



World Ship Society
Southend Branch

News and Views

Newsletter Edition 35

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Notes

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

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News

CULines adds Tilbury to Far East

- Europe service and drops calls in Asia



Chinese intra-regional carrier CU Lines has confirmed it is upping its nascent Asia-Europe service to fortnightly frequency.

The new AEX service, set to be the first on the route operated by a carrier independent of the three east-west alliances, will launch in early June, deploying four vessels of between 2,700 teu and 4,400 teu, according to Alphaliner.

CU Lines has completed four ad hoc sailings between China and Europe to cater for the upsurge in demand and decided to increase that to a liner schedule after chartering two additional vessels, including the 4,400 *Ren Jian 17* (pictured above), which is due to make the first sailing out of Shanghai on 6 June.

The AEX port rotation will be Shanghai-Ningbo-Xiamen-Nansha-Yantian-Cai Mep-Rotterdam-Hamburg-Antwerp-Shanghai.

Of that, the Ocean Alliance is the largest provider, offering 424,000 teu, followed by the 2M partners' 30% market share and THE Alliance with 28%.

In addition, CU Lines said it had formed a joint-venture with Hamburg-based shipping agent Menzell & Dohle to deal with European customers.

Ever Given undergoing inspections at Port Said



After a packed media send-off, the Ever Given headed north [yesterday](#), arriving at Port Said in the evening where it anchored at the port's outer limits.

The ship, which [became lodged across the Suez Canal](#) for six days in March sparking a huge legal tussle over compensation claims, remains at anchor this morning.

London-headquartered cargo claims specialist WK Webster reports that the Evergreen-operated vessel will undertake bottom cleaning, a dive survey and a further inspection by the vessel's classification society, ABS.

"The inspections will concentrate on the damage to the vessel's bow/hull as a result of the grounding along with any additional damage caused by the refloating operations," WK Webster reported.

Upon completion of the inspections, Shoeni Kisen, the ship's owner, will determine if the vessel can proceed directly to its next port of call, Rotterdam or whether any conditions for the voyage will be imposed by class.

Once the vessel departs Port Said, it should take nine days to complete the voyage to Rotterdam and then it will continue onwards to other European destinations such as Felixstowe.

No details have been revealed on the size of the compensation package thrashed out between the Suez Canal Authority and Shoei Kisen.

Russia has tested a giant new nuclear submarine in open waters for the first time,

The 'Belgorod', believed to be the largest submarine developed anywhere in the world in 30 years, was trialled in the White Sea over the weekend, according to Russian state media.

Once approved for use, the vessel will be capable of launching nuclear strikes with six intercontinental 'Poseidon' torpedoes.

It will also act as a mothership for smaller, deep-diving submarines with robotic arms that can tamper with or even cut vital cables that lie on the seafloor.

The Royal Navy announced earlier this year that it would deploy a 'spy ship' specifically to stop such submarines sabotaging Britain's internet through such tactics.

Is set to be handed over to the Russian state towards the end of 2021. It is set to serve in the country's Pacific Fleet, sources close to the Russian Defence Ministry told state media.

The testing of the Belgorod comes just days after a confrontation with Britain in the Black Sea, when a Royal Navy defender passed through contested waters.

It was an area that Russia has claimed as its own since its annexation of Crimea in 2014. Britain still recognises it as Ukrainian territory.

Russia said it fired warning shots and dropped bombs close to the ship, a claim disputed by Downing Street.

Maersk signs shipbuilding contract for world's first container vessel fueled by carbon neutral methanol

Maersk and Hyundai Mipo Dockyards have agreed on a contract for Hyundai Mipo to build a feeder vessel with a dual engine technology enabling it to sail on either methanol or traditional very low Sulphur fuel. Maersk announced the intention to order the vessel, an industry first, on 17 February 2021. It will fly the Danish flag.

From 2023 it will give us valuable experience in operating the container vessels of the future while offering a truly carbon neutral product for our many customers who look to us for help to decarbonize their supply chains.

Visitors



APL Phoenix Built 2013 109712 GRT CMA CGM Asia
Current Position en route to Gioia Tauro



Clipper Star Built 2003 34970 GRT Owner Clipper Shipping
Current Position mid Atlantic en route for orders



Delaware Express Built 2008 75579 GRT Owner Delaware Express Trust
Current Position En route En route to Norfolk



Mandalay in and Molly Schulte out
Built 2019 27279 GRT Owner Hanseatic Unity Chartering
Built 2018 27279 GRT Owner Hanseatic Unity Chartering
Current Position en route to Savannah
Current position en route to Norfolk



One Blue Jay Built 2016 145251 GRT Owner ONE
Current Position En route en route to Port Said



Containerships Stellar Built 2021 17982 GRT Fortune Bec VI shipping
Current Position En route to Gydnia



Elena Built 2012 16042 GRT Owner ER Ship SAU
Current position



Encounter Built 2004 7642 GRT
Current Position



Assay Built 2008 21192 GRT
Current Position Antwerp



WSS Quiz Questions Edition 35

Here are the answers to this month's Ships in the News quiz. The questions will be emailed given out on 14th July after the U3 A meeting .

1. SPIRIT OF DISCOVERY
2. CAP SAN ANTONIO
3. USS GERALD R FORD
4. HMS DEFENDER
5. MSC MEDINA
6. CELEBRITY EDGE
7. DISNEY DREAM
8. GLOBAL MERCY
9. HMS PROTECTOR
10. MAXINE
11. ODYSSEY OF THE SEAS
12. ACTIVE< BULLDOG, CAMPBELTOWN, FORMIDABLE and VENTURER
13. SEA ZHOUSHAN
14. BERGE STAHL
15. ISLE OF INISHMORE
16. TRIPLE SEVEN

Shanties

Shanties as mentioned earlier were confined to the Merchant Navy in the days of the sailing ship. They were designed to assist sailors with the harder tasks aboard ship and conducted and led by a shantyman elected by the crew. It was said that a shantyman need not be able to sing as long as his voice was loud and clear. There were several types of shanty to fit in the work in hand: -capstan shanties, sung when raising the anchor, halliard shanties for raising sails, short haul or "stamp and

go" ones where a sort burst of energy was required and pumping shanties where monotony was involved.

An example of a "capstan shanty" is "we're off to South Australia" while a "stamp and go one" is "what shall we do with the drunken sailor". "Strike the bell, second mate" is a pumping shanty (at sea bells were always struck, never rung). An unusual one is "Donkey Riding", a donkey in this case is a cradle used for lifting logs when loading ships in the Canadian timber trade. Crew would often hitch a ride on this device to board their ship.

Many shanties are attributed to "Traditional", probably because no-one knows who originally wrote them or whether they just evolved. Certainly, there was plenty of scope for verses to be changed, especially to criticize the ships officers. My grandfather who went twice round the world on sailing ships described what has come ashore as "drawing room" versions whereas shipboard versions were very often complete filth.

Some shanties, such as Shenandoah and Rio Grande have little to do with the sea and it is believed that these took the fancy of sailors visiting America and were adopted.

In several a young lady called Nancy is featured and this seems more than a coincidence but possibly only because the name rhymes with "fancy"! Others refer to the poor quality of food on board, often blaming the cook-I wish old crackerhash was dead., "One, Valparaiso round the Horn" gives a good idea of the various nationalities involved in the crew of a sailing ship and what it was like to be "shanghaied"

It was not just the Merchant Navy involved with shanties and other sea songs. There was at least one- "Rolling Down to Old Maui" involved with whaling while others related to fishing, life boats and even the Thames Barge- "Stormy Weather Boys", an account of an incident packed voyage from London to Yarmouth.

No account of shanties would be complete without mention of "fore bitters". These were the songs sung by sailors during the Dog Watches when those not on duty would take their leisure in the fore part of the ship, weather permitting of course. These were often very descriptive, particularly "The Mary Ellen Carter" which is the inspiring story of a salvage attempt and was notably sung by inhabitants of Boscastle as they cleared up after a disastrous flood.

Others include "When we raced the Robin Adair" a detailed account of an impromptu race and "Tryphenas Extra Hand", a ghost story written, unusually, by a lady Cecilia Fox, who had a very extensive knowledge of a shipboard life, probably gained as a passenger on sailing ships owned by a relative. One song was sung as a round, starting with "A drop of Nelsons blood wouldn't do us any harm and then with individuals substituting other desires such as "a good roast dinner" and a "roll in the clover"

Attempts have been made in recent years to bring shanties up to date. A sailor am not a sailor anymore; laments the demise of the sailing ship while "rolling down the river" by the late Jack Forbes applies the traditional sailing ship shanty to modern container ships.

The final shanty on reaching a home port was "it's time for us to leave her" followed by the mates' traditional words "That'll do men"

If the foregoing has excited your interest watch out for the Hoy Shantymen, a group local to Southend, who often perform in Old Leigh. Their repertoire includes most songs mentioned above. Enjoy

G.E.D

Colins Pictures



Wan Lin wan Thorpe Bay



Ocean Prologue Colombo



Nurs Creeksea



Nord Bell Canvey



Nina- Creeksea



Night Star Hong Kong



MTM Rotterdam – Bitter Lakes



MSC Suez -Thorpe Bay



MSC Splendida -Dubai



MSC Rifaya – Felixstowe

THE NEW SEA LOCK AT IJMUIDEN



The Port of Amsterdam is connected to the North Sea by the North Sea Canal, which is 27 Km long and was completed in 1876. The seaward end of the canal links to the sea by the IJmuiden Locks. The waterway and the locks are administered by the Rijkswaterstaat (the Dutch Highways and Waterway Agency).



RECENT

Two sets of locks now known as the Small and Southern Locks were built in 1876, with dimensions 110m x 11m x 3.5m and 110m x 20m x 8m respectively. The larger Middle Lock was added in 1896 with dimensions 225m x 25m x 10m, and the North Lock was built in 1929 at 400m x 50m x 15m. Over the years, the canal itself has also been widened and deepened several times. Work started in 2016 on what is known as the New Sea Lock, with dimensions 500m x 70m x 18m, and this will be the largest sea lock in the world.



BEFORE WORK STARTED

The IJmuiden Locks form part of the Dutch sea defences, and to allow for future sea level rises, the gates rise 8m above the current canal water level. At Mean High Water Springs, the tidal level of the sea is 1.6 m above the canal water level. At Mean Low Water Springs, the tidal level of the sea is 0.3 m below canal water level. The rise or fall of the sea lock is not great, but because of its huge area (and the enormous cost of waiting large ships), the lock has the largest pumping station in Europe. The pumping system is vital to the groundwater management of the Western Netherlands. There is also a structure in the inner sluice of the lock complex to stop increasing salination of the canal.

The Contractor, Open IJ, which is a joint venture between BAM and Volkerwessels, is responsible for the design of the new sea lock, the building of it, the financing and maintenance of it for 26 years. The estimated cost of the sea lock is 890 million euros, but Open IJ have apparently lost 200 million euros, and the commissioning this autumn is about two years late. Tests of the new facilities with sea-going ships is due to start in October, with full service next year. In the meantime, the near 100-year-old North Lock struggles to carry most of the existing traffic. The new sea lock is hoped by the Port of Amsterdam to increase the throughput of the IJmuiden locks from 90 million tonnes to 125 million tonnes.



A GATE BEING POSITIONED

The gates themselves are of steel and were all fabricated in South Korea. They are rolling steel gates, with dimensions of 72m long by 11m wide by 24m tall, weighing 3000 tonnes each. There are three identical gates, giving one spare available at times of maintenance. When a gate is in the open position, it is parked in a gate chamber on one side of the lock chamber. The upper (seaside) gate has one gate chamber. The lower (landside) has two, an operational one and a spare. The gate chambers can serve as dry docks to allow future maintenance of the steelwork insitu.

Admiralty tugs

These were vessels built to [Admiralty](#) specifications and in specific classes during the [First](#) and [Second World Wars](#).

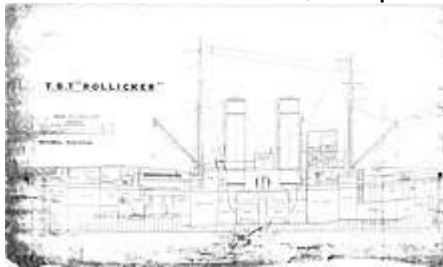
At the outbreak of the First World War the Royal Navy owned seven fleet tugs, mainly civilian vessels purchased as required, employed in normal tug duties at naval ports. When war commenced the Admiralty put in train plans to requisition civilian tugs to meet the need for vessels to work as patrol vessels, [minesweepers](#), [anti-submarine warfare](#) vessels and a host of routine duties. In all, over 100 civilian tugs were requisitioned in this way.

There was an increased need for boats to act on the [salvage](#) and rescue of ships attacked and damaged on the high seas, for which the civilian fleet was not sufficient. To meet this, need the Admiralty placed an order for 64 sea-going tugs to operate in this capacity. These were to a single design, based on a civilian type, and, as they were built by specialist shipyards, incorporated merchant rather than navy features. However, it was specified they be armed and equipped with radio.

The main class of Admiralty tug was the Saint class. Of 64 ordered, 46 were completed and commissioned before the end of hostilities.



The second class was the Resolve (also called Rollicker) class, 6 large ocean-going tugs for duty on the high seas, but these were incomplete at the war's end. Their names were Resolve, Respond, Retort, Rollicker, Roysterer, and [Rollcall](#).



In addition, the Admiralty built several classes of small tugs, including 10 Robust-class paddle tugs, and 6 West-class harbour tugs, and several classes of tugs for special duties. 15 vessels were built to tugboat design for use as boarding vessels in the [Thames](#) estuary and another 13 for use in the [Mersey](#). They also built 24 tugs (the Concrete class) employed towing [ferro-concrete](#) barges between England and France

In World War II a similar situation arose; the Admiralty again requisitioned civilian tugs and placed orders for a range of Admiralty tugs. In all 117 harbour tugs were brought into service, including the ten Robust- and six West-class vessels (built in World War I and now in civilian service) and 101 others of various design. Just two harbour tugs were built for the Admiralty during World War II, the [Alligator-class](#).

Prior to 1939 the Royal Navy had built four [Brigand-class](#) rescue tugs for its own use;



At the outbreak of World War II, a further 74 civilian tugs were requisitioned, including 16 Saint and five Rollicker class of World War I vintage, and 53 others.



Assurance Class

At the same time orders were placed for 21 Admiralty tugs, the [Assurance-class](#), the first being delivered in 1940.



Envoy Class

In 1942 a further 23 [Favourite-class](#), and eight [Bustler-class](#) tugs were built, followed in 1944 by six [Envoy-class](#) tugs. A number of US Rescue Tugs were also supplied under the [Lend-Lease](#) programme. These long-range Rescue Tugs were ocean-going ships which often accompanied convoys and operated in all theatres of the war. They were largely crewed by experienced Merchant Seamen recruited into the Royal Navy under T124 articles and formed a specialist unit known as [His Majesty's Rescue Tug Service](#) (commanded from [HMS Minona](#) moored in [Campbeltown](#) in [Scotland](#)). These vessels were supplemented by a number of similar vessels owned by the [Ministry of War Transport](#) (MoWT) and operated on their behalf by private shipping companies (notably the United Towing Company based in [Hull](#)). Most of the RN and MoWT Rescue Tugs were disposed of at the war's end.)

Maritime Museums of the World

NATIONAL MUSEUM OF UNDERWATER ARCHAEOLOGY CARTEGINA, SPAIN



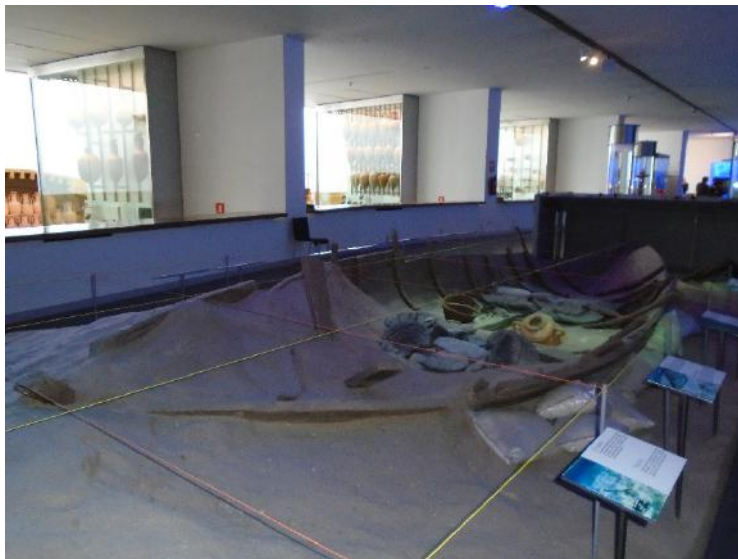
INTERIOR VIEW SHOWING THE SUSPENDED FRAMEWORK MOCK-UP OF A ROMAN SHIP



EXTERNAL VIEW

SHOWING MOCK-UP OF FRAMEWORK OF ROMAN SHIP INSIDE

This spectacular museum was completed in 2007. It is located on the site of former dockside buildings, close to the Cruise Terminal. The complex was designed by the Spanish architect Guillermo Vasquez Consuegra. The two buildings form an impressive modern structure, linked below ground level and designed to create an underwater effect.



RECONSTRUCTION OF A 7th

CENTURY PHOENICIAN VESSEL

The particular emphasis of the museum is on Phoenician and Roman ships, though it does display artifacts from medieval and more modern wrecks. Also on display is a reconstruction of an ancient Phoenician boat discovered a few miles along the coast from Cartagina.



RECONSTRUCTED CROSS

SECTION OF AN 18th CENTURY VESSEL

Some of the best features are the reconstructed full-sized reconstructed cross sections of ships showing how the vessels were constructed and how cargoes were stowed.



RECONSTRUCTED CROSS SECTION OF A PHOENICIAN VESSEL



CLOSEUP OF THE

CONSTRUCTION OF A GREEK VESSEL

There is also a display about the Spanish frigate *Nuestra Senora de las Mercedes*, which was sunk by British ships off Portugal in 1804. This wreck spawned an important legal case between the Spanish government and the treasure hunting company *Odyssey Marine Exploration*, which resulted in the return to Spain of about \$500 million worth of plundered artifacts, including 14.5 tonnes of gold and silver coins. The coins were deposited with the museum in 2012 for cataloguing, study and permanent display.



SOME OF THE COINS

FROM THE NUESTRA SENORA DE LAS MERCEDES

Personal observations

I visited the museum in April 2019 during a cruise. I had not heard of it before, but saw it advertised locally and thought it worth a look.

To my mind the museum showed what can be achieved with an enlightened architect and plenty of funding. The most striking exhibits were to me the reconstructions, including the Phoenician boat and the various cross sections of ships of different

periods and functions. Only a small percentage of the artifacts were actually recovered from beneath the Mediterranean. Overall, despite the brevity of my visit, I learnt a lot from the museum and will revisit it if I am ever in Cartagena again.

Shipbuilding on the Clyde

William Denny -Part 2

1950s in the post war period the yard stopped making shallow-draft river craft. It also reduced the number of berths down to five. The work now consisted of deep-sea merchant ships, short sea ferries, excursion craft, Scottish fishery protection cruisers and a frigate. From 1947 to 1961 the yard made ten large ferries in response to the nationalisation of the railway system. Other ferries were made for the Isle of Wight and Channel Islands along with other companies in and around the UK. The yard manufactured some of the early roll-on/roll off ferries in the late 50s.

1959 The yard was modernised in 1959 but remained unable to compete for bulk carrier orders.

1961 Shipbuilders, designers and marine engineers. Specialists in the construction of Cross Channel steamers. 1,800 employees. ^[14]

1963 The company went into liquidation in 1963. Later, the Denny yard was demolished and a sawmill company used the old fitting-out basin.

Engines

An associated company, [Tulloch and Denny](#) later [Denny and Co](#), also based in Dumbarton, manufactured a wide range of types of steam and diesel marine engines.

1950 **Olinda** for British India SN 5424 GRT



1966 Ocean promoter

1970 Delta Pioneer

1973 Broken up Kaohsiung

1950 **Ordia** for British India SN 5449 GRT



1963 APJ Ambar

1966 Galaxias

1967 Broken up Sakai

1950 Trenchard river steamer for United Africa Company 842 GRT

1950 Aberdare River steamer for United Africa Company 349 GRT

1950 Quorra river steamer for United Africa Company 349 GRT

1950 James Pinnock River steamer for United Africa Company 349 GRT

1950 Brighton for British Transport Commission 2875 GRT



1967 La Duchesse de Bretagne

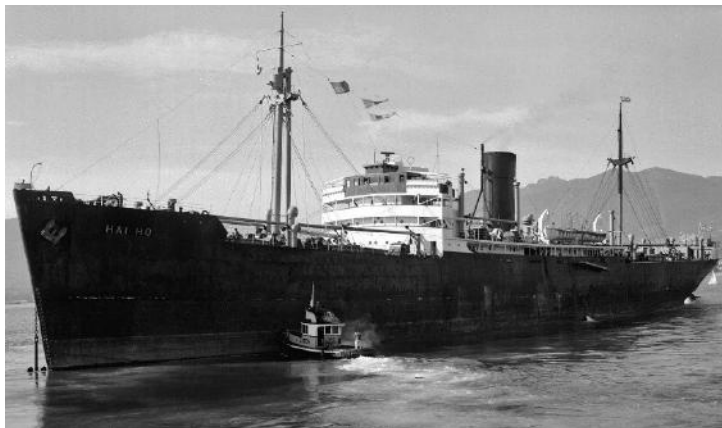
1970 Broken up Bruges

1950 Eastern Queen for Indo- China SN 8644 GRT



1974 Broken up Whampoa

1950 Martaban for Henderson 5740 GRT



1963 Hai Ho

1971 Ken Ho 1975 Broken up Kaohsiung

1951 Soshi for India General Navigation tug 352 GRT

1951 General Leclerc for United Africa Company 280 GRT river steamer

1951 Tofua for Union SS of New Zealand 5299 GRT



1974 Tak Tai

1974 Broken up Shanghai

1951 Shanklin for British Transport Commission 833 GRT



1980 Prince Ivanhoe

1981 Sank and became a total loss of South Wales

1951 Brenda for Secretary of State for Scotland 380 GRT Fishery Protection

PICTURE

1982 Brenda S

1982 Converted to a yacht

1984 Converted to a cargo vessel

1951 Portree for British Transport Commission 53 GRT ferry



1965 Portree II

1967 Rebuilt for private use Lowestoft

1951 Lochalsh for British Transport Scotland 24 GRT



1957 Lochalsh II

1951 Richard Lander tug for United Africa

1951 Royal Iris for Borough of Wallasey 1234 GRT Ferry



2019 Woolwich

1951 City of Karachi for Ellerman Lines 7321 GRT



1972 Kavo Kolones
1974 Broken up Kaohisung

1952 Surja for India General Navigation
1952 Brisha for Rivers Steam Navigation
1952 Lali for Rivers Steam Navigation
1952 Mekla for Rivers Steam Navigation
1952 Al Mirriekh for The Government of Sudan

1952 City of Winchester for Ellerman Lines 10594 GRT



1970 Benvannoch
1975 Broken up Kaoshiung

1952 Normannia for British Transport Commission 3543 GRT



1978 Broken up

1952 Lord Warden for British Transport Commission 3333 GRT



1981 Broken up Gadani Beach

1952 Al Zahra tug Wadi Haifa

1953 Markland for Vinland Shipping 6037 GRT

1963 Harkland

1971 Unari

1973 Ariane

1974 Broken up Gandia

1953 Broadford for British Transport Commission Scotland

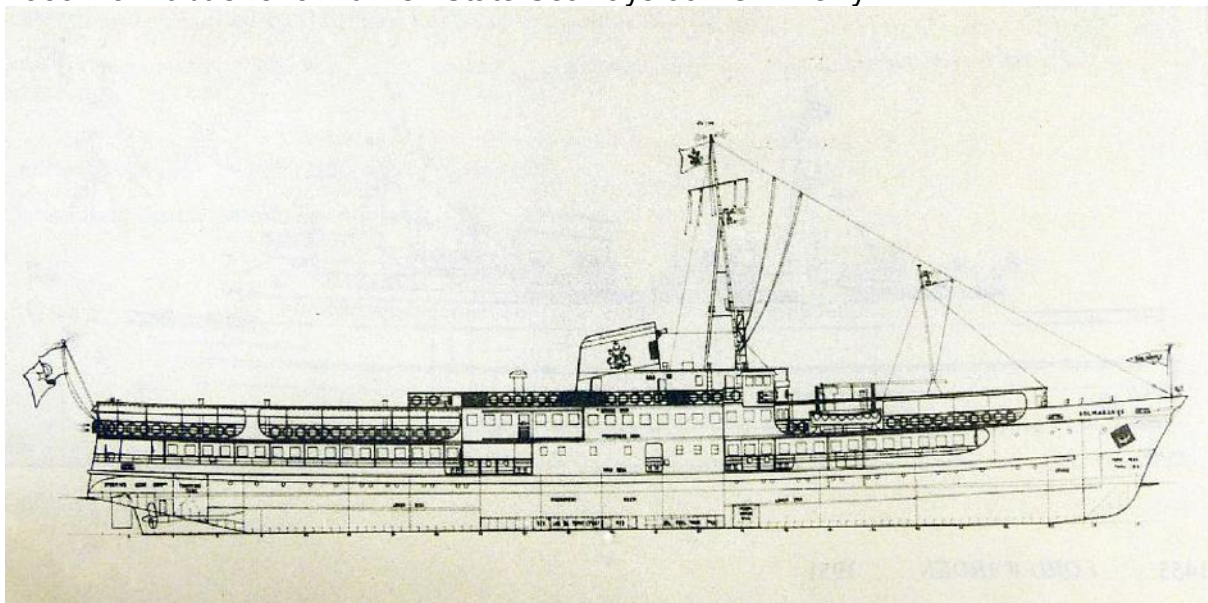
Broadford II

1981 Broken up

1953 Fenerbache for Turkish State Seaways 994 GRT ferry

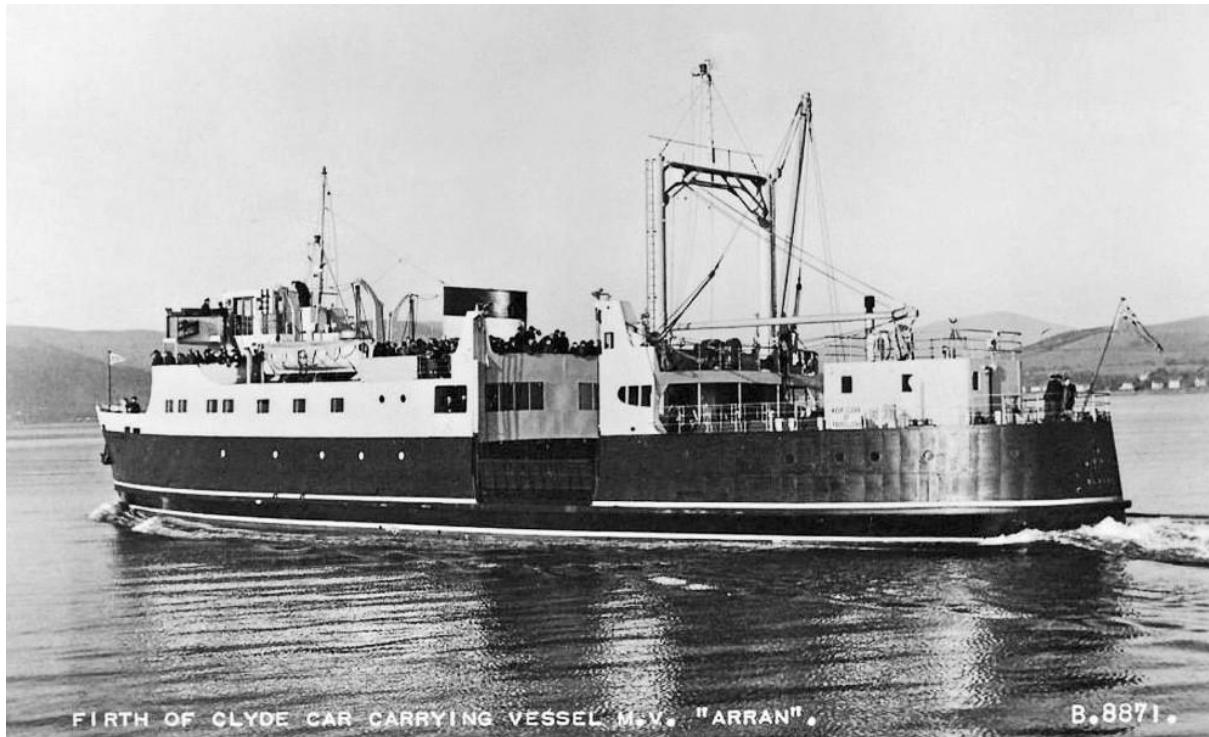


1953 Dolmabache for Turkish State Seaways 994 GRT ferry

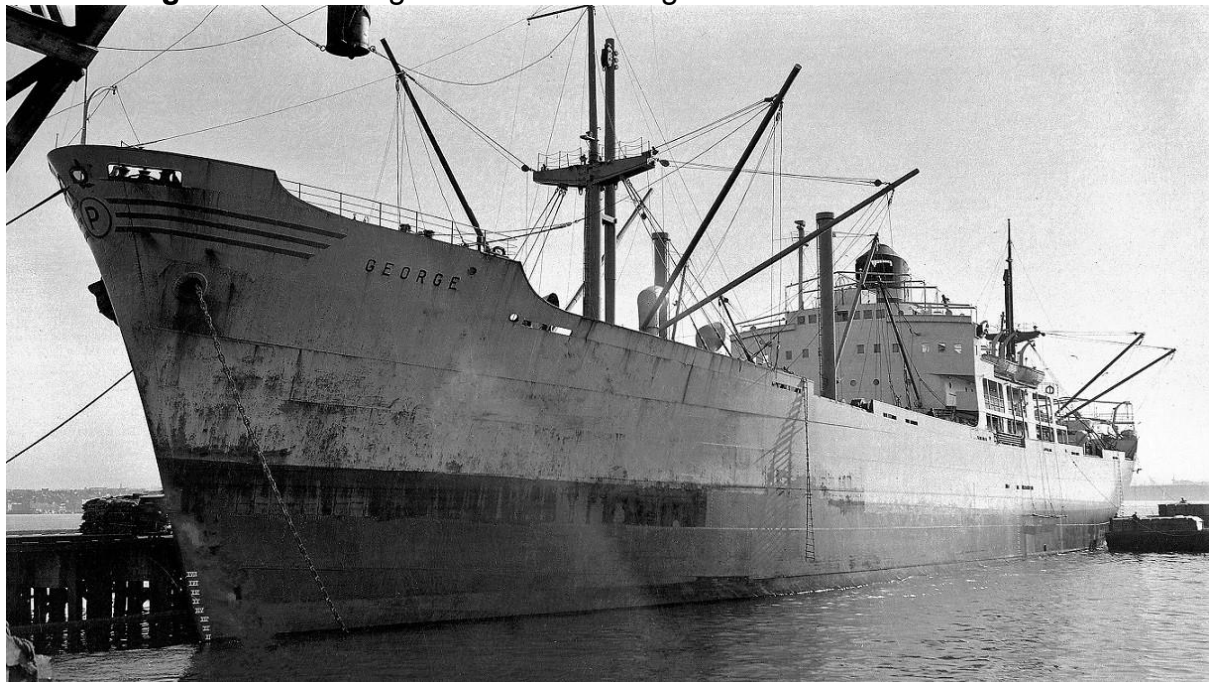


1994 Broken up

1953 Arran for Caledonian Steam Packet 568 GRT

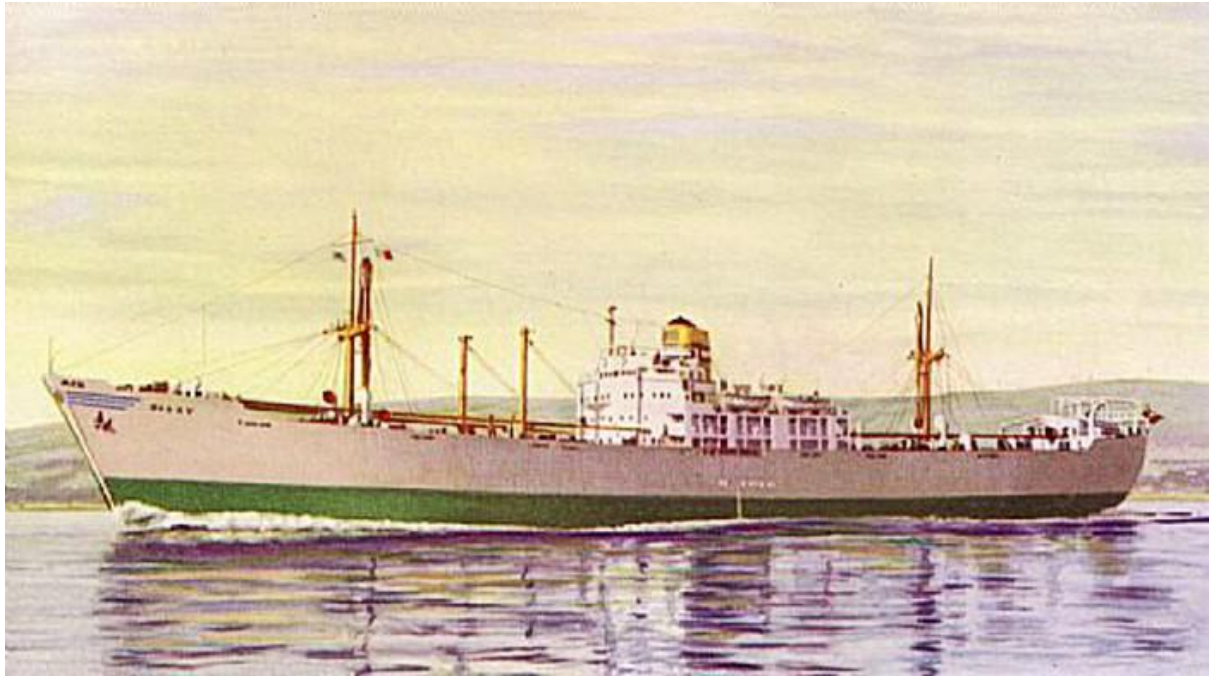


1986 Revolution
1993 Broken up
1953 George for Porto Serguro 9151 GRT cargo



1964 Alkyone
1967 Broken up after grounding

1953 Nicky for Puerto La Palma 9189 GRT



1964 Benhaven
1964 Polly
1966 Sunk after collision off Gibraltar

1954 Kentung for Henderson 5558 GRT



1966 Tenacity
1978 Berenix-Mercy five

1980 broken up Kaohsiung

1954 Al Nigm Gutri for Sudan Government River Steamer

1954 Poli for Navigation de Panama 6730 cargo



1970 Aeolia

1973 Arcadia

1987 Broken up Aliaga

1954 Cotopaxi for Pacific Navigation 8599 GRT

1972 Lavo Longos

1975 Broken up Shanghai

1955 Freya fishery patrol for Secretary of State for Scotland 274 GRT

1959 Sank

1955 Claymore for David Macbrayne 1024 GRT

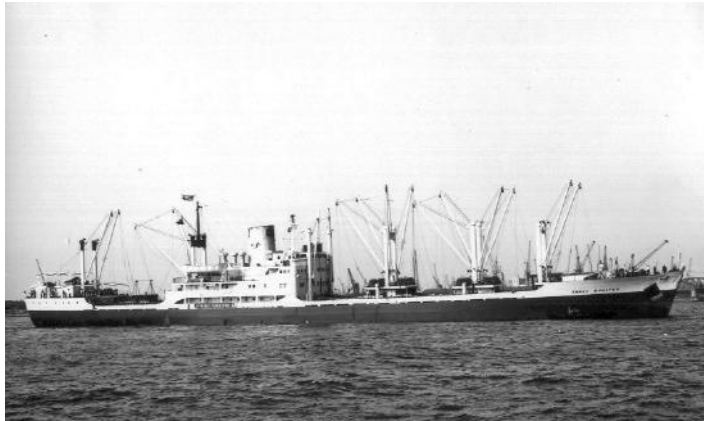


1976 City of Andros- Ciy of Hydra
2000 Sank Bay of Elusius

1955 Al Thoraya for Sudan Government River steamer towing
1955 Cato for United Africa Co. River steamer
1955 Chatfield for United Africa Company River steamer
1955 Margaret Bowater for **Bowater Steamship 6481 GRT**



1968 John W Hill
1970 Grand State
1971 Broken up
1955 Sarah Bowater for Bowater SS 6481 GRT



1958 Vainquer Jose
1970 Grand Trader
1971 Broken up Kaohsiung
1956 Sir William Wallace 277 GRT for William Denny



1970 Broken up
1956 Eastern Argosy for Indo China SN 6907 GRT



1970 Marina
1973 Youngstown
1973 Mr Nico

1974 Broken up Kaohsiung

1956 Duke of Rothesay for British Transport Commission Lancaster 4780 GRT ferry



1975 Broken up Faslane

1957 Bardic Ferry for Atlantic Steam Navigation 2549 GRT ferry Worlds first commercial ro-ro ferry



1975 Nasim II

1988 Broken up Aliaga

1957 Valetta for Skibs A/S 9367 GRT cargo



1964 Mosfield

1965 Orient Explorer

1975 Ionic

1975 United Warrior

1975 Beached and sank Jeddah

1958 Koolama for Western Australia Coastal Shipping 3777 GRT

1973 Grain Trader

1974 Eastern Peace

1980 Broken up Taiwan

1958 Ionic Ferry for Atlantic SN 2548 GRT



1976 Kamasin

1980 Tamerlane

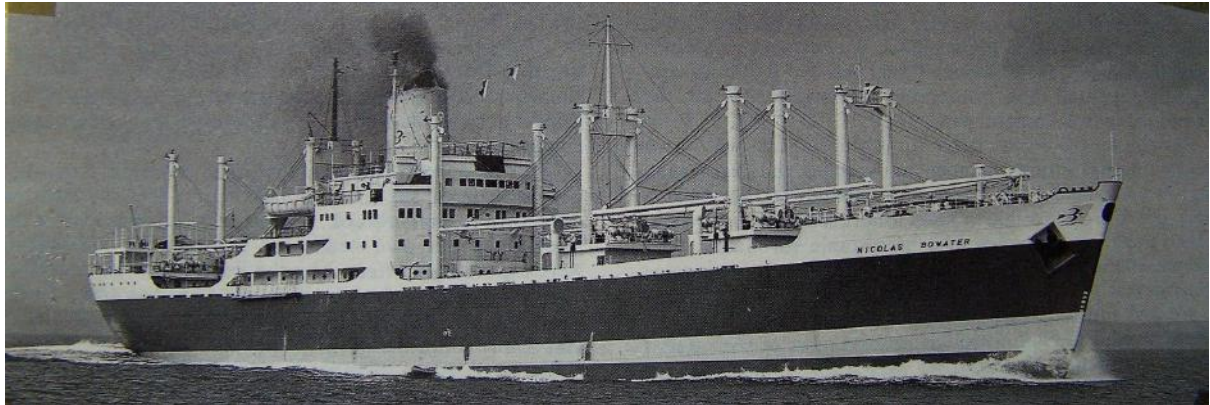
1988 Broken up Aliaga

1958 Gladys Bowater for Bowater SS 4045 GRT



1972 Gigi
1976 Aginor
1977 Alexandra
1985 Lamyaa
1985 Broken up Gadani Beach

1958 Nicholas Bowater for Bowater SS 7136 GRT

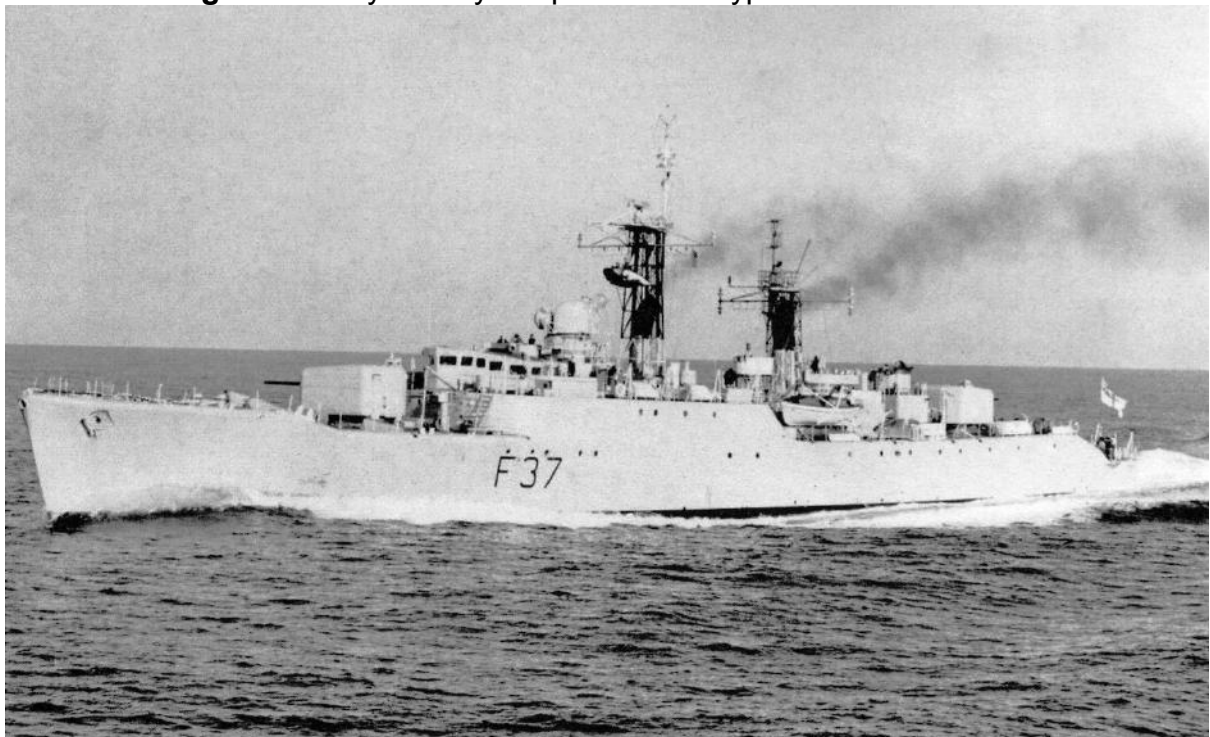


1973 Vall Comet
1977 Broken up Gadani Beach
1959 Norna for Scottish Home Department 580 GRT



1987 Norna II
1987 Torrington
1988 Isprinsen
1998 Diversity

1959 HMS Jaguar for Royal Navy Leopard Class Type 41



1978 Ali Haider

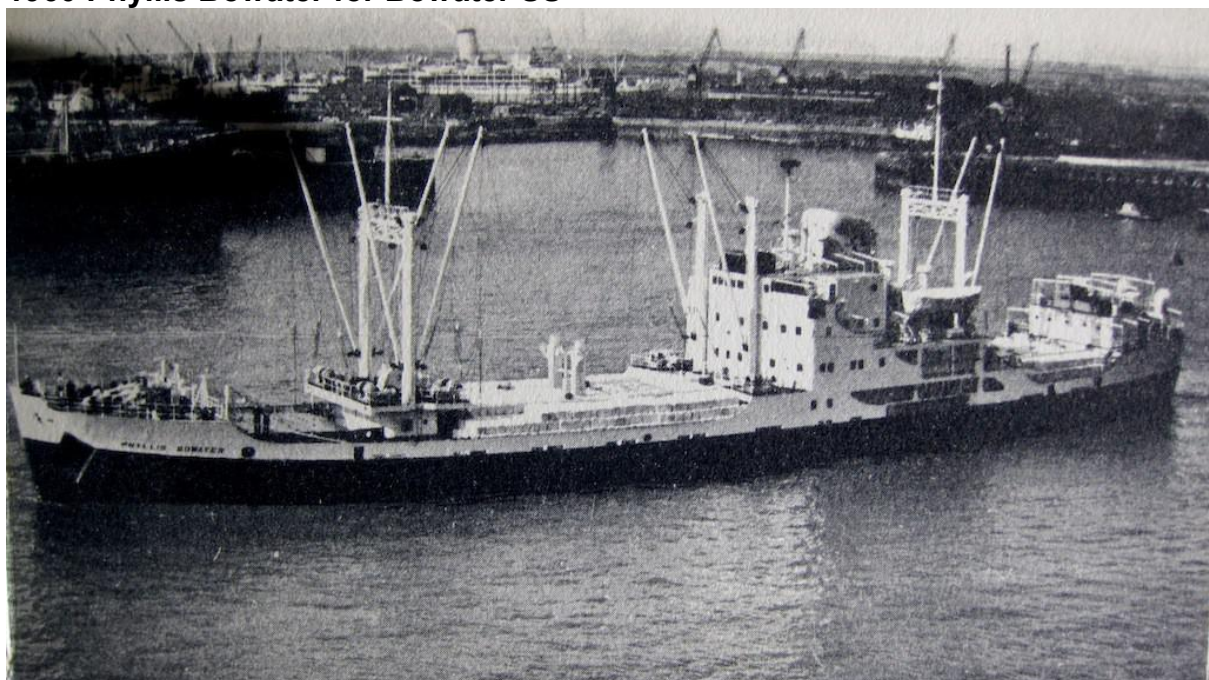
2014 Scrapped Chittagong

1959 Maid of Kent for British Transport Commission Dover 4413 GRT



1982 Broken up San Esteban

1960 Phyllis Bowater for Bowater SS



1973 Charlotte

1978 Tassos K

1982 Malero M1

1983 Naz K2001 Broken up Alang

1960 City of St Albans for Ellermans 7155 GRT



1979 Island of Marmara

1983 Broken up India

1960 Cape Sable for Lyle Shipping Bulk Ore Carrier 10660 GRT



1966 Elisabeth

1974 Koraes

1978 Elka

1980 Broken up Kaohsiung

1960 Cape Wrath for Lyle Shipping Bulk Ore Carrier 10660 GRT

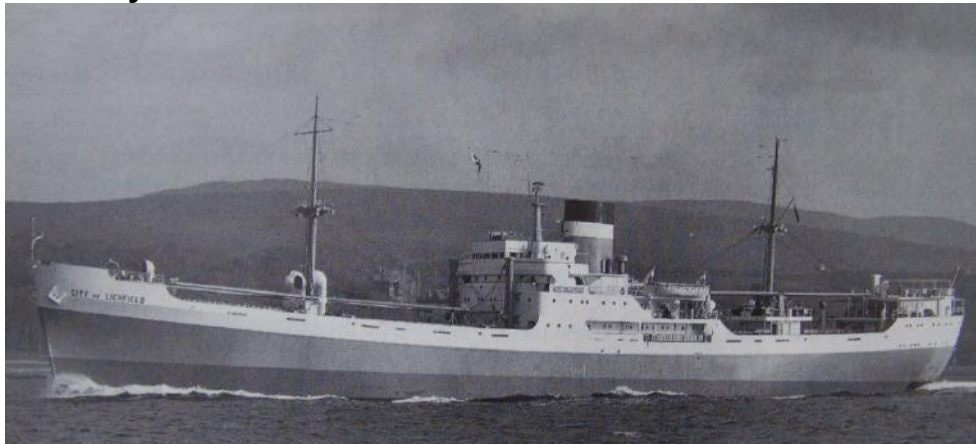


1966 Stephanie

1974 Athlos

1980 Abandoned and foundered off S Africa

1961 City of Lichfield for Ellermans 7155 GRT



1978 Leeds

1980 City of Leeds

1984 Broken up Aliang

1961 Caledonian Princess for Caledonian Steam Packet 3630 GRT



1991 Tuxedo Princess

2008 Prince

2008 Broken up

1962 Aramoana for New Zealand Government Railway Department 4160 GRT



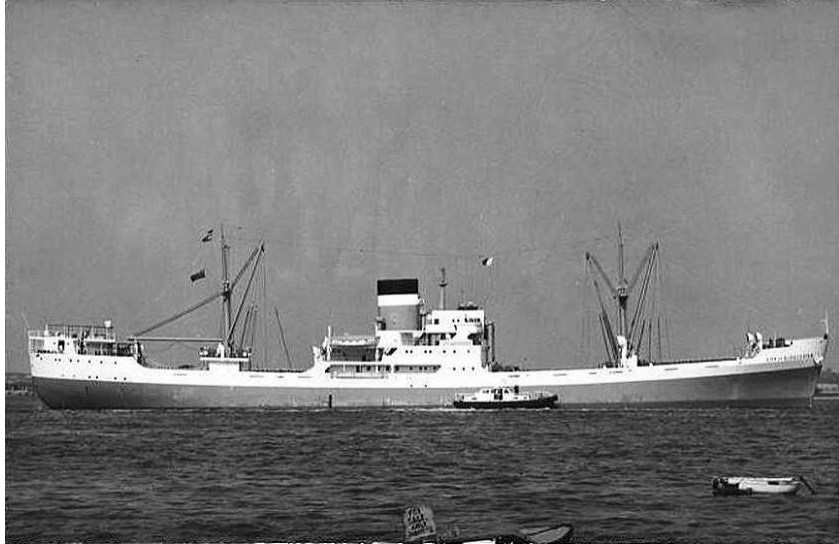
1984 Captain Nicolas V

1985 Najd II 1994 Niaxon III

1994 Broken up Alang

1963 Mary Fisher 158 GRT Yacht

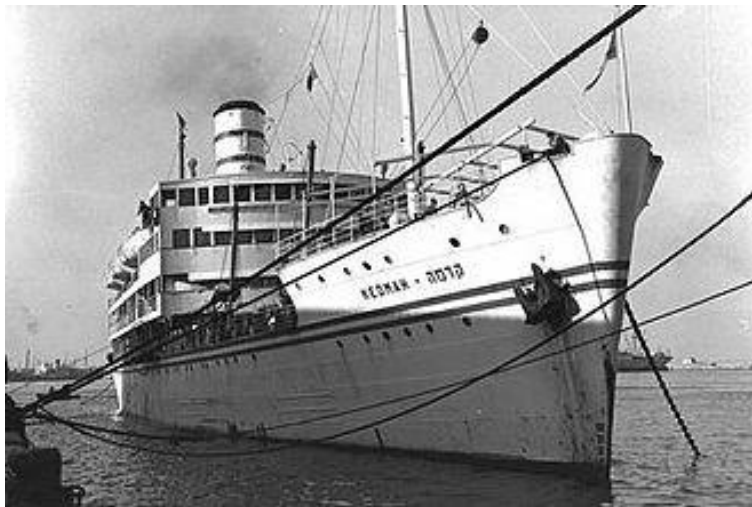
1963 City of Gloucester for Ellermans 4961 GRT



1979 Suerte
1995 Broken up China

Short History of a Line ZIM Israel

On June 7, 1945, as the ZIM Palestine Navigation Company Ltd, by the [Jewish Agency](#), the Israel Maritime League and the [Histadrut](#) (General Federation of Laborers in the Land of Israel). The first ship was purchased in partnership with Harris and Dixon (based in [London](#)) in 1947.



Kedmah

This vessel was refurbished, renamed SS Kedmah, and sailed to the future state of Israel in the summer of 1947. After the State of Israel was established in 1948, the company was renamed ZIM Israel Navigation Company Ltd. During its first years, its main task was transporting hundreds of thousands of immigrants to the emerging state. Some of the other ships that had been used for [clandestine immigration](#) before the establishment of Israel as a state were confiscated by the [British Mandate](#) authorities and later joined the company's fleet. The company continued to purchase more ships, among them SS Negbah,



Galila

During [1947–1949 Palestine war](#), the company was the sole maritime connection with the State of Israel, supplying food, freight and military equipment.



Israel 1955-66



1957-69 Theodore Herzl

In 1953, some of the money from the [reparations agreement](#) between Israel and [West Germany](#) was allocated to the purchase of new ships.

The [SS Bergensfjord](#), renamed Jerusalem, sailed the Israel-New York route, Another ship purchased with reparations money was the SS Etzel. The [SS Dolphin IV](#), acquired in 1956, was renamed SS Zion.



Shalom

In 1950s and 1960s, ZIM concentrated on passenger ships, alongside a constant expansion of the cargo shipping business. Passenger liners were a common means of international transport before the emergence of cheap air transport, and pleasure cruises were also popular. ZIM sailed the [Mediterranean Sea](#), as well as having regular routes to the [United States](#). Some of its ships cruised to the [Caribbean](#) during the winter. 1964 saw the completion of the [ocean liner SS Shalom](#), which turned out to be a failure, marking the end of the ZIM passenger shipping era.

ZIM was invited in 1957 by the Government of [Ghana](#) to assist the setting up and management of a national shipping line. Black Star Line was formed with a 40% participation by ZIM and principally operated cargo services from West Africa A

similar joint venture - Burma Five Star Line - was made with the [Burmese](#) Government in 1959.



Moledet 1961

During the 1960s, ZIM started to turn its focus to cargo ships, and obtained several special-purpose vessels, including refrigerated ships and oil tankers. ZIM transported crude oil from [Iran](#) to Israel and oil by-products from Israel to Europe.

In the 1970s, ZIM expanded into the [container](#) shipping business. ZIM ordered six such ships, and gradually made this its main line of business.

In 1981, one of the company's ships, Mezada, was lost at sea. Despite a lull in maritime shipping at the beginning of the 1980s, the company built 15 more ships in [Germany](#) in the 1990s. At this time, the ownership of ZIM was divided between the Israeli government and [Israel Corporation](#).

In 2008, ZIM planned to launch an initial public offering and selling 25% of its shares on the [Hong Kong Stock Exchange](#), but due to the onset of the global economic crisis it was called off. In 2009, ZIM required a cash injection of \$450 million by the Ofer family and debt restructuring following the world's container shipping downturn.

In 2010, ZIM regained profitability and in early 2011 ZIM renewed its plans for a flotation on the [Hong Kong Stock Exchange](#), but again had to postpone it due to the economic downturn and the drop in container shipping rates

In July 2014, by which time the company was almost wholly owned by Israel Corporation, ZIM was restructured with 68% of the group's shares owned by its creditors and bondholders, and 32% retained by Israel Corporation, and starting early 2015 by [Kenon Holdings](#), a spin-off company of Israel Corporation.

In mid-to-late 2015, plans to revive an [initial public offering](#) were implemented. ZIM debuted on the [New York Stock Exchange](#) in January 2021

In January 2021, ZIM debuted on the [New York Stock Exchange](#), with the backing of [Citigroup](#), [Goldman Sachs](#), and [Barclays](#). ZIM had been considering an [initial public offering \(IPO\)](#) for years, but repeatedly postponed for various reasons.

In March 2021, Zim reported the biggest profit in its 75-year history.



MS Metsada



Zim Barcelona



Zim Anglia



Zim Haifa



Zim Piraeus

Quiz Answers

Out Wednesday