



*World Ship Society
Southend Branch*

News and Views

Newsletter Edition 52

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Next Edition 9th May Edited

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Notes

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

WE MET AGAIN !



After 25 months we held our first live meeting at Thorpe Bay Methodist Church in the back of the church. 11 attended with two more apologies.

First we dealt with a number of general items reconfirming the viability of continuing with live meetings, reviewing News & Views our News letter which will continue and means of subscription payments due to branch closure and changes in charges.

After these we had pure nostalgia when Stuart Emery used part of his extensive collection of 35 m slides to give a talk on the shipping and wharves along the Thames from when he started his interest in the mid 60's including his personal experiences working as a shipping agent. Images included bacon boats in the pool, timber floating in the Surrey docks, up river sun tugs around Wapping and Woolwich, shipbreaking at Dartford and Grays river activity around Gravesend and Tilbury. The talk was thoroughly enjoyable and promoted interactive discussion of memories

We look forward to many more

Mystery Moments

A new feature which we are trialling is Mystery moment where we put up some of Colins pics that he hasn't annotated to see if readers can help with information. Answers to Richards or Stuarts e mail

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News

Russian warship: Moskva sinks in Black Sea

A Russian warship that was damaged by an explosion on Wednesday has sunk, Russia's defence ministry has said.

Moskva, the flagship of Russia's Black Sea Fleet, was being towed to port when "stormy seas" caused it to sink, according to a ministry message.

The 510-crew missile cruiser was a symbol of Russia's military power, leading its naval assault on Ukraine.

Kyiv says its missiles hit the warship. Moscow has not reported any attack - it says the vessel sank after a fire.

The blaze caused the explosion of the warship's ammunition, Russia says, adding that the entire crew were later evacuated to nearby Russian vessels in the Black Sea.

The 12,490-tonne vessel is the biggest Russian warship to be sunk in action since World War Two.

Moskva



Crew: 510

Length: 186.4m

Speed: 32 knots
(37 mph, 59 kmph)

Range: 10,000 nm
(12,000 miles, 19,000 km)

Aircraft: 1 helicopter

Source: BBC research, Reuters



Ukrainian military officials said they struck the Moskva with Ukrainian-made Neptune missiles - a weapon designed after Russia's annexation of Crimea in 2014, and the naval threat to Ukraine in the Black Sea grew.

Originally built in the Soviet-era, the Moskva entered service in the early 1980s. The vessel was actually laid down in Ukraine's southern city of Mykolaiv, which has been heavily bombed by Russia in recent days.

Operational impact

"It's more about psychological damage than material damage," Mykola Bielieskov from Ukraine's National Institute for Strategic Studies told the BBC.

"It won't remove Russia's naval blockade on Ukraine completely," he said. "But it's a powerful symbol that we can employ sophisticated weaponry effectively."

Stena Line to deploy E-Flexer ferries on Karlskrona-Gdynia route



Each of the E-Flexer vessels is 240 metres long and will have capacity for 1,200 passengers. Stena Line will launch two of its new E-Flexer ferries on the route between Karlskrona, Sweden, and Gdynia, Poland, in 2022.

The first vessel will begin operating from July, while the second will follow in November. Both ferries were originally planned to be deployed on the route between Nynäshamn, Sweden, and Ventspils, Latvia, but have been moved to the Karlskrona-Gdynia route due to an increase in freight demand in the South Baltic Sea region.

Each of the E-Flexer vessels is 240 metres long and will have a capacity of 1,200 passengers and 3,600 lane metres. They are designed for conversion to both battery hybrid operation and LNG or methanol fuel once the necessary bunkering infrastructure has been constructed.

Lindblad Expeditions to add former Crystal Esprit to fleet



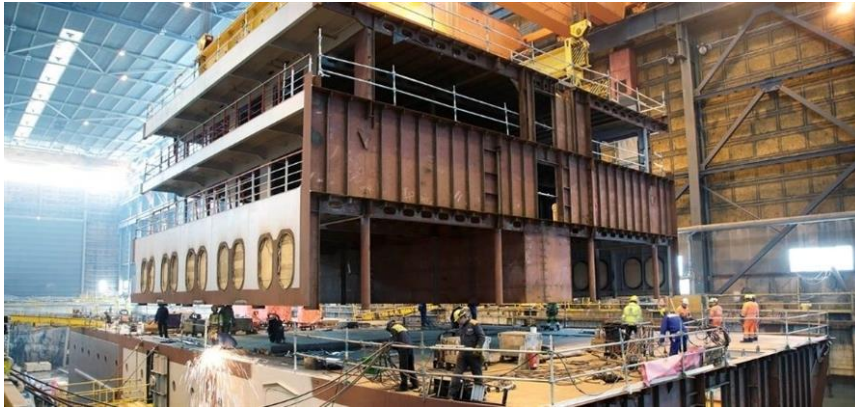
Former Crystal Cruises expedition yacht Crystal Esprit is to join the Lindblad Expeditions-National Geographic fleet as National Geographic Islander II on 18 August 2022.

National Geographic Islander II will be fully refitted and refurbished prior to starting year-round service in the Galápagos Islands. The vessel will offer 26 suites, including four Islander Suites, which will each feature four windows, separate living rooms, and bathrooms with a bathtub and rain shower. There will also be a family suite, as well as four dedicated solo and triple option suites. In addition, the vessel will have a well-outfitted observation deck, indoor and outdoor dining venues, and expedition amenities such as a marina and Science Hub.

The ship, which will be 280 feet long and 46 feet wide, will have a 1:1 crew-to-guest ratio, as well as an expedition team comprising an undersea specialist, a certified photo instructor and trained field educators.

National Geographic Islander II will also reflect Lindblad's connection with Ecuador through its locally sourced and produced menus, artwork and decor.

Swan Hellenic to name third expedition ship SH Diana



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

The ship is currently under construction at Helsinki Shipyard in Finland, with more than half of the structure assembled in the building dock. She will be the largest ship in the cruise line's fleet at 125 metres long and 12,100gt, and will feature a 4.6-megawatt diesel-electric hybrid propulsion system with selective catalytic reduction and a Polar Code 6 ice-strengthened hull that is Safe Return to Port certified.

SH Diana will have capacity for 192 guests in 96 staterooms and suites, the majority of which will feature balconies. Onboard amenities will include a swimming pool, spa, panoramic sauna, gym, library, expedition laboratory and an observation lounge for expedition leaders and experts from a range of disciplines. Dining will be offered in the panoramic restaurant, club lounge and pool bar.

The vessel will also have new features that are not found onboard her predecessors, including a dedicated multifunctional room located next to the Observation Lounge, a private dining room for special occasions, more suites and two tenders.

SH Diana will launch in early 2023, offering cruises in the Mediterranean.

Royal Caribbean International begins construction of new vessel



Royal Caribbean International has begun constructing its upcoming vessel, Utopia of the Seas, and marked the occasion with a traditional steel-cutting ceremony at Chantiers de l'Atlantique shipyard in Saint-Nazaire, France, on 8 April 2022.

Utopia of the Seas will be the first LNG-powered and sixth ship to enter into the cruise line's Oasis class, following Wonder of the Seas.

During the ceremony, the shipyard cut the first piece of steel for Utopia of the Seas, triggering the start of the 30-month construction process.

Utopia of the Seas will be completed in spring 2024, following the launch of the cruise line's first LNG-powered ship, Icon of the Seas, which will debut in autumn 2023.

Felixstowe: Sagging pier



Part of terminal 6 at the Port of Felixstowe, the United Kingdom's busiest container port, collapsed on 10 April, while the port's engineering consultants are still investigating the cause.

At the time of the accident, dredging operations were underway at the box terminal, which will enable Berth 6 of the Port of Felixstowe to handle ultra large container vessels. Depending on the severity of the problem, the issue at berth six could potentially see the port have to close an entire berth for an extended period. Currently it is not known whether the appearance of the sinkhole could be related to dredging works on the pier. In 2021, a contractor had completed the deepening of berth number 7 at Trinity Terminal and similar works were to be carried out on the neighbouring berth 6, as well as on berths 8 and 9, which are located further away. With many container terminals already operating under heavy strain, problems arising from construction works on quays have a potential to escalate quickly.

Celebrity Cruises takes delivery of Celebrity Beyond



Celebrity Cruises took delivery of **Celebrity Beyond** on 6 April 2022, making the vessel the third to join the cruise line's Edge class.

Celebrity Beyond is designed to connect guests with the world around them through its boutique interiors and artwork, restaurants and bars, leisure facilities and retail areas.

Celebrity Beyond will depart for its 10-night maiden voyage from Southampton, UK, on 27 April 2022, and will visit Bordeaux, France; Lisbon, Portugal; and Seville, Malaga, Palma de Mallorca and Barcelona in Spain.

The vessel will then offer a variety of Mediterranean journeys including nine-night Italian Riviera and France itineraries as well as 10-night cruises to the Greek Isles through to early October. The ship will then travel towards the Caribbean for the winter season.

Lindblad Expeditions to add former Crystal Esprit to fleet



Former Crystal Cruises expedition yacht Crystal Esprit is to join the Lindblad Expeditions-National Geographic fleet as National Geographic Islander II on 18 August 2022.

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In addition, the vessel will have a well-outfitted observation deck, indoor and outdoor dining venues, and expedition amenities such as a marina and Science Hub.

The vessel will offer a variety of experiences, enabling guests to do everything from contributing towards scientific research to adventuring in the Pacific Ocean. For example, they will be able to attend presentations or participate in kayaking, paddleboarding and trips in custom-built glass bottom Zodiacs.

The ship, which will be 280 feet long and 46 feet wide, will have a 1:1 crew-to-guest ratio, as well as an expedition team comprising an undersea specialist, a certified photo instructor and trained field educators.

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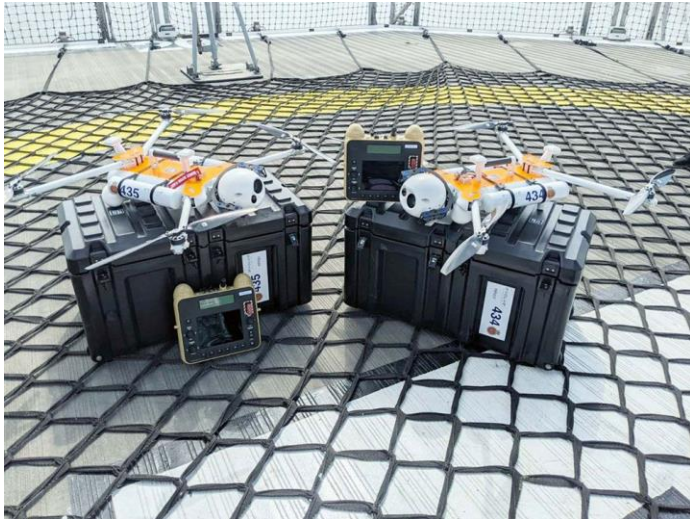
Drones deliver in trials by Royal Navy

The Royal Navy has pushed two different drones to their limits to show how they could be used on front-line operations.

The navy's drone experts [700X Naval Air Squadron](#) welcomed industry partners to their home base of RNAS Culdrose to test the two crewless aircraft. It is the second time the drones have been trialled with initial testing last year the first step of showing how they could be utilised on operations. Now, a second, more intense series of trials have taken place and both the Malloy Aeronautics T-600 quadcopter and Windracers Autonomous Systems' Ultra drone proved their abilities to carry heavy payloads of 100kg over long distance and more than 250kg over a shorter distance. The Heavy Lift Challenge is a collaboration between 700X, the navy's Office of the Chief Technology Officer and Defence Equipment and Support's (DE&S) Future Capability Group. It aims to encourage industry partners to see what equipment they have which could be adapted for use by the Royal Navy to deliver supplies such as humanitarian stores, first aid, ammunition and spare parts to the front-line. Both Malloy and Windracers were given a £300,000 contract to further develop their drones. And the aircraft impressed in the most recent trials which saw the Malloy T-600 fly with a 250kg payload while the fixed-wing Windracers Ultra dropped a 100kg payload 1,000km away to a platform replicating a Queen Elizabeth-class aircraft carrier flight deck. It was able to slow on approach and drop its package with pinpoint accuracy. The Royal Navy Heavy Lift Challenge aims to increase the number of uncrewed aircraft systems available on the market, at a rapid pace. This will enable the navy and DE&S to explore, understand, develop, and acquire autonomous systems to deliver heavy payloads in a range of environments. James Gavin, Head of the Future Capability Group said: "This an important milestone for the Heavy Lift Challenge. We have tested how scalable and usable the autonomous technology is, with promising results.

Drones give Protector the cutting edge to punch through polar ice





Drone experts from Culdrose have given the Royal Navy's Antarctic research ship 'eyes in the sky' to help HMS Protector punch through the polar ice.

Seventeen of the icebreaker's crew are now qualified in operating drones from the deck of the ship, which has just completed her stint around the frozen continent for this season.

That mission, even at the height of the austral summer, often takes her through ice.

Although the ship has an extensive flight deck, she doesn't have a hangar and so deploys to polar regions without any air support – until the advent of drones.

The more adventurous sailors got to grips with Evolve Dynamics' Sky Mantis. It can cope with heavy rain and winds of up to 40kts/45mph, conducting flights lasting 60 minutes.

Other crew learned to operate smaller radio-controlled craft – all to the benefit of the ship's day-to-day operations in polar regions.

The Sky Mantis has been used more widely: it's been flown from Protector to make assessments of nearby historic monuments, shoreline conditions for boat access and even conduct wildlife surveys. By using its 30x optical zoom camera, it can do so at a safe distance to ensure wildlife remains undisturbed.

700X is the Royal Navy's dedicated drone squadron, working with the latest technologies, developing tactics and operational uses for small, remote-controlled aircraft, such as the Puma which has been used regularly around the globe over the past few years for reconnaissance and surveillance.

Veteran minehunter HMS Cattistock enters her forties



The veteran minehunter marked the milestone in refit in Portsmouth – work which will take her to almost 50 years' service under the White Ensign.

Whereas few conventional RN ships last beyond 25-30 years, in theory the plastic-hulled Hunts could go on for decades – HMS Ledbury (in refit and the oldest operational warship) is 41 as is decommissioned HMS Brecon (used for training at HMS Raleigh) – as long as the machinery and systems within the hull is maintained.

Which is exactly what is taking place now, as the ship undergoes a refit period in dry dock in Portsmouth - part of a programme to keep the class in service until into the 2030s... and upwards of 50 years' service.

Work includes structural maintenance, a new modernised accommodation space and capability upgrades to improve her core ability to find and destroy sea mines. Cattistock is expected to back in operational service early next year, re-joining the flotilla of Hunts under the banner of Portsmouth's 2nd Mine Countermeasures Squadron and continue her work in developing and operating the latest mine hunting equipment.

Her current Crew, MCM2 Crew 6, celebrated the milestone in the refit complex with an event supported by BAE Systems and the RNRMC, including presentation of a framed photograph of the ship taken shortly after construction, cake (naturally) and specially-commissioned 'HMS Cattistock ale' from Langdon Brewery.

Launched at the now-gone Vosper Thornycroft yard in Woolston in 1981 and commissioned the following March in Rosyth – her home until being transferred to Portsmouth – Cattistock is the third ship in her class... and the third warship to bear the name of the Dorset hunt.

She is affiliated to Frome Valley Parish Council and Poole Borough Council alongside a host of small establishments and organisations in the Cattistock area.

Her career over the last 40 years has been impressive and varied: battle honours for her action in the first Gulf War as part of patrol group X-Ray alongside her sisters Hurworth and Atherstone; numerous deployments with NATO's two mine warfare task groups in the

Baltic/Northern Europe and Mediterranean; survived a major engine room fire in 1997 which put her out of action for 14 months; and, like the rest of the mine countermeasures flotilla, an extended spell in Bahrain supporting ongoing operations in the Gulf since 2007.

The hull may be aging, the equipment we operate in and from these ships is some of the newest, most capable in the Royal Navy and ensures we maintain our position as the best mine hunting force in the world.”

UK's first Type 31 frigate taking shape in Scotland



The construction of the Royal Navy's first Type 31 frigate HMS Venturer is making progress in Scotland, according to information provided by UK officials.

In September last year, Babcock International officially started the construction of the first vessel, HMS Venturer. The steel cutting ceremony took place in Babcock's facility in Rosyth.

Steel for the Type 31 frigates has been sourced by Babcock from Kloeckner Metals, an Exeter-based steel stockist, according to the UK's Minister of State for Defence Procurement Jeremy Quin.

After asked about what proportion of steel used in the Type 31 frigates is sourced from UK companies, he stated that the thin plate with the required combination of thickness, size and flatness specifications required for Type 31 is not manufactured in the UK. This type of steel comprises the majority of the steel required to construct the Type 31 class.

The Type 31 frigates (Inspiration-class) will replace five general-purpose Type 23 frigates that have served the navy since the early 1990s. The Royal Navy has picked Babcock's Arrowhead 140 proposal as the preferred design for its Type 31 frigates. The fleet of five ships will be built at an average production cost of £250 million per ship.

Each of the ships will be equipped with the Sea Ceptor air defence missile system, a 57mm main gun and two 40mm Bofors, a 4D radar and carry a helicopter up to Merlin size.

They will also be able to carry the planned, persistent operational delivery systems (PODS), a “*plug and play box of tricks*” carrying drones, autonomous mine-hunting equipment, a command centre for commando raiders, or humanitarian aid.

The new frigates are scheduled to enter service in 2027.

TUI River Cruises' new ship sets sail for Germany



TUI River Cruises' new ship, TUI Isla, set sail on its first itinerary on 1 April 2022 following its christening ceremony on 28 March 2022.

TUI Isla is the third and final vessel to join the cruise line's fleet and travelled from Basel, Switzerland, before heading to Strasbourg, France, and then onto Rudesheim, Koblenz, and Cologne, Germany.

TUI River Cruises has expanded its summer 2022 offering with two new itineraries and one new port of call. The 'Treasures of the Main' itinerary features the new port of call Aschaffenburg in Germany, while the new seven-night Frankfurt roundtrip, named 'Legends of the Rhine', will call at Cologne, Bonn and Koblenz, also in Germany.

Guests sailing on the 'Legends of the Rhine' itinerary will also be able to attend the Rhine in Flames festival, a traditional fireworks display that takes place on the second Saturday in August each year.

Ambassador Cruise Line to christen Ambience on 19 April at Tilbury



Ambassador will offer no-fly itineraries aimed at travellers over the age of 50.

Saga to add four new ships to river cruise fleet



The four new ships will be called Spirit of the Moselle, Spirit of the Main, Spirit of the Elbe and Spirit of the Rhône, and will each operate on the river they have been named for. The first of the new vessels is scheduled to come into service in May 2023, with the others following each year after that.

Visitors



Gsl Calliopi ex E R Seattle , Cosco Seattle, MSC Seattle, E R Santa Barbara Built 2004
83133 GRT Liberia Owner Global Ship Lease

Current Location En route to Felixstowe



STI Winnie Built 2015 6792 GRT Marshall Islands Owner Hai Kuo Shipping

Current Location En route to Gibraltar



Transgas Force Built 2021 117573 GRT Malta Offshore processing vessel Owner Fortune Santorini

Current Location En route to Point Fortin



Ioannis S Built 2012 17027 GRT Liberia Owner Miles Maritime

Current Location Sheerness



Cool Express Built 2018 22452 GRT Panama Owner Southern Route Maritime

Current Location West Africa



MTS Indus ex Drydock I, Smit Azie, Indus Built 1964 108 GRT UK Owner MTS Group

Current Location Teesport



BW Osprey Built 2015 29781 GRT Singapore Owner BW Clearwater

Current Location Grays



Stolt Alm Built 2016 23124 GRT UK Owner Hassel Shipping

Current Location En route to Port Said



Tessala Built 2016 112867 GRT Algeria Owner Hyproc Shipping

Current Location En route to Dzarz



Parana Built 2012 45000 GRT

Current Location En route Emden



United Spirit Built 2000 37949 GRT Liberia Owner Cyclamen Navigation

Current Location Tyne



Thetagas Built 2008 9110 GRT Antigua & Barbados Owner Thetagas Partenreederei

Current Location Gdansk



Seatrade Red Built 2016 249021 GRT Owner Hai Lu 1502

Current Location En route to New York



Pegasus ex Marine King Olympic Pegasus Built 2011 32983 GRT Marshall Islands Owner Smollett Marine

Current Location En route to Argentina



One Crane Built 2016 144285 GRT Panama Owner Sazanka Shipping

Current Location En route to Jeddah



AS Camellia ex CMA CGM Camellia , CMA CGM Pointe Des Colibris Camellia Built 2006
28927 GRT Portugal Owner

Current Location En route to Alexandria



Arklow Venus Built 2018 2999 GRT Netherlands Owner Ferrybank shipping

Current Location Dublin



Arklow Archer Built 2020 5078 GRT Ireland Owner Abbey Shipping

Current Position Rotterdam



Platinum Ray Built 2000 57772 GRT Bahamas Owner STAMCO Ship Management

Current Position Bremerhaven



UACC Eagle Built 2009 42010 GRT Marshall Islands Owner UACC Bergshav

Current Position Antwerp

Svitzer Thor Built 2011 635 GRT Denmark Owner Svitzer

Svitzer London Built 2014 447 GRT UK Owner Svitzer Marine

Svitzer Adira ex Sanmar Terminal XIV Built 2016 461 GRT UK Owner Svitzer Euromed



Energy Endeavour Built 2021 114195 GRT Marshall Islands Owner Rossini Navigation
Current Position En route US Gulf for orders



STI Lily Built 2019 63338 GRT Singapore Owner Xiang T28
Current Location Western Med



WeS Gesa Built 2012 10585 GRT Cyprus Owner Wessels Rederei

Current Location Lisbon



Symphony Built 1981 3937 GRT ?

Current Location East Med



Sten Arnold Built 2008 11935 GRT Gibraltar Owner Stenship

Current Position Baltic Sea

Frisian Spring Built 2007 4087 GRT Netherlands Owner Boomsa Shpiping

Current Position Baltic Sea



Markos I Built 2005 27207 GRT Cyprus Owner Morevest Shipping

Current Position En route to Houston



Glovis Clipper Built 2012 58767 GRT Bahamas Owner Clipper Maritime

Current Position En route to Port Said



Cheikh Bouamama Built 2008 52855 GRT Bahamas Owner Skikda Trans Corp

Current Location En route to Skikda



Botnia Seaways ex Finnmaster, Tor Botnia Built 2000 11530 GRT Lithuania Owner DFDS



Asian Empire Built 1998 71383 GRT Korea Owner Eukor Car Carriers

Current Position En route to Port Said



Arklow Rainbow Built 2006 2999 GRT Ireland Owner Invermore Shipping

Current Position En route to Amsterdam



Andesborg Built 2011 11885 GRT Netherlands Owner Wagenborg Shipping

Current Position Baltic Sea



Gaslog Gibraltar Built 2016 112764 GRT Bermuda Owner Gas-Fourteen Ltd

Current position En route Sabine USA



Kriti Coral ex FPMC 23 Built 2010 29825 GRT Greece Owner Allium Shipowners

Current Position En route Port Everglades



MOL Hestia Built 2021 115540 GRT Marshall Islands Owner LNG Harmonia Shipping
Current Position Gulf of Mexico awaiting orders



Maersk Bahamas ex Nordserena Built 2016 2816 GRT Singapore Owner
Current position En route Veracruz



Ivory Gulf Built 2009 19992 GRT Liberia Owner

Current Location En Route to Las Palmas



CMA CGM Saint Laurent Built 2015 26645 GRT France Owner Guyanre 4084

Current Position En route to Thames

Solent



Ventura Built 2008 116017 GRT Bermuda Owner Carnival Plc



HMM Daon Built 2021 152003 GRT Liberia Daondaon SA



HMM Daon bound Suez



Iona Built 2020 184089 GRT UK Owner Carnival Plc

Fidelio



Anvil Point Built 2003 23325 GRT UK Owner Foreland Shipping

Lake Kivu Built 2006 46800 GRT Liberia Owner Cilopy Sjipping / Eastern Pacific

Aurora Built 2002 5052 GRT Netherlands Owner Aalto Shipping



Aidacosma Built 2021 183774 GRT Italy Owner Costa Crociere



Olympian Highway Built 2017 75185 GRT Japan Owner Atlantic Lease

Hoegh London Built 2008 68871 GRT Norway International Owner Hoegh Autoliners

WSS Quiz Questions Edition 52 Geoff

WSS quiz questions – 10th April 2022

1. After World War I, three German super liners were ceded to the Allies and became Cunard's Berengaria, White Star's Majestic, and United States Line's Leviathan. What was the latter's original German name?
2. What do the initials R.F.A. stand for?
3. Captain Edward Smith, master of Titanic, was born in which English county?
4. In which year was Queen Elizabeth I (then known as Seawise University) destroyed by fire in Hong Kong Harbour?
5. What was the final name of the last passenger liner to be built in a UK shipyard?
6. During the Falklands conflict in 1982, P&O's Canberra took an active role and earned herself a nickname. What was it?
7. What was the name of General Steam's paddle steamer lost at Dunkirk in 1940?
8. What was the name of the first turbine-driven Atlantic liner?
9. What was the name of the cross-channel vessel which struck a mine in 1949 whilst en route from Ostend to Dover?
10. What was the name of the British submarine lost off Sheerness in 1950 following a nighttime surface collision with the Swedish coaster Divina?

LANGUAGE DIFFICULTIES

The language used in the London Docks was basically English, but often modified by 'Dockology' and various epithets. But how did foreigners, mainly ships' crews, get on? The answer is fairly well, since most technical terms (and epithets) were more or less the same.

But there were those who took advantage. For example the Norwegian ship's captain who called in my office and asked to use the phone. Of course we said he could for it was understood ships' officers could use our phones to contact their agent or owner. He then proceeded to have a one and half hour conversation, in Norwegian, with his wife in Norway, with the PLA paying for the call.

Later, when based at Tilbury, I used to have a lift to work from an old sailing friend who was a ship repair manager. He maintained that there were no language difficulties. All one had to do was to shout loud enough in English and 'Johnny Foreigner' would get the message.

I noticed, however, that on his desk were two books – 'Teach Yourself Strine' (Australian) and 'Teach Yourself Scowse' (Liverpooles). No doubt John found the second particularly useful as much of his work was with the Liverpool orientated Palm Line, trading to Africa. When working on their ships he would hope to be invited to lunch with the ship's officers, especially if a curry dish called 'Monkey's Fist' was on the menu. If prepared properly this would have a real monkey's fist protruding from the serving dish.

One night John was able to demonstrate his skill with language. Before driving home we visited a French container ship, lying at Northfleet Hope, called Kangarou (French for Kangaroo) to see how a repair job was progressing. First we called on the engine room where John asked his foreman how the job was going. Then we spent some time wandering the corridors of the ship's superstructure, looking for the Chief Engineer's office.

Eventually we found it and there was the great man himself, seated at a huge desk at the far end of an enormous compartment. With him was a junior engineer, no doubt ready to act as interpreter, if necessary.

It wasn't necessary. John stood just inside the door and shouted the following:

"The main piston, she is broke. Tonight, my men they fix.
Tomorrow, you sail."

"Ah! Oui! Tres bon! Merci beaucoup!" came the French response.

"That's how you do it," John muttered to me.

A strange language was in use at the various locksides within the London Docks, long before computers, mobile phones or even walkie – talkie radios. This was between pilots on board ships and attendant tugs. The pilot would use the ship's siren to indicate his intentions or requirements and the tugs would reply or make their

own suggestions by use of their hooters, It was interesting to observe the squeaks produced by some of the heftier vessels and the dull roars that came from some of the smaller ones.

If the Dockmaster wished to join in this carcophony, he would use a whistle. The lockside could be a pretty noisy place, at times,

G.E.D.

Colins Pictures



APJ Shalin seen 1991



Oil Trader seen 1991 Built 1981



South Vivien seen 1991



St Helena Seen Falmouth 1991 Built 1990 6820 GRT UK Owner Extreme E Ltd



Ullmadea seen 1991



Stout True seen 1991



Stolt Osprey seen 1992 Built



Song of flower seen 1992



Song of Norway seen 1993



Northern Joy seen 1993



Star Stavanger seen 1993

SAMUEL WILLIAMS & DAGENHAM DOCK



Samuel Williams set up his first business in 1855, lightering timber and ice around the Port of London. In 1861, he bought the first screw tug on the Thames, the Little Eastern and then a steam dredger with which he delivered millions of tons of Thames ballast to the new site of the Becton Gasworks. Within a decade he had 8 tugs, largely as a result of a lucrative contract on the construction of the Thames Embankment, had opened a coal bunkering depot in the Victoria Docks and had operated special barges to transport tar, creosote and ammoniacal liquor to Becton's chemical works, on the basis of which he was awarded a 60-year contract in 1875.

In 1887, the company started acquiring land at Dagenham, initially just 30 acres of marshland that had been acquired by the Dagenham Dock Co. for a nascent dock scheme. Instead of developing the dock, Samuel Williams decided to create an industrial estate. By using London's rubbish and spoil from the construction of the underground, he built up the marshland using his own fleet of tugs and lighters, and some 600 acres were systematically reclaimed in the period up to 1914.



THUNDERER JETTY

Coal wharves and jetties for the handling of sea-borne coal were installed involving the early use of reinforced concrete piles and beams. In 1909 a railway terminus was completed with a connection to the London, Tilbury and Southend Railway company's main line.

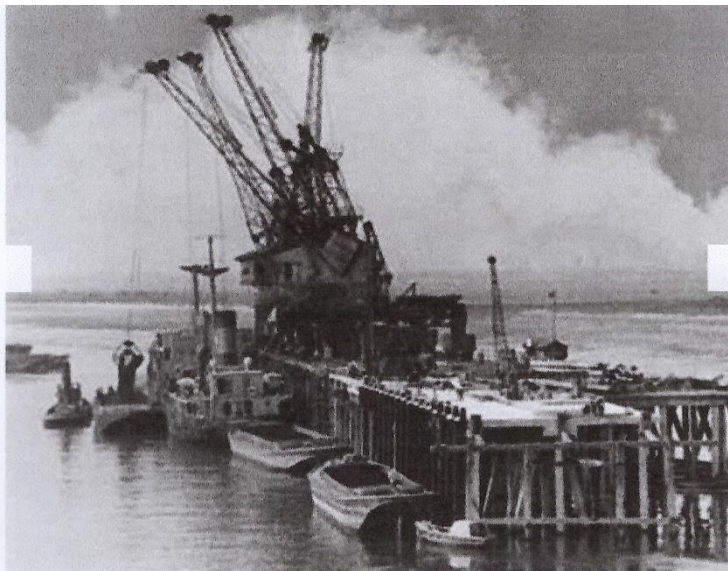
In 1905, Samuel Williams & Sons bought a controlling interest in John Hudson & Co, who had a fleet of colliers. and this association was to last for many years, with Hudson's eventually owning large ocean-going tankers.



WILLIAMS TUG VARCO

SAMUEL

In 1911, he built a deep-water jetty specially for the fitting out of the last big ship built on the Thames, HMS Thunderer, the funding coming from Thames Ironworks, the builders of the ship. The jetty is still known as the Thunderer Jetty, and surprisingly, it is not Listed, although it has been much upgraded since it was built.



THUNDERER JETTY

Soon after World War 1, all the land to the east of the dock area, some 200 acres, was sold to the Ford Motor Company, who opened their huge factory on it in 1929. The remainder of the 600-acre site was developed for industry, with a large tank farm now operated as Stolthaven, by Stolt-Nielson; roadstone plants operated by Eurovia and White Mountain, together with sea-dredged aggregate importing plants by Hanson and Cemex as well as various smaller concerns.

The Dagenham Lighterage Company, which managed Samuel Williams & Sons tugs and lighters, went into voluntary liquidation in 1970. The remaining tugs were sold in 1971.



GARRISON

POINT MANAGED BY JOHN HUDSON

In 1963, Samuel Williams & Sons merged with John Hudson Fuel & Shipping, the combined group being named Williams Hudson Group. In 1973, the last collier was sold, but the firm continued to own ships, including Very Large Crude Carriers until the Hudson SS Co was sold in 1988 to A/S Mosvold Shipping of Kristiansund, Norway.

In the 1960s, the Samuel Williams business gradually deteriorated as river traffic and the docks declined, and the company was finally forced to close in 1985. The land they had developed around 120 years ago though, continues to flourish.

CURRENT OCCUPIERS OF THE DAGENHAM JETTIES



DAGENHAM DOCK

1. FORD MOTOR COMPANY



FORD'S JETTY

Ford's jetty dates from 1932. Ford's use 3 dedicated Ro-Ro vessels, Celestine, Cymbeline and Undine which are on contract from Cobelfret and which are used on a continuous loop between Dagenham and a similar Ford facility in Vissingen, Holland. The ships make 2 visits to Dagenham per day. Dagenham-made diesel engines, together with eco-boost engines from Bridgend are exported, whilst completed cars are imported for sale in the UK. Jaguar/ Land Rover also export vehicles through the facility. In a normal year, 30,000 trailers and 280,000 cars are imported whilst 30,000 trailers and 10,000 cars are exported. The berth is 241 metres long, with a depth of water at MHWS of 11.45m.

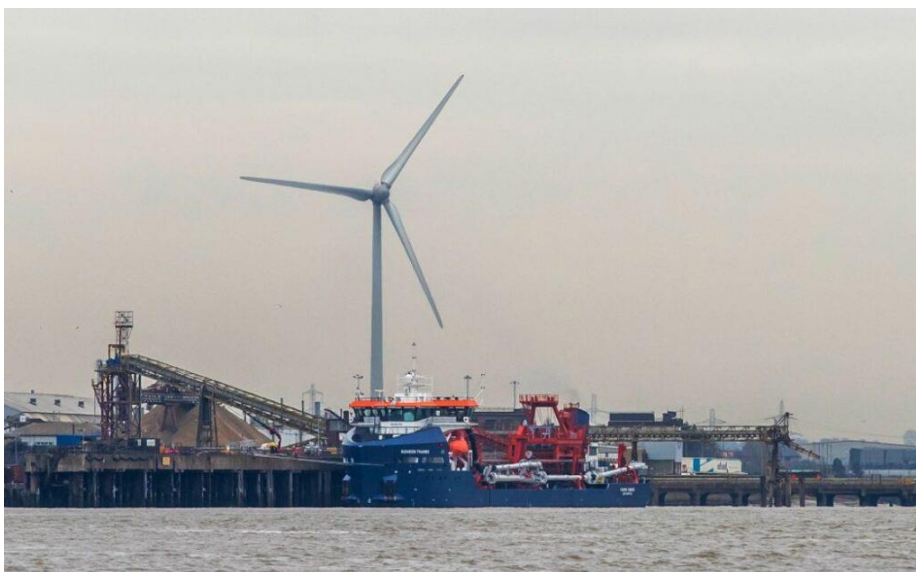


CELESTINE

2. HANSON AGGREGATES



Hanson Aggregates import 500,000 tonnes of sea-dredged sand and gravel at Dagenham via Amey's and Hanson No. 4 Jetties, mostly in their own fleet of dredgers. There is also a barge loading facility for the onward transportation up the Thames to concrete plants at Greenwich and Wandsworth. The berth is 150 metres long and it has a depth of water at MHWS of 14.05m.



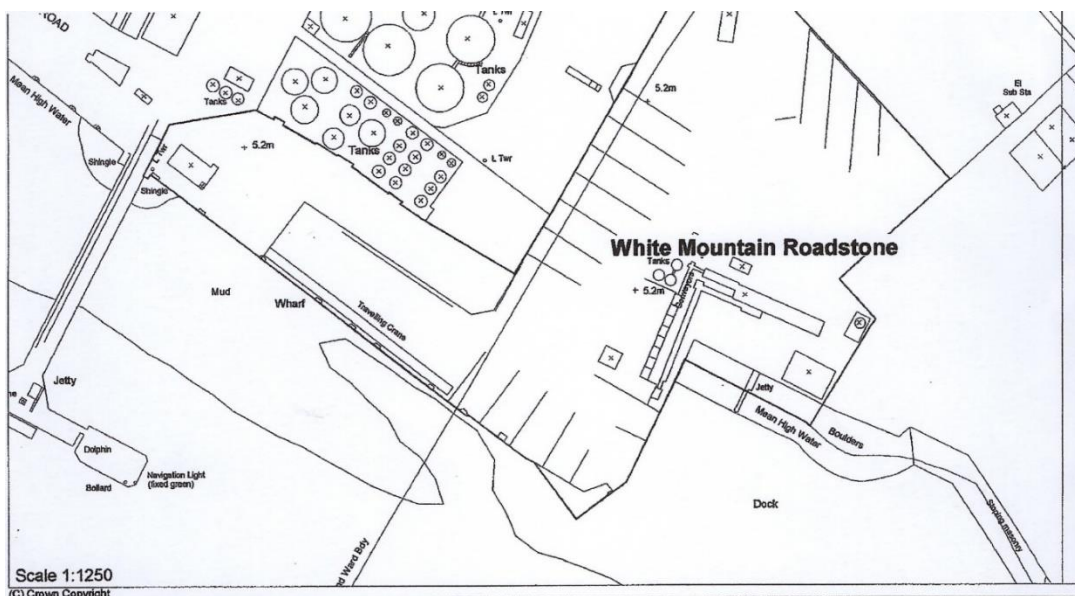
3. VAN DALEN (UK) LTD.



NO. 4 JETTY

Eurovia Roadstone operate an asphalt plant at Dagenham and use the No.4 Jetty, which is Listed, being an early example of reinforced concrete. It dates from 1899 to 1903, and was extended in 1907. Over 200,000 tonnes of aggregate are imported through Thames Wharf each year and are processed to form various types of asphalt and macadam products for use within the UK. The berth has a length of 100m and a depth of water at MHWS of 5.48m.

5. WHITE MOUNTAIN ROADSTONE LTD



White Mountain Roadstone is owned by the Breedon Group. The Dagenham plant, which has wharfage onto the river, has a capacity of over 200,000 tonnes per year, producing asphalts and coated macadam.

6. STOLT-NIELSEN



PIER No. 7 (Left) and THUNDERER JETTY (Right)

Stolthaven, owned by Stolt-Nielsen handles a range of fuels including bitumen and diesel for UK distribution. Total tank storage capacity is 165,000 cubic metres. The plant welcomes about 100 ships per year bringing in over 1 million tonnes of chemicals, typically from Spain, the Netherlands and the USA, via the Thunderer Jetty. Ships of up to 45000 dwt can be handled at the jetty.



JETTY

THUNDERER

There is also an inner barge berth for fuel and gas oils as well as vegetable oils. Products include Gas Oil, Ethanol, Chemicals, Liquid Fertilizer, White and Mineral Oils. Stolt-Nielsen operate a large fleet of tankers of various types and sizes. The depth of water on the berth at MHWS is 16.18m, and vessels of up to 200 metres length can be handled.



STOLT ACHIEVEMENT (37,141 sdwt built in 1999)

7. RUGBY CEMENT

Pier No.7, formerly owned by Rugby Cement, has been disused for some years.

8. CEMEX MATERIALS LTD



Cemex opened a new facility at Pier No. 8 a few years ago. It has the capacity of producing 500,000 tonnes of aggregate per year mostly for use in concrete. The site can supply a range of concrete products and screed floor solutions. 5 dredgers bring in 40,600 tonnes of sand and gravel from the coasts of Kent and Suffolk each month. Barge loads, 500 tonnes at a time, are also sent from Dagenham to a similar site at Fulham. The berth has a length of 110 metres long with a depth of water at MHWS of 10.28m.

Mystery moment -A delve into Colins "Shoe Box"

These are all pictures taken by Colin but without any name on the back. Where there is more information i.e. date taken we have given it. Can you help identify any of them

1-1



Taken 31 10 92 Could be mid channel as same date as next picture

1-2



Taken 31 10 92

1.3



Taken 1 11 92

1.4 Hugo possibly registered in Marewa ?



1.5 Ali baba registered in Limassol



1.6



Taken in Calais 03 11 92

1.7 Abeille no 7



Built by chantiers de la Garonne

Sold 2003renamed Kotibe

Yachts of the World Part 2 -Corsair



J. Pierpont Morgan Jr. could never imagine his yacht Corsair IV would be turned into a deluxe cruise ship just after World War 2 whose short career with voyages from California would end in tragedy, but it happened.



Corsair sailing up the Coast of California
And his father Pierpont Morgan owned four yachts named Corsair
JP Morgan Jnr. Each one was bigger, faster and more comfortable.

Corsair IV was constructed in Maine at the beginning of the Great Depression for \$2.5 million (or about \$60 million in today's currency).

Measuring 2,142 gross tons, with a registered length of 300 feet and overall length of 343 feet, the Corsair IV was the largest yacht ever built in the U.S. Designed in the traditional piratical look of Morgan yachts; Corsair IV was long, dark, heavy underneath – paler and suaver in the superstructure.

When it was ready for launching in 1930, Morgan brought three private railway cars of family and friends up to the Maine shipyards for the occasion.



CW: J. P. Morgan Jr., Corsair IV, Corsair IV being launched in Maine.

Morgan used her for ten years, mostly on the East Coast, in the West Indies and for trans-Atlantic record-breaking crossings.

After an eventful career with Morgan, the Corsair IV was turned over to British Admiralty in 1940.

Following World War II, rich Americans had money to spend on cruises, but choices were limited.

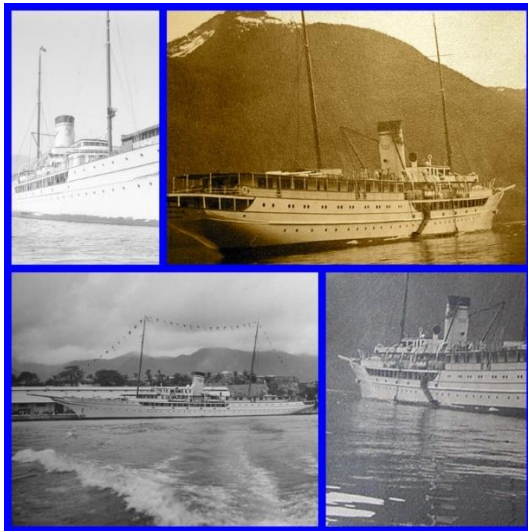
This was especially true in California and on the West Coast. American Presidents Lines took three years to re-establish liner service to the Orient, and it wasn't until 1948 when Matson Line's famous Lurline sailed again to Hawaii.

.Realizing there was an untapped post-War luxury cruise market, the Skinner and Eddy Corporation, owners of the Alaska Steamship Company, created Pacific Cruise Lines in 1946.

The newly formed subsidiary immediately went looking for a ship and was lucky enough to quickly spot its prize, Corsair IV.

The former Morgan yacht was bought from undisclosed buyers and placed under the Panamanian registry.

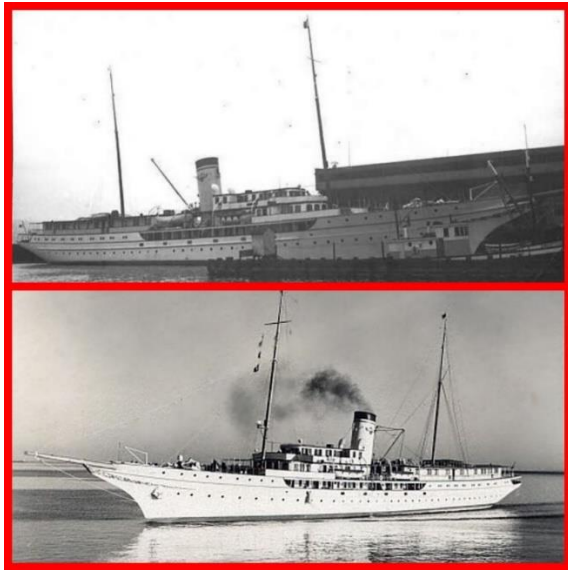
The Corsair was taken to Todd Shipyards in New York for repair and overhaul and then sailed to the Victoria Machinery Depot in Victoria, Canada, for conversion to a luxury cruise vessel.



CW: The Corsair – Docked; Sailing in Alaska; In Alaska; Acapulco.

In charge of her interior was the firm of William F. Schorn Associates of New York..

He provided the same meticulous detail to designing the modern accommodations for the new elegant Corsair.



The Corsair docked in Los Angeles waiting for passengers; The Corsair outside of Los Angeles.

The goal of Pacific Cruise Lines was to offer to the traveling public the world's most luxurious cruise ship.

Accommodating only 82 First Class passengers, all rooms were much larger and more commodious than as expected on shipboard at that time.

No expense was spared in furnishing decorating each room with the very finest of materials and artistry available.

There were no berths on the Corsair, and all staterooms featured beds. Each room had its own private bath.

There were a total of 42 rooms on the ship, and the steward's department personnel alone numbered more than forty.

A total of 76 crewmembers and officers were aboard the new cruise ship, making the passenger to crew ratio almost one to one, equalling or surpassing the most high-end cruise ships operating today.

The new Corsair made her debut on September 29, 1947 offering two-week cruises from Long Beach, California, to Acapulco, Mexico. The standard price per person rate averaged \$600. The ship's cruise fare equalled more than a quarter of the 1947 typical U.S. family income.

The new cruise line placed attractive full-page ads for cruising on the new stylish first class Corsair in Holiday magazine.

Demand for passage was heavy and the waitlists lengthy.

During the summers of 1948, the Corsair was switched to Alaska.

Sailing out of Vancouver, British Columbia, she provided the first deluxe two-week cruises ever offered to the Inside Passage.

A series of cruises to Mexico, Havana via the Panama Canal, and the Gulf of California were scheduled and completed in the spring of 1949.

The cruise ship returned to Alaska for summer sailings and was to be followed by a season of cruises to Mexico from Long Beach beginning in October. Then tragedy struck on November 12, 1949.

The Corsair, during one of her autumn Mexican Riviera cruises, struck a rock and beached at Acapulco. Her crew and 55 passengers were put ashore in lifeboats.



CW: The Corsair beached in Acapulco; Corsair wrecked; Corsair launching; Corsair a loss.

There was no loss of life.

Examined by her owners, the former Morgan yacht was determined to be a total constructive loss and abandoned to Davy Jones' locker.

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TATE & LYLE, SILVERTOWN



Apart from the occasional small cruise ship, Tate & Lyle's Thames Refinery is the furthest upstream destination for bigish ships in East London. Bulk carriers of up to about 40,000 tonnes deadweight regularly berth at the import jetty, bringing in raw cane sugar from Fiji, the Caribbean, Africa and Central and South America.

Harry Tate's new refinery began operations in 1878, specialising in producing cube sugar. Harry Tate endowed the Tate Gallery in 1897. Tate's great rival, Abram Lyle, set up a similar refinery a mile upstream at Plaistow Wharf in 1881, which soon specialised in producing syrup. At the time, there were 74 refineries in the UK, many of them small family-owned business. In 1921, Harry Tate & Sons and Abram Lyle & Sons merged. The grandsons of the original founders who hated each other decided to bury the hatchet, forming Tate & Lyle, which refined half of the UK's sugar. Refineries were also established by the group in Liverpool and Greenock.



In 1949 the company introduced its "Mr. Cube" brand as part of a marketing campaign to help it fight off a proposed nationalisation by the then Labour government. From 1973, Britain's membership of the EEC threatened the Tate & Lyle core business, with quotas imposed favouring domestic sugar beet producers, so the company began to diversify. In 1976 it acquired cane sugar refiner Manbre & Garton.

The two refineries are about a mile apart. At one time there were treacle refineries and jam makers between them, and the area was called "The Sugar Mile". The Thames Refinery is the largest sugar refinery in Europe and one of the largest in the World, with a capacity of 1.2 million tonnes per year. In the 1950s and 1960s, there were 6000 people employed at the works, but the number now is about 800.



In 2011, Tate & Lyle announced the sale of its sugar refining business, including the rights to the Tate & Lyle name, to American Sugar Refining (ASR) for £211 million. The sale included the Plaistow Wharf and Thames Refinery plants. The new owners pledged that there would be no job losses as a result of the transaction.



RAW SUGAR JETTY

THE

Raw cane sugar is discharged from ships direct into a hopper and then onto a conveyor system which feeds the raw sugar directly into the store which is situated 100 metres from the import berth. Some of the raw sugar travels by lorry to Plaistow Wharf, where it is refined into value added speciality sugars and syrups, with over a million tins of Lyle's Golden Syrup leaving the factory each month.



SHIPS ON BOTH JETTIES

The Raw Sugar jetty (imports) at the Thames Refinery has a length of 161 metres and a depth of water 10 metres at Chart Datum. The Refined Sugar jetty (exports) has a length of 48 metres and a depth of water of 1.7 metres at Chart Datum. The Shore Berth (imports) has a length of 180 metres and a depth of water at MHWS of 3.03 metres. The site has storage for 72,000 tonnes of raw sugar in bulk, and 2000 tonnes of palletised refined sugar, as well as 12,000 tonnes of edible oils. On average, 25 vessels discharge at the Raw Sugar jetty each year, with deadweight's varying from 6500 to 40,000 tonnes. Reportedly, the largest vessel ever to berth at the refinery was in 2009 when the TAI HAWK of 52,000 dwt was discharged over 8 days.



THE TAI HAWK

The Gibraltar Squadron

The unit was established in 1985 following the withdrawal of RAF Units although motor launches remained HMAFV Sunderland and Stirling being renamed HM S Hart and Cormorant.



They remained with the squadron until 1991 when they were replaced by the new P2000 patrol vessels Ranger and Trumpeter . These remained until 2003



HMS Sabre was a Scimitar-class fast patrol boat .was commissioned into the Gibraltar Squadron on 31 January 2003 along with her sister Scimitar, and used for police, customs and rescue purposes. The two boats allowed the two Archer-class patrol vessel of the squadron, Trumpeter and Ranger, to be reassigned to the Cyprus Squadron in April 2003 and April 2004 respectively.

The vessels had previously operated alongside her sister ship Grey Fox as part of Operation Lifespan in Northern Ireland since 1993 as Lough Patrol Vessel Grey Wolf. Both vessels were based in their own special dock at Massereene barracks with access to 6 Mile Water in Lough Neagh, Northern Ireland where she was commanded and manned by a crew of

seven Royal Marines and two Royal Navy personnel conducting maritime counter terrorism, surveillance, intelligence and anti-smuggling operations. The crew included a four-man team of Royal Marines to conduct boarding and ground operations the vessels would normally tow a 22 ft Arctic rigid inflatable boat (RIB) used to deploy this team.[[]



HMS Scimitar was also a Scimitar-class fast patrol boat .



In June 2020, , HMS Dasher and HMS Pursuer, a pair of Archer class patrol boats previously attached to the Cyprus Squadron, were transported to Gibraltar to serve as interim replacements for Sabre and Scimitar



In September 2020 Sabre, along with her sister ship Scimitar, returned to Portsmouth aboard MV Anvil Point. After operating in UK waters for a period, Sabre and Scimitar were decommissioned in a joint ceremony at Portsmouth Naval Base on 30 March 2022.



In July 2020 two new warships were ordered from Marine Specialised Technology. The patrol vessels are initially armed with X3 General Purpose Machine Guns (one on the foredeck and two on the aft deck) as well as being fitted for but not with a 0.50 cal Heavy Machine Gun. The ships are going to be 62 ft long, carry six crew and six passengers and travel at 40 knots



IN November 2021 HMS Cutlass a Cutlass-class fast patrol boat arrives in Gibraltar a fast patrol boat with a maximum speed around 41 knots designed for sovereignty protection and coastal security duties. She and was handed over to the navy in March 2022.

[HMS CUTLASS Completes Successful Sea Trials - Bing video](#)

Along with HMS *Dagger*, she is replacing the Scimitar-class patrol vessels in Gibraltar.



April 2022 the second patrol boat HMS *Dagger* arrives in Gibraltar



The squadron also uses three Pacific 24 rigid hulled inflatable boats crewed by 26 people.



In addition HMS Trent a river class offshore patrol boat arrived in April 2021 will be permanently based in Gibraltar to operate in the Mediterranean and gulf of Guinea

Short History of a Line - William Cory

The company was founded in London in 1896 as William Cory and Son Ltd.^[2] Cory was formed from the merger of eight companies in the coal trade and had a comprehensive business in transporting and supplying five million tonnes of coal per year to trade and domestic customers in London. Cory had a fleet of 2,500 railway wagons and also operated lighters on the River Thames Rather than operate its lighters unladen on their return journeys from delivering coal, Cory used them to carry refuse from London to be dumped in the marshlands of Essex and Kent

After the turn of the 20th century, Cory started to provide social housing for some of its workforce

Cory ships had brown upper works above hull level The funnel was black with a broad white band, and a large black diamond on the white band.^{[4][5]} The house flag was red with a large white or cream diamond in the middle.

In 1900 S.P. Austin & Co of Sunderland built the 1,780 GRT coaster SS Heston for the company. On 24 May 1902 she was en route from Decido to Rotterdam laden with iron ore when she was involved in a collision with SS Castillo and sank in the Bay of Biscay southwest of Point Penmarc'h in Brittany

In 1896 Cory bought the 867 GRT coaster SS F.T. Barry, which Backhouse and Dixon of Middlesbrough had built in 1872. On 23 June 1906 she was involved in a collision in the North Sea with SS Tynesider, was beached on Gunfleet Sands off Clacton-on-Sea and became a total loss



In 1896 Cory bought the 1,053 GRT coaster SS Nellie Wise, which Denton Gray & Co of West Hartlepool had built in 1873^[9] On 8 January 1908 while en route from London to the River Tyne she ran aground on Blackhall Rocks 3 nautical miles northwest of Hartlepool. She was refloated but sold for scrap.¹

In 1902 S.P. Austin & Co. built the 1,191 GRT collier SS Caenwood for the company On 21 November 1905 she ran aground and was wrecked in the North Sea off the North Landing of Flamborough Head

In 1909 S.P. Austin & Co. built the 2,660 GRT coaster SS William Cory for the company.^[10] She ran aground at Pendeen in Cornwall and was wrecked in September 1910.¹



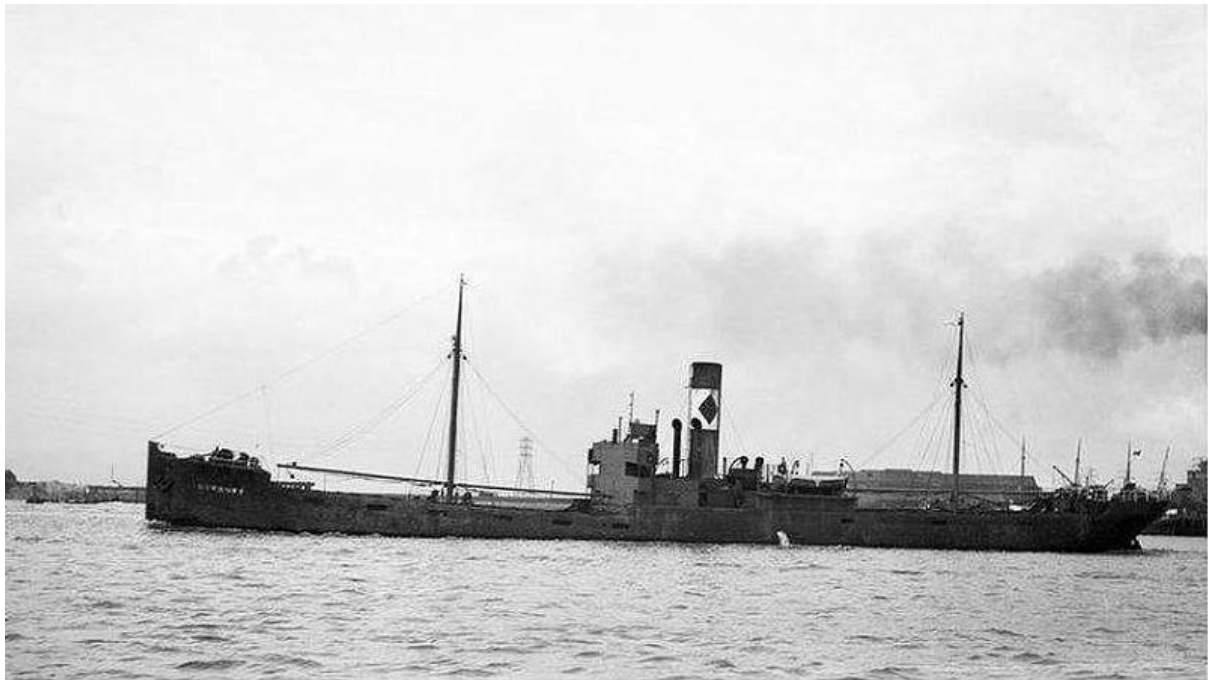
William Cory aground in 1910

The company lost 17 ships during WW 1

During the war Cory bought R. and J.H. Rea, which both expanded its tug, barge and coastal collier fleets but also gave Cory a presence in the ports of Bristol and Southampton.

After the war Cory expanded further; buying the Mercantile Lighterage Company in 1920, followed by Mellonie and Goulder of Ipswich and several other companies in 1928

In the Second World War fuel supplies were vital to the war effort. Cory colliers sailed in coastal convoys and 13 of them were lost.



SS *Corduff* was a 2,345 GRT coaster built by Swan Hunter in 1923. On 7 March 1941 the torpedo boat S-28 attacked and sank her in the North Sea off Mundesley.



SS *Cordene* was a 2,345 GRT coaster built by Swan Hunter in 1924. On 9 August 1941 enemy aircraft attacked and sank her in the North Sea off Mundesley.

The Second World War was not the end of Cory's losses at sea. Swan Hunter built the 2,373 GRT collier SS *Hopecrest* in 1918 Cory bought her from her original owners in 1919 and renamed her SS *Corcrest*. On 24 June 1949 she struck a submerged object, ran aground and was wrecked off the mouth of the River Deben in Suffolk



Mersina



Corbridge 1927

S.P. Austin & Co built the 2,374 GRT collier SS Corchester in 1927 On 19 February 1956 she was en route from London to Hartlepool in rough sea, a blizzard and no visibility off the Haisboro' Light The 6,986 Ellerman Lines cargo ship City of Sidney sliced Corchester in two through no. 1 hold and sank her. Eight of Corchester's crew were lost, of whom six had been in her forecastle accommodation. Survivors were rescued by another Cory ship, SS Cormull



Cormull



Corfen 1944



Corsound 1953



Corbeach 1957

By the 1950s Cory was transporting and supplying fuel oil as well as coal. In 1956 Cory started to develop a fleet of barges designed specifically to carry refuse rather than coal. Cory had its own barge-building yard, which produced more than 400 such vessels between 1962 and 1972. Oil-fired central heating grew in popularity such that by 1972 Cory was supplying 216 million US gallons) per year to domestic customers.



Corhampton 1959

In the 1960s and 1970s William Cory was operating general and refrigerated road haulage out of Palmers Wharf, Deptford. The colours were white with the black lozenge. Later on it was taken over by Ocean and renamed McGregor Cory Cargo Services and the vehicles became red. They gradually got involved with the emerging container traffic and worked for OCL who were taking over refrigerated imports from New Zealand and Australia. As containers were mostly arriving in Tilbury docks, MCCS moved to Thurrock and Barking, Essex. This was the final end of the link with Deptford



Resource



Recovery

In 1972 Ocean Group plc bought Cory. In 1979 Cory bought Thames and General Lighterage, making Cory the largest waste carrier on the Thames. In the 1980s Cory

withdrew from coal and oil distribution to concentrate on waste transport and disposal. In 1981 two Cory group companies were merged to form Cory Waste Management Cory Environmental Municipal Services Ltd was formed in 1989 and the two companies were merged as Cory Environmental in 1990. In 1997 Cory Environmental grew by buying Local Authority Waste Disposal Companies from Essex County Council and Gloucestershire County Council. In 1999 Cory bought Parkhill Reclamation, increasing Cory's presence in the West Midlands and North West England.

In 2000 Ocean Group plc merged with NFC plc to form Exel plc, which in 2005 sold Cory to Montagu Private Equity.¹ In March 2007 Montagu sold Cory to a consortium of investors consisting of ABN Amro Global Infrastructure Fund, Finpro SGPS and Santander Private Equity.

In 2012 Cory Environmental was awarded an eight-year contract to provide the waste collection services throughout the county of Cornwall.

On 10 June 2015, it was announced that Biffa had bought the Cory waste collection business, Cory Environmental Municipal Services Limited for £13.5 Million.

In 2016, the company was rebranded Cory Riverside Energy and in 2021 it was rebranded simply as Cory.

Shipbuilding on the Tees - Furness Shipyard Part 3 1954-57

1954 London Loyalty for London & Overseas Freighters 12123GRT



1959 Brambleleaf

1972 Mayfair Loyalty

1976 Broken up La Spezia

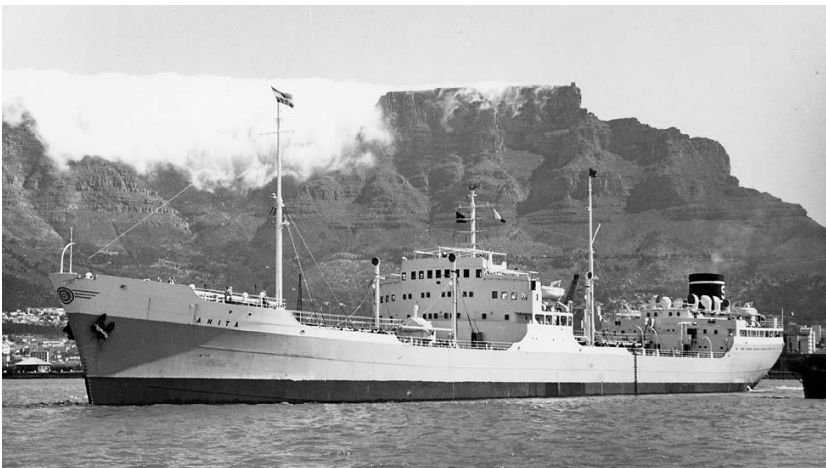
1954 Chloe for Maya Compania 15749 GRT



1973 Annam

1975 Broken up Castellon

1954 Anita for Erling Samuelson 11956 GRT



1968 Dona Theodora

1969 Broken up Kaohsiung

1954 London Prestige for London & Overseas Freighters 16195 GRT



1966-67 converted to bulk carrier

1972 Mayfair Prestige

1976 Stella

1978 Mitera Stella

1980 Broken up Gadani Beach

1954 President Brand for Northern Steamships 16210 GRT



1970 Tichi

1973 Alekos

1976 Broken up Hong Kong

1954 Melika for Afran Transport 20551 GRT



1966 Olympic Gulf

1977 Broken up Kaohsiung

1954 Cygnus for Transoceania Monrovia 10608 GRT



1966 Broken up Onomichi

1954 Nymphé for Arnamadora Transoceanica 8251 GRT



1970 Virginia Methenitis

1977 Dryades

1977 Wrecked off Cape Oktonia

1954 Sirius for Tranoceanica 16216 GRT



1971 Permina Samudra VII

1978 Broken up Kaohsiung

1955 London Integrity for London & Overseas Freighters 12 123 GRT



1959 Bayleaf

1973 London Integrity

1977 Broken up Burriana

1955 Southern Satellite for Christian Salvesen 12481 GRT



1959 Orangeleaf

1978 Broken up Seoul

1955 Vassiliki for Mavrolean Bros 6260 GRT



1974 Broken up Burnana

1955 President Kruger for Northern Steamships 8254 GRT



1959 Neptun

1960 Al Murtaza

1979 Arrived Karachi for breaking up

1955 Karmt for H M Wrangell & Son 11767 GRT



1966 Utilitas

1975 Broken up La Spezia

1955 Sept Iles for Iron Ore Transport Co 21053 GRT



1974 Blue Whale

1975 converted to pipelayer

1979 Tolteca

2011 Broken up

1955 San Patricio for Eagle Oil 10711 GRT



1965 Pecten

1986 Broken up Porto Alegre

1956 Panaghia for Porto Alegre Comp 16250 GRT



1973 Astro

1978 Broken up Kaohsiung

1956 Samuel Ugelstad for S Ugelstad 21178 GRT



1976 Samson Diver

1980 Broken up Koverhav

1956 Vivien Louise for Stevenson Hardy 16226 GRT



1964 Katina

1977 Joseph

1977 Broken up Castellon

1956 London Valour for London & Overseas Freighters 16268 GRT



1967 Converted to bulk carrier

1970 Wrecked in a storm

1957 London Tradition for London & Overseas Freighters 16275 GRT



1967 Converted to bulk carrier

1977 Concord Apollo

1978 Broken up Kaohsiung

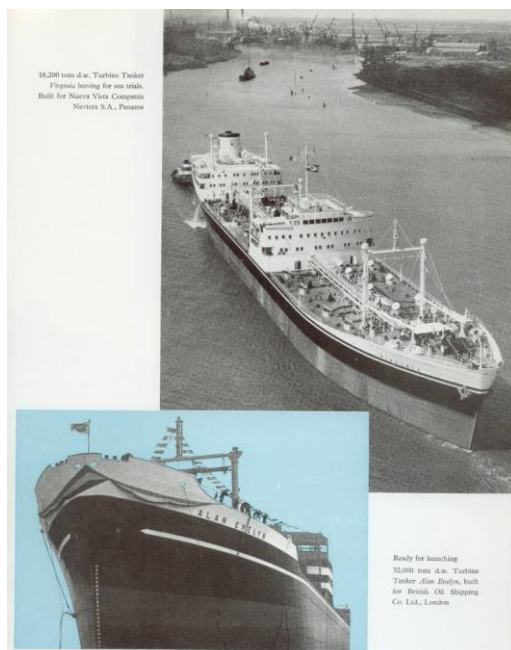
1957 Alan Evelyn for Stevinson Hardy 21123 GRT



1965 Loida

1979 Broken up Kaohsiung

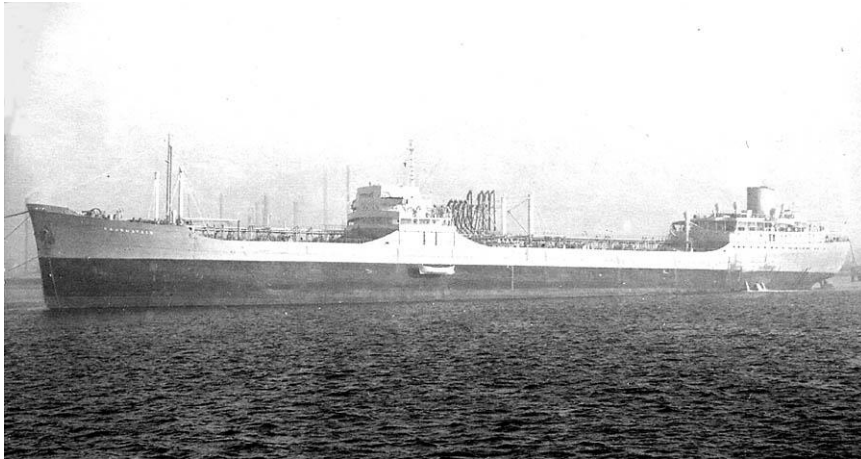
1957 Virginia for Mavroleon Bros 11623 GRT



1969 Virginia M

1977 Broken up Sveli Kajo

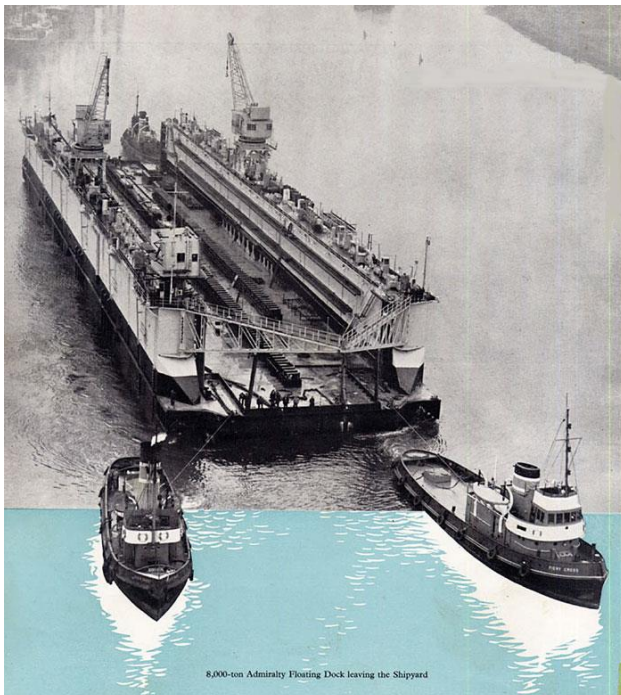
1957 Arabian Gulf for Afran Transport 29594 GRT



1960 Raudhatain

1975 Broken up Kaohsiung

1957 AFD 58 floating Dock for The Admiralty



8,000-ton Admiralty Floating Dock leaving the Shipyard

1957 Pegasus for Transocean Canopus 10446 GRT

1972 Kavo Matapas

1977 Yat Lung

1979 Eastern Sea

1983 Broken up Gadani Beach

Answers to Quiz

WSS quiz answers – 10th April 2022

11. After World War I, three German super liners were ceded to the Allies and became Cunard's Berengaria, White Star's Majestic, and United States Line's Leviathan. What was the latter's original German name?

Vaterland

12. What do the initials R.F.A. stand for?

Royal Fleet Auxiliary

13. Captain Edward Smith, master of Titanic, was born in which English county?

Staffordshire. He was born in Hanley. There is a statue of him in Lichfield.

14. In which year was Queen Elizabeth I (then known as Seawise University) destroyed by fire in Hong Kong Harbour?

1972

15. What was the final name of the last passenger liner to be built in a UK shipyard?

Saga Ruby. Built as Vistafjord by Swan Hunter on the Tyne in 1972, and later re-named Caronia before becoming Saga Ruby.

16. During the Falklands conflict in 1982, P&O's Canberra took an active role and earned herself a nickname. What was it?

The Great White Whale

17. What was the name of General Steam's paddle steamer lost at Dunkirk in 1940?

HMS Crested Eagle

18. What was the name of the first turbine-driven Atlantic liner?

RMS Victorian, launched in 1904

19. What was the name of the cross-channel vessel which struck a mine in 1949 whilst en route from Ostend to Dover?

Prinses Astrid

20. What was the name of the British submarine lost off Sheerness in 1950 following a nighttime surface collision with the Swedish coaster Divina?

HMS Truculent

