. For example, the Amber Lounge will act as a cocktail bar while The Keel & Cow and The Glass House will offer gastropub and restaurant cuisine respectively.

Arvia will debut in December 2022, with a maiden voyage to the Canary Islands, followed by a winter season in the Caribbean in which it will be the largest ship to sail from homeport of Barbados and will offer a variety of itineraries from seven to 22 nights long.

The return of explorations to some of the most remote destinations



SunStone Ships is the largest tonnage provider to the expedition market in the world, with its fleet of cruise vessels on charter to tour operators and travel companies worldwide.

Managed by experienced crew, its ships take guests to some of the most remote destinations, including seasonal Arctic and Antarctic cruises.

Like the rest of the cruise industry, SunStone has endured extreme difficulties over the past two years with the Covid-19 pandemic placing severe financial pressure on the shipowner.

The recovery from this disruption has been a slow process, explains Niels-Erik Lund, CEO of the company.

Despite these challenges, SunStone has continued with the construction and introduction of its new Infinity-class ships. The Infinity class has capacity for between 130 and 200 passengers and 85 to 115 crew. Three of the vessels are already in operation for travel companies and have received glowing reviews after their debuts, according to Lund.

Despite these challenges, SunStone has continued with the construction and introduction of its new Infinity-class ships. The Infinity class was designed by SunStone Ships with the naval architects Ulstein Design & Solutions and each ship has capacity for between 130 and 200 passengers and 85 to 115 crew. Three of the vessels are already in operation for travel companies and have received glowing reviews after their debuts, according to Lund.

“Greg Mortimer is on year-round charter to Aurora Expeditions in Australia, while Ocean Explorer is on year-round charter to Vantage Travel in the USA, and Ocean Victory is on charter to Albatros Expeditions during winter seasons and to American Queen Voyages

SunStone isn’t stopping at three, however. The shipowner is continuing with its plan for the Infinity-class ships, with the construction of the remaining vessels currently being completed at China Merchants Heavy Industry’s shipyard in Haiman, China.

SunStone is also planning for the future beyond the completion of the Infinity-class. Rather than pausing development, it is already in the process of arranging for the construction of an entirely new design, the Boundless class.

With the completed Infinity class and the upcoming Boundless class, SunStone Ships is looking to build back from a difficult period and continue to drive forward the expedition sector.

Resorts World Cruises to debut on 15 June 2022



Resorts World Cruises, a new Asian luxury and lifestyle cruise brand, will debut in Singapore on 15 June 2022 with its first ship, Genting Dream.

The cruise line is a brand extension of Resorts World, which has 46 properties in eight countries and across four continents, and is managed by a team with over five decades of international hospitality experience and almost three decades of global cruise experience. Resorts World Cruises will use its rich Asian heritage in culture, hospitality and cuisine to provide guests with luxurious experiences.

Resorts World Cruises will have its headquarters in Singapore and is committed to making Singapore the leading cruise hub in Asia.

Originally built for Dream Cruises which folded during the pandemic, Genting Dream has 18 decks and weighs 150,695gt, allowing it to accommodate 3,352 passengers and 1,600 crew members. Accommodation consists of interior, oceanview and balcony staterooms. Palace Suites will also be available on the top deck within The Palace, which is a ship-within-a-ship concept with its own restaurant, bar, sundeck, spa, gym, butler services and other facilities.

Onboard entertainment will include a waterpark made up of six slides and pools, bowling alleys, duty-free shopping, spa and gym facilities, as well as a Zodiac theatre that will showcase productions, workshops, magic classes and more.

Genting Dream will also feature 35 onboard restaurants and bars, serving a range of cuisines such as traditional Chinese, Japanese, Korean, Malaysian and Singaporean dishes, as well as halal, vegetarian and Western dining options.

Guests will be able to curate and customise their cruise experiences from ship to shore, including dining packages, activities and excursions.

Genting Dream will begin operating from 15 June 2022, in conjunction with the Singapore school holidays, with two- and three-night cruises. The cruise line will extend the ship's itineraries from 30 September 2022 to destinations in Malaysia, Thailand and Indonesia.

Share this story

Viking takes delivery of Viking Mars from Fincantieri



Viking has taken delivery of its newest ocean ship, Viking Mars, from Fincantieri at the shipbuilder's yard in Ancona, Italy.

Viking Mars is now sailing to Valletta, Malta, where it will be christened on 17 May 2022, Norwegian Constitution Day. The ship has capacity for 930 guests in 465 staterooms, with a Scandinavian-inspired design that includes open public spaces and a range of al fresco dining options.

The ship will be named by godmother Lady Fiona Canarvon, the Countess of Canarvon. Viking offers pre- and post-cruise packages featuring visits to Lady Canarvon and her husband the Earl of Canarvon's estate, Highclere Castle.

Explora Journeys celebrates the keel laying of Explora II



MSC Group's new luxury cruise brand Explora Journeys celebrated the beginning of construction work on Explora II with a keel-laying ceremony at Fincantieri's shipyard in Castellammare di Stabia, Italy, on 5 May 2022.

Explora II is the second of four luxury ships and will be delivered in summer 2024. A sister ship, Explora I, which is currently at Fincantieri's shipyard in Monfalcone, Italy, will be delivered to the cruise line at the end of May 2023.

The keel-laying event was attended by senior executives of Explora Journeys and the shipyard.

Explora II will feature 461 oceanfront suites, penthouses and residences, as well as nine restaurants, 10 indoor and outdoor bars and lounges, four swimming pools, extensive outdoor decks with private cabanas, wellness facilities and refined entertainment.

First cruise ship at Scrabster harbour's new facilities



The cruise ship MS Hamburg alongside the NorthLink ferry at Scrabster harbour.

Scrabster harbour's latest facilities for cruise liners welcomed their first vessel today as the MS Hamburg berthed at the redeveloped St Ola Pier.

The ship, operated by Plantours Kreuzfahrten, arrived from Oban with around 300 German passengers on board and tied up on the new 250-metre east berth – part of the £19 million redevelopment works at the port completed in late 2021.

The passengers enjoyed a number of excursions around the county before departing for Rosyth.

Visitors



Medway barge race



Stenheim Built 2003 11935 GRT Gibraltar Owner Stenoil K/S

Current Position En route Le Havre



Sunny Hill Built 2009 29338 GRT Marshall Islands Owner SH2 Shipping

Current Location En route to Iceland



One Falcon Built 2017 146287 GRT Japan Owner NYK Line

Current Location En route Port Said



Minerva Oceania Built 2009 26934 GRT Malta Owner Express Shipmanagement
Current Position Baltic



La Solonais Built GRT Owner
Current Position En route Dunkirk



Le Bellot Built 2020 9988 GRT France Owner Sedna Bail

Current Position West coast Scotland



HMS Tyne



Glovis Summit Built 2014 85456 GRT Marshall Islands Owner Hyundai Glovis

Current Position Antwerp



CMA CGM Carl Antoine Built 2017 96223 GRT Malta Owner Longnian International

Current Position En route to Dominica



Pilots



Global Royal Built 2022 34738 GRT Panama Owner Global Royal Panama

Current Position North east Atlantic



Fure Ven Built 2019 12770 GRT Sweden Owner Furetank

Current Position Antwerp



Maersk Bahamas Built 2016 28 316 GRT Singapore Owner Xiang L 43

Current Location North east Atlantic



Ormesby Cross

Svitzer London

Svitzer Bootle



Arklow Accord Built 2020 5078 GRT Ireland Owner Arklow Shipping

Current Position En route to Caen



Norsky Built 1999 20296 GRT Finland Owner Bore Ltd



Le Dumont D'urville Built 2019 9988 GRT France Owner Rhode Bail

Current position Bergen



Gitana Built GRT Owner



Viking Star Built 2015 47842 GRT Norway Owner Viking Ocean Cruises

Current Position Gdansk



BW Lilac Built 2018 114363 GRT Malta GRT Owner BW Gas AS

Current position En route Cameron USA



Sunrise Built 2016 42826 GRT Liberia Owner Tauris Shipping

Current Location En route to Qingdao



Marvel Heron Built 2019 139050 GRT Panama Owner Heron Gas Shipping

Current Position En route to Rotterdam



Orange Victoria Built 2019 45642 GRT I o M Owner Chijin Shipping

Current Position Immingham

Solent



Auto Advance sailing to Santander



Ren Jian 3



Singelgracnt bound Antwerp



Morning Lady Built 2010 arrived from Antwerp

Morning Ace 2011



Shieldhall 07 05



Cemex Innovation



Lisbon Express



Enchanted Princess

WSS Quiz Questions Edition 54

WSS quiz questions – 27th May 2022

1. What is the name of the Russian warship which sank in the Black Sea in April?
2. Which hospitality group has recently added Queen Elizabeth 2 (QE2) to its portfolio?
3. The construction of the Royal Navy's first Type 31 frigate is making progress in Scotland. What is the name of the frigate?
4. British cruise line Swan Hellenic is to name the third ship in its series of new expedition cruise vessels after the Roman goddess of the moon, hunting and the countryside. What is the name?
5. *Venta Maersk* is one of how many sister ships constructed by the COSCO, Zhoushan yard in China?
6. A former Crystal Cruises expedition yacht is to join the Lindblad Expeditions National Geographic fleet as *National Geographic Islander II* on 18 August 2022. What was its former name?
7. Saga has four new ships named after major European rivers, called Spirit of the [River]. They will operate on the rivers they have been named for. What are the names of the four rivers?
8. The classic motor yacht *Nahlin* visited Falmouth recently. She is one of the last steam yachts built in Britain, having been built at John Brown's shipyard on the Clyde in 1930. Which British industrial entrepreneur owns the yacht?
9. This battleship was originally intended to be a Brazilian battleship, but was sold to, and paid for by, the Ottoman Empire. However, as they prepared to take delivery in 1914, she was seized by Britain. This contributed to the Ottoman

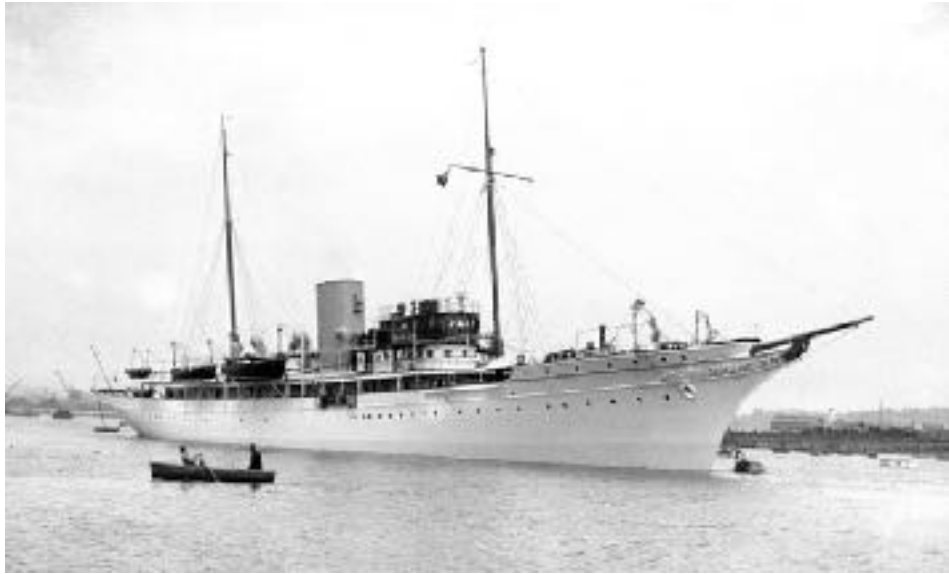
Empire joining with Germany and the Austro-Hungarian Empire against Britain in the war. The battleship was named after a famous battle in the Hundred Years' war – what was its' name?

10. Who, in 2017, christened the Queen Elizabeth class aircraft carrier *HMS Prince of Wales*?

World Yachts Part 4 STEAM YACHT NAHLIN



The Nahlin was built by John Brown & Sons at Clydebank for Lady Yule, an extraordinarily rich heiress who was heavily into film financing and was a horse breeder. She was designed by G.L. Watson & Co. of Glasgow. The name Nahlin is a Native American word meaning "fleet of foot", and the ship has a figurehead beneath the bowsprit depicting a Native American wearing a feathered headdress.

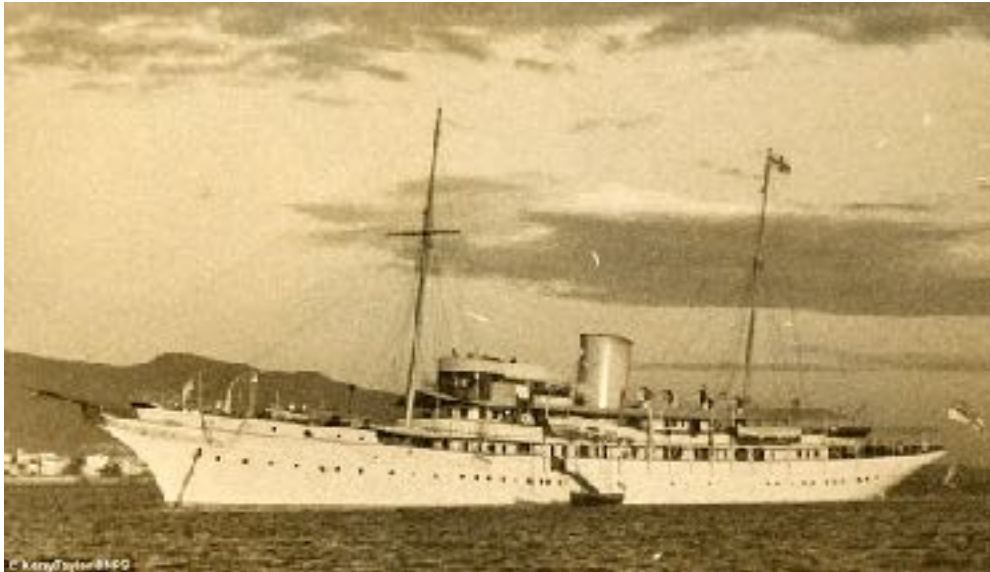


NAHLIN

IN 1936

She was launched on 28th April 1930, being the vessel constructed by John Brown immediately before the RMS QUEEN MARY. She is of 1277 gross tonnes, with dimensions 91.4m x 10.98m x 4.42m. Hull and superstructure are of steel, but her decks are of teak. Originally, she was powered by four single-reduction geared Curtis-Brown steam turbines, each of 1619 kW and 2 oil-fired Yarrow boilers driving 2 screws, giving a maximum speed of 17.5 knots.

During the period of Lady Yule's ownership, 1930 – 36, she made several extended cruises, including a circumnavigation of the globe. In 1936 she made the Nahlin available for charter. In 1936 she was chartered by King Edward VIII for a private cruise of the Adriatic Sea with Wallis Simpson. He hoped to avoid adverse publicity by not using the royal yacht, Victoria and Albert. The news reports about the cruise brought the Nahlin to the attention of King Carol II of Romania, who acquired her in 1937 and renamed her LIBERTATEA. At the outbreak of the war, King Carol quit his throne, and the ship became the property of the Ministry of Culture who had her moored on the Danube as a museum ship. She was later used as a floating restaurant, still on the Danube.



NAHLIN DURING THE KING'S CRUISE

After the fall of communism in Romania in 1989, the ship became the property of S.C. Regal S.A. Galati. She was rediscovered by yacht broker N.Edmiston, who bought her in 1998, and in 1999 he sent her to Falmouth, then Plymouth and on to Liverpool on the Heavy Lift ship SWIFT. Phase 1 of her restoration was delayed when Cammell Laird went into receivership. She spent some time in the Mersey, at one stage being bought by Sir Anthony Bamford.

In 2006 Sir James Dyson bought her and had her towed to Germany, spending 5 years rebuilding and restoring her at a reported cost of £25 million. The restoration was carried out at Nobiskrug Shipyard in Rendsburg and at Blohm & Voss in Hamburg. The work included replacing the steam engines with twin MTU 16 cylinder 45A Vee diesel engines of 5004 bhp driving 2 electric motors, each of 2000 kW and a top speed of 16 knots. She has cabins for 14 guests with a professional crew of about 47. Her original mahogany 6.4m ship to shore tender was located in Scotland and returned to the ship during the restoration.

She is still owned by Dyson and is the only John Brown-built vessel still active. She is not available for chartering. As of mid- February, she is at Blohm & Voss in Hamburg, presumably for her annual refit.

Mystery Ships 54



54.1 27 10 91



54.2 31 08 91



54.3 31 01 93



54.4 23 03 92 FLX



54.5 17 08 93



54.6 31 01 93



54.7 27 09 92



54.8 27 09 92



54.9 27 09 92

*Ship Towage at West India Dock 1950's
and 60's*



As with all the enclosed dock, only PLA tugs were employed to tow within the Docks. At West India Dock the two tugs were the Beverley and Dollar Bay. The Beverley provided a sterling service but Dollar Bay was regarded as a "poor old thing" and largely restricted to moving small fry such as lighters around.

But of course the larger ships needed more than one tug particularly when it was blowing hard, when even three would be needed. Therefore the private enterprise tugs employed to tow on the river would come in with their ship to assist Beverley. River towage at the time was provided by two firms W.H.J. Alexander and Ship Towage which was an amalgamation of several smaller firms. There were two others Gaselee and Knights who handled smaller ships, largely out of London and St Katherine's Docks but whose main business was the towage of lighters. Later these two amalgamated, PL tugs were not permitted to tow on the river, only in the docks

The main danger to tugs towing on the river was of becoming "girt". This only applied to tugs guiding a ship from the stern. The momentum of the ship could pull the tug over on its side, leading to a capsize. For this reason the towline would be rope and an axe stowed near to the towing hook, ready to cut the line in such an emergency.

Towage within the docks was not without its dangers. As a ship locked the lead or bow tug, if a PLA one, would need to return to dock water. To do this she would cast off the tow and then squeeze past the ship in the lock to return to the dock before the lock water was adjusted to the height of the river water outside. At the Royal Docks on one occasion the tug was unlucky. The ship was light and high out of the water with her propeller exposed and slowly revolving. A propeller blade caught the exiting tug, slicing her side open. She staggered into the dock basin where she sank. The crew abandoned ship in the tugs boat balancing on their knees their most prized possession, a recently acquired colour television. The wreck presented a problem as it was blocking access to the big Royal Docks complex, but the PLA Salvage Department worked a miracle and by next day it was gone.

In those days even communication by walkie-talkie was not universal and it was fascinating to observe the docking in of a sizeable ship. On board the pilot would use a whistle to give his instructions to the tugs. They would acknowledge by the use of their own hooters. A code had obviously been worked out in advance

West India Dock contained one other PLA tug. This was the Plangent, a small craft or, in dockology a "tosser" largely kept for the towage of PLA's own lighters. It was one of my jobs to check her log sheets, in case she performed some task for which the PLA could recover cost. This was very rare indeed. Most of her time, apart from the towage of a few PLA lighters, was spent either "awaiting orders" or "seeking" (looking for work). Make of this what you will!

G.E.D.

*Rogers Pictures al taken at
Southampton*



Oceana



NYK Altair



Saga Sapphire



Quindao Tower



Autostar



Asian Breeze

PURFLEET ON THAMES



The history of Purfleet has long been associated its extensive frontage onto the Thames. In the 18th century the Royal Gunpowder Magazine was established for the storage of gunpowder together with a garrison to protect it. There was a pier serving the magazine and garrison at the mouth of the Mardyke, just upstream of our study area. In essence the site continued in military use until the 1960s.

Chalk quarrying was also an important industry at one time, and the first railroad in Essex to carry chalk from the quarry to the riverside opened in 1812 and was horse-drawn. The training ship Cornwall was a boys' reformatory moored off Purfleet, the last of several similar vessels. The Cornwall was moved to Denton between the wars but was destroyed by bombing in 1940.

In the more recent past, say from 1900 onwards, a number of industrial concerns made use of the river for bringing in raw materials and fuel and exporting finished goods. Transshipment of solid and liquid cargoes also became increasingly important as the industries declined.

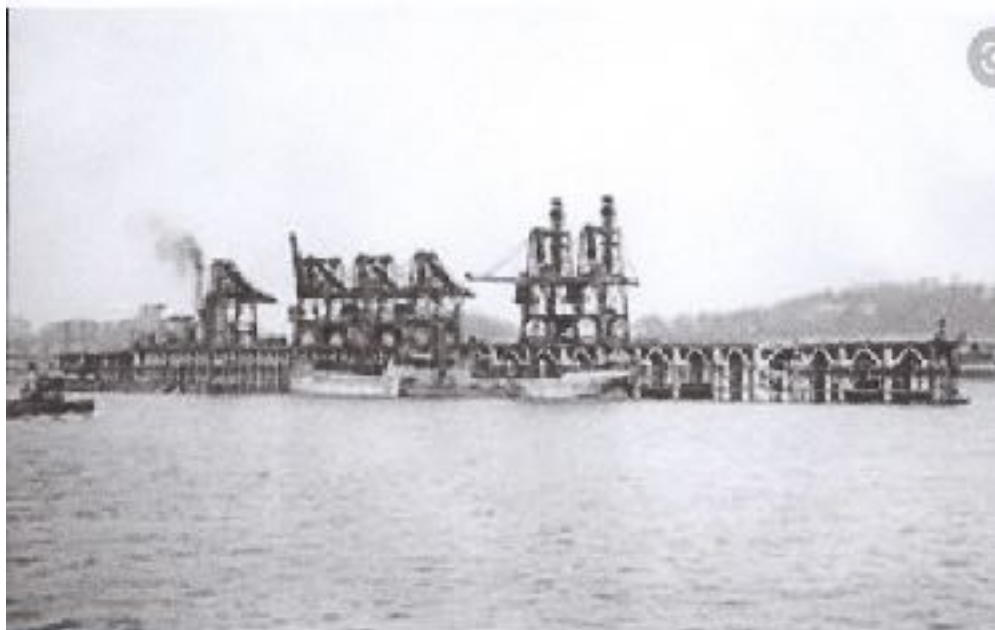
At the upstream end of the river frontage under study was Harrison's Wharf. This was originally an aggregate yard, presumably importing sea-dredged materials. By around 1980, the site had been cleared and the area, including its jetty were used by a firm of marine civil engineers. The site now forms part of a large residential development. The jetty is disused, but it is included in a proposed marina scheme associated with the housing.

The next site downstream was the Yara Terminal. Yara is a Norwegian concern that specialised in the manufacture of fertilisers, a by-product of which is Carbon Dioxide (CO₂). Yara developed the site for the import and storage of CO₂ in bulk liquid form. A series of

tanks were installed in the 1980s and were removed by Livetts in 2017. The CO2 was delivered in specialist ships, such as the YARA EMBLA and YARA FROYA, but Yara stopped transporting CO2 by ships in 2016. CO2 carrying ships formerly operated by Yara are now operated by Nippon Gas Europe, who have weekly callings to Tilbury Docks. This site is now part of the housing development.



O.S. map of 1986 showing Thames Board Mills (centre) and the Cory and Yara terminals to the left.



CORY'S

JETTY

Next downstream is the former Cory's Wharf. Coal was imported between 1906 and 1917 by the Steam Ship Owners Coal Association. By 1926 this had become William Cory & Sons. In 1962, a new 800 foot jetty was built along with a number of tanks, indicating that the emphasis of the site was moving from coal to oil. The site was later taken over by Powell Duffryn and run by Powell Duffryn Oil and Chemical Storage, but that closed and it was derelict for several years until absorbed into the proposed housing development. The jetty still exists but it is disused.

The next site downstream was Thames Board Mills. This concern opened in 1887 as the St. Louis Park Mills Company and continued under various guises, producing paper and cardboard. The jetty associated with the plant dates from the 1930s. In 1964, Thames Board became the largest factory of its kind in the country when the North Mill opened, occupying 45 hectares and employing 3400 people producing cardboard and fibreboard for packing. In 1980, TBM became part of Unilever, and the South Mill was closed soon after. By the 1990s, all the buildings south of the railway had been cleared. Thames Board Mills finally closed in 2003, but by then it was a shadow of its former size. Materials initially had been mostly brought in by barge to their riverside berths. Presumably they also used coal supplied by Cory's next door. It is likely that in its later years, the factory relied on rail and road rather than shipping.

Next moving downstream is the ESSO site. It dates back to 1888, when the Anglo-American Oil Company set up a depot to store paraffin, which was being shipped from New York for use in lamps throughout England. By 1889 the first oil tankers were acquired, the BAYONNE and the MANHATAN, each of about 4000 dwt. Another 5 ships were acquired soon after, so the company constructed a large wharf where, as well as the large vessels, smaller ships could tranship the commodities to various ports around the British Isles. The Purfleet Terminal expanded over the years to become the largest unloading and storage depot in Great Britain.



1953 flooding with Thames Board Mills (left), Esso (centre) and Purfleet Deep Water (right)

The terminal currently receives fuel direct from Esso's refinery at Fawley via a cross-country pipeline. It can also accept deliveries via ship from its own jetty, which has a depth of water of 11.2m at Chart Datum and can handle ships of up to 26,500 S DWT. The facility provides fuel to customers in the south and east of England. The ESSEX STAR is a regular visitor at the jetty.

The next site is operated by C Ro London, a Belgian owned concern. The site was originally developed after WW1 as the Purfleet Wharf & Saw Mill, south of the railway line. The site was served by a pier and a number of railway sidings. After WW2, the site was known as Purfleet Deep Wharf, with land to the north of the railway used as an oil storage depot.



PURFLEET DEEP WHARF in 1949, with ESSO to the left and Van Den Bergh to the right.

In the 1960s further jetty works were undertaken, including a retractable Ro-Ro pontoon, which provides two stern-to RoRo berths. Oil storage ceased during the 1980s, and the entire site has been operated by C Ro Ports since 1992. The facility at present covers 37 hectares. The throughput is 250,000 lorry trailers and 150,000 containers and tanks per year together with the import / export of 400,000 vehicles. The group operate a large fleet of freight -only Ro-Ro ferries, with three daily services to Zeebruges and one to Rotterdam. Their ferries all have names ending in "INE", such as the VALENTINE, UNDINE and AMANDINE. They also charter vessels such as the ALF POLLOCK.



Recent view of the Ro-Ro pontoon.

In 2016, C Ro Ports submitted a planning application for a major expansion of the facility, absorbing adjacent sites for improved circulation parking and storage. The application included the demolition of the site's downstream jetty and the out of service part of the upstream jetty. A new replacement downstream jetty was also proposed.



THE DERELICT

UPSTREAM SECTION OF PURFLEET DEEP WATER JETTY



Plan of recent C.Ro Ports planning application with site outlined in red.

The next site downstream is operated by Aggregate Industries Asphalt, which is part of the Lafarge Holcim Group. The operation appears to rely on rail and road transport, with the original jetty disused.

Next heading downstream is the Jurgens Jetty. Van Den Bergh, later part of Unilever manufactured margarines such as Stork, Flora and Bertoli on the site between 1917 and 2018, when the factory closed. Unilever subsidiary Upfield, who had taken ownership of the site, sold it to C. Ro Ports in 2019, and the site forms part of their expansion plans.

Still using the jetty and immediately adjacent to the Van Den Bergh site is Pura Foods and their subsidiary ADM. Between them around 300,000 tonnes per year of corn, wheat, oilseed and cocoa are converted into food products and animal food. ADM through their subsidiary HCH Marine operate the POLLA ROSE and PURGO. Regular visitors are edible oil tankers such as the STAR BONAIRE and the STAR ARUBA..

The maritime element is operated by Pura Foods Ltd, and Jurgens jetty provides two berths. The outer berth can handle vessels up to 100 metres long, whilst the inner (barge) berth handles vessels up to 50 metres long. In terms of water depth, the outer berth gives 9.1 metres at Chart Datum, and the inner berth 2.72 metres at Chart Datum.

Between the Van Den Bergh site and the Dartford crossing is the Hanson Cement site. Hanson are capable of producing around one million tonnes of Regen per year. Regen is a cement replacement in ready-mixed and precast concrete. Yeoman Asphalt also has a plant on the site.

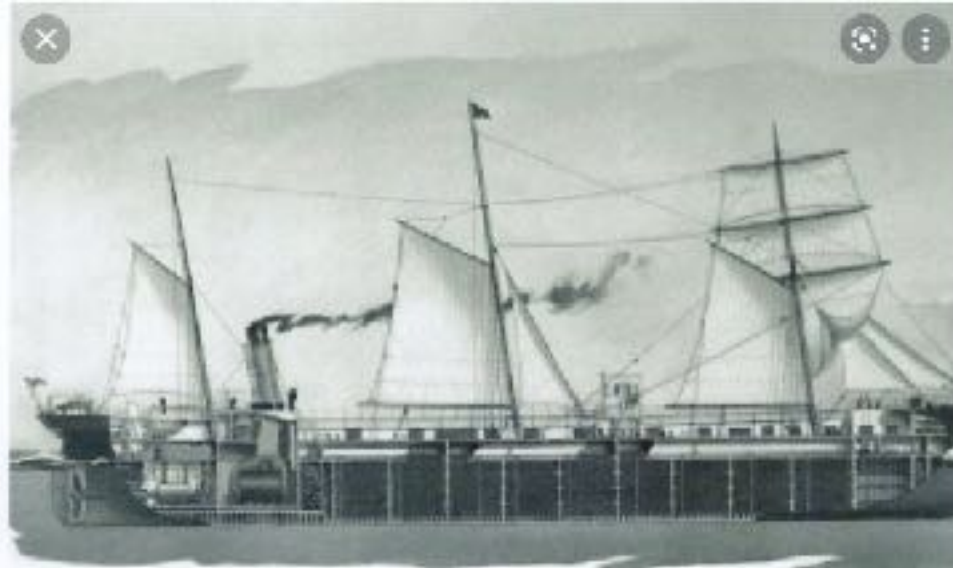
The Civil and Marine Jetty consists of two berths giving 5.4 metres depth at Chart Datum. They are dedicated to self-discharging ships such as the AASNES and the AASFJORD.

SHIPS MENTIONED ABOVE



YARA FROYA

1. YARA FROYA: She was built in Gdynia, Poland as the FLINTERBOREAS in 2005 as a bulk carrier. She is of 3486 dwt and her dimensions are 83m x 13m.. In 2013 she was converted in 2013 in Turkey into a CO2 carrier. She and her sister, YARA EMBLA, were then the World's largest food-grade CO2 tankers. She is now named FROYA and is owned and managed by Larvik Shipping and is Norwegian flagged.



BAYONNE

2. BAYONNE: She was a tanker built by A & J Inglis on the Clyde in 1889 for the Anglo-American Oil Company, being their first ship. She was of 3294 gt with dimensions 11.6m x 12.9m. In 1894 she was sold to German owners and again in 1905 to Italian-American owners. She was broken up in La Spezia in 1925.



PATRAS

3. ESSEX STAR: A chemical/oil products tanker built in 2007 in Turkey as the PATRAS. She is of 16,745 sdwt with dimensions 144m x 23m x 9m. She has a MAN-B&W

engine of 6300 kW. She is currently owned by Brostrom of Copenhagen. She is Malta flagged.



CELANDINE

4. CELANDINE: She is a RoRo ferry operated by Cobelfret. She is 23,987 gt with dimensions 162m x 25m. She was built in 2000 by Kawasaki Sakaide Works of Japan, and is Malta flagged.

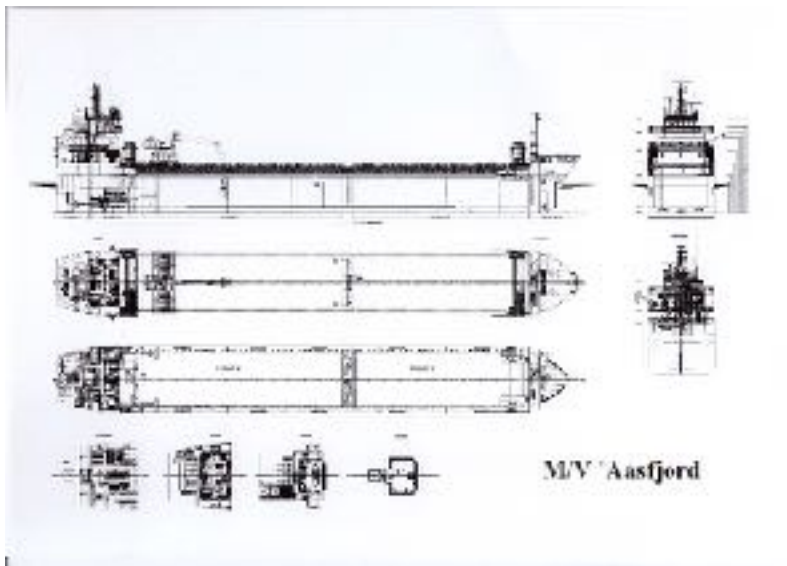


STAR BONAIRE

5. STAR BONAIRE: She is an edible oil tanker with stainless steel tanks. She was built by Damen in the Netherlands in 1997. She is od 3400 sdwt with dimensions 90m x 12m x 5.15m. She has a Wartsila engine of 1485 kW which gives 11 knots.



CSL CLYDE



AASFJORD

6. AASNES: She is a self-discharging bulk carrier. She was built in 1996 by Appledore Ferguson Shipbuilding at Appledore as the ARKLOW BRIDGE. Later she was the CSL CLYDE. She is of 7182 sdwt with dimensions 100m x 17m x 6.76m. She has a MAK 4 stroke 8 cylinder engine which gives 2640 kW. She was converted into self-discharging in Poland in 2005. She is Gibraltar flagged.
7. AASFJORD: She is also a self-discharging bulk carrier. She was built in 2006 as the HUMBERBORG by Royal Niester Sander in the Netherlands. Her tonnage is 4280 gross, and her dimensions 113m x 14m x 6.6m. She has a Wartsila engine of 3000kW



PURGO

8. PURGO: The PURGO was built in Holland in 1962 as the EXODUS as a bulk carrier. She is of 580 sdwt with dimensions 55m x 7m. She was acquired by HCH Marine in 2004 and converted into a tank barge at Lowestoft for the carriage of edible oil in stainless steel tanks. She currently runs between Erith Oil Mills and Jurgens Jetty.

Colins Pics



Walker nine



Manacor



Holsten Sailor



Hermes



Geroi novobrinska



Eylul



Daliana



City of Rhodes



Catalkaya



Cala Marsal



Benijofar



Apollon

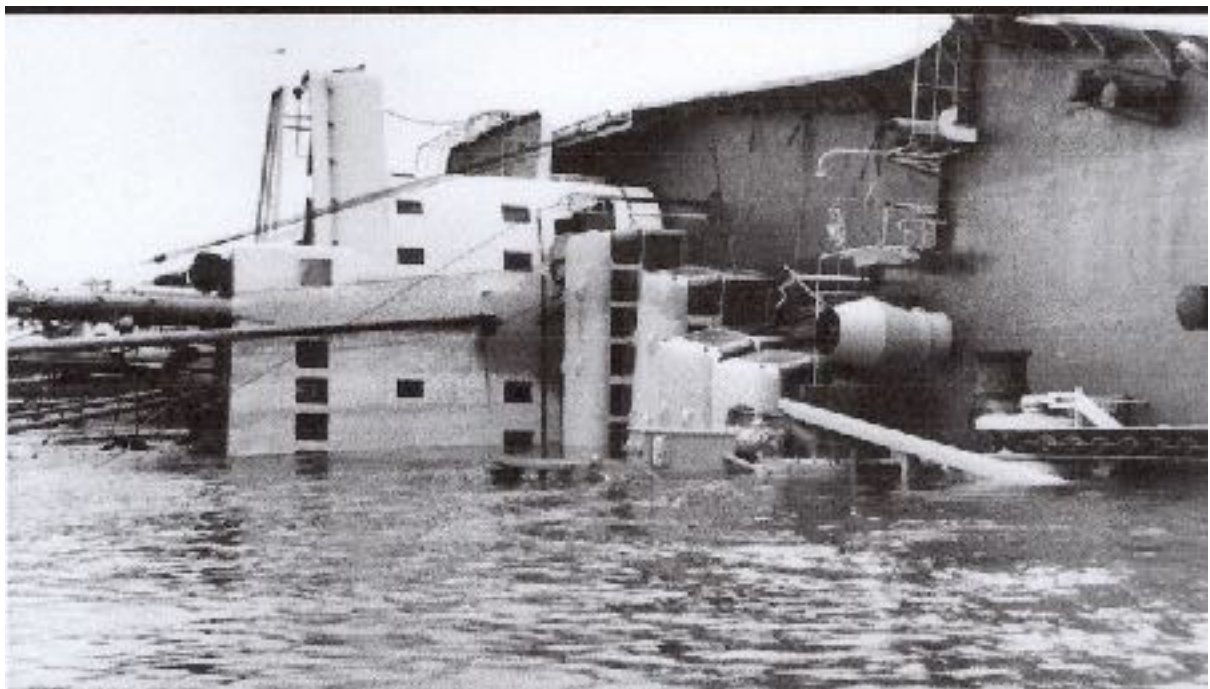


Apollo Express



Alaybey .

THE MAGDEBURG / YAMASHIRO MARU COLLISION



MAGDEBURG

On 27th November 1964, the East German merchant ship MAGDEBURG collided with the Japanese ship YAMASHIRO MARU off Broadness Point in the Thames. The Magdeburg

had a freight of 42 British Leyland buses which had been loaded at Dagenham. She was steaming downriver, bound for Havana. The Yamashiro Maru was heading upstream unladen to the Royal Docks. There are conflicting reports on weather conditions on that night, some saying dense fog and others good visibility.



BROADNESS POINT

Just off Broadness Point, the two vessels collided at 01.52 am. The Yamashiro Maru's bow hit the Magdeburg's starboard side near the wheelhouse. The Magdeburg was badly holed and heeled over to starboard. She was beached on the Kent side of Northfleet Hope, a few hundred metres downstream of the Point. The Yamashiro Maru had some damage to her bow, but otherwise was undamaged. All onboard the Magdeburg managed to escape, and there were no fatalities on either ship. There appears to have been no enquiry into the accident and no-one was held responsible.



JULY 1965

In March 1965, there was an unsuccessful attempt to right the Magdeburg. A second attempt in July was successful, and the wreck was taken into Tilbury Dock for survey and repairs. She was sold to Greek owners, but sank some 20 miles off Brest whilst under tow en route to a scrapyard.



MAGDEBURG

AFTER SALVAGE

Leyland Motors had decided to use an East German ship for the export to Cuba of the buses because the US was threatening to blacklist any shipowners breaking their “transportation blockade”. A report from the British pilot of the Magdeburg asserted that the Yamashiro Maru had broken international law by navigating in the wrong shipping lane and giving misleading signals. There have been rumours from time to time since the accident that the CIA were behind the collision to prevent their embargo being breached.

THE MAGDEBURG



MAGDEBURG

The Magdeburg was one of 15 "Type 1V" ships in the DSR fleet of East Germany. She was launched in 1957 by VEB Warnowwerft of Wannemunde. She was of 6629 gt and 13000 dwt with dimensions 157.6m x 20m x 8.4m. She was powered by 4 four stroke 8 cylinder diesels with turbo-charging, giving 15 knots via two shafts. She had 56 people on board at the time of the collision.

The DRESDEN, a sister ship also of the Type 1V Type has been a museum ship at Rostock since 1970.

THE YAMASHIRO MARU



YAMASHIRO

MARU

The Yamashiro Maru was launched in August 1963 and completed in November 1963 by Mitsubishi of Nagasaki for the NYK Line, and was the first ship to have a bulbous bow. Her gross tonnage was 10,032, and her Deadweight 12,693 tonnes. Her dimensions were 150m

x 23m. Her engines of 13,500 hp onto a single screw gave a speed of 22.45 knots. In 1973 she was declared a Constructive Total Loss, resulting from the Arab-Israeli hostilities.



YAMASHIRO MARU – DAMAGE TO

BOWS

She was resurrected however, becoming the KYRA owned by the Fanny Shipping Co.Ltd in 1974, and the MICHELE owned by North Lorne Group in 1983. She arrived at Alang on 28th November 1983 for breaking.



MICHELE

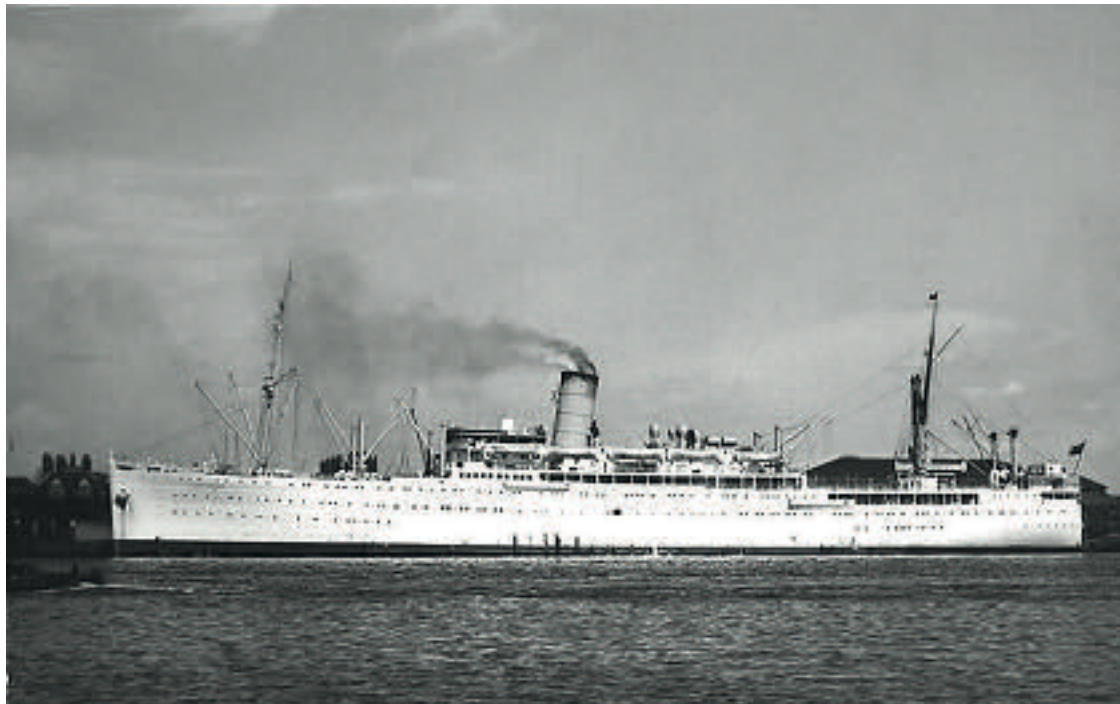
P&O's Far East Service ships

Between 1913-14 P & O built a series of ships to serve the Far East route. All survived the First World War and scrapped between 1931-32 Apart from the Peninsular & Oriental Steam Navigation Company's express service to Australia, several other secondary routes were operated including a service to India and the Far East Service.



. They were Kalyan 1914-32, Kamala 1914-32, Kashgar 1914-32, Khiva 1913-31 and Khyber 1914-31 Up to the late 1920s, the Far East Service from London, and to Port Said, Aden, Bombay, Colombo, Penang, Singapore, Hong Kong, Shanghai, Kobe and Yokohama. Up to the late 1920s, the Far East was operated by six, 9,000gt steamers, which had entered service in 1914-15 and were capable of 14 knots, carrying about 80 First and 68 Second class passengers. They were coal-fired, reciprocating steam-driven vessels which, by the late 1920s, were obsolete

In 1929 the company ordered two new 14,000 ton replacements



Carthage and her sister ships had extensive cargo holds

The general arrangement of the ships was based on the successful Cathay/Comorin/Chitral vessels of 1925, but with single-reduction steam turbine machinery of 15,500shp, instead of the reciprocating machinery, which raised their speed from 17 to 18 knots. Originally to be named Cheefoo and Canton, the ships were ordered from Alexander Stephen & Sons on the Clyde. Before launching the ships' names were changed to Corfu and Carthage; Corfu began her maiden voyage on October 16th, 1931, and her sistership followed in early December, 1931.



Carthage introduced in early 1930's

In October 1938, Corfu and Carthage were joined by Canton; larger ship built by Alexander Stephen & Sons in Glasgow, at a cost of £820,000. This 15,748grt ship had an additional passenger cabin deck and was 44ft longer and 2ft wider. Facilities included a single lift in First Class and a single, open-air swimming pool aft of the First Class public rooms on B Deck. The First Class Dance Space doubled as a cinema, Canton was a beautifully-proportioned ship with a single funnel, and was delivered in P&O's black livery. She was particularly well appointed, with fine wood veneers throughout her public rooms, giving a refined, gracious ambiance



Carthage in her pre war black livery

Like many passenger liners, the Far East Service ships were busy during World War 2. Canton was refitted as an armed merchant cruiser. On January 9th, 1940, she ran aground on rocks off Barra Head, in the Outer Hebrides. She was freed and required extensive repairs before returning to service.

She was converted into a troopship at Cape Town in May 1944. Meanwhile, Carthage was similarly taken in hand and armed, serving in the Indian Ocean as a convoy escort vessel. In 1943, she was converted into a troopship and operated out of Calcutta.



After the War the ship was painted in the white Strath liveries with buff covered funnels. Corfu was still in government service after the war, when she was used to repatriate former Japanese-held British prisoners of war to Southampton. In October 1947, Canton reopened the Far East Service and, by January 1949 the three ships had been reconditioned and were back in service. Corfu and Carthage emerged without their dummy funnels reinstated, and the original forward funnel raised in height..

While Canton also adopted the white livery, her passenger accommodation was extended by erecting a further 14 passenger cabins at the forward end of C Deck, which raised her gross tonnage to 16,033. Initially, the Far East Service from London extended only as far as Hong Kong, as Japan was seen as undesirable so soon after the war.

The Far East Service catered for a wide range of people ranging from civil servants and administrators to business people and merchants in First Class. was frequently block-booked for the import of Asian textiles and plastic products.

Canton brought home to the United Kingdom three, Royal Navy Rear Admirals from the Far East, after they'd relinquished their naval commands.

The four ships maintained the service, sailing through the Mediterranean, until November 1956, when the Suez Canal was closed and the route was changed to sail around Africa, via Cape Town.



Canton's First Class Corridor Lounge connected the Main Lounge and the Dancing Space.

While berthed in London in 1957 Canton suffered a fire when her cargo of toilet paper caught fire, requiring assistance from the local fire brigade to put it out. The damage wasn't extensive and, after unloading her damaged cargo and being repaired, she was able to start her delayed voyage.

In April 1961 Corfu and Carthage, were sold to Japanese breakers



Canton's First Class veranda had windows on three sides, and was a fine refuge for refreshments in the tropical heat.

After only 24 years of service, seven of which were spent on war service, the elegant Canton was withdrawn from service on August 28th, 1962, and sold for scrap in Hong Kong.



The First Class external promenade on board Canton could be partially enclosed using the overhead screens.



Chusan was completed in 1950 by Vickers at Barrow for P&O's Far East Service. She was by far the largest and most luxurious ship on the run, and operated with Carthage, Corfu and Canton until the early 1960s, when Cathay and Chitral took over the route.

In June 1950, P&O took delivery of their second post-war newbuilding, the 24,215grt Chusan, which was specially built by Vickers Armstrongs at Barrow, to augment the Far East Service. She was by far the most luxurious and fastest of the ships on the route, and was very similar in concept to the latter, pre-war Straths.

Chusan was the first passenger liner to be built with Denny Brown stabilisers, which had proved reliable on cross-Channel ferries. The decision to install these was made just two months before Chusan's launch. The stabilisers significantly reduced rolling, and led to Arcadia and Iberia being contracted to receive them, while Himalaya had to wait until 1959 to be retrofitted with hers.

Chusan was despatched to Harland & Wolff in Belfast in late 1959, for an extended refit and upgrade to receive full air-conditioning, the three pre-war ships were left unaltered. Carrying of both passengers and cargo were beginning to drop off on the Far East route, and it was clear that the existing service wouldn't be sustainable for much longer. Costs were also rising, and this was hampered by the necessity for a two-week turnaround between voyages, for unloading and loading cargoes.

In January 1961, two relatively new, partially air-conditioned passenger-cargo liners, Jadotville and Baudouinville of Compagnie Maritime Belge, came on the market, when their route between Antwerp and Matadi was withdrawn. P&O seized the opportunity to acquire the two 14,000grt ships, which had been built less than five years earlier.



Following short refits, in which their passenger accommodation was modified to carry 235 First Class passengers, the ships entered service as *Chitral* and *Cathay* in February and April 1961 respectively, hastily replacing *Corfu* and *Carthage*, which were sold to Japanese breakers

The ships were provided with a lounge, a writing room, smoking room with bar, and a veranda café. The restaurants were large enough to offer single-sitting dining, and other facilities included a cinema, children's playroom, shop, hairdressing salon, and an open-air swimming pool. Many of the cabins had private facilities, and the restaurant, lounge, cinema, hair-dressing saloon and some cabins, were air-conditioned.

With the introduction of these two ships, the Far East Service was reinstated to pre-war status as far as Japan, with calls at Kobe and Yokohama. The ships would load cargo at

Tilbury then sail to Southampton, where passengers would embark before the ships would begin their round-trip voyage, which would last 10 weeks. The Sultan of Selangor was a frequent passenger, sailing between Singapore and Hong Kong, together with his aides, on

Only Chitral and Cathay maintained the service until early 1970, when the service ended. Chitral was used as a cruise ship between March and September that year, but her large cargo capacity and low passenger density was a handicap to profitable operation. P&O considered rebuilding both ships as cruise ships, by adding further accommodation to their cargo holds but, in the event, both were transferred to the P&O subsidiary Eastern and Australian Steam Ship Company, and sailed between the Far East and Australia.

In 1975, this service ended and Chitral was sold for breaking, while Cathay was sold for further service with Chinese owners, surviving until 1996. Meanwhile, Chusan, always referred to as the 'Happy Ship', was used as a cruise ship after leaving the Far East Service. She was finally sold for scrap in Taiwan in May, 1973.

The last sailing of the Far East Service was undertaken by Chitral in January, 1970, which brought an end to P&O's 134-year-old Far East Service.

Shipbuilding on the Tees Furness Shipyards Part 5 1963-67

The yard was modernised in 1963 to be able to build supertankers and bulk carriers, building its first bulk carrier, Essi Gina, shortly afterwards. A slump in orders followed and in 1967 the holding company owning the Furness Shipbuilding Company sold off its shipbuilding interests. In March 1968 it was announced that the yard was to be closed with the loss of 3,000 jobs and that same year it was merged into the Swan Hunter group. Further orders were placed and on 12 October 1970 the yard launched the first of six Bridge-class ore/bulk/oil carriers, Furness Bridge. Five others were launched at the rate of one per year. In 1977 the yard and the other Swan Hunter assets were nationalised into the British Shipbuilders Corporation and two years later, in 1979, the yard was finally closed.

The site of the yard passed into the ownership of the Tees Alliance Group, which acquired it to build offshore structures for the oil industry. With the bankruptcy of the company in 2014, its assets, including the shipyard site, were acquired by the Dano-German venture Offshore Structures (Britain) Ltd.

1964 Naess Texas for Naess Denholm 18780 GRT



1974 Nordic Texas

1984 Broken up Texas

1964 Naess Louisiana for Naess Denholm 18789 GRT



1974 Nordic Louisiana

1997 Broken up Chittagong

1965 Simonburn for Common Bross 21379



1972 Prodomos

1978 Seacalf

1984 Wu Tong Shan

2002 deleted

1965 Buccleuch for British India Haine- Nourse 25293 GRT



1973 Argo Castor

1977 Atlantico

1982 Vera

1985 Broken up Dairen

1966 Naess Parkgate for Naess Denholm 40858 GRT



1974 Iron Parkgate
 1975 Nordic Trader
 1978 Panmax Uranus
 1984 Panmax Solar
 1985 Broken up Kaohsiung

1966 Cotswold for British India Haine/Nourse 25291 GRT



1973 Argo Pollux
 1977 Pacifico
 1982 Kalavaria
 1986 Broken up China

1967 Staflo for Shell UK Exploration 6734 GRT



1979 SEDCO Staflo

1991 Petrobas XXI

2000 Still in service

1967 Esso Purfleet for Esso Petroleum 2838 GRT



1983 Prima Jemima

1986 Thita Pegasus

1987 Rainbow

1987 Dubai Star

1991 El Mura

1993 Sicily

2003 Wrecked Sarakinko

1967 Polyfreedom for Einmar Rasmussen 29424 GRT



1978 Evangelia C

1984 Kontiki

1985 Broken up Beilun

1967 Thorsdrake for Thor Dhal 26249 GRT



1975 Amasone

1975 Cape Breton Highlander

1983 Citadel Hill

1994 Broken up Alang

1967 Norseman for Odd Godager 29259 GRT



1975 Pan Western

1984 Ness

1985 Eregliz

1986 Broken up Xingang

1968 Har Addir for El Yam Bulk Carriers 41109 GRT



1975 Yamato

1982 Durham

1985 Broken up Paranagua

1968 Mount Katherina for Transatlantic Tramp Ships 35843 GRT



1974 Mikasa

1983 Gosforth

1986 Go Forth

1987 Broken up Kaohsiung

1968 Haverton for Haverton Shipping 32409 GRT



1978 Gretta

1983 Broken up Kaohsiung

1968 Har Saggi for El Yam Bulk Carriers 41103 GRT



1975 Chihaya

1983 Broken up Kaohsiung

1969 Mount Eden for Transatlantic Tramp Ships 35843 GRT



1986 Broken up Kaohsiung

Answers to Quiz 54

WSS quiz questions – 27th May 2022

1. What is the name of the Russian warship which sank in the Black Sea in April?

Moskva

2. Which hospitality group has recently added Queen Elizabeth 2 (QE2) to its portfolio?

Accor

3. The construction of the Royal Navy's first Type 31 frigate is making progress in Scotland. What is the name of the frigate?

HMS Venturer

4. British cruise line Swan Hellenic is to name the third ship in its series of new expedition cruise vessels after the Roman goddess of the moon, hunting and the countryside. What is the name?

SH Diana

5. *Venta Maersk* is one of how many sister ships constructed by the COSCO, Zhoushan yard in China?

Seven - she was fourth of five to be launched in 2018. Two more of the class followed in 2019.

6. A former Crystal Cruises expedition yacht is to join the Lindblad Expeditions National Geographic fleet as *National Geographic Islander II* on 18 August 2022. What was its former name?

Crystal Esprit

7. Saga has four new ships named after major European rivers, called Spirit of the [River]. They will operate on the rivers they have been named for. What are the names of the four rivers?

Moselle, Main, Elbe and Rhône

8. The classic motor yacht *Nahlin* visited Falmouth recently. She is one of the last steam yachts built in Britain, having been built at John Brown's shipyard on the Clyde in 1930. Which British industrial entrepreneur owns the yacht?

Sir James Dyson

9. This battleship was originally intended to be a Brazilian battleship, but was sold to, and paid for by, the Ottoman Empire. However, as they prepared to

take delivery in 1914, she was seized by Britain. This contributed to the Ottoman Empire joining with Germany and the Austro-Hungarian Empire against Britain in the war. The battleship was named after a famous battle in the Hundred Years' war – what was its' name?

HMS Agincourt

10. Who, in 2017, christened the Queen Elizabeth class aircraft carrier *HMS Prince of Wales*?

Camilla, the Duchess of Cornwall (and Duchess of Rothesay)

Answers to Mystery Ships 54 with thanks to Krispen



54.1 WABASHA, 27.10.1991, alongside at Fawley.

WABASHA IMO **7372737** Crude Oil Tanker

50,222g 81,278d Length: 243.0 Breadth: 39.98 Depth: 19.79 Draught: 13.1 (m)

1975: Completed by Ishikawajima-Harima Heavy Industries Co Ltd (IHI), Aioi, as OCEANIC ERIN.

1980: Renamed OLYMPIC RAINBOW.

1988: Renamed MOBIL VENTURE.

1990: Renamed WABASHA.

2000: Broken up in China



54.2 NIVARIA, 31.08.1991 **off Tenerife?**

NIVARIA IMO 7424231 Products Tanker
4,050g 4,998d Length: 111.9 Breadth: 16.92 Depth: 8.01 Draught: 6.7 (m)

1977: Completed by Ast. Del Cantabrico y de Riera (Factoria Cantabrico), Gijon as TUDELA.
1985: Renamed NIVARIA.
2004: Renamed GUAYAQUIL.
2006: Renamed VICUS.
2013: Renamed LAMBAYEQUE.
Still in service.



54.3 ENISEY, 31.01.1993 at Ipswich

ENISEY IMO 8811613 General Cargo – “STK class”
1,497g 1,669d Length: 82.2 Breadth: 11.61 Depth: 4.02 Draught: 3.3 (m)

1988: Completed by VEB Elbawerften Boizenburg/Rosslau, Rosslau as STK-1032.

1992: Renamed ENISEY.

2008 (5/6): Caught fire after an explosion at Baltiysk, whilst under repair, with loss of 10 persons.
Later broken up.



54.4 M-class Maersk, 23.03.1992, at Felixstowe

One of 12 container ships built by Odense Staalskibsværft - Munkebo

52,190g 60,639d 4,440 TEU Length: 294 Breadth: 32.2 Depth: 21.5 Draught: 13.5 (m)

IMO/Year	Original Name	Subsequent Names	Fate
8613308/1988	MARCHEN MAERSK	2005 – MAERSK MYKONOS 2009 – MSC MYKONOS 2017 - MYKONOS	2017 – Broken up in India
8613310/1988	MARIT MAERSK	2004 – MAERSK MANDRAKI 2008 – MSC MANDRAKI 2017 – MANDRAKI 2017 - MANDRA	2017 – Broken up in Bangladesh
8613322/1989	MARGRETHE MAERSK	2006 - MAERSK MATANE 2009 - CAP VICTOR 2011 – VICTOR 2011 – MSC MANU	2016 – Broken up in India
8618293/1989	METTE MAERSK	2006 – MAERSK MERRITT 2007 - MSC SWEDEN 2010 - MAERSK MERRITT 2011 - MSC VERONIQUE	Still in Service
8618308/1989	MATHILDE MAERSK	2006 – MAERSK MONCTON 2008 – MSC ANCONA 2010 – MAERSK MONCTON 2011 – MSC CAROLE	2016 – Broken up in India
8618310/1989	MAREN MAERSK	2006 – MAERSK MARYSTOWN 2008 – CAP YORK 2011 – YORK 2011 – MSC LEANNE	2016 – Broken up in India

8715857/1990	MAJESTIC MAERSK	2010 – MAJESTIC 2011 – MSC SARISKA	Still in Service
8715869/1990	MARIE MAERSK	2011 – MSC FEDERICA	Still in Service
8715871/1990	MAGLEBY MAERSK	2010 – MAGELBY 2010 – MAGLEBY MAERSK 2011 – MSC PILAR	Still in Service
8819940/1991	MC-KINNEY MAERSK	2006 – MAERSK MARATHON 2008 – MSC MARATHON 2010 – MARATHONAS	2014 – Broken up in India
8819952/1991	MADISON MAERSK	2006 – MAERSK MYTILINI 2011 – MYTILINI	2014 – Broken up in India
8819964/1991	MAYVIEW MAERSK	2006 – MAERSK MESSOLOGI 2011 – MESSOLOGI	2014 – Broken up in India



54.5 S-class Maersk, 17.08.1993, Thames (passing Canvey)

One of 6 LPG carriers built by Odense, Lindo for Maersk.

14,100g 18,270d Length: 153 Breadth: 25 Depth: 14.3 Draught: 9.9 (m)

IMO/Year	Original Name	Subsequent Names	Fate
7924023/1981	SALLY MAERSK	1993 - MAERSK SOMERSET 2001 - SOMERSET	2010 – Broken up in India
7924035/1981	SVENDBORG MAERSK	1994 – MAERSK SHETLAND 2001 – SHETLAND 2009 – MARIMAR GAS	2016 – Broken up in India
7924047/1981	SUSAN MAERSK	1992 – MAERSK SUSSEX 2001 – SUSSEX	2009 – Broken up in Bangladesh
7928201/1982	SVEND MAERSK	1993 – MAERSK SURREY 2001 - SURREY	2010 – Broken up in India

8217908/1984	OLGA MAERSK	1992 – SINE MAERSK 1993 – MAERSK STAFFORD 2001 – STAFFORD	2011 – Broken up in India
8217910/1984	OLUF MAERSK	1992 – SOFIE MAERSK 1993 – MAERSK SUFFOLK 2001 – SUFFOLK	2011 – Broken up in India



54.6 European Freighter, 31.01.1993 operating on Cairnryan-Larne service

EUROPEAN FREIGHTER IMO **6728563** Ro-Ro cargo
4,190d Length: 137 Breadth: 21 Depth: 11.6 Draught: 4.6 (m)

1967: Completed by Swan Hunter (Shipbuilders) Ltd, Walker/Newcastle-upon-Tyne as EUROPIC FERRY.

1992: Renamed EUROPEAN FREIGHTER

1993: Renamed AFRODITE II. Converted to Ro-Ro, Passenger (Ferry).

2003: Renamed AJMAN GLORY.

2005: Broken up in India.



54.7 Berge Athene, 27.09.1992 at Europoort.

BERGE ATHENE
112,947g 225,162d

IMO **7404140** Ore/Oil Carrier
Length: 313 Breadth: 50 Depth: 26 Draught: 20 (m)

1979: Completed by Brodogradiliste 'Uljanik', Pula as KONKAR THEODOROS.

1987: Renamed PANKAR THEODOROS.

1988: Renamed BERGE ATHENE.

1995: Converted to Ore Carrier.

2004: Renamed EDWARD N.

2009: Broken up at Bangladesh.



54.8 Far South 27.09.1992, Rotterdam

FAR SOUTH
12,273g 17,506d

IMO **8507298** General Cargo Ship
Length: 159 Breadth: 22.8 Depth: 13.4 Draught: 10 (m)

1988: Completed by 'Georgi Dimitrov' Shipyard, Varna, as TURID.
1992: Renamed FAR SOUTH.
1993: Renamed EKUELLE.
1994: Renamed LADY EMILY.
2000: Renamed DANIELLA.
2003: Renamed VISPATAURINI.
2006: Renamed SAFAGA.
2010: Broken up in India.



54.9 Lowlands Sunrise 27.09.1992, Europoort.

LOWLANDS SUNRISE IMO 8511990 Bulk Carrier
95,291g 186,876d Length: 290 Breadth: 47.2 Depth: 24.8 Draught: 18.2 (m)

1988: Completed by Kawasaki Heavy Industries Ltd, Sakaide as LOWLANDS SUNRISE.
2000: Renamed XINYUAN HAI.
2013: Broken up in China.