World Ship Society

Southend Branch

News and Views

Newsletter Edition 28 OUTSIDE VERSION

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Chairman & Secretary Stuart Emery stuart.emery@hotmail.com
News & Views Coordinator Richard King rking567@btinternet.com
Thanks also go to Graham, Tony, Stuart, Eddie, Phil and Geoff for their contributions

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News

Magic of Disney will be calling at Tilbury

The Disney Magic cruise ship will be docking at Tilbury

It has been announced that the Disney Cruise Line will be offering a number of short term ‘staycation’ sailings from UK ports for a limited time and Tilbury is one of the selected departure and arrival points.

The mini-cruises which meet Covid-19 guidelines as they remain within UK waters will feature entertainment -with multiple layers of health and safety measures. The Disney Magic cruise ship plans to sail mostly two and three night voyages, as well as limited four night round-trips from Tilbury, Newcastle, Liverpool and Southampton.

Guests will remain aboard the Disney Magic throughout the sailing and favourite Disney stories, characters and entertainment will come to life during the cruises.

Disney Magic at Sea staycation sailings are expected to go on sale in April 2021 for sailings this summer, pending the issuance of U.K. government guidelines and authorisations. For more information

Seaspan back for six more neo-panamax boxship newbuildings

Tonnage provider takes newbuilding tally to 37 containerships

Seanergy Maritime boosts fleet with fourth capesize buy this year

US-listed player emerges victorious in bidding war for coveted Japanese-built vessel

Royal Navy's NavyX Innovation Team Welcomes Madfox Autonomous Vessel

Madfox Autonomous Boat Docked at HMNB Portsmouth (Royal Navy/LPhot Bradley picture)

The Royal Navy's experimentation innovator NavyX has officially welcomed a new autonomous vessel into its service, the service said on March 26.

Named Madfox (Maritime Demonstrator For Operational eXperimentation), it is derived from technology firm L3Harris' Mast-13 vessel, which for the past 18 months has been operated by Defence Science and Technology Laboratory on a series of trials with the Royal Navy.

Over the next few months, NavyX will carry on its work with Uncrewed Surface Vessel (USV), while also examining how these vessels can deliver across the range of military operations including surveillance and force protection.

"The investment in Madfox comes as the Royal Navy and Royal Marines look to expand their use of crewless and autonomous equipment.

Mast-13, proved the value of USVs during experimentation in Norway last year when it was successfully integrated with HMS Albion for Autonomous Advance Force 3.0. There it was controlled remotely, including for the transit in and out of the ship's dock.

Babcock's Frigate Proposal For the Greek Navy

British shipbuilder Babcock is proposing its Arrowhead 140 design for the Hellenic Navy frigate requirement. The vessels, based on the future Type 31 frigate of the Royal Navy, are part of a wider package offer by the shipbuilder which partnered with Thales UK, and is supported by the British government.

The Greek need is so urgent that they require the procurement of second-hand vessels or a lease of existing vessels as well as an upgrade to the in-service Hydra-class frigates.

Stena Bulk Debuts InfinityMAX Electric Vessel Design Concept

© Stena Bulk

Stena Bulk unveiled the InfinityMAX hybrid bulk carrier concept, intended to push the boundaries for zero carbon, multi-modal vessel design. It is electric and modular, designed to enable sustainable, zero carbon, efficient and flexible seaborne

transportation.

The concept is designed to carry both dry and wet cargoes in modular compartments, A key to this design was the creation of standardized and modular cargo units that can carry dry bulk, liquid bulk or liquified gas products, such as methane, hydrogen or ammonia,

Each of the InfinityMAX's modular cargo units are designed to be totally self-sufficient in terms of their energy use, with wind turbines and solar panels generating all the electricity needed for internal systems. The modular units have also been designed to be able to be dropped off outside of ports and picked up by tugs,

The InfinityMAX concept will use hydrogen as a marine fuel and wind turbines to generate further energy. Collapsible wing sails and a shark skin hull have also been incorporated in the concept design

Although the vessels will be crewed, Stena Bulk has designed the InfinityMAX concept to be semiautonomous.

With the right level of matured technologies, Stena Bulk believes that an InfinityMAX vessel could come into service between 2030 and 2035.

Belships to acquire Ultramax vessel

Belships ASA has entered into a letter of intent for the acquisition of a new vessel. The 61 000 DWT Ultramax bulk carrier of Japanese design is expected to be delivered upon completion of construction at a Chinese yard during October -November 2021.

Belships is again taking over an existing contract for a brand new vessel soon ready for delivery.

The previously announced sale of BELFORT has been completed and the vessel has been delivered to its new owners.

Navigare and Mosvolds launch plans for new zero-emission bulker fleet

Faroese and Norwegian owners join Amon Maritime in talks with yards for shortsea ships due from 2024

Meyer Werft starts construction on Arvia for P&O

The first steel for P&O Cruises' second Excel-class ship, Arvia, has been cut in a ceremony at the Meyer Werft shipyard in Papenburg, Germany.

The Latin name Arvia, meaning 'from the seashore', was recently announced in a video reveal. Arvia will join the P&O Cruises' fleet in December 2022.

Suez Canal traffic finally moving again after stranded Ever Given ship refloated

Helped by a high tide, a flotilla of tug boats managed to wrench the ship's bow from the canal's sandy bank.

Image:The Ever Given container ship has been refloated. Pic: Suez Canal Authority/Reuters

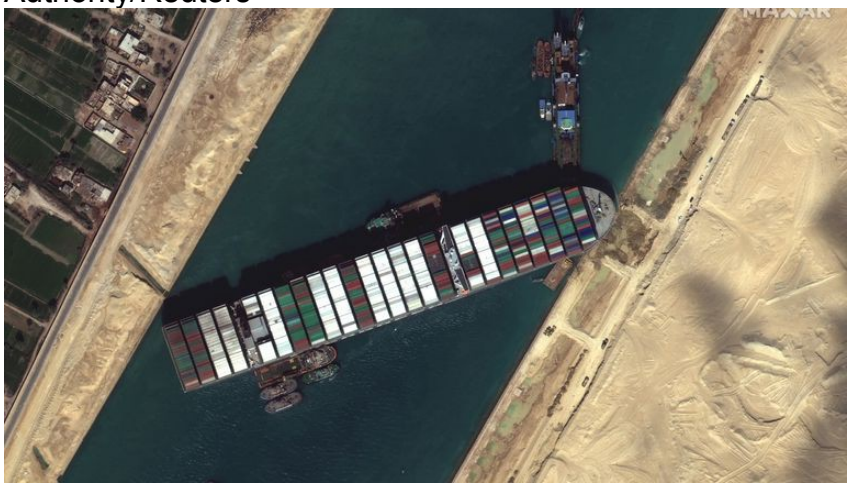

Image:. Satellite image ©2021 Maxar Technologies

The 400m (1,312ft) long Ever Given, which is carrying 20,000 containers, was pulled by the salvage team to the Great Bitter Lake - a wide stretch of water halfway between the north and south end of the canal, where the ship will have a full technical inspection.

The Canal Company told reporters that 113 ships were expected to transit the canal in both directions by early Tuesday.

More than 400 vessels were waiting in line, including dozens of container ships, bulk carriers, oil tankers and liquefied natural gas (LNG) or liquefied petroleum gas (LPG) vessels.

Image:Pic: Planet Labs Inc /AP

Evergreen Line, which leases the ship added that following the inspection, decisions will be made about the arrangements for the cargo on board.

Efforts to get the ship moving again appeared to have been frustrated when high winds swung it back across the channel after its partial refloating on Monday.

Image:This image shows the Ever Given has been straightened and is no longer diagonally across the canal. Pic: Vesselfinder.com

There had been intensive efforts to push and pull it with 11 tug boats and two powerful sea tugs used, and about 30,000 cubic metres of sand was dredged - to a depth of 59ft.

Hundreds of other vessels had remained trapped in the canal waiting to pass, carrying everything from crude oil to cattle.

More than two dozen vessels opted for the alternative route between Asia and Europe around the Cape of Good Hope, adding around a fortnight to journeys.

Usually, about 15% of world shipping traffic transits the Suez Canal,

A Look at a Number of Cruise Line Restart Plans

American Cruise Lines

First sailing: In service
Ship: Independence
A second vessel, the 190-guest American Jazz will be added into service later this month. The new riverboat will cruise in the Mississippi from March 21.

P&O Cruises
First sailing: June 27, 2021
Ship: Britannia
Region: United Kingdom

Two ships are set to offer a series of short breaks and week-long cruises sailing around the UK coast.

Sailing from Southampton, the trips will be exclusive to fully vaccinated UK guests.

Fred. Olsen Cruise Line
First sailing: July 5, 2021
Ship: Borealis
Region: United Kingdom

The Borealis will be the first ship to resume service, sailing a three-night 'Maiden Voyage' from Liverpool on July 5. The Bolette follows a month later, with a three-night 'Maiden Voyage' from Dover on August 16.

Aurora Expeditions
First sailing: June 1, 2021
Ship: Greg Mortimer
Region: Australia

Cunard Line
First sailing: Summer 2021
Ship: Queen Elizabeth
Region: United Kingdom

To be operated by the Queen Elizabeth, the voyages will be aimed at British guests and will start in the summer.

Sea Cloud

First sailing: May 7, 2021
Ship: Sea Cloud
Region: Greek Islands

The new Sea Cloud Spirit, meanwhile, now has its inaugural cruise scheduled for June 2, in the Mediterranean.

Celestyal Cruises
First sailing: May 29, 2021
Ship: Celestyal Crystal
Region: Aegean

P&O Australia
First sailing: June 19, 2021
Ship: Pacific Encounter
Region: Australia

Viking Cruises
First sailing: May 29, 2021
Ship: Viking Venus
Region: United Kingdom

The luxury cruise line will offer new eight-day ocean sailings on the Viking Venus

Australis
First sailing: September 25, 2021
Ship: Ventus Australis
Region: South America

The Stella Australis follows nearly a month later, on October 23.

Scenic Cruises
First sailing: June 5, 2021
Ship: Scenic Eclipse
Region: Australia

New Azamara cruise ship to be called Azamara Onward as fleet expands to four

Azamara has announced the name of its new cruise ship, the former Pacific Princess and the fourth ship to join its boutique, luxury fleet.

Azamara Onward was purchased earlier this month, but the name was not announced at the time, along with her scheduled European cruise program for 2022.

Royal Caribbean sold its Azamara cruise brand earlier this year.

The acquisition of Azamara Onward by the cruise line comes at the same time that it transitions out of the Royal Caribbean group of cruise lines to become an independent brand.

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Azamara Onward will join Azamara Pursuit, Azamara Journey, and Azamara Quest, all four vessels are identical, with a gross tonnage of 30,000 and a guest capacity of 680. They are among the smaller mainstream cruise ships in the global fleet and offer a personalized, intimate cruise experience.

Azamara Onward is currently docked in Civitavecchia and will receive an extensive renovation to reflect the Azamara brand before embarking on her inaugural season around Europe in 2022.

Royal Navy Review

Huge investment in the Submarine Service spearheaded by the £31bn Dreadnought programme and nuclear warheads – as well as the defensive ring protecting the boats from Type 26 frigates to the introduction of a new lightweight torpedo to replace Stingray.

Both aircraft carriers will be operated simultaneously. More F-35 jets will be bought to deliver carrier strike. And new support ships will be built to accompany the task groups on their global deployments.

The Royal Marines'transformation into the Future Commando Force will see green berets permanently deployed overseas more often in two new 'Littoral Response Groups', one in northern Europe, a second in the Indian Ocean.

They will receive an extra £200m to complete their transformation, plus £50m will be spent converting a Bay-class vessel before new ships are built specifically for littoral strike missions.

Over the next decade there will be seven new classes of ships being built in British yards, including three classes of frigates: the Type 26, 31 and the new Type 32s.

It means by the start of the 2030s, the Royal Navy will have more than 20 frigates and destroyers, aiming to grow to 24 with the introduction of the Type 32s.

The Royal Navy is developing a new Multi-Role Ocean Surveillance ship (MROSS) to protect the UK against hostile actors and grow their understanding of maritime threats.

Promised to enter service by 2024, the surface vessel, with a crew of about 15 people, will conduct research into the nation's key deep-sea interests.

Undersea cables represent a significant portion of the UK's interests as they are a vital part of our global economy and trade.

The MROSS will be equipped with advanced sensors and will carry a number of remotely operated and autonomous undersea drones to gather data.

In the short term it will mean retiring some of the old to pay for the new. HMS Monmouth and, when her deployment in the Gulf is completed, HMS Montrose, will be retired as our oldest Type 23 frigates; the money saved will be pumped into their successor programmes.

The forward basing programme continues with HMS Trent operating from Gibraltar from where she will support operations in the Mediterranean, work with our African partners including counter-piracy operations in the Gulf of Guinea, and the French Navy as part of the Combined Joint Expeditionary Force.

The surface fleet will be armed with the latest weaponry and harness the latest technology including land attack and supersonic missiles for the surface fleet. Sea Viper air defence missiles will be upgraded and their stockpiles increased. And investment in Wildcat and Merlin helicopters will continue.

The greatest technological change will come with a £1bn investment in mine warfare with automated and autonomous mine hunting systems deployed around the world from next year. As a result, first the Sandown-class MCMVs and the Hunts will be replaced by the end of the 2020s.

Discovery princess floated out

FINCANTIERI

Discovery Princess is the sixth Royal-class ship to be built in Monfalcone

The newest Princess Cruises ship, Discovery Princess, has been floated out by shipbuilder Fincantieri at its shipyard in Monfalcone, Italy.

The 145,000-gross-ton ship is the sixth Royal-class ship to be built for the cruise line by Fincantieri in a partnership which began in 203. All six of the ships have been constructed at the Monfalcone shipyard.

Interior outfitting will now begin ahead of Discovery Princess's scheduled debut in 2022. Following her delivery, two more ships will be built at the Monfalcone shipyard for Princess Cruises, each of which will accommodate 4,300 guests and be powered by LNG fuel.

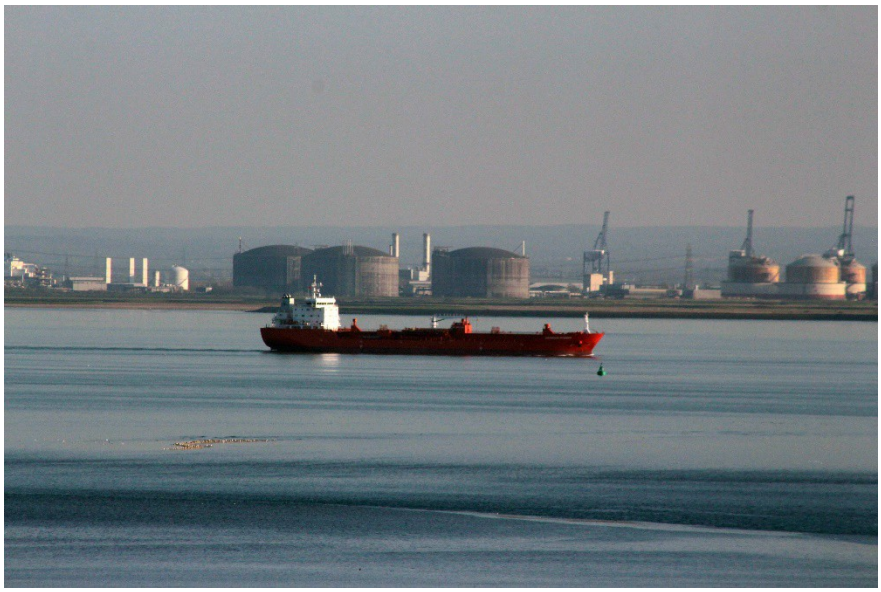
Visitors

MSC Vancouver ex ,COSCO Vancouver , E R Vancouver Built 2004 83133 GRT
Owner MSC
Current Position En route to Napoli

Nexoe Maersk ex Nexo Maersk Built 2001 27733 GRT Owner Maersk
Current Position En route to Newark USA

Tsingtao Express Built 2007 93750 GRT Owner Hapag Lloyd
Current Position Red Sea en route to UAE

Grand Hero Built 2007 59217 GRT Owner Dynamic Player Shipping
Current Position en route to Baltimore



Harbour Pioneer Built 2010 13239 GRT Owner Verte Nordtank
Current Position En route Valleyfield

HMM Rotterdam & Monaco Maersk Built 2017 214286 GRT Owner Maersk
Current Position Off West Africa en route to Singapore and En route to Suez

HTK Neptune ex Helena Olendorff ,Gleaming Oasis, Sea Bronze Built 2007 22698 GRT Owner HTK Shipping
Current Position Mediterranean south of Sicily
Oranjeborg ex Finnbirch Built 2004 18289 GRT Owner Wagenborg
Current Position en route Baltimore

Wilson Bergen Built 2016 1904 GRT Owner Shannon Shipping c/o Wilson
Current Position En route to Avonmouth

MP the Endelman Built 2005
Current Position Mediterranean to Italy

MSC Pina Built 2007 107849 GRT Owner Pina Naveira
Current Position En route to King Abdullah

San Bacco Built 2016 4703 GRT Owner San Bacco Shipping

Picture Krispen Atkinson

Ultra Trust Built 2015 34860 GRT Owner Abe Kisen
Current Position En route to Iskendrum

Victress Built 1982 1095 GRT Owner Faversham Ships
Current Position En route to Ravenna

WSS Quiz Questions Edition 28

1. P&O have recently announced the name of their latest new cruise ship. What is it called?

2. Two ships took part in the British Naval Northwest Passage Expedition in 1845. One was HMS Erebus. What was the other ship called?

3. Ritz Carlton will enter the luxury cruise market in July, with their first ship, which is Spanish built. What is the ship called?

4. On 22 March, a large container ship ran aground, blocking the Suez Canal. What is the name of the ship?

5. What is the name of the shipping company that operated a ferry service between Sheerness and Vlissingen in the Netherlands from the mid-1970s to the mid-1990s?

6. On 12 March, a fire broke out on a cruise liner docked on the island of Corfu. It is thought to have started in an empty lifeboat. What is the name of the cruise liner?

7. Where was RMS Titanic's last stop in the British Isles on her maiden (and final) voyage?

8. If your cruise ship docked at Valletta, which island would you be visiting?

9. What is the name of the French navy's aircraft carrier?

10. In 1919 over 50 German warships were scuttled. Where did this take place?

THE SVITZER THAMES

Picture Krispen Atkinson

Picture Krispen Atkinson

In January this year a contract was signed between Svitzer Europe (a subsidiary of the Maersk Group) and Damen Shipyards Group. The contract was for the supply of a Damen ASD3212 tug to augment Svitzer's fleet of tugs on the Thames. Damen builds multiple tugs of various designs at its shipyards in China, Vietnam and the Netherlands for its own stock, ready for onward sale and delivery to specific owner requirements. Damen were able therefore to offer delivery during March.

The ship will be named Svitzer Thames, and at the time of writing in late March, she is already at work on the Thames, although an official naming ceremony has yet to take place. She will be the fifth ASD3212 in Svitzer's fleet in the south of England, the others being Svitzer Deben, based at Felixstowe, the Svitzer Kent based in the Medway, the Svitzer Mercurius, based at Southampton and the

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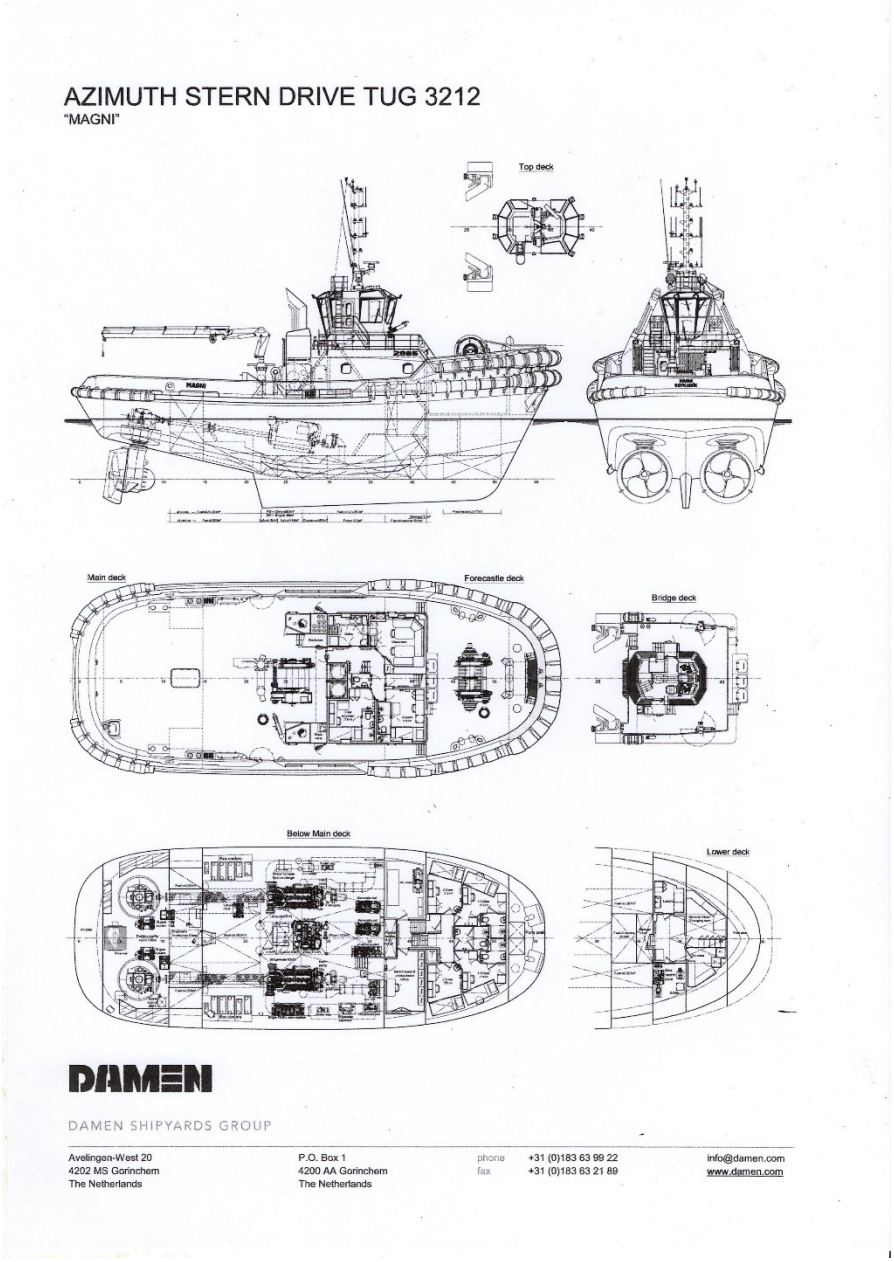


Svitzer London, based at Gravesend. The Damen ASD3212 design was introduced in 2012, and many have since been built for ports all over the world

The Svitzer Thames is of 450 grt. and her dimensions are 32.7m x 12.85m x 5.5m. Her main engines are 2 Caterpillar 3516C HD + TA/D, giving a total of 5050 KW, and a bollard pull of 85 tonnes ahead and 84 tonnes astern. She has 2 Rolls Royce US255 FP thrusters with 2800mm fixed pitch propellors. She has the fire fighting notation FRF1 and can pump out 2400 cubic metres of water per hour.

The loss of the Alexander L Keilland

We have discussed Brittle fracture in welded ships, here we have another mode of failure, fatigue fracture, this is probably the most common cause of weld failure, like Brittle fracture an initial defect can proliferate but over a period of time due to cyclic loading causing the metal to yield before fracturing, unlike Brittle fracture which is rapid, almost instantaneous.
Temperature is not a factor in fatigue failure although in this case the latter phase of the crack opening was brittle fracture
The Alexander Keilland (AK) was a five leg semi-submersible drilling rig of French design and build with Norwegian owners and operators, one of nine built to this class. AK was built in 1976; the deck area was 102Metres x 99 M x 40.5 M High IE from the bottom of the flotation tanks to the deck, listed as 10,105 t DW
Although it was constructed as a driller it was never used as such being utilised as an accommodation vessel to support fixed platforms undergoing major overhaul necessitating additional workers that the platform could not house, additional living accommodation had been installed on the AK, I recall at the time there was some criticism in that the topside weight was unknown and the drilling mast was still in place, this in its self would be 30 metres high and weigh at least 140 tons, at the time it was claimed that stability tilt tests had not been
made which is normal for semi subs.
On 27 March 1980 in driving rain and mist more than 200 men were off duty in the accommodation on AK. Wind was gusting to 40 knots (74 km/h) with waves up to 12 m high. The rig had just been winched away from the Edda production platform.

Minutes before 18:30 those on board felt a ‘sharp crack’ followed by ‘some kind of trembling’. Suddenly the rig heeled over 30° and then stabilised. Five of the six anchor cables had broken, the one remaining cable preventing the rig from capsizing. The list continued to increase and at 18.53 the remaining anchor cable

snapped and the rig turned upside down.

130 men were in the mess hall and the cinema. The rig had seven 50-man lifeboats and twenty 20-man rafts. Four lifeboats were launched, but only one managed to release from the lowering cables. A fifth lifeboat came adrift and surfaced upside down; its occupants righted it and gathered 19 men from the water. Two of Kielland's rafts were detached, three men being rescued from them. Two 12-man rafts were thrown from Edda and rescued 13 survivors. Seven men were taken from the sea by supply boats and seven swam to Edda. No-one was rescued by the standby vessel which took an hour to reach the scene. (Platforms have a permanent standby rescue craft)

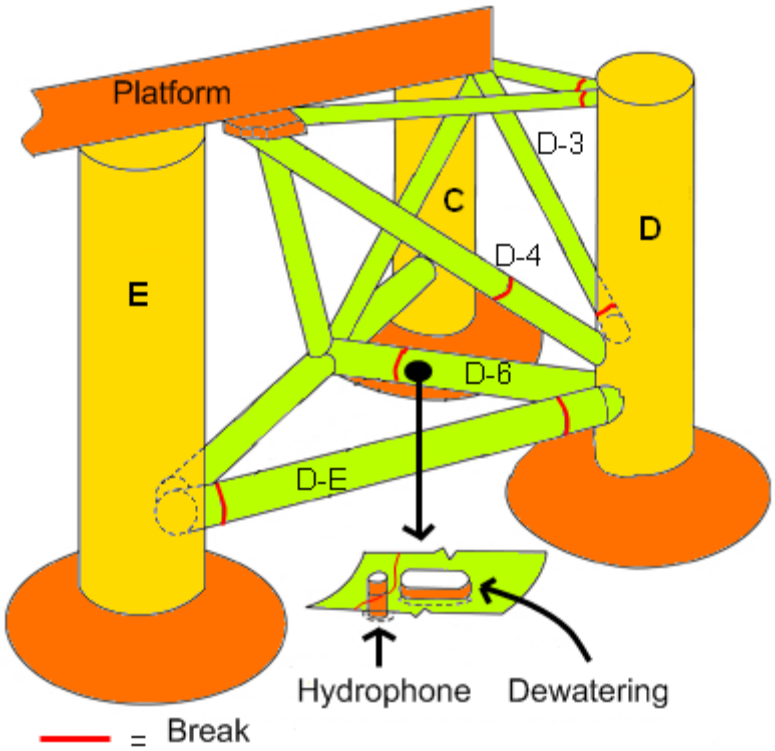
In 1980 the capsized rig was towed to Gandsfjord where several attempts to right it were made finally in 1983 at the third attempt they succeeded, after a search for missing bodies and forensic investigation the AK was taken to Nedstarnd Fjord and scuttled in 700 metres of water

Investigations followed both in France & Norway, the latter being conducted in camera which has caused lasting concern among the survivors so much so that the Norwegian Parliament has ordered that the case be re-examined, forty years after the incident

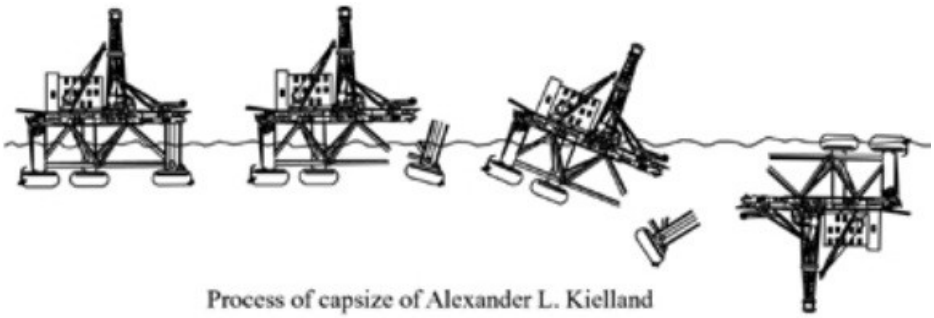
The investigations concluded that the structural failure had occurred in the following stages:

1. Fatigue crack growth in brace D6 initiating from pre-existing cracks in the fillet welds between a hydrophone support and the brace
2. Final, mainly ductile, fracture of brace D6
3. Subsequent failure of five remaining braces joining the column to the structure by plastic collapse

Brace D6 and the hydrophone support were both made from a C-Mn structural steel with minimum specified yield strength of 355N/mm 2. The brace was 2.6m in diameter with a wall thickness of 26mm. The hydrophone support was 20mm thick with a diameter of 325mm and was set-through the brace. It was attached to the brace by two fillet welds, one on the outside of the brace and the other on the inside. Examination of these fillet welds revealed poor penetration into the hydrophone tube material and an unsatisfactory weld bead shape. Significant cracking was also found which was dated to the time of fabrication by the presence of paint on the fracture surfaces.
Criticism of the design was made; lack of structural redundancy the French blamed the weld defect and mismanagement of the rig.



Fatigue crack growth in brace D6 originated at the hydrophone support weld and extended, in the latter stages partly by ductile tearing, around approximately 2/3 of the circumference of the brace until final failure took place by brittle fracture.
The chemical compositions of the brace and hydrophone material were within specification, as were the Charpy and in-plane tensile properties. The through-thickness ductility of the hydrophone material (which was not specified) was, however, poor. This, combined with its through-thickness tensile strength being lower than the in-plane strength of the brace material and with sub-standard welding, led to partial cracking of the fillet weld during fabrication



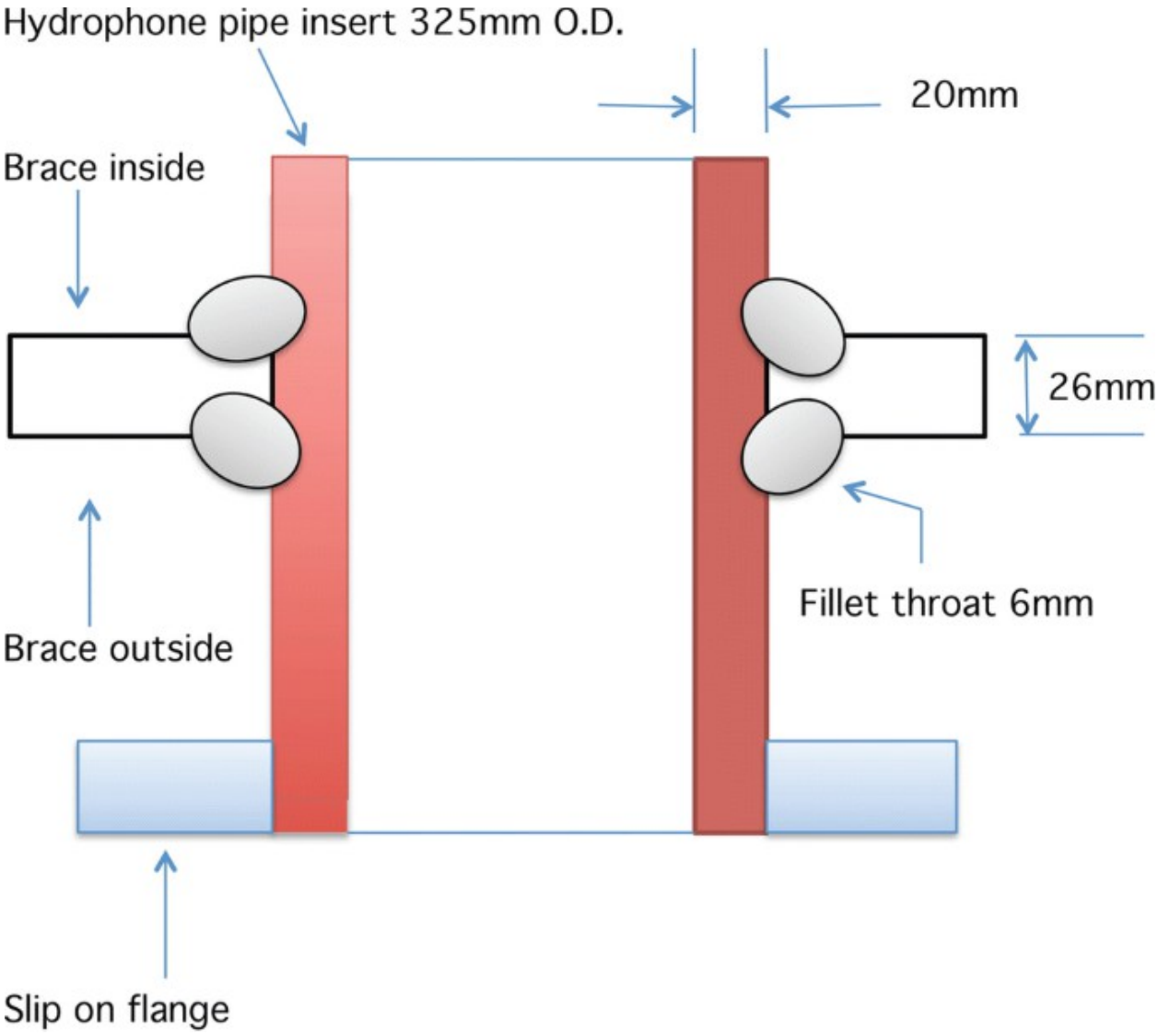
Process of capsize of Alexander L. Kielland

Lack of welding supervision: From the design of the hydrophone stabbing it was clear that a welding engineer had not been involved
As a result of the Inquiry changes implemented included revised lifeboat hooks that can be released under load

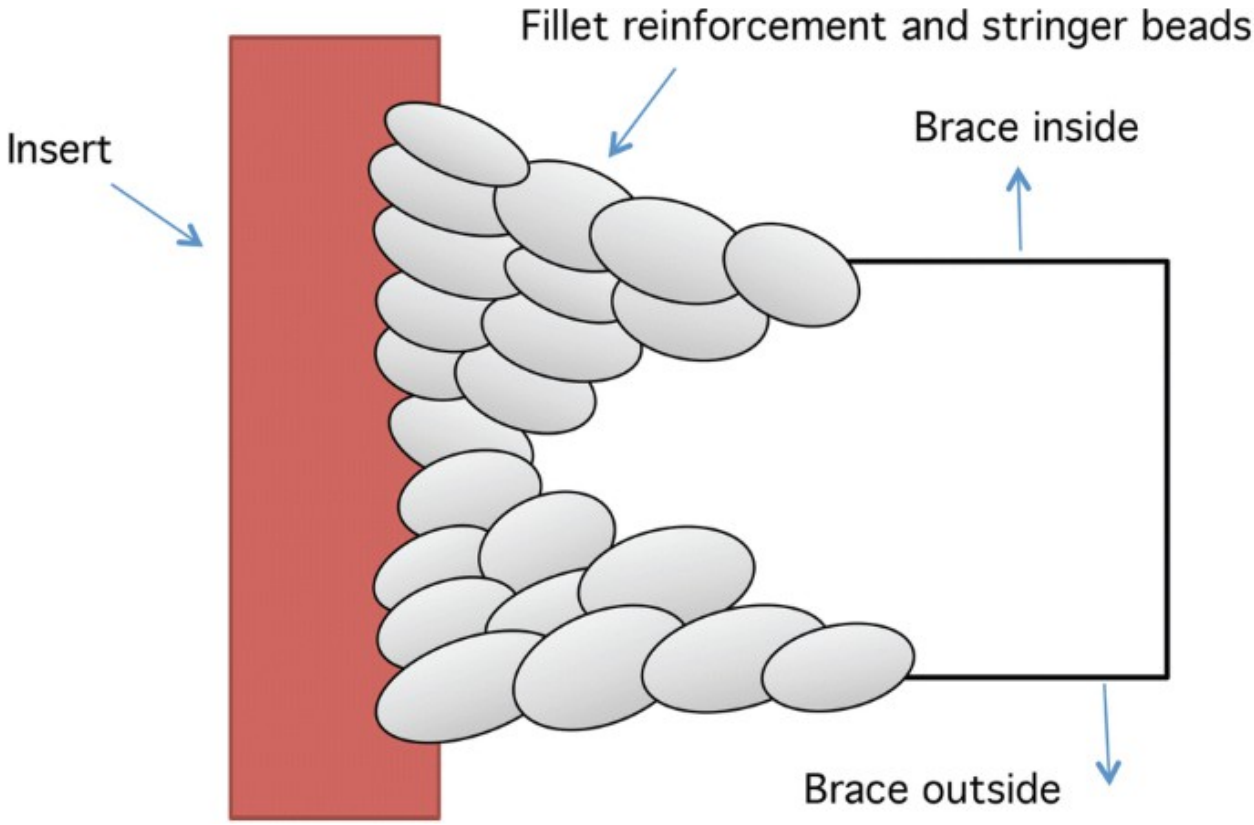
Provision of survival suits for all on board, standby rescue vessel to be stationed closer to the platform not an hour away!

These drawings show how the stabbing was welded and how it should have been done the opening had been flame cut and had not been ground smooth.

As welded:



Correct method:



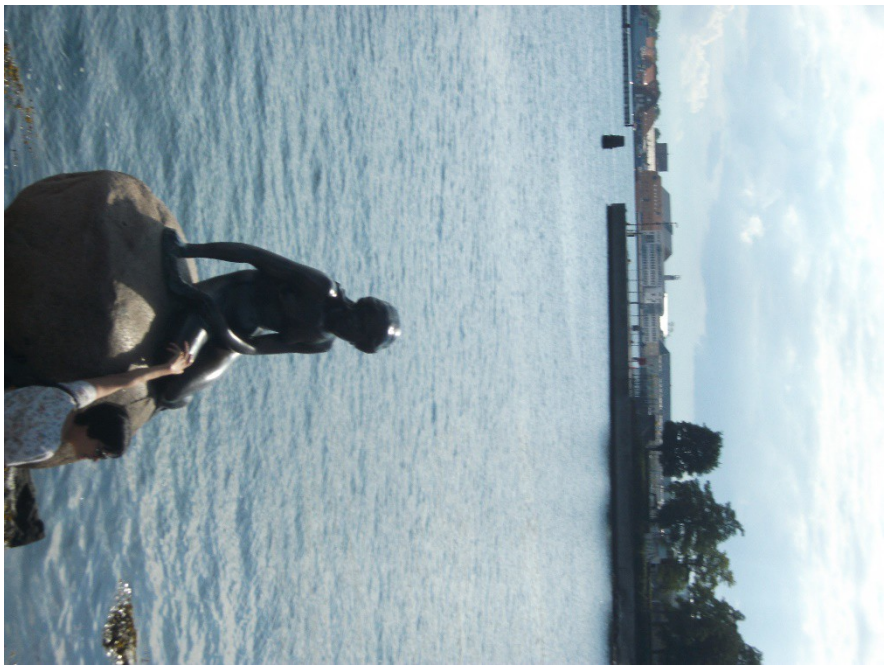
Brace with the hydrophone stabbing, the crack travelled around the insert then on to the circumference of the 2.6 metre diameter brace.

SUMMER 2013 CRUISE TO THE BALTIC

SAGA RUBY AND MARCO POLO

DAR MLODZIEZY in the Baltic
She was built by Gdansk Shipyard in 1982 as a Polish sail training ship. She is owned by the Gydnia Maritime Academy. Her tonnage is 2385grt, and her dimensions 311’ x 45’ 9” x 20’ 7”. She was designed by Zygmunt Choren, who

designed five similar ships for the former Soviet Union. Of these, the Mir, the Druzhba, the Pallada and the Nasheba are currently operated by Russia, whilst the Khersones is operated by Ukraine. She is a three masted fully rigged ship, and her sail area is 3015 square metres. The name means “The Gift of Youth”. She has 2 diesels on 2 shafts which give 12 knots under power.
Copenhagen
THE LITTLE MERMAID at Copenhagen



This is a bronze and granite statue by Edvard Eriksen, inspired by the Hans Christian Andersen fairytale. It was unveiled in August 1913 and was a gift of the Danish brewer Carl Jacobsen to the City of Copenhagen.
KAPITAN GLOWACKI at Copenhagen

THE KAPITAN GLOWACKI

She was built in1944 as a German patrol cutter under the name Henryk Rutkowski. Her tonnage is 99.4 gross. After the war, she was allocated to Denmark as a war reparation and rigged as a schooner as a training ship. She was laid up from 1976 to 84 for economic reasons and deteriorated badly. She was then rebuilt as a brigantine rigged sail training ship operated by the Polish Sailing Association.

BALTIC TRADER AND OPERA HOUSE at Copenhagen

An unidentified wooden schooner with the Copenhagen Opera House behind. The

opera house was donated by the A.P. Moller Foundation (Moller was the founder of the present Maersk shipping giant) at a reported cost of $370 million. The architect was Henning Larsen and the engineers Ramboll and Buro Happold Construction started in June 2001 and it was completed in October 2004.

GEORG STAGE at Copenhagen

The Georg Stage was built by Frederickshavn Vaerft og Flydedok in 1934. She is iron hulled at weighs 213 tons. She is a three masted fully rigged ship, but has a 493 hp Volvo Penta diesel main engine. She is operated by Georg Stage Minde, an independent foundation as a sail training ship.

HMDS PEDER SKRAM at Copenhagen

She is a Peder Skram class frigate, now a floating museum exhibit. She was built by Helsingor Skinsvaerft at Elsinore, being laid down on 25th September 1964, launched on 20th May 1965 and commissioned on 25th May 1966. Her displacement was 2755 tonnes standard. Her propulsion was combined gas turbines and diesel, with 2 No. 22,000 shp gas turbines and 2 No. 2400shp diesels giving 30 knots.

As built, her armament consisted of 4 x 127mm and 4 x 40mm guns, 4 x 533mm

torpedo tubes plus depth charges. She was modernised in the 1970s and the armament after 1978 became 2 x 127mm and 4 x 40mm guns, and 533mm torpedo tubes, 8 Sea Sparrow SSMs and 8 Harpoon SSMs.
In 1982 she was involved in an accidental launch of a Harpoon missile, but there were no injuries. She was decommissioned in 1990. Her internal installations were auctioned off for scrap in 1992, but it was decided to restore her as a museum ship.
HDMY DANNEBROG leaving Copenhagen

She is the Danish royal yacht, and was built by the Naval Dockyard in Copenhagen. She was launched in 1931 and commissioned on 26th May 1932, and is designed to serve as a hospital ship during emergencies or war. She was the only Danish ship not touched by the Germans. She is of 1238 tonnes displacement, and her dimensions are 78.43m x 10.4m x 3.62m. Her main engines are 2 No. B & W Alpha Diesels Type 6T23L-KVO of 820 hp each.
SILVER WHISPER at Copenhagen

A cruise ship operated by Silversea Cruises, she was built by Mariotti Shipyard in Genoa, being launched on 2nd February 2000 and in service in 2001. She is of 28,258 grt, and her capacity is 382 passengers. Silversea operate at the upper end of the cruise ship market. She is Bahama flagged.

MARCO POLO at Copenhagen

She was a cruise liner built in East Germany in 1965 for the Soviet Union's Baltic Shipping Company as the Alexandr Pushkin. Her tonnage was 22,080 grt. She was powered by 2 Sulzer-Cegielski diesels onto 2 shafts giving 20.5 knots. After major alterations, she sailed as the Marco Polo from 1993. From 2011 to 2020 she sailed for CMV and its German subsidiary Transocean Cruises. After CMV went into liquidation in2020, due to Covid, she was sold at auction, then resold and in January 2021 she arrived at Alang in India for scrapping.

THE MOLLI STEAM RAILWAY from Warnemunde

This is a narrow gauge railway built for the Duke of Mecklenburg to link his residence at Bad Doberan with the coast at Heiligendamm, a distance of 15.4km. It was opened in 1886. Within the village of Bad Doberan the line runs through the street and then along a tree lined avenue. This engine dates from 1932 and is coal fired.

SAGA RUBY at Tallinn

SAGA RUBY at Tallinn

She was built in 1973 by Swan Hunter Shipbuilders as the Vistafjord for the Norwegian America Line. She was the last cruise ship built in the UK. She was of 24,292 grt, and was powered by 2 Sulzer 9RD68 diesels giving 17,650 kw in total. 2 shafts and 20 knots. Her passenger capacity was 620.

In 1983 she was sold to Cunard, and in 1999 they renamed her Caronia. In 2004 she was sold to Saga and renamed Saga Ruby, and she sailed for them until 2014. She was then sold for use as a floating hotel and renamed Oasia, but this never happened, and in April 2017 she arrived at Alang for scrapping.

AURORA at St. Petersburg

She was a Russian protected cruiser, now a museum ship. She was built in St. Petersburg for service in the Pacific, being laid down on 23rd May 1897, launched on 11th May 1900 and commissioned on 16th July 1903. She was of 6731 tons displacement and had 24 Belleville boilers and 3 triple expansion steam engines giving 19knots. Her as built armament was 8 x 6”, 24 x 3” and 8 x 37mm guns with 3 torpedo tubes.

She reportedly fired the first shot of the October Revolution, signalling the start of the attack on the Winter Palace.
CELEBRITY CONSTELLATION at St. Petersburg

A cruise ship operated by Celebrity Cruises, she was built as the Constellation by Chantiers de l'Atlantique at St. Nazaire. She was laid down on 9th April 2001, and launched on 31st October 2001, and is of 90,940grt. She has 2 General Electric gas turbines of 25,000 kw each, and 2 No 19mw Rolls-Royce/ Alstom Mermaid azimuth thrusters giving 24 knots. Her passenger capacity is 2170.
ALEKSANDR GLUKHOV at St. Petersburg

A chemical/oil tanker built in 1971 by Seutelvens Verksted at Fredrikstad, Norway as

the Esso Valloy. Her tonnage is 1986 dwt and she flies the Russian flag. In the photo, she is bunkering the Marco Polo, as reportedly, Russian oil fuel is cheaper than in Scandinavia.

GERDA GEFLE at Helsinki

The Gerda was built in Gavle, Sweden in 1995-2005. She is a replica of a cargo carrying sailing ship of the same name, built at Gavle in 1869. The original ship traded under sail until retired in 1936, by which time she was the last trading brig in Scandinavia. She was then turned into a museum, but was scrapped in 1969.
The present ship, which is 36.15m over all long, 8.42m beam and 3.38 draft. She is a venue and a ship hostel, and can be chartered for trips within the Baltic.

TUG at Stockholm

The Tug was built in 1974 as Bugsier 5 by Siegholdwerft at Bremerhaven. She is of

176 grt and 26.05m x 8.8m x 4.7m. She is Swedish flagged.
BIRKA STOCKHOLM at Stockholm

The Birka Stockholm was built as the Burka Paradise for the Birka line in 2004 by Aker Finnyards in Rauma, Finland. She was laid down on 13th October 2003, launched on 15th April 2004 and completed on 8th November 2004. She is of 34,924 grt, and is powered by 4 No. Wartsila 6L46 diesels producing a total of 23,400kW and 21 knots. Her passenger capacity is 1800. She cruises within the Baltic, being homeported at Stockholm and does mini-cruises to Mariehamn.

It was announced in July 2020 that Burka Cruises had been permanently shut down, with the loss of 500 jobs. The Birka Stockholm is to be converted to a cruise ferry.

Rogers Pictures

Leverkusen Express Built 2014 143262 GRT Owner Hapag Lloyd
Current Location

Cap Harett Built

Colombian Star Built

MSC Joy Built 1992 30567 GRT Owner MSC
Current Position

Rodin Built

Rio Charleston Built 2008 40807 GRT Owner Ternerabben A/S
Current Position

ADRIFT (But not on the high seas)

The bow rope on a lighter was known as a 'headfast' and was used to moor the vessel and sometimes as a towrope when being towed by a tug. Therefore it was a pretty sturdy affair and often included one or more coloured strands (The PLA's colour was green and Orient Lighterage, I believe, yellow). This was an attempt to minimise the 'borrowing' or even sale of rivals' rope.

The Blackwall entrance to West India Dock was reserved, almost exclusively, for the lighterage trade, but, unfortunately it normally only operated between the hours of 8a.m. - 7p.m. Any lighters arriving after it had closed had either to use the main lock or wait, tied up to the pier outside until the next morning.

It so happened that one evening about sixty lighters remained to be locked in at 7p.m. The main lock was busy with actual ships so they were left, moored to the pier with most of the weight being taken by the lead lighter's headfast. It was a calm evening so nobody was worried.

But, about midnight, the wind freshened out of the north – west. This, combined with the flood time, placed additional strain on the headfast which parted, putting sixty lighters, splitting, into smaller groups as further ropes parted adrift on the Thames. They drifted on to wharves and mudbanks, fouled lighterage roads and impeded such shipping that was under way that night. The Thames Navigation Service received a number of complaining radio calls although no ships were damaged and were obliged to issue a broadcast which went something like: "Any tug that is under way on the Thames please proceed to the vicinity of West India Dock to help retrieve drifting lighters.

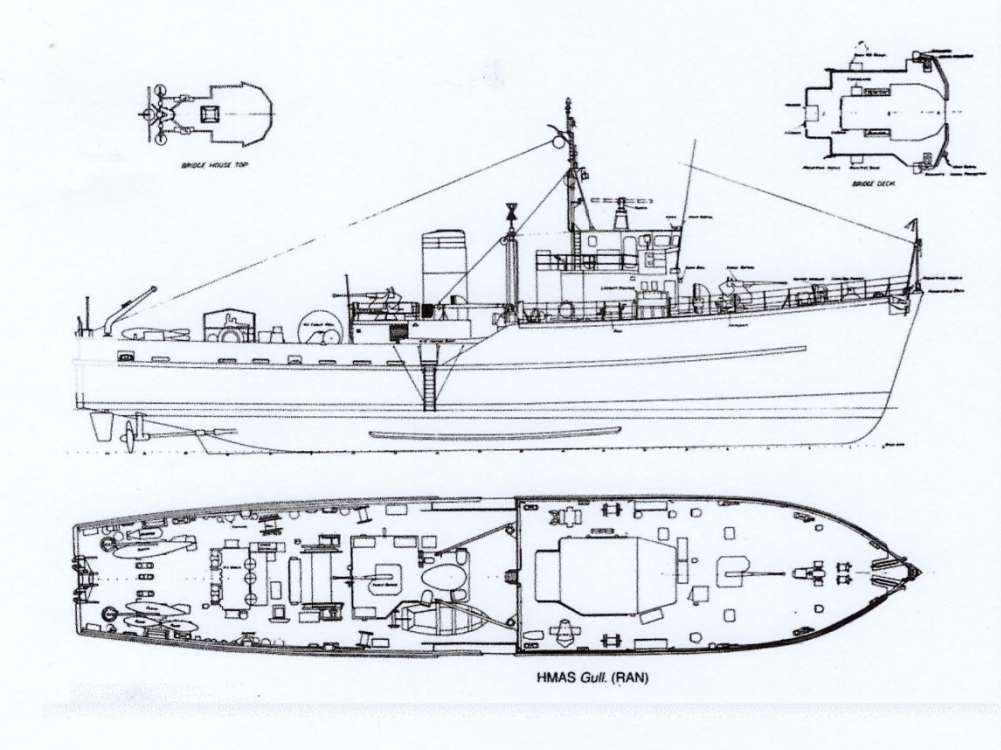
How successful this appeal was is not recorded, but all I can say is that, by the time I had walked down to the lockside pub, the Gun, for a pint the next lunchtime, you would not know that anything had happened, G.E.D.

THE TON CLASS AND HMS WILTON

HMS BRONINGTON

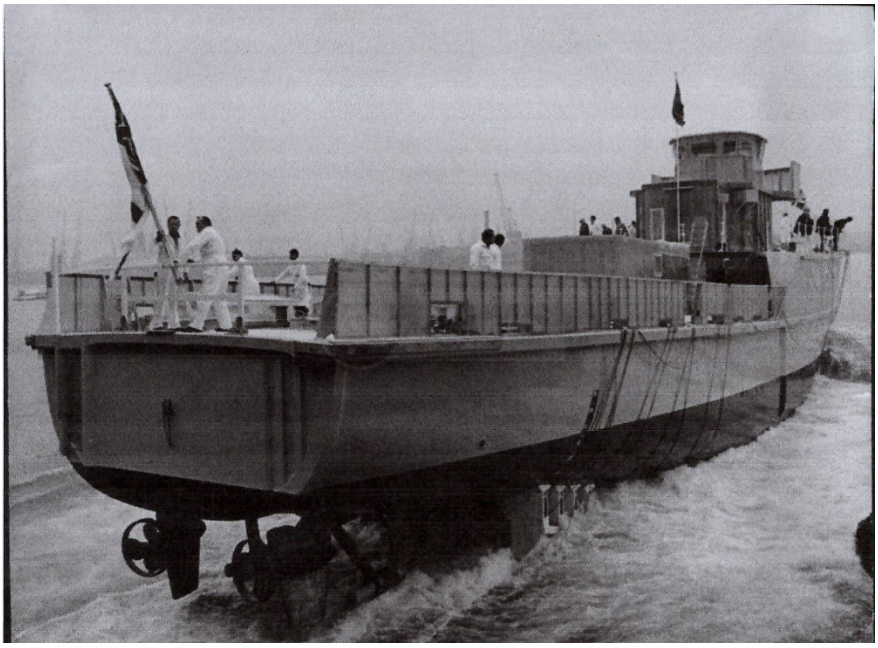
The TON class of coastal minesweepers were the most numerous class of British warship to be built since WW2, and they remained in service for 40 years. 117 were built for the Royal Navy, the ships being designed to deal with magnetic and acoustic mines as well as contact ones.

The general layout was borrowed most heavily from the American BYMS of WW2. The Tons were designed to have a minimal magnetic signature, so that they could sweep magnetic mines. Hence they were built of double mahogany hull planking on aluminium alloy frames, with aluminium superstructure and non-magnetic fittings. The original ships had a pair of Mirrlees diesels, each giving 1250bhp, which were a stopgap before the more powerful Napier Deltic diesels of 1500bhp became available. On the afterdeck was an array of minesweeping gear, including paravanes with davits, and winches designed to tow different sweeps for contact, acoustic and magnetic mines. Their complement was 37 officers and men.



In the light of the Cold War threat, there was a requirement for a large number, and by May 1954, it was planned to build 167 of the class. In the event, 116 were built in British yards, even though it was always envisaged that many would be laid up in reserve. In the event of hostilities, it was planned that the reserve ships would be manned by reservist personnel, who were trained in minesweeping during peacetime through the attachment of Ton class ships to their units.
When suitable Sonar became available, Shoulton was converted in 1957 to a prototype minehunter. Building on this experience, Kirkliston was converted in 1964 to become the first operational minehunter, and a further 13 conversions followed. They were fitted with an enclosed bridge, a tripod mast and new radar, and minehunting sonar was installed on the underside of the hull beneath the bridge, to detect mines ahead of the ship. Active rudders were fitted to allow the minehunters to position over the mine, and 4 divers and 2 inflatable dinghies were carried to permit a mine to be disposed of safely, either by laying explosive charges or bringing them inboard and defusing them. The twin 20mm guns aft of the funnel were removed together with some of the minesweeping gear.
Of the 116 conventional Ton class ships, the only survivor is the Bronington, which at present lies half submerged in the Vittoria Basin of Birkenhead Docks. She was converted in 1964 into a minehunter, and Prince Charles commanded her for 10 months in 1976. Her future is very uncertain. The only other survivor is HMS Wilton.

HMS WILTON
The Wilton was designed and built by Vosper Thornycroft at Woolton under a Ministry of Defence contract dated February 1970 to evaluate the prospects for the use of glass reinforced plastics in vessels of this type. She was claimed to be the first warship in the world to be constructed in fibreglass. Presumably her magnetic signature was similar to that of the wooden/aluminium Tons.
Her hull was built within a mould made from that of HMS Derriton, with the fibreglass being built up in layers using a specially designed dispenser mounted on a gantry. The ship's skin is solid rather than sandwich construction, and an isophthalic polyester resin was used with a woven glass cloth. Vospers used titanium bolts to help secure the separately moulded frames and bulkheads to the hull. Interestingly, such bolts" were not used in the Hunt class minehunters which followed the Wilton.



WILTON AT HER LAUNCH Note Active Rudders

The ship was given 2 new Napier Deltic 18-7A diesels, but where possible she was fitted with reconditioned equipment from the Derriton. The Project cost was to be £1.5 to £2.0 million, but, according to Hansard, the final cost was £2.75 million. Construction started on 7th August 1970, and she was launched on 18th January 1972. She was commissioned on 14th July 1973. Despite being an experimental ship, she remained in service for the Royal Navy for over 21 years.

HMS WILTON

On commissioning, she joined the 2nd Mine Countermeasures Squadron. In 1974 she took part in Operation Rheostat One, clearing mines from the Suez Canal and its Approaches, after it had been blocked for seven years by conflict. She was accompanied on this operation by HMS Bossington, HMS Maxton and the support ship HMS Abdiel.

Between 1975 and 1983, she was involved in exercises, route surveys and visits within Northern Europe. In 1976 she participated in 7 rounds of Operation Grenada, conducting counter-terrorist operations in Northern Ireland. In 1977 and 1980 she was seconded to NATOs Standing Naval Force Channel. In 1980 she rejoined the 2nd MCMS.

In 1984 she was in the Mediterranean, and took part in Operation Harling clearing

mines in the Gulf of Suez and the Southern Red Sea. In late 1983 to early 1984 she was attached to the Fisheries Protection Squadron. In June 1988 she joined the 3rd MCMS at Portsmouth. In May 1991 to July 1994, she was attached to the Britannia Royal Naval College at Dartmouth as a navigation training ship. She was retired from the navy in 1994, and sold to the Essex Yacht Club in 2001. Her conversion into the club's headquarters at Leigh. was completed in 2004.

HQS WILTON

SPECIFICATIONS
Length: 46.6M
Beam: 8.45M
Draft: 2.5M
Displ: 360 tonnes (440 full load)
Comp: 33 (37 in minehunters)
Engines: 2 Mirrlees 12 cyl. 1250BHP each
Later 2 Napier Deltic 18-7A 18 cyl. 1500 BHP each.
Max. speed: Mirrlees 15 knots, Deltic 16 knots.
Range: 2300 nm @ 13 knots
Complement: 33 (37 in minehunters)
Armament: 1 x 40mm Bofors, 1 x 20mm Oerlikon (omitted in minehunters)

NOSTALGIA CORNER 12

HMS QUEEN ELIZABETH postcard

HMS QUEEN ELIZABETH MAKING A LOT OF SMOKE DESPITE BEING THE FIRST FULLY OIL FUELLED CAPITAL SHIP IN THE WORLD

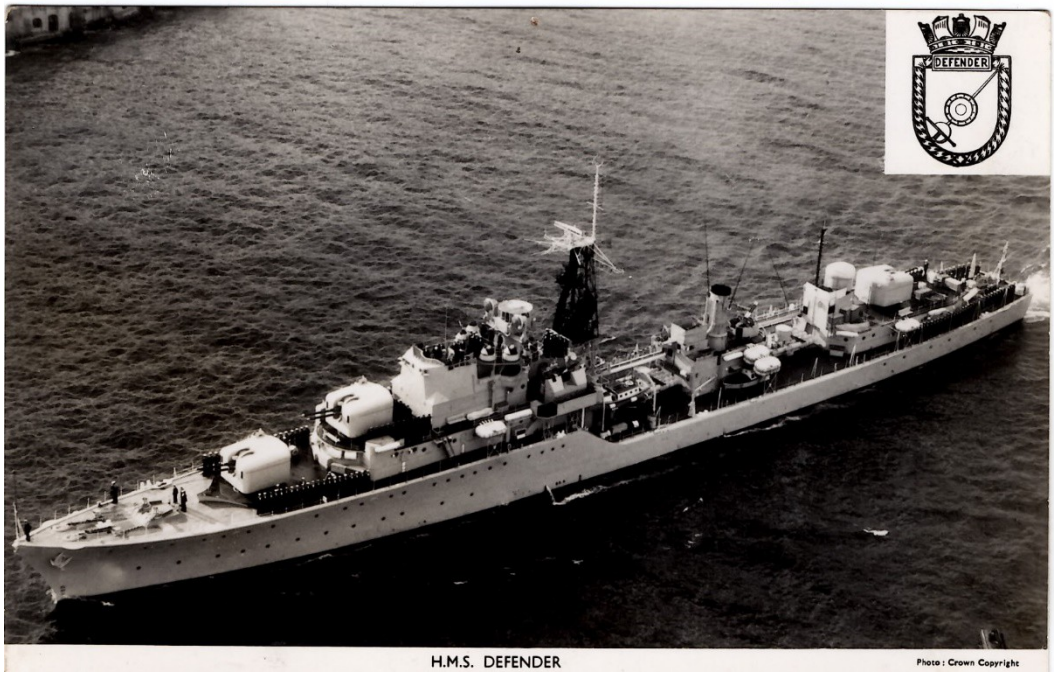
The Queen Elizabeth was the lead ship in the Queen Elizabeth class of battleships. These ships were the finest battleships in the world when they were first commissioned. She was built by HM Dockyard, Portsmouth, being laid down on21st October 1912, launched on 16th October 1913 and commissioned on 22nd December 1914. Her displacement was 32,590 tons. She was powered by 24 Babcock & Wilcox oil-fired boilers and two sets of direct drive Parsons steam turbines onto 4 shafts giving 75,000shp and 24 knots. She was armed with 8 x 15", 16 x 6" and 2 x 3"AA with 4 x 21" torpedo tubes.

She was involved in the Dardanelles Campaign in 1915, bombarding Turkish forts. She then joined the 5th Battle Squadron, based in Scapa Flow, but missed the Battle of Jutland as she was then undergoing maintenance. She became flagship of the Grand Fleet in 1917.

Between the wars she was considerably modernised, and a massive tower bridge installed, whilst the 6" guns were replaced with 20 x 4.5". Her engines and boilers were replaced, and the elevation of her 15" guns was increased to 30 degrees. A launching catapult for aircraft was fitted amidships and new fire control equipment was installed. The last reconstruction was completed in January 1941.

She then joined the Mediterranean Fleet and covered the evacuation of Crete. She was badly damaged by limpet mines from Italian frogmen in Alexandria in December 1941. After temporary repairs were carried out she steamed through the Suez Canal to Norfolk, Virginia for full repairs which lasted until June 1943. In January 1944 she joined the Eastern Fleet, and took part in raids on Japanese bases in the Dutch East Indies. She was placed in reserve in August 1945. She was broken up by Arnott Young at Dalmuir in 1948.

HMS DEFENDER postcard



Defender was a Daring class destroyer. She was built by Alexander Stephen & Sons, being laid down on 22nd March 1949, launched on 27th July 1950 and commissioned on 5th December 1952. Her standard displacement was 2830 tons. She was powered by 2 Foster Wheeler boilers and Parsons steam turbines on 2 shafts giving 54,000 shp and 30 knots. Her armament was 6 x 4.5” and 6 x 40mm guns, 10 x 21” torpedo tubes and one Squid.
Between 1953 and 55 she served in the Far East, including the Malay emergency. After a refit in 1958, she was based in the Mediterranean. Between 1963 and 65 she had a major refit, losing her torpedo tubes but gaining new fire-control radar. She spent time in 1966 in the Caribbean and then back to the Far East until 1969. In 1969 she was listed for disposal, and spent her last days in the Firth of Forth as a target ship before being sold for breaking up at Inverkeithing by J.A. White & Co.

HNMS DE RUYTER De Zeven Provincien class cruiser

DE RUYTER

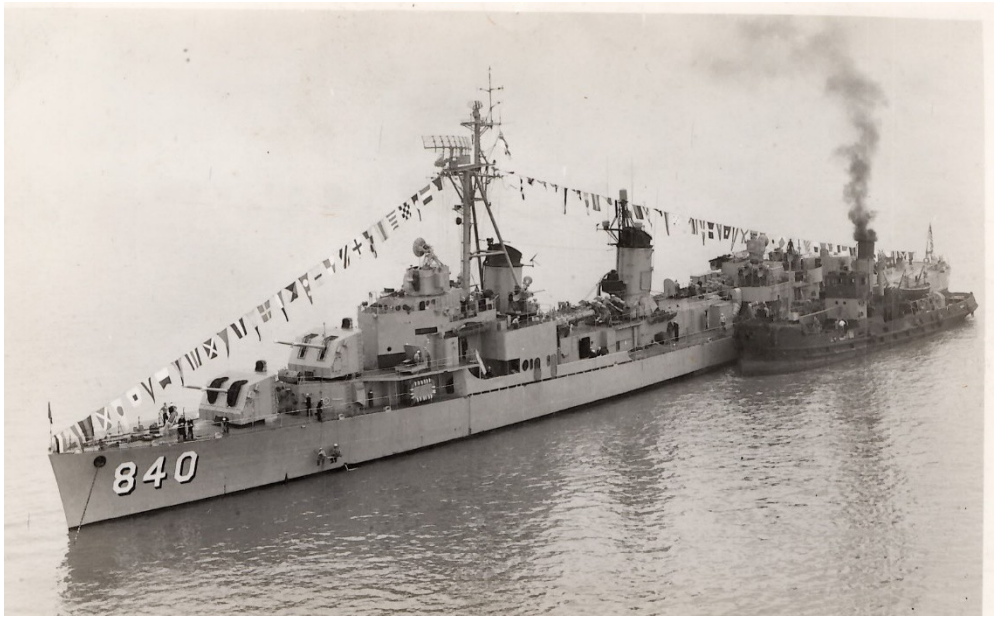
She was built by the Wilton-Fijenoord Shipyard at Schiedam, being laid down on 5th September 1939, launched on 24th December 1944, and completed on 18th November 1953. The Germans after invading Holland intended to complete her as the training cruiser KH1, but construction was slow. She was launched with the intention by then to use her as a blockship in the approaches to Rotterdam.

Her standard displacement was 9,681 tons, and she was powered by 4 Werkspoor-Yarrow three-drum boilers and 2 De Schelde-Parsons geared steam turbines onto 2 shafts giving 85,000shp and 32 knots. As built her armament was 8 x 6", 8 x 57mm and 8 x 40mm guns.

On 7th March 1973 she was transferred to Peru, being renamed BAP Almirante Grau (incidentally replacing the ex-HMS Newfoundland).

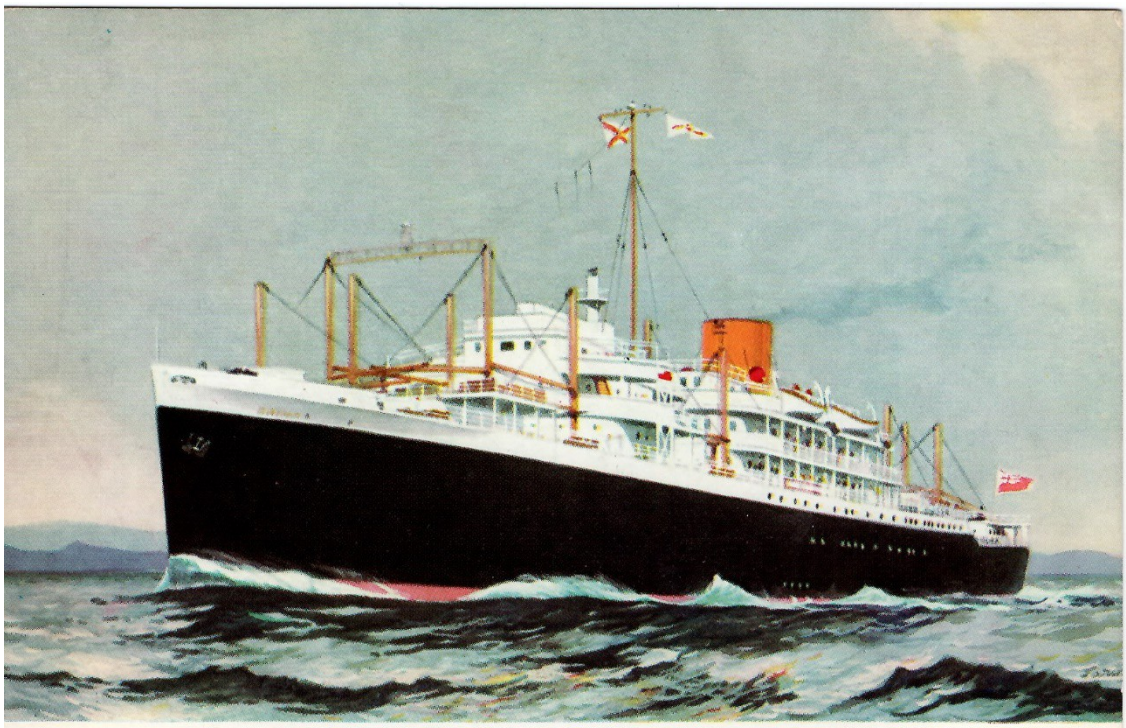
Between 1985 and 88 she was refitted in the Netherlands with new weapons and electronics Her final armament was 8 Ottomat Mk2 SSM, 4 x 6" and 4 x Oto Malara 40L70 DARDO guns. She was the last gun cruiser in any navy when she was decommissioned in 2017. In 2019 it was announced that she is to be preserved as a museum ship in Lima.

USS GLENNON



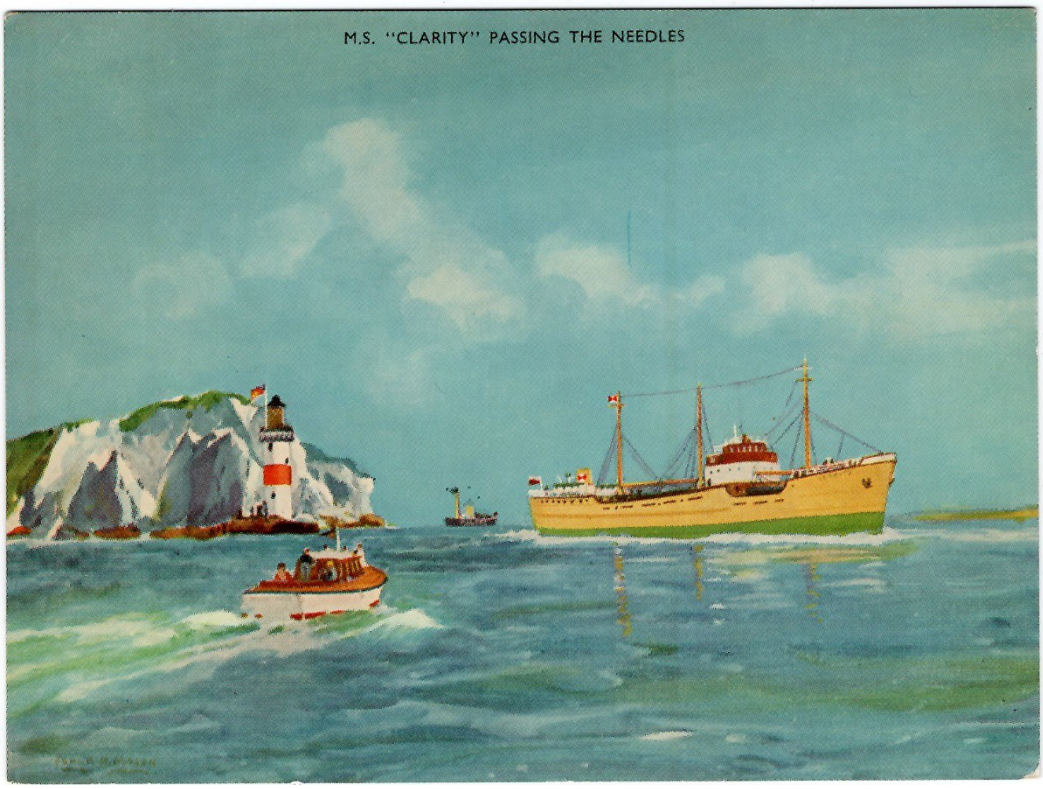
The Glennon was a Gearing class destroyer. She was built by Bath Iron Works at Bath in Maine, being laid down on 12th March 1945, launched on 14th July and commissioned on 4th October 1945. The 7 months building time seems incredible, but presumably there was a great deal of prefabrication involved. Her displacement was 3460 long tons. Her geared turbines on 2 shafts developed 60,000shp and 35 knots. She was armed with 6 x 5", 12 x 40mm, and 11 x 20mm guns, 12 x 21" torpedo tubes, 6 depth charge projectors and 2 depth charge racks.
Most of her long service career was as a training ship, training Midshipmen and trialling new equipment. In 1972 she served as a Naval Gunfire Support Unit off Vietnam, and she had a major involvement in the Vietnam War. She was decommissioned and struck from the Naval Vessel Register on 1st October 1976, She was sunk as a target off Puerto Rico on 26th February 1981.

MS DRINA postcard of a publicity painting for Royal Mail Lines.



R.M.M.V. " DRINA " 9,800 TONS GROSS

A refrigerated cargo ship, she was built for Royal Mail Lines by Harland & Wolff in Belfast, being launched on 30th December 1943 and delivered on 25th July 1944. She was originally fitted out as a convoy commodore's ship. She was of 9785 grt., and was powered by 2 No. 6 cylinder diesels built by Harland & Wolff. In 1965 she was transferred to Shaw Savill & Albion and renamed Romanic. She was scrapped in Taiwan in 1968.
MV CLARITY painting by Frank Mason



She was built by Goole Shipbuilding & Repairing Co. Ltd. for the Everard group in 1957. Her tonnage was 764grt. In November 1957 she was transferred to Cattedown Wharves Ltd., Plymouth. In July 1967 she was transferred to Everard Shipping Co. Ltd. In 1967 she was re-engined, with a 6 cylinder 2SA 'O' type oil engine by Newbury Diesel Co.Ltd. In December 1971 she was transferred to FT Everard & Co. In February 1978 she was sold to Olympios Shipping Co. of Panama and renamed Agios Thomas. In 1984 she was sold to Tringali Attilio Shipyard for breaking up at Augusta, Sicily.

LIVERPOOL LANDING STAGE postcard

The photo can be dated between 1911,when the Liver Building was completed, and 1914-15, when construction of the Cunard building started. The left-hand ship is a Wallasea ferry, possibly the Snowdrop, dating from 1910, and the right-hand ship is a Birkenhead Corporation ferry, possibly the Storeton of 1910.
SNOWDROP 439grt. Built by Cammell Laird in 1910 of steel. 6 cylinder triple expansion engine 207hp. Sold in 1936 to L.N.E.R. and renamed Thane of Fife.
STORETON 342grt. Built by Ailsa Shipbuilding Co. Ltd. at Troon in 1910. Triple expansion steam engine. 127hp. In 1940 she was sold to Leith Salvage & Towing Co.
PS KINGSWEAR CASTLE

The Kingswear Castle was built by Philip & Sons at Dartmouth in 1921 for service on the river Dart. She was of 94grt. Her compound diagonal steam engine, dating from 1904 was built by Cox & Co of Falmouth for an earlier paddle steamer, also named Kingswear Castle. She is the last remaining operational coal fired paddle steamer in the UK. Her Scotch Return Tube Boiler dates from 1962.
She was chartered to the US Navy during WW2 being used for carrying stores and personnel at Dartmouth. In 1961 she was extensively replated and re-boilered. In 1965 she was withdrawn from service, but was bought in 1967 by the Paddle Steamer Preservation Society. She was taken to the Isle of Wight and moored there until 1971, but allowed to deteriorate badly. She was then taken to the Medway for restoration, and and brought back into service in 1985, based at the Chatham Historic Dockyard. In December 2012 she returned to service in the river Dart.

Colins Pictures

CCG Amadeus Great Yarmouth

Arco Axe Canvey Island

MSC Tina Felixstowe

DMC Jupiter Gravesend

Lone Star State Thorpe Bay

Cymbeline Thorpe Bay

Swan Hunter Shipbuilding Wallsend Part 4 1970-95

1977, Swan Hunter Group was nationalised as part of British Shipbuilders HMS Ark Royal was built at Swan Hunter during this period, entering service in 1985.

The Company was privatised again in 1987 but decided to close its Neptune Yard in 1988. It was then forced to call in the receivers when the UK government awarded the contract for HMS Ocean to Kvaerner Govan in 1993. The receiver took steps to break up the business. However, the main shipyard in Wallsend was bought out from receivership by Jaap Kroese, a Dutch millionaire. The yard subsequently undertook several ad-hoc ship repair and conversion projects for private-sector customers.

In 1973 Swan Hunter Shipbuilders acquired Palmers (Hebburn) from Vickers Ltd and between then and 1976 built a new shipbuilding facility. Swan Hu8nter employed 11500 on the Tyne . In the 5 years leading up to Nationalisation £16mill was spent updating the facilities.

One of the most prominent orders was from Maritime Fruit Carriers for 50 ships built had an equally devastating effect within two years when there was a collapse in the market which led to problems for the purchaser and the collapse of the deal

In 1977 Swan Hunter nationalised became a member of British Shipbuilders

The Wallsend Yard was the first in the World to build a 250000+ tanker on a slipway which was launched in May 1969 .The yard also had the most modern steel fabrication plants with a maximum wight of 100 tons

In 1977 the South Shields Yard was closed .

1979 Hebburn Shipyard No 1 and some shop facilities were integrated with Hebburn

Shipbuilding Dock Facility . The remainder of the yard ceased shipbuilding

1980 Shipbuilding stopped at Walker yard with facilities being developed for fitting out vessels from the other three yards

Swan Hunter now consisted of four yards on the Tyne Wallsend, Neptune, Hebburn and Walker

In the early 1990's many of the facilities of the group were sold or closed down. In 1994 the Wallesnd Yard was put into the hands of the receiver Today Swan Hunter continues to operate in the fields of design and

1970 Esso Northumbria for Esso Petroleum 126543 GRT

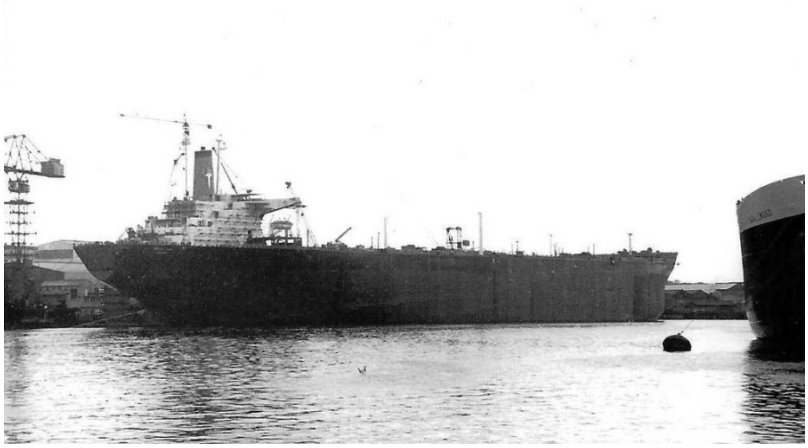
1982 Broken up Kaohsiung

1970 Esso Hibernia for Esso Petroleum 126593 GRT

1983 Broken up Kaohsiung

1971 Texaco Great Britain for Texaco Petroleum 125942 GRT

1981 Broken up Kaohsiung
1972 London Lion for Anglomar Shipping 125916 GRT



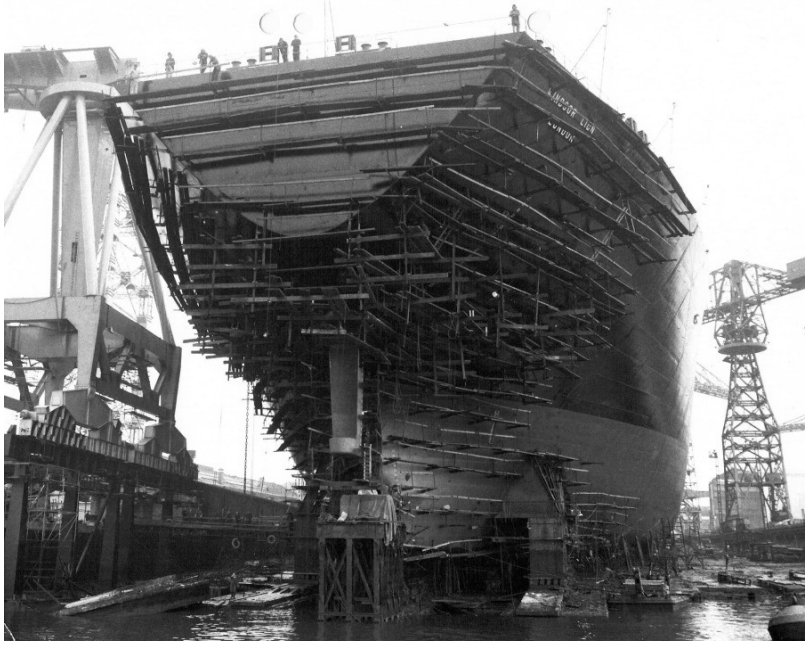
1973 Meadowbank for Bank Line 11384 GRT

1986 Toana Niugini
1987 Meadowbank
1988 Pro Atlantica
2000 Broken up China

1974 World Unicorn for World Wide Shipping 131108 GRT

1984 Broken up Kaohsiung

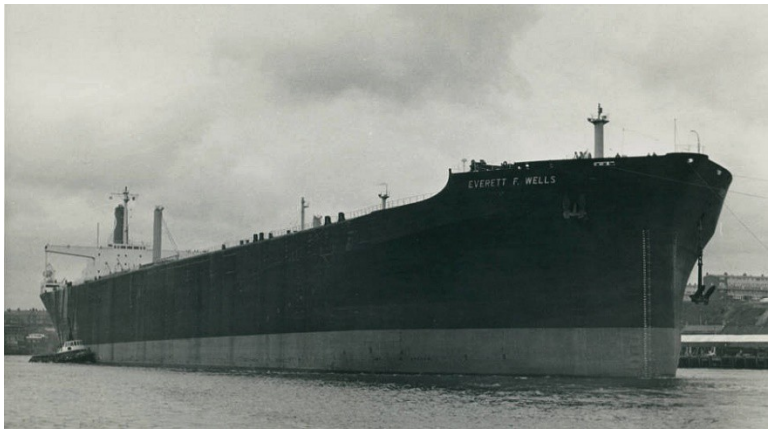
1975 Windsor Lion for Anglomar Shipping 131542 GRT



Courtesy Terry Summerson
1981 Meridian Sky
1986 State
1988 Avaj 2
1995 Broken up Gadani Beach

1976 Opportunity 119821 GRT tanker for Tiger Shipping

1979 Thermidor
1988 El Omar
1989 New Resource
1994 Thai Resource
2005 Thai
2005 Broken up Chittagong
1977 Everett F Wells 120204 GRT tanker for Ashland Oil



1982 Agios Nikolaos Thalassoporos
1984 Guam
1986 Broken up Kaohsiung
1983 Thorseggen for Maeadalen Newcastle 14578 GRT newsprint carrier

2008 BM Pride for BM Shipping
2012 Pride
2012 Broken up
1984 Hoegh Duke for Leif Hoegh 30061 GRT

2001 Edward Olendorff for Olendorff Carriers
2004 Indotrans Makassar
2006 Pacific Makassar for China Navigation
2012 Broken up China
1985 HMS Ark Royal for Royal Navy Originally to be called Indomitable

2013 broken up Aliaga
1987 Sir Galahad for Royal Fleet Auxiliary landing Ship Logistics

2007 Brazilian Navy Garcia D'Avila
1988 HMS Coventry for Royal Navy Type 22 Batch 2 Frigate

2004 Government of Romania Regele Ferdinand
1989 Sir Eric Sharp for Cable & Wireless 6141 GRT Cable Ship

1991 James Clark Ross for National Environment Research Council 5732 GRT Antarctic Research Ship

1993 Fort George for Royal Fleet Auxiliary Auxiliary oil replenisher

2013 Broken up Alang

1993 Pride of the Tyne 222 GRT ferry for Tyne & Wear Transport

1994 HMS Westminster for The Royal Navy Type 23 Duke Class Frigate

1994 HMS Northumberland for The Royal Navy Type 23 Duke Class frigate

1995 HMS Richmond for The Royal Navy Type 23 Duke Class Frigate

Short History of a Line- Holland America Line

HAL has well earned the reputation of being the “spotless fleet” due to the

impeccable maintenance and housekeeping on all its ships. HAL's ambiance has always been Old World grace and luxury combined with superior service, first-class interior appointments and world-class artwork throughout the public areas and staterooms of each ship.

The vessels of Holland America have used the same names thoroughout with cargo vessels having the suffix "Dijk" and passenger vessels "Dam" history the majority of the earliest ships were passenger vessels but by the 23rd vessels the use of "Dijk" became in common use

Holland America Line was founded in 1873 in Rotterdam. A major part of its trade was transporting immigrants between Holland and America
When founded it was called Dutch Steamship Company or Holland -Amerika Lijun based on an earlier company Plate, Reuchlin & Co

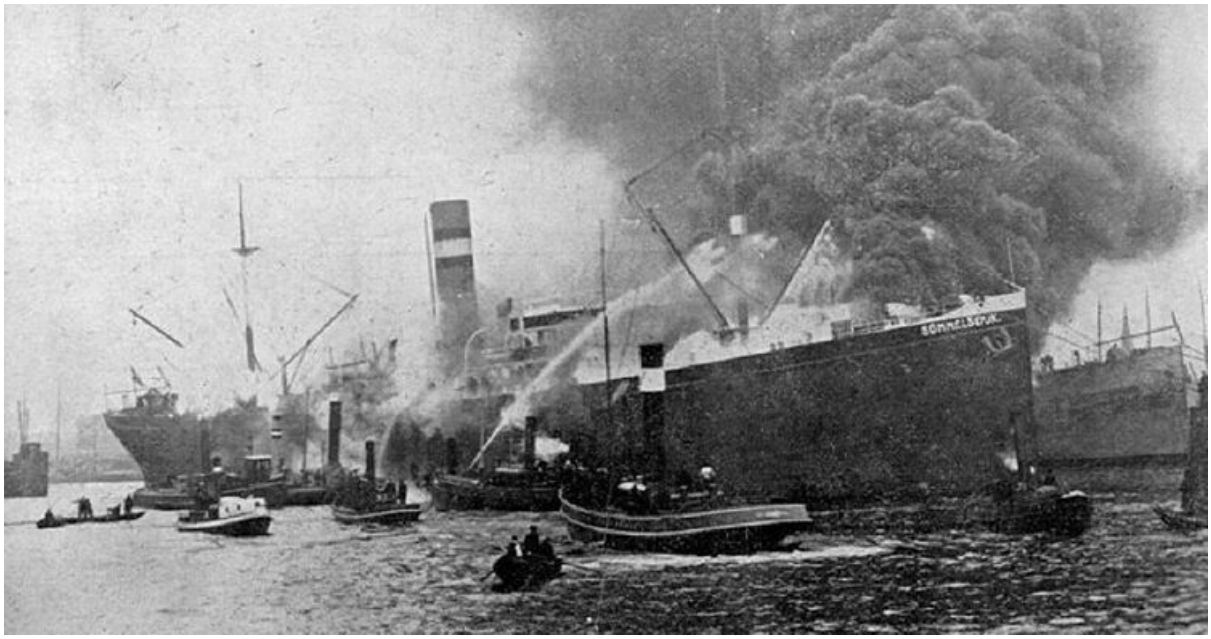
Their first ship was the Rotterdam of 1872 < The routes America expanded to include Hoboken, Baltimore and South America

In the first 25 years they carried 400.000 passengers. They started in the cruise market in 1895 and their second cruise in 1910 with a cruise to Palestine

1912 the Zuuiderdjik was launched and thereafter ships were named after towns in Holland The ships often were named after various towns and villages in Holland.

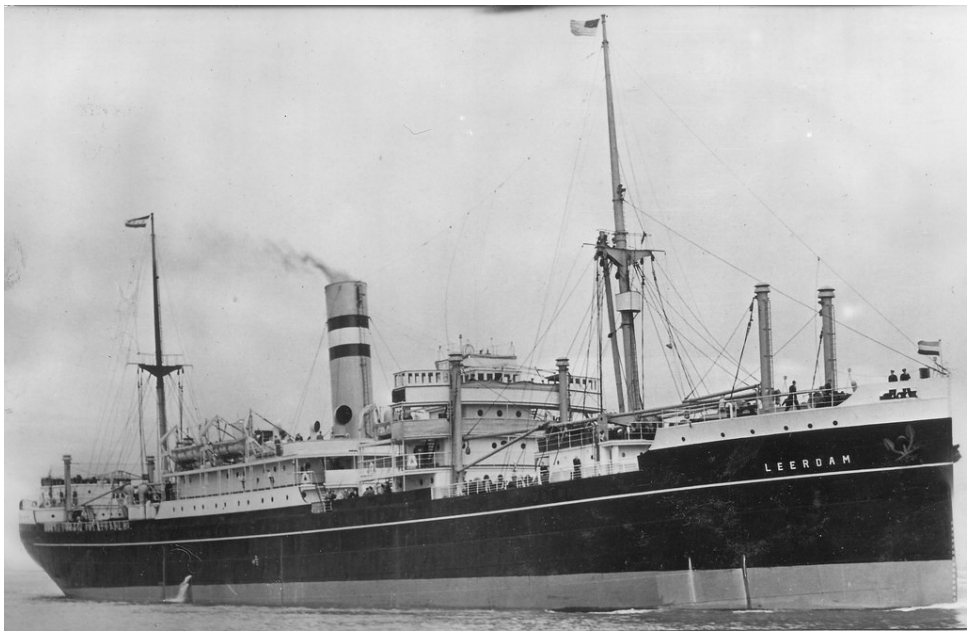
The first great wave of immigration ended with the advent of World War I, during which HAL lost six ships and 13 employees. The latest ship, Statendam in Belfast, was taken by the British government and renamed Justicia. It was sunk in 1918

The first great wave of immigration ended World War I, during which HAL lost six ships and 13 employees. Their most recent ship, Statendam was taken by the British government and renamed Justicia. It was sunk in 1918.



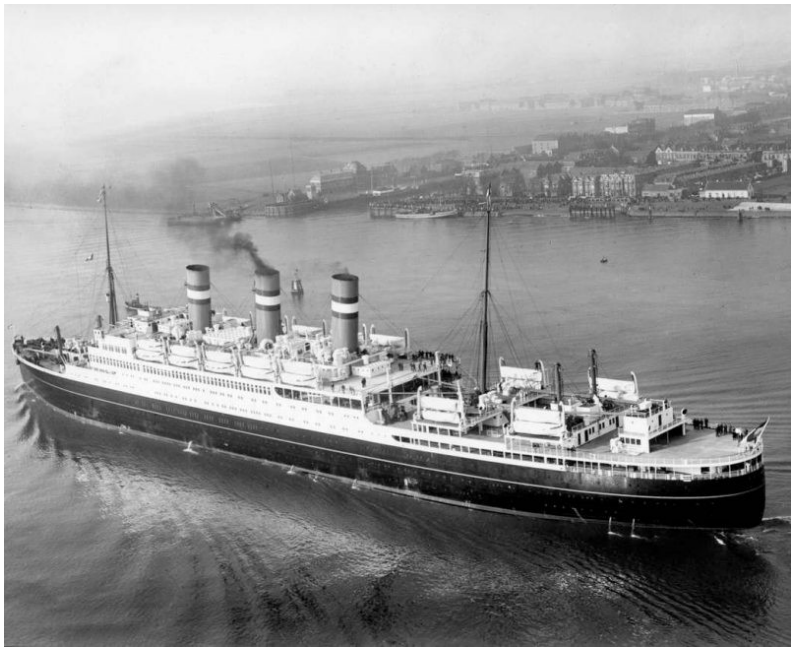
Sommelsdjik

1921 HAL ordered four passenger-cargo ships, Edam IV, Leerdam II, Maasdam III and Spaarndam II, which were deployed in the Cuban service. After the war came the second great wave of immigrants,



Leerdam 1921

Blommersdijyk 1922



Statendam 1929

Prohibition tipped the balance in favour of foreign companies and the trans-Atlantic and cruise businesses remained profitable. The Crash of 1929 and the decade that followed saw and sell 12 ships for scrap, In 1938 the company took possession of its Nieuw Amsterdam

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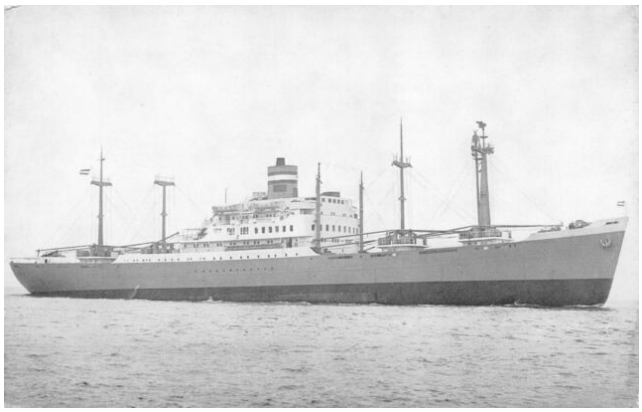
Duivendjyk 1930

Dalerdiyk 1938

1938 Niuew Amsterdam

When World War II began HAL had 22 ships, and Nieuw Amsterdam II and was occupies transporting nearly 400,000 troops a distance of more than half a million miles. By the end of the war, the company had only ten ships left in its fleet and had lost approximately 265 employees

Four cargo liner hulls were ordered from the Schiedam yard of Wilton Fijenoord, of which the first was completed in June, 1950 as Diemerdyk of 11,780 dwt for the Pacific route. the second and third hulls were completed ‘nonexpress’ passenger liners Arindam and Maasdam with accommodation for 39 First Class passengers and 854 in Tourist Class. They were employed until 30th March 1960 on the Rotterdam to Southampton, le Havre and New York route and then were switched to the Quebec and Montreal run during the summer seasons. The fourth hull was completed as the cargo-liner Dinteldyk in March 1957.



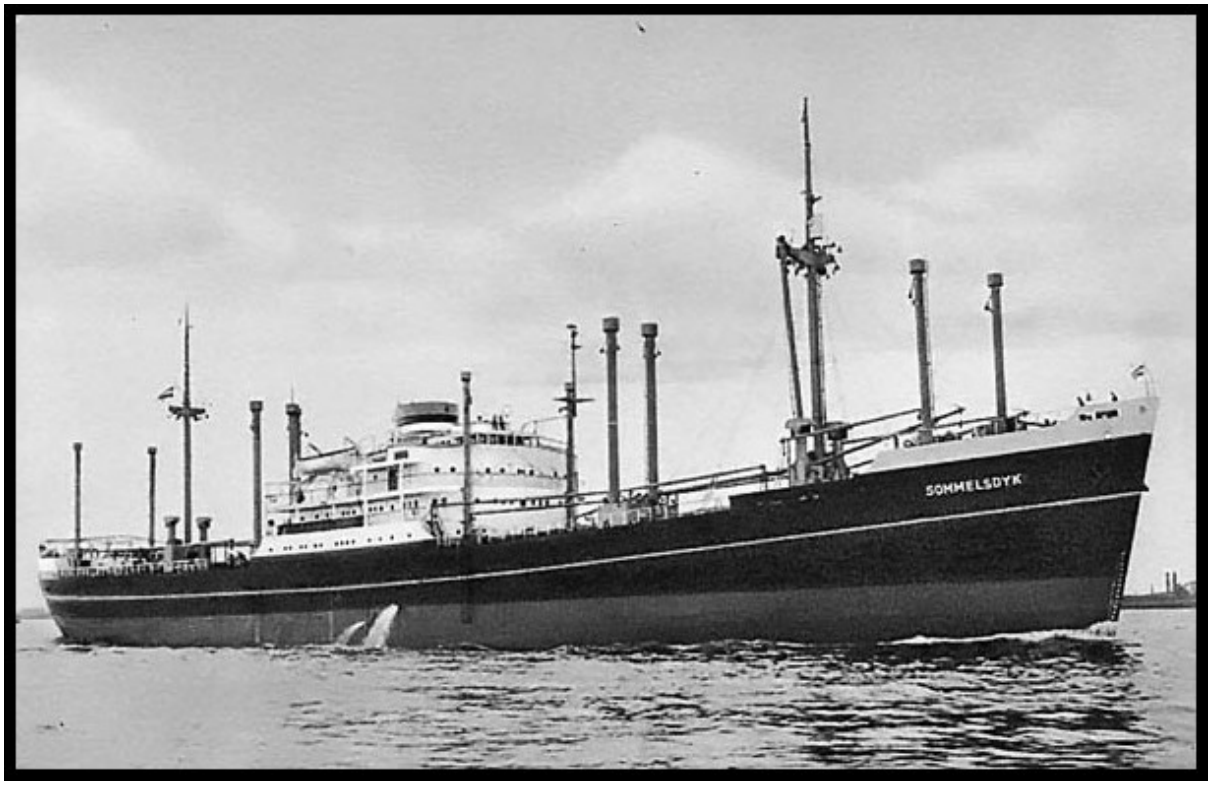
Dinteldyk

In 1951 HAL began offering tourist-class passages on its two new “Economy Twins,” Ryndam II and Maasdam III, which gave ticketed passengers run of the ship except for the first-class deck.

1950s, the company’s new advertising slogan was “It’s Good to Be on a Well-Run Ship.” The company started its Grand World Voyage from Hoboken Pier in New Jersey, and in 1959 its new flagship, Rotterdam V, entered service.

1959 Rotterdam

Noordam



Sommelsdijyk

1960s, traditional freighters moved from breakbulk to containerization, HAL sold its conventional tonnage and set up Atlantic Container Line with their Atlantic Star completed at Dunkirk in November 1967 two months after the service had begun. Atlantic Star was a roro/ container ship of the first generation of four ACI ships, and was followed by six second generation ACI ships in 1969, Atlantic Crown being the company contribution. Five third generation ACI ships were later completed in 1985 for the ACI Transatlantic service linking Gothenburg, Bremerhaven and Antwerp with New York and Eastern Seaboard of the USA ports.

Ggrotedjyk 1962

During this period, Nieuw Amsterdam II, Rotterdam V and Statendam IV, produced income from cruising and and began to use hotel management procedures on the ships. By 1969 HAL had only 13 trans-Atlantic sailings, and the company renamed its cruise business Holland America Cruises

In 1971, the company replaced its original house flag with an orange flag inset with three swaths of aqua, white and aqua.
1971 the 1938-built Nieuw Amsterdam II made the last trans-Atlantic crossing after 98 years being sent to Florida to cruise
During the 1970s the company began new services whilst retaining an old-world flavour. Ships were put under Dutch registry, and their hulls painted midnight blue.

1973 HAL sold its cargo ships . They bought Westours, an Alaska tour operator, in 1978 firm's headquarters moved from Rotterdam to Stamford, Connecticut, and a new company flag was introduced – orange with HAL's blue half-moon logo in the centre.

1983, HAL relocated to Seattle. Noordam II, the sister ship to Nieuw Amsterdam III, joined Rotterdam V on the increasingly profitable Alaska summer cruises and the World Cruise program was very popular.

Prinsendam 1988
January 1989, Carnival Corporation & plc, completed the purchase of Holland America-Westours Inc., HAL almost immediately added a fourth luxury liner to the Alaska summer trade and announced a newbuilding program to construct four more vessels with Fincantieri.

Volendam
In 1993 the new Statendam V entered service and reintroduced a service to Europe. By 1996 the company was operating eight ships and had expanded to include Caribbean, Canadian and New England cruises. The company announced plans to build two (later four) Vista-class

As the company entered the 21st century the company embarked on a building program. and, in 2003, announced its $225 million Signature of Excellence initiative to improve its five-star ships. Today, sailing on a Holland America ship is like blending modern technologies and lifestyles with the elegant amenities of a bygone era when the rich and famous socialized on the first-class deck on a leisurely cross-Atlantic voyage. The Signature of Excellence enhancement program encompasses

every aspect of the guest experience.

Delivery of the new Vista-class vessels began in 2003 with the 81,769-ton, 1,848-guest ms Zuiderdam, which was soon joined by her sister ship, ms Oosterdam,, and then ms Westerdam.
In January 2006, the fourth ship to be named ms Noordam – and the fourth Vista-class vessel – was delivered by Fincantieri shipyard.

In 2006, Holland America Line was certified to ISO 14001, the international standard for environmental management systems. HAL was also among the first to retrofit ships – Westerdam and Oosterdam – to use shore power at the Port of Seattle. In April 2007, Zaandam sailed from Vancouver featuring a new emissions reduction technology,

HAL opened a new Rotterdam office in 2007 near its historical headquarters on Wilhelmina Pier. christened the 2,104-guest, Signature-class ms Eurodam in front of the original headquarters.

In the summer of 2011, Rotterdam did two transatlantic crossings, the first traditional transatlantic runs made by the line in more than 40 years.

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The line currently operates five different classes of ship: the smaller and older S-class vessels, the slightly newer and larger R class, the Vista class, the Signature class, and the newest and largest Pinnacle class.[19]

All HAL ships have a dark blue hull with white superstructure, with the company's logo featured prominently on the functional smoke stacks.

On October 26, 2012, it was announced that a memorandum of agreement had been signed with Italian shipbuilder Fincantieri for the construction of a 2,660-passenger ship for Holland America Line scheduled for delivery in spring 2016. The
MS Koningsdam, which became a new class of vessel for the line (The Pinnacle Class),

Cruising Fleet Of 2016

‘S’ CLASS of Statendam, Maasdam, Ryndam and Veendam completed during 1993/96 with accommodation for 1,260 passengers on nine passenger decks.

‘R’ CLASS of Rotterdam, Volendam, Zaandam and Amsterdam completed during 1997/2000 with accommodation for 1,432 passengers on nine passenger decks.

‘VISTA’ CLASS of Zuiderdam, Oosterdam, Westerdam and Noordam completed during 2002/06 with accommodation for 1,924 passengers on ten passenger decks.

‘SIGNATURE’ CLASS of Eurodam and Nieuw Amsterdam completed during 2008/10 with accommodation for 2,160 passengers on eleven decks.

‘PINNACLE’ CLASS of Koningsdam and an unnamed sister with accommodation for 2,670 passengers on twelve passenger decks. Koningsdam made her maiden cruise in April 2016 with special features of three deck atriums, two deck Queen’s lounge and dining Rooms, and a luxury ‘Pinnacle’ grill, denoting this class of luxury cruise ships of 99,500 gt. The sister of Koningsdam will be delivered in November 2018.

2018 Came the Nieuw Statendam of 99,00 GRT with the Rottterdam of 2021

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On July 15, 2020, it was announced by Holland America that the Maasdam, Veendam, Rotterdam, and Amsterdam were to be sold The ships were sold in pairs, with the Maasdam and Veendam transferring to one company in August 2020, while the Amsterdam and Rotterdam moved to another company in fall 2020. One pair went to a new cruise brand and the other to an existing brand.[22]

WSS quiz answers – edition 28–

11. P&O have recently announced the name of their latest new cruise ship. What is it called?

Arvia

12. Two ships took part in the British Naval Northwest Passage Expedition in 1845. One was HMS Erebus. What was the other ship called?

HMS Terror (as featured in the BBC 2 series, The Terror)

13. Ritz Carlton will enter the luxury cruise market in July, with their first ship, which is Spanish built. What is the ship called?

Evrima

14. On 22 March, a large container ship ran aground, blocking the Suez Canal. What is the name of the ship?

Ever Given

15. What is the name of the shipping company that operated a ferry service between Sheerness and Vlissingen in the Netherlands from the mid-1970s to the mid-1990s?

Olau Line

16. On 12 March, a fire broke out on a cruise liner docked on the island of Corfu. It is thought to have started in an empty lifeboat. What is the name of the cruise liner?

MSC Lirica

17. Where was RMS Titanic's last stop in the British Isles on her maiden (and final) voyage?

Cobh, in Ireland (then known as Queenstown)

18. If your cruise ship docked at Valletta, which island would you be visiting?

Malta

19. What is the name of the French navy's aircraft carrier?

Charles de Gaulle

20. In 1919 over 50 German warships were scuttled. Where did this take place?

Scapa Flow, in the Orkney Islands