



*World Ship Society
Southend Branch*



News and Views

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Notes

A big thank you for most of the articles in this edition must go to Tony Weber and also to Stuart and Andrew for their contributions . It's a bumper edition to celebrate

*Two years- thank you to all have
contributed and our readers for your
support. Continue your interest*

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News

Ernest Shackleton's ship Endurance found off coast of Antarctica

Expedition team locates wreckage of explorer's ship which sank in Weddell Sea in 1915

The "world's most challenging shipwreck search" for one of the greatest legends of exploration history, Sir Ernest Shackleton's *Endurance*, lost more than a century ago in the icy waters of [Antarctica](#), has succeeded.

The wreck has been found, 3,008 metres below the surface of what Shackleton described as "the worst portion of the worst sea in the world". It was discovered on Saturday, the 100th anniversary of Shackleton's funeral, the Falklands Maritime [Heritage](#) Trust said.

The *Endurance* expedition, which set off from Cape Town a month ago, had "reached its goal", said Dr John Shears, the veteran geographer who led the expedition. "We have made polar history with the discovery of *Endurance*, and successfully completed the world's most challenging shipwreck search."

He hoped people would be inspired by "what human beings can achieve and the obstacles they can overcome when they work together".

Arcing across the submerged ship's wooden stern is its famous name, preserved by the freezing waters and the absence of wood-eating organisms.

The *Endurance* was found off the coast of Antarctica, approximately four miles south of the position originally recorded by its captain, Frank Worsley. It has not been seen since it was crushed by ice and sank in the Weddell Sea in November 1915.

Mensun Bound, the expedition's director of exploration, said footage showed the 144ft ship to be intact.

Dan Snow, the historian and broadcaster who is part of the expedition, said the mood on board ship was jubilant, and the team was now heading home.

He [tweeted](#): "The wreck is coherent, in an astonishing state of preservation. The Antarctic seabed does not have any wood-eating micro-organisms, the water has the clarity of distilled

water. We were able to film the wreck in super-high definition. The results are magical Endurance22.”

He added: “Nothing was touched on the wreck. Nothing retrieved. It was surveyed using the latest tools and its position confirmed. It is protected by the Antarctic Treaty. Nor did we wish to tamper with it.”

The site of Endurance was declared a historic monument under the terms of the 1959 [Antarctic Treaty](#).

An expedition team of 64 people, plus a crew of 46, were on board the expedition ship, the SA Agulhas II. The \$10m mission was financed by an anonymous donor. A previous attempt to find the Endurance three years ago ended in failure.

As well as finding Shackleton’s ship, the Endurance22 expedition has undertaken important scientific research in a part of the world that directly affects the global climate and environment, The \$10m mission was financed by an anonymous donor. A previous attempt to find the Endurance three years ago ended in failure.

Saga to name two new river cruise ships in joint ceremony



Saga is to christen two new river cruise ships, Spirit of the Danube and Spirit of the Rhine, in a joint naming ceremony in Arnhem in the Netherlands on 19 March.

Broadcaster and journalist Jenni Murray will serve as godmother for both ships in the ceremony, smashing a bottle of champagne against each of the ships' hulls after a blessing for safe sailing is offered. She will be joined by Captain George Dudnica, who will take the helm of Spirit of the Danube, and Captain Marinus Pols, who has captained the Spirit of the Rhine on its first sailings since the end of 2021.

Both ships can accommodate up to 182 guests and 50 crew across four decks and 91 guest cabins. However, the two ships have different designs for their cabins, with those on Spirit of the Rhine following the design of Saga's ocean-going ships and those on Spirit of the Danube having an Art Nouveau and Danube Delta theme and featuring elements such as migratory birds.

Both vessels offer a main Panorama restaurant, and Spirit of the Rhine features the Rheinfels restaurant, while Spirit of the Danube has the Delta restaurant. Other features onboard both ships include a sundeck with a hot tub and barbeque, an indoor and outdoor terrace, library, gym and panoramic lounges with floor-to-ceiling windows.

Saga has curated a collection of art for each ship, with Spirit of the Rhine's focusing on landmarks located along its namesake river, such as Lorelei and Rheinfels Castle. The Spirit of the Danube's collection is focused instead on the River Danube, with a particular emphasis on the Art Nouveau style of Vienna in the Belvedere Lounge and the Danube Delta in the Delta restaurant.

Both Spirit of the Danube and Spirit of the Rhine are owned by shipping company Rijfers Nautical Management and were built by VAHALI Shipyards.

Sembcorp Marine completes construction of battery-powered ferry



Sembcorp Marine has completed construction of the first of three battery-powered ro-pax ferries for Norwegian ferry operator Norled.

The group was contracted to design and construct three identical ferries, based on the design of LMG Marin, a subsidiary of Sembcorp Marine.

The vessels will operate on lithium-ion batteries, which will be charged using hydroelectric power. They will travel at a speed of 10 knots without producing any emissions. When required, they can run on back up battery-diesel hybrid power.

In addition, the vessels will have energy-efficient solutions including quick-connection shore charging plugs, auto-mooring systems, auto-cross, propulsion and heat recovery systems. They will also have efficiently shaped hulls and minimal hotel and auxiliary loads.

Each vessel has capacity for 300 passengers and 80 cars, measuring 82.4 metres long.

The vessels will operate on the Hella-Vangsnes-Dragsvik route in Norway.

The Ritz-Carlton Yacht Collection orders two new ships

The Ritz-Carlton Yacht Collection has ordered two new ships, Ilma and Luminara, for delivery in 2024 and 2025 respectively.

The new superyachts will be constructed by shipyard Chantiers de l'Atlantique in Saint-Nazaire, France, with an option available for additional vessels. The shipyard will carry out all production and development, including for upgraded design and sustainability features.

Ilma and Luminara will feature 228 suites, each with its own private terrace, including two new upper suite categories measuring up to 100 square metres in size. Interiors for the ships will be designed by London-based design firm AD Associates and lighting designer DPA. Finnish yacht stylist Aivan developed the exterior design of the newbuilds.

The new superyachts will also include five restaurants, six bars, and a wine vault, along with an expanded marina with a mezzanine feature, a Ritz-Carlton spa and a space for children's programming. Cocktail receptions can be held on the yacht's expanded bow.

Each vessel will be fitted with four dual-fuel engines and use LNG as its main fuel. Additionally, the yachts will include advanced water treatment systems, a heat recovery loop, LED lighting, and other technologies intended to reduce the ships' environmental impact.

The new superyachts will offer itineraries ranging from seven to 10 nights in the Caribbean and Mediterranean and will also be available for private chart

Viking welcomes eight new river ships into its fleet

Viking is expanding its operations on Europe's rivers after christening eight new river ships in Paris on 17 March 2022.

Four of the eight new Viking Longships – Viking Fjorgyn, Viking Kari, Viking Radgrid and Viking Skaga – have been built to navigate the River Seine and will dock at Port de Genelle in Paris, France, so that guests can explore the city.

The four additional ships – Viking Egdir, Viking Gersemi, Viking Gymir and Viking Hervor – will operate on Viking's itineraries on the Rhine, Main and Danube rivers.

The river ships were named as part of a celebration of the cruise line's 25th anniversary, with the first four ships docked in Paris. Director of the Sainsbury Centre at the University of East Anglia Ghislaine Wood served as godmother of Viking Fjorgyn, while Norwegian political officer Kari Garmann christened Viking Kari, and author and educator Dr Janie Deutscher named Viking Radgrid. Muriel Wilson, staff member of Virtuoso, was godmother of Viking Skaga.

The four additional ships are currently docked in Amsterdam and were named virtually by their godmothers, including musician Helen Deutscher, who christened Viking Egdir and Signature Travel Network's vice president of preferred partnerships and marketing Karryn Christopher, who was godmother of Viking Gersemi. In addition, musician Alma Deutscher named Viking Gymir and travel agent Brenda Hunsberger inaugurated Viking Hervor.

A bottle of Gammel Opland aquavit, a Norwegian brand, was broken on the bow of each ship to honour the cruise line's heritage

P&O Ferries makes 800 crew redundant following losses



UK ferry operator P&O Ferries has made 800 members of its crew redundant following financial losses.

“P&O Ferries plays a critical role in keeping trade flowing, supply chains moving, and connecting families and friends across the North and Irish seas and the English Channel,” said the operator in a statement. “However, in its current state, P&O Ferries is not a viable business. We have made a £100m loss year-on-year, which has been covered by our parent DP World. This is not sustainable. Our survival is dependent on making swift and significant changes now. Without these changes there is no future for P&O Ferries.”

“These circumstances have resulted in a very difficult but necessary decision, which was only taken after seriously considering all the available options. As part of the process we are starting today, we are providing 800 seafarers with immediate severance notices and will be compensating them for this lack of advance notice with enhanced compensation packages.”

Ferry services onboard P&O Ferries’ ships were temporarily paused ahead of the announcement. The company has further stated that many of its services will be disrupted over the next few days, with alternative arrangements being made for passengers travelling on its route between Dover, UK, and Calais, France.

Emerald Azzurra departs on inaugural sailing

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The new ship is sailing on an eight-day 'Best of the Red Sea' itinerary, calling at the Egyptian ports of Hurghada and Sharm el-Sheikh as well as Eilat in Israel, before returning to Aqaba to enable guests to undertake a guided tour of the ancient city of Petra.

Emerald Azzurra has capacity for 100 guests in 50 staterooms and suites, 80 per cent of which include a balcony. The ship also features public areas including a Wellness Centre, Sky Deck and Spa Pool, as well as an infinity-style pool on the Pool Deck.

"Every once in a while, a new yacht comes along in the industry and changes things," said David Winterton, global director of brand and marketing at Emerald Cruises. "Emerald Azzurra is exactly that yacht. The level of luxury afforded to each guest, coupled with a diverse sailing programme featuring sailings through the Adriatic Coast, the Mediterranean, and the Red Sea for its inaugural season, is truly groundbreaking. We can't wait to welcome more guests and trade partners onboard."

Emerald Azzurra will be officially welcomed into the cruise line's fleet with a ceremony in Venice, Italy, before repositioning to the Mediterranean and the Adriatic Coast for the 2022 summer season. She will be joined by her sister ship, Emerald Sakara, in February 2023, sailing itineraries to the Seychelles, Black Sea and the Middle East.

Will Russia's Tanker Fleet Come To A Halt?

Russia's large fleet of European tankers is starting to stall. Will they shift to the Pacific, where Russian flagged ships don't appear to be suffering the same difficulties as those in European waters?

By Julian Lee (Bloomberg) Russia's giant fleet of ocean-going oil tankers is starting to come to a standstill.

Nine Aframax vessels owned by Sovcomflot PJSC have been idling at sea for more than a week after discharging cargoes, according to ship-tracking data monitored by Bloomberg.

That's more than a quarter of the company's such tankers observed operating around the coasts of Europe and North America.

Sovcomflot is majority owned by the Russian government, which holds 83% of the company's shares, data compiled by Bloomberg show. The 10-person Board of Directors includes several deputy ministers of the Russian Federation, according to its [website](#).

The company didn't respond to a request for comment.

Sovcomflot's fleet isn't subject to measures that would prevent it from trading, but countries including [the U.K.](#) and [Canada](#) aren't allowing Russian ships to dock following Russia's invasion of Ukraine. There's also been a [wariness among tanker companies](#) about touching the country's petroleum, while [the U.S.](#) and U.K. have announced plans to stop taking supplies from Russia.

Aframax tankers can serve most of the world's oil ports and are commonly used for short-haul and medium-range crude shipments, as well as for deliveries of refined products. The mid-sized vessels are widely used in the Mediterranean, the North Sea, the Black Sea and the Baltic.

After discharging their cargoes, the ships would normally head off to pick up the next one, perhaps idling for a day or two awaiting orders. The problems for Sovcomflot may get worse, with another four tankers seen idling for less than a week after offloading at European ports.

The entire Sovcomflot tanker fleet totals about 110 tankers, according to data from Clarksons Research Services Ltd., a unit of the world's largest shipbroker. Those vessels range from small ships that carry oil products, all the way up to giant vessels that can haul more than 2 million barrels of crude, ship-tracking data show.

The company has 52 Aframaxs, making it the largest owner of such vessels in the world, according to Clarksons. About a third of those ships are observed operating in the Pacific Ocean, where they don't appear to be suffering the same difficulties as those in European waters. Roughly half of those Pacific ships are used as shuttle tankers for oil projects off Sakhalin Island, and they have a steady stream of cargoes, mostly heading to China.

1 In 5 Ukraine Seafarers Want To Return Home To Fight

Today the Financial Times (FT) [reported](#) that an estimated 55 to 60 percent of Ukraine's 80,000 seafarers are currently on ships and roughly 20% want to return to Ukraine to fight against the Russian invasion.

Captain [Oleksiy Luchyno](#), the Ukrainian captain [who captured the world's attention](#) with his passionate plea for world support, suggested the number may be higher. He plans to extend his contract but “dares not ask his six Ukrainian colleagues about their plans” to return to Ukraine and fight. “I try to avoid this question,” he said.

Ukrainian sailors who return to protect their families may have no choice but to fight. As the Russian assault has intensified, especially around the port cities where the many of Ukraine's mariners live, the Ukrainian government has enacted martial law, requiring men to stay in the country and either join the fight or face the prospect of getting drafted.

“This is the next problem the world is facing in the transport sea chain,” [said](#) Henrik Jensen, managing director at Danica Crewing Specialists, a Hamburg-based company with 1,200 Ukrainian workers.

Hong Kong-based Anglo-Eastern Univan Group said it has suspended crew changes for some of the 1,000 Ukrainians it employs partly because of this martial law requirement.

In addition to fears of arrest and difficulties faced returning home Ukraine sailors also worry about losing their jobs because of sanctions. Many Russian-owned ships are registered, insured, crewed, or classified by American and European companies still trying to navigate sanctions. American companies, including LISCR and International Registries, manage the foreign flag ship registries that register some Russian-owned ships. Many Russian-owned ships are inspected by American and European classification societies.

“1 in 5? That number is too low. Lots more than 1 in 5 want to return to fight and none of my guys want to move cargo or help Russia profit in any way,” the head of one Ukraine crewing agency told gCaptain. “I want to help them walk off any ship that's helping Russia but it's difficult to know. We are in constant fear a Russian inspector will arrive and arrest them in a foreign port.”

Danfoss Power Solutions to power Uber Boat by Thames Clippers ferries



The ferries will sail on electric propulsion only, or biofuel combined with the battery energy to reduce fuel consumption

Danfoss Power Solutions' Editron division will power the UK's first two hybrid high-speed passenger ferries, which will join Uber Boat by Thames Clippers' fleet in autumn 2022.

The Editron division will provide the vessels' hybrid-electric propulsion systems, complete high-voltage direct current distribution and control system, motors and inverters.

The ferries will sail using electric propulsion only, or power from biofuel engines combined with the battery energy from the main driveline machine, reducing fuel consumption. The biofuel engines will use excess power to fuel the onboard air-conditioning supply and charge the batteries, with the option to pump energy stored in the batteries back into the main propulsion line.

The global potential for this electric conversion is also supported by technological innovations and a steady decrease in battery prices, enabling projects to achieve attractive payback times for ferry owners.

The vessels are currently under construction at Wight Shipyard Co. on the Isle of Wight.

Cunard reveals design details for new ship Queen Anne



The Grand Lobby will feature an art deco design that is intended to pay tribute to the 'Golden Age' of travel

Cunard has revealed details of the design of its newest ship, Queen Anne, which is set to join the cruise line's fleet in 2024.

Creative director Adam D. Tihany will collaborate with David Collins Studio, Richmond International and Sybille de Margerie for the interior design of the new ship. It is the first time that David Collins Studio and Sybille de Margerie have worked onboard a ship following extensive land-based work.

The concept of the design will be based on five ideals: heritage, craftsmanship, storytelling, style and innovation. The design teams explored the Cunard archives at the University of Liverpool in the UK to find historical documents that detailed layouts, materials and patterns from past Cunard ships, including its early art deco-inspired vessels.

The ship's Queen Grill Grand Suites have been designed by David Collins Studio, with a specific finish curated for each separate room. Each will have a dedicated dining room and adjacent butler's pantry, walk-in wardrobes, marble-finished bathrooms with sea views, and the largest balconies onboard.

The Princess Grill Suites, designed by Sybille de Margerie, will feature a bespoke dressing table and bar area with patterned wall panels inspired by the design of Cunard's past cruise ships. The suites will also include sculpted ceiling panels and grand saloon carpets by textile designer Corinne Hughes.

The Grand Lobby, meanwhile, will feature an art deco design that pays tribute to the 'Golden Age' of travel. The space will house a contemporary metal mural sculpture with integrated lighting that changes throughout the day. The Royal Court Theatre designed by Richmond

International has also been inspired by the period, with 825 velvet-lined seats to be installed in the two-deck space.

Queen Anne will also include 15 restaurants, each of which will have a design inspired by the cuisine they serve. The ship will feature the cruise line's first wellness and beauty offering, which will comprise of a selection of fitness, beauty, thermal and spa suite facilities with an open and airy aesthetic.

Each space onboard the ship will have an individually curated colour palette, ranging from deep blues with accents of golden yellow in the Britannia Staterooms to tones of red, amber and gold in the Princess Grill Suites. For the Princess and Queens Grill restaurants, bright colours were chosen with elements of gold.

The exterior of Queen Anne will be decorated with an updated livery featuring a refreshed design of Cunard's crest and the vessel's name in a new font, which was inspired by cruise ships of the past.

Cunard has also revealed that Queen Anne's first captain will be Inger Klein Thorhauge, who became the cruise line's first female captain when she took the helm of Queen Victoria in 2010. Thorhauge, who is originally from the Faroe Islands, started her career in 1997 as second officer onboard Cunard's Vistafjord.

Queen Anne is currently being constructed by shipbuilder Fincantieri in Italy. Once delivered, she will sail to Southampton, UK, ahead of her inaugural voyage in early 2024.

New Zealand's first fully electric ferry to enter service



of 20 knots

New Zealand's first fully electric high-speed passenger ferry, East by West's Ika Rere, is to fully enter service by the end of March following a commissioning process and initial public sailings.

Made from carbon fibre, the catamaran can transport up to 132 passengers at a speed of 20 knots. She will transport commuters across Wellington Harbour (Te Whanganui-a-Tara) following testing and crew training on the wharves and routes she will operate.

The 19-metre ferry was constructed by the Wellington Electric Boat Building Company (WEBBCo), the first vessel to be delivered by the shipbuilder. Distributor Henley Group also supplied a seawater lubricated propeller shaft arrangement from Canadian company Thordon Bearings.

The ferry will be powered by renewable energy provider Meridian Energy as part of the electric vehicle fleet of Metlink, the public transport wing of the Greater Wellington Regional Council.

Tallink's Romantika to undergo dry docking before charter



Tallink's Grupp's Romantika is undergoing planned dry dock works at BLRT Repair Yards' Turku Repair Yard in Finland ahead of beginning a long-term bare-boat charter to Holland Norway Lines.

Maintenance works are being carried out according to Tallink's fleet five-year class renewal plan, including technical upgrades and necessary underwater hull works. In addition, engineers will replace the propulsion shaft seals; overhaul the shell valves, pumps and coolers; perform maintenance on the bow thrusters' gearboxes and stabilisers; and install a ballast water treatment system.

The vessel will be delivered to Holland Norway Lines on 22 March.

Romantika previously operated on Tallink's route between Riga, Latvia, and Stockholm, Sweden. She has been laid up in at the Port of Paljassaare in Tallinn, Estonia, since March 2020, carrying out medium- and short-term charters on the Mediterranean Sea and in the UK in 2021. She will be chartered for at least three years, with an option to extend the agreement for up to two years. Holland Norway Lines will operate the vessel on international routes between Norway and the Netherlands.

Romantika is the sixth vessel Tallink Group has chartered since June 2021. Additionally, the company's vessel Superfast IX, which will be known during the charter as Atlantic Vision, has been chartered out long-term to Canada.

Costa Toscana embarks on maiden voyage from Savona, Italy



Costa Cruises' newest LNG-powered ship, Costa Toscana, began her maiden voyage from Savona, Italy, on 5 March 2022.

The maiden voyage includes a week-long itinerary calling at Marseille, France; Barcelona and Valencia, Spain; and Palermo, Civitavecchia and Rome, Italy.

Toscana is Costa Group's fourth LNG-powered ship, joining Cosa Smeralda and two vessels sailing for sister brand AIDA Cruises – AIDAcosma and AIDAnova. The ship also features other technologies to ensure she operates sustainably, including desalinators, an intelligent energy efficient system and a recycling system.

Designed as a tribute to Tuscany by Adam D. Tihany, Toscana's interiors feature Italian-made furniture, lighting, fabrics and accessories. The vessel offers 21 restaurants and food areas, as well as a central entertainment area spanning three decks, which is known as the Colosseo.

Wonder of the Seas welcomes first guests onboard



Royal Caribbean International's Wonder of the Seas welcomed its first guests onboard for its maiden voyage on 4 March 2022 from Port Everglades in Fort Lauderdale, Florida, USA.

The new vessel will sail seven-night Caribbean cruises throughout April 2022, visiting destinations in The Bahamas, Haiti, Puerto Rico, Honduras and Mexico. She will then operate seven-night Western Mediterranean cruises in the summer, calling at destinations such as Naples and Florence, Italy; Palma de Mallorca, Spain; and Provence, France.

Wonder of the Seas will then return to her homeport in Cape Canaveral, Florida, to continue offering Caribbean cruises.

Here's Why Navy Aircraft Carriers Can't Help Ukraine

While most of the world is concerned with keeping Russian fighter jets out of NATO airspace, Russian warships have already incurred on NATO territorial waters. So why can't the US Navy can't send an Aircraft Carrier into the Black Sea to protect Romania and NATO merchant ships or help Ukraine? According to a UN Treaty, they are too big and heavy.

by an international agreement signed in 1936

The Montreux Convention Regarding the Regime of the Straits gives Turkey control over the water route between the Black Sea – home to a major Russian naval force – and the Mediterranean Sea and beyond.

It sets limits on the passage of civilian vessels and military warships through the Dardanelles and the Bosphorus straits, which with the Sea of Marmara between them form the seagoing link between the Black Sea and the Mediterranean.

The international agreement was signed by Australia, Bulgaria, France, Greece, Japan, Romania, Yugoslavia, the United Kingdom, the Soviet Union and Turkey and has been in effect since November 1936.

Now the Montreux Convention is serving an important role in the Ukraine conflict. Ukraine has asked Turkey to close the straits to Russian warships, highlighting the Turkish role in keeping regional peace. The Turkish government agreed on Feb. 28, 2022.

However, several Russian warships entered the Black Sea in early February. And Turkey has said it would not prevent Russian warships from entering the Black Sea if Russia claimed they were returning to their home port.

Four key elements in the Montreux Convention regulate which vessels may enter the Black Sea in wartime:

1. Turkey can close the straits to warships of belligerent parties in wartime or when Turkey itself is a party to the war or threatened by aggression from another nation.
2. Turkey can close the straits to merchant ships belonging to countries at war with Turkey.
3. Any country with coastline on the Black Sea – Romania, Bulgaria, Georgia, Russia or Ukraine – must notify Turkey eight days in advance of its intention to send vessels of war through the straits. Other countries, the ones that don't border the Black Sea, must give Turkey 15 days' advance notice. Only Black Sea nations may send submarines through the straits, only with prior notice and only if the vessels are constructed or purchased outside the Black Sea.
4. Only nine warships are allowed to pass through the straits at any one time, and there are limits on how big the ships can be, both individually and as a group. No group of ships may exceed 15,000 metric tons. Modern warships are heavy, with frigates around 3,000 metric tons and destroyers and cruisers around 10,000 metric tons. **Modern aircraft carriers are too big to go through, and aren't allowed anyway under Turkish rules.**

Turkey has used the convention's powers before. During World War II, Turkey closed the straits to warships belonging to combatant nations. That prevented the Axis powers from sending their warships to attack the Soviet Union – and blocked the Soviet navy from participating in combat in the Mediterranean.

In the current situation, the Turkish government finds itself in a difficult position, as both Ukraine and Russia are important partners in critical energy and military trade agreements. Turkey, a NATO member since 1952, wants to strengthen its ties with the West while not upsetting Russia. Its control over these key straits may test its balancing act.

Visitors



Sole Bay Diver



Celsius Philadelphia Built 2021 29725 GRT Marshall Islands Owner Stainless 23

Current Position North sea



Good Luck Built 2018 24198 GRT Marshall Islands Owner Nordic Darwin

Current Location En route to Alexandria



Songa Puma ex Algarrobo ,Cape Roca, Robin 1 Built 2009 323984 GRT Liberia Owner Songa Shipmanagement

Current Location en route to Veracruz



Saga Odyssey Built 2008 29758 GRT Hong Kong Owner Saga Shipholding

Current Position en route to Greenock



British Achiever Built 2018 115366 GRT Isle of Man Owner NGOTI

Current Position En route to United States



Lyme Bay ex Hanjin New Jersey Built 2013 40855 GRT Liberia Owner Hastay Marine

Current Position En route to Alexandria



WEC De Hoogh ex Holland Maas Batave Elite Built 2005 11662 GRT Cyprus Owner Holland Maas

Current Position en route to Tilbury



Valiant Lady Built 2021 108192 GRT Bahamas Owner VC ship TWO Ltd

Current Position En route to Santa Cruz



STI Wembley Built 2014 24230 GRT Marshall Islands Owner Oriental Fleet Tanker

Current Position En route to Thames



Prometheus Leader Built 2008 41886 GRT Singapore Owner Bacchus Shipping

Current Location En route to Portbury



Hafnia Malacca Built 2015 24120 GRT Singapore Owner Hafnia Tankers

Current Position Baltic Sea



S C Mara ex MSC Mara Built 2006 54214 GRT Marshall Islands Owner C N Mara Shipping

Current position Taicang



Niledutch Antwerpen ex Arica Express Built 2015 39106 GRT Cyprus Owner MIF II

Current Position Dunkerque



ANL Wangaratta ex sul an Rickmers Built 2008 39906 GRT Malta Owner Fenice Bail 1
c/o Cma CGM

Current Position En route to Dakar



Piltene Built 2007 30701 GRT Marshall Islands Owner Skrunda Navig

Current position Hamburg



Maersk Euphrates ex Wide Echo Built 2014 51872 GRT Marshall Islands Owner Ocean carrier no 6

Current Location En Route Qingdao



Chem Cobalt ex BW Cobalt Built 2016 111918 GRT Liberia Owner Ace Quantum Petroleum

Current Position En route to Nohry



Cartagena Express Built 2017 118945 GRT Germany Owner Hapag LLoyd

Current Position En route Panama

Solent

Hythe



Tarago



Arc Commitment



Arcadia and Bollero



Michigan Highway



Pelagic Paranha ex Hoegh Inchon Built 1997 44219 GRT Malta Owner Salient Ltd

Calshot



Archimidis Built 2006 89776 GRT Liberia Owner



Archimidis and Spirit of Discovery





Autostar

TWO CRUISE SHIPS AT TILBURY

For the first time since the dark days of the pandemic, there are at present two cruise ships at Tilbury for a few days. They are Virgin Voyages brand new VALIANT LADY, and Saga's SPIRIT OF ADVENTURE



SCARLET LADY

On the more positive side, the Valiant Lady is on the London Cruise Terminal until 12th March. She is the largest cruise ship to have visited the Thames, at 108,192gt, beating the MIEN SCHIFF 3, which called a couple of years ago, at 99,526gt. She is doing a trade, showcase tour of the UK, calling at Tilbury and Liverpool and then Portsmouth. From Portsmouth she will undertake her maiden passenger-paying maiden voyage and will transfer to her new homeport of Barcelona in early May. She is Virgin's second cruise ship, following the SCARLET LADY into service. According to local media, there will be "a glamorous party" on the evening of the 11th. Whilst she is on the berth, Uber Boat Thames Clippers will be running trips to London Bridge City Pier, which take an hour.

She was built by Fincantieri in their shipyard at Sestri Ponente, Italy. She was laid down on 8th February 2019, launched on 20th May 2020, and taken over by Virgin Voyages on 1st July 2021, although Virgin have delayed commissioning her until now, presumably because of Covid travel restrictions. Her dimensions are 278m x 38m x 8,05m. She is powered by 2 Wartsila 8L46F Diesel generators producing 9600 kW each and 2 Wartsila 12V46F Diesel generators producing 14400 kW each. Propulsion is by 2 No. 16000 kW ABB Azipod units, giving a 20-knot service speed. Her passenger capacity is 2770 with 1160 crew.



SPIRIT OF ADVENTURE

The visit of the Spirit of Adventure is less positive as, following an outbreak among her passengers, a 35 day Caribbean cruise from Southampton, starting on 22nd February was shortened. The ship was turned in mid-Atlantic and returned to Southampton after the islanders refused landing, arriving on 9th March. She arrived at Tilbury on 10th March, and is currently on Container Berth 43, within the locked system.

She was built by Meyer Werft at Papenburg, Germany. She is of 58,250 gt, with dimensions 236m x 31.2m x 7.3m. She was laid down on 3rd June 2019, and debuted in Emden on 29th September 2020. Her inaugural cruise was delayed by the Covid pandemic, however, and did not take place until 26th July 2021. She is powered by 4 No. 9 cylinder 32/44 common rail MAN engines, each producing 5400 kW with Siemens SISHIP SiPODS, giving a service speed of 18 knots.

TW 11/03/22

Valiant Lady Arrives at Tilbury Pictures courtesy

Krispen Atkinson







WSS Quiz Questions Edition 51

MARITIME QUIZ ANSWERS TO what questions ?

1. DISNEY WISH
2. ARVIA
3. FELICITY ACE
4. VILLA DE PITANXO
5. EUROFERRY OLYMPIA
6. S.A. AGULHAS 11
7. N.S. CHAMPION
8. YASA JUPITER
9. SERAPHINE
10. BALTIC LEADER
11. HMS DIAMOND
12. BUXHANSA

COMPARISON BETWEEN U.S. AND BRITISH SHIPBUILDING EFFICIENCY IN W.W.2

DISPELLING THE MYTHS

Having grown up with images of production lines of Liberty ships being churned out in the USA, I found some surprising facts comparing the efficiency of shipbuilding in the two countries.



COLONY CLASS

1. Early US Destroyer Escorts took 1 million man-hours to build, reducing later to 600 – 700,000 with experience. The basically similar River class frigates needed 350 – 400,000 man-hours. The cost of a River class frigate was about £420,000, whilst the very similar US Colony class D.E. cost \$2.25 million (approx. £570,000)



RIVER CLASS



US GATO CLASS

2. In submarine construction, the US worker was said to produce 3.8 tons per year compared with 8.8 tons per year for the British worker.

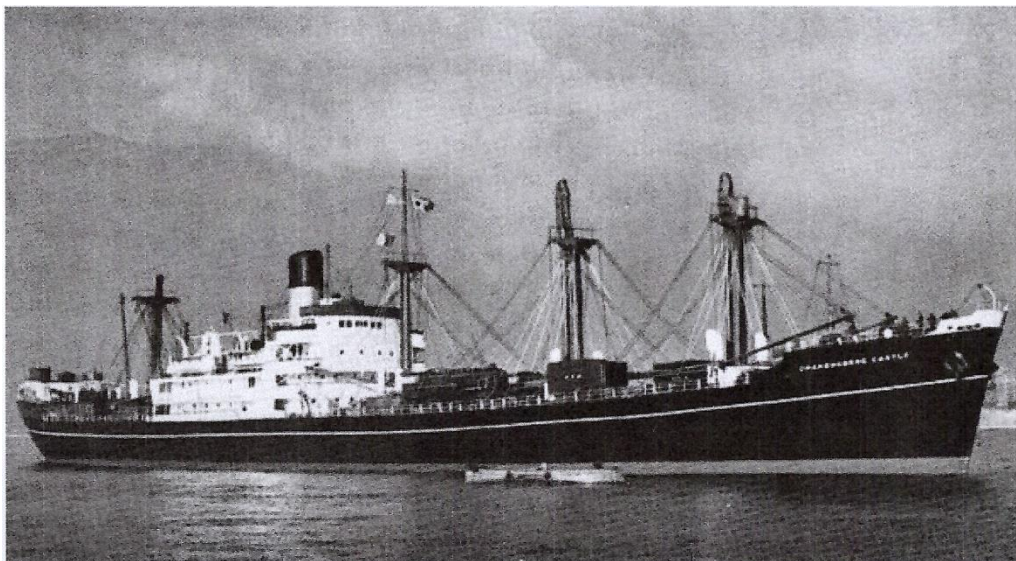


BRITISH T CLASS



LIBERTY SHIP

3. The average cost of a Liberty ship was \$1.78 million (approx.. £450,000), whilst a similar Empire ship built in the UK would cost around £180,000. The US ship would need 500 -650,000 man-hours, whilst the British needed 350,000 man-hours.



BUILT STANDARD SHIP

BRITISH-

These rather surprising figures came from David K. Brown's book "Nelson to Vanguard, Warship Design and Development 1923 -45". I wonder what the comparison today would be, say ARLEIGH BURKE against DARINGS.

TWO POLAR EXPEDITION SHIPS

Perhaps the two most famous Arctic/Antarctic expedition ships are the FRAM and the ENDURANCE. Although both were built of wood in Norway, their structural concepts for

dealing with capture by ice were quite different. The FRAM is preserved in a specially built museum in Oslo. The ENDURANCE has recently been found at a depth of some 3000 metres at the bottom of the icy Weddell Sea.



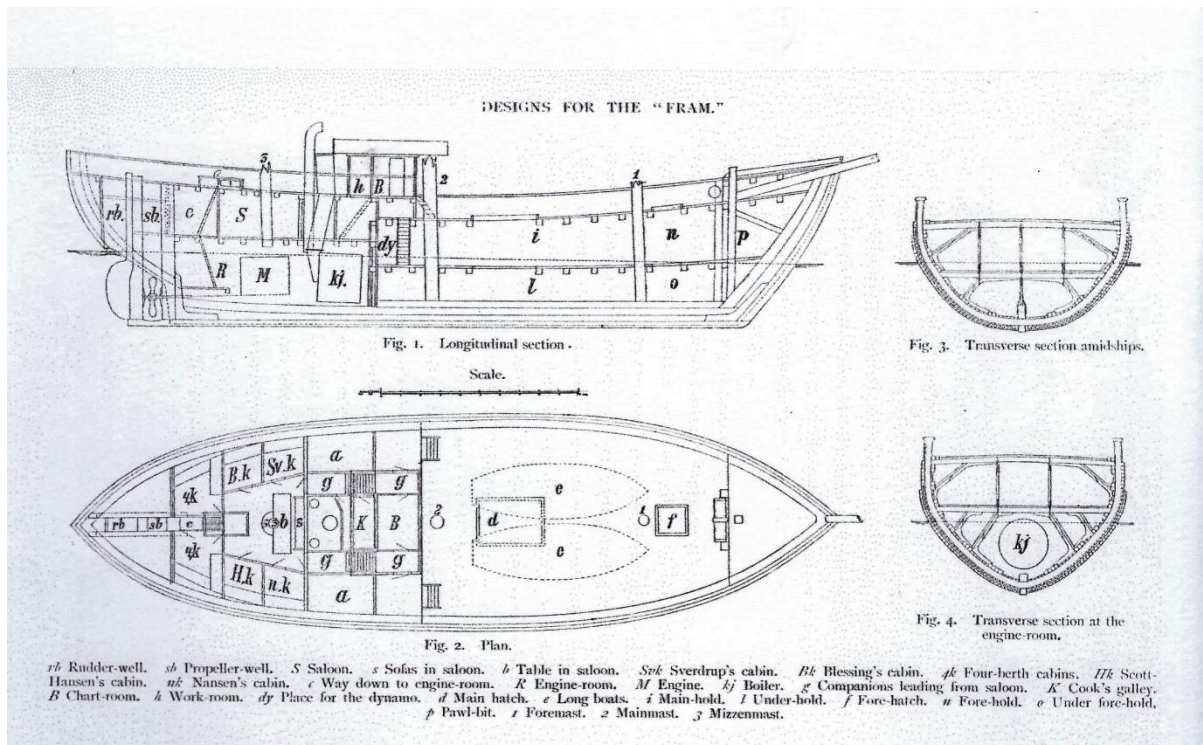
FRAM

FRAM:

The concept for the FRAM came from F. Nansen, aided by O. Sverdrup, both of whom had studied Norwegian fishing boats working in the far north and the wreck of the American expedition ship JEANETTE, which had been crushed by ice in 1881 off the coast of Greenland. A short but wide boat would be better able to resist ice pressure than a long thin one. A rounded hull section would lend to lift under pressure and escape crushing, rather than a more traditional squarish section, which would have to resist the full might of the ice pressure.

Nansen entrusted the design and construction of the ship to Colin Archer, a Scottish-Norwegian shipwright from Larvik, and the ship was completed in 1892. She was designed to be just large enough to carry the necessary coal supply, provisions and other equipment for 5 years, together with accommodation for the crew of 16.

The FRAM was used for three major voyages of exploration, the first by Nansen between 1893 and 96 to the Arctic; the second by Sverdrup between 1898 and 1902; and the third by Amundsen between 1910 and 1912. For the third voyage Amundsen had the steam engine and boiler taken out and replaced by a direct reversible Marine-Polar-Motor of 180 hp built by the Diesel Motor Company of Stockholm. This was a first for polar expedition ships.



She was left to decay in storage from 1912 until the late 1920s. Restoration was carried out in 1929 by the Framnaes Shipyard in Sandefjord, and in 1935 she was installed in the purpose-built Fram Museum in Oslo.



THE MUSEUM

Her overall length was 119' with her waterline length 103.3'. Her maximum beam was 36', with the waterline beam 34'. Her displacement with a draught of 15.6' was 800 tons, and her gross tonnage was 402. She was originally powered by a triple expansion steam engine of 220 hp, which gave her a speed under power in calm seas of 6 to 7 knots. She was rigged as a three masted schooner.



THE MUSEUM

Her ribs were of naturally formed oak bolted two together for double strength and laid with 2" gaps between. The gaps were filled with a mixture of pitch, tar and sawdust. Her keel was of two pieces of American elm 14" square. Her stem and stern posts were of oak, 48" x 15". The hull was carvel-built, with three layers on the closely spaced frames, the first 3" planks, and the second 4" planks. The third layer was an ice sheathing of greenheart. Her rudder was strengthened by 3 heavy U-shaped iron frames, and both the rudder and the two bladed propellor could be lifted into a well if necessary.

ENDURANCE:



IN THE PACK ICE

The ENDURANCE was designed by O. Aanderud Larsen and built at the Framnaes Shipyard in Sandefjord, Norway as the POLARIS. She was designed with a very sturdy construction, as a luxury ice-capable steam yacht. She had ten passenger cabins together with a dining saloon etc. She was completed on 17th December 1912. At the time of her completion, she was probably the strongest wooden ship ever built. She was never intended to be frozen into heavy pack ice and so was not designed to rise out of a crush.

After her commissioner could not pay the shipyard for her completion, she was bought cheaply by Shackleton in January 1914. Shackleton then took her on the 1914 Imperial Trans-Antarctic Expedition. Endurance was the first ship to be insured for the journey to the Antarctic. Previous examples had had their insurance end at their last port of call before departure into the ice.



SHORTLY

BEFORE SINKING

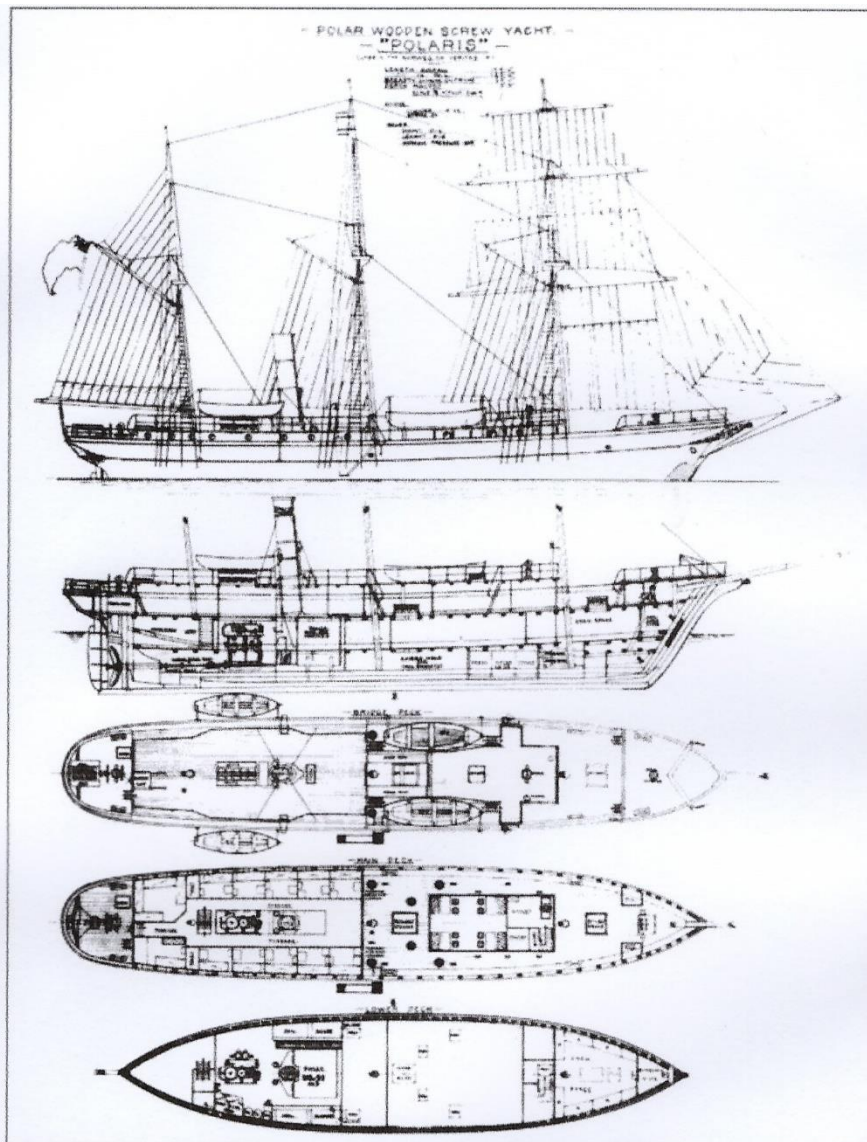
In 1915 she became trapped in the ice pack and finally sank in the Weddell Sea on 21st November 1915. All the 27 crew survived her sinking and were eventually rescued.

Her dimensions were 144' by 25' and her gross tonnage was 348. She was powered by a 3-cylinder triple expansion steam engine of 350 hp, which gave a speed under power of 10.2 knots. She was rigged as a three-masted barquentine. Her keel consisted of four members of oak giving a total thickness of 85". Her sides were of oak and fir up to 30" thick, sheathed in greenheart. Her oak stem had a thickness of 52". Her frames were at half the spacing of normal ships.

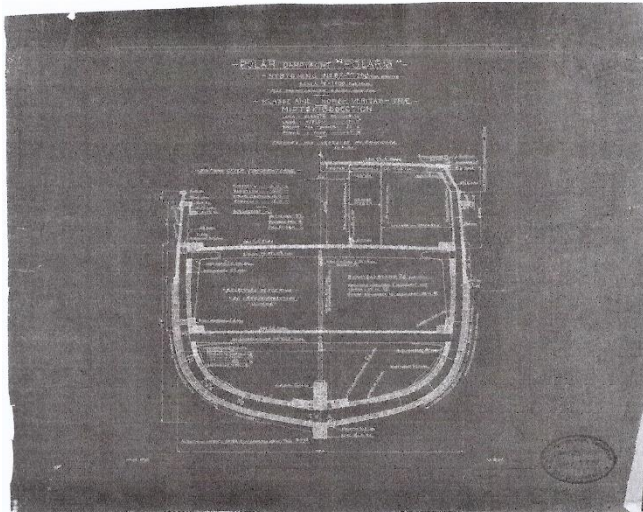


THE WRECK

The wreck was finally discovered on 5th March 2022 by search team Endurance 22 in 3008 metres of water in good condition. It has been designated as a Protected Historic Site and Monument under the Antarctic Treaty System.



ENDURANCE



Midships section plan of 'Endurance' (1912), as 'Polaris'

ENDURANCE

The History of the Port of Folkestone





There has been a settlement in this location since the Mesolithic era. A nunnery was founded by Eanswith, granddaughter of Æthelberht of Kent in the 7th century

During the 13th century it subsequently developed into a seaport and in the early 19th century to provide defences against a French invasion 1541, [King Henry](#) was about to wage a war against the French. A plan was made to use Folkestone as a port of embarkation to supplies and troops. He sent a Master Tuk and Master Captain of Sandgate to look for a site for the new harbour. Plans were made but never implemented. On 2 May 1542, the king came to Folkestone but then headed to Dover on 6 May. The Folkestone Harbour plan was abandoned

In 1703, a heavy storm swept away one of the fishing boats on the shingle beach and damaged many other boats. Also several houses had their foundations undermined as the beach was carried away. An engineer from Romney Marsh advised the local fisherman that the construction of three timber/stone jetties would protect the cliff (below the parish church). The work cost the fishermen £600. But in a storm in 1724, the three jetties were demolished and damage costing up to £1,100 was done.¹

In 1790, Edward Hasted noted, 8-10 'luggerboats' (used for herring and mackerel fishing), plus 30 smaller fishing boats (catching plaice, sole, whiting, skate, and others) employed up to 200-300 men and boys. This fish was then taken up to London .

Until the 19th century Folkestone remained a small fishing community with a seafront that was continually battered by storms and encroaching shingle that made it hard to land boats. In 1807 an Act of Parliament was passed to build a pier and harbour which was built by Thomas Telford in 1809 By 1820 a harbour area of 14 acres had been enclosed. Folkestone's trade and population grew slightly but development was still hampered by sand and silt from the Pent Stream.

The Folkestone Harbour Company invested heavily in removing the silt but with little success. In 1842, the company became bankrupt and the government put the derelict harbour up for sale. It was bought by the South Eastern Railway, and from June 1843 was the base for a ferry service to Boulogne, after a successful trial by the steam packet *Water Witch*.¹ Dredging the harbour, and the construction of a rail route down to it, began almost immediately, and the town became the SER's principal packet station for the Continental traffic to Boulogne.

In 1849, the harbour was used by up to 49,000 passengers, and was being served by the Folkestone Harbour railway station, opened that year.

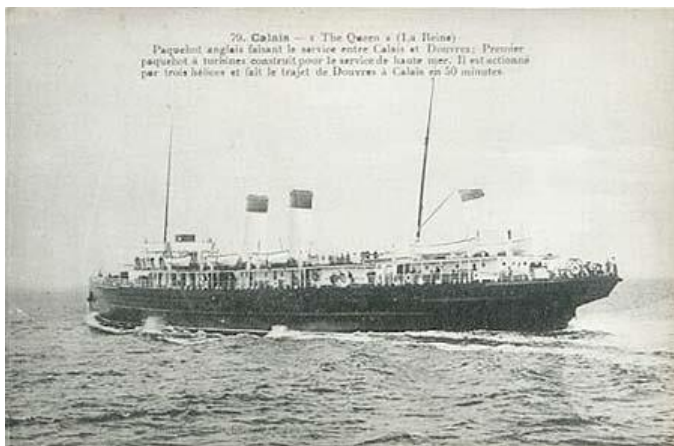
In 1860, the quay was built and a new fish market was opened on 2 August 1862.

in 1884. Folkestone Harbour station was used to trans-ship whole trains; the line from the junction was very steep and needed much additional locomotive help

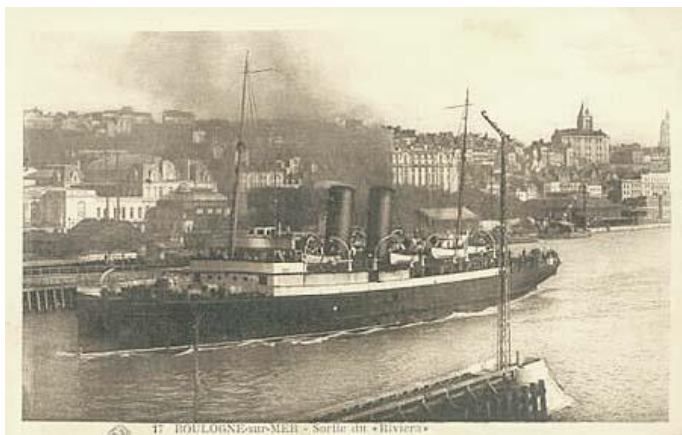
During the 19th century, the harbour was importing coal, timber and ice, being unloaded in the inner harbour. Chalk (for lime burning) was being exported. Many of the ships in this export/import trade were registered in Folkestone.¹

At the end of the century the pier was extended by 900 feet to form a sheltering arm with berths for steamers. A piled staging was constructed from the existing end of the pier from which grabs could operate to remove the silt. Diving bells were used to level up the hard rock, and then portland cement blocks of up to 20 tons weight were used to build the foundations. Above the low water line granite facings were used. As each section was completed the staging was removed and redeployed for the next section.

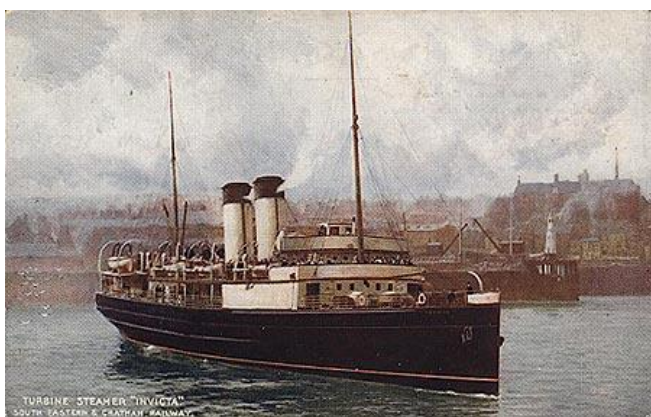
During World War I, the harbour became a huge embarkation point for British troops heading to France and the Western Front. It was recorded that 10,463,834 military mailbags were handled. The harbour also handled 120,000 war refugees.¹ In the 1920s, the sail ships had been replaced by steam ships, who were using the outer harbour. The inner harbour had then started being used by smaller private craft.



The Queen Built 1903 1676 GRT 1916 Sunk by German destroyer



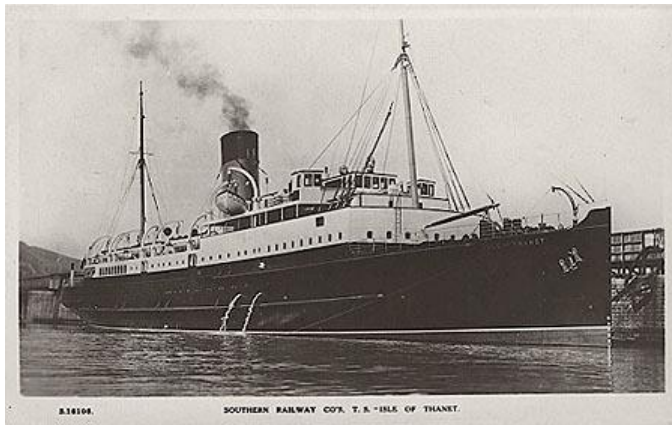
Biarritz built 1914 2495 GRT 1949 scrapped



Invicta Built 1905 1680 GRT 1923 transferred to the French



Maid of Orleans Built 1918 2384 GRT 1944 torpedoed in Channel



Isle of Thanet 1925 2701 !1964 scrapped



Canterbury Built 1929 2912 GRT 1946 Folkestone – Calais 1965 Scrapped

During World War II, the port closed to civilian boat usage and 44,000 personnel used the port during the Dunkirk Evacuation, filling up to eighty trains heading to London.

In 1945, cargo services returned to the harbour and ferries went to Calais and Belgium. On 1 August 1946, the SS Auto Carrier started carrying cars to Boulogne. July 1947 the Folkestone-Boulogne service resumed after a winter break. Over 67,000 passengers had used the service





Maid of Orleans 1949-75



Earl Siward 1965-81

In 1960, the services were very popular and were carrying over 800,000 passengers, 438 cars and 276 lorries or commercial vehicles.



Hengist built 1972 sisters Horsa and Senlac

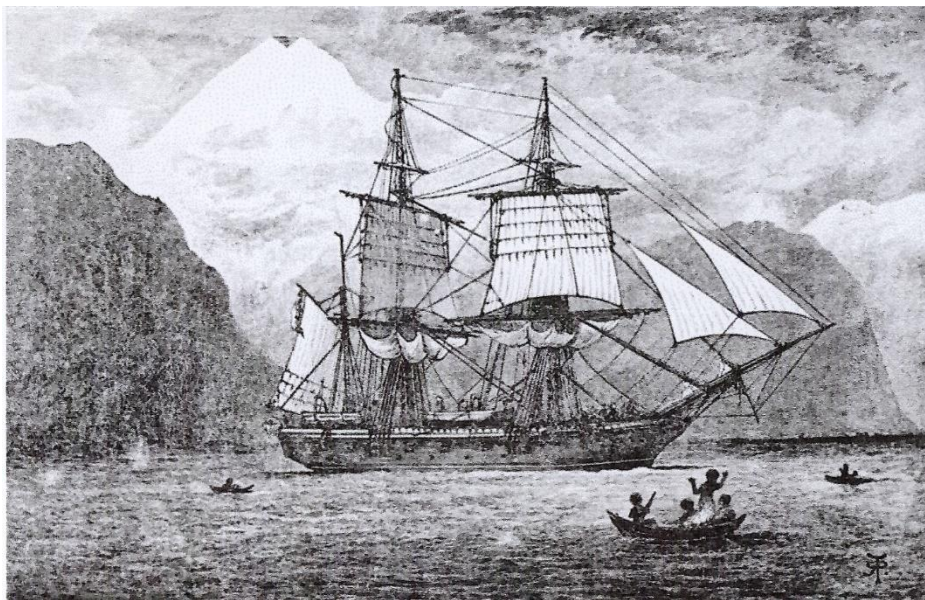


Horsa Built 1972 later Stena Horsa

In 1971-2, a roll-on/roll-off ramp was built for two new ships, Hengist and Horsa. By 1972, the Folkestone to Boulogne, Calais and Ostend services were carrying up to 1,266,783 passengers, 913,160 cars, 5,633 commercial vehicles and 31,594 freight vehicles (lorries and trucks)

In 2001, all ferry services stopped

HMS BEAGLE OF 1820

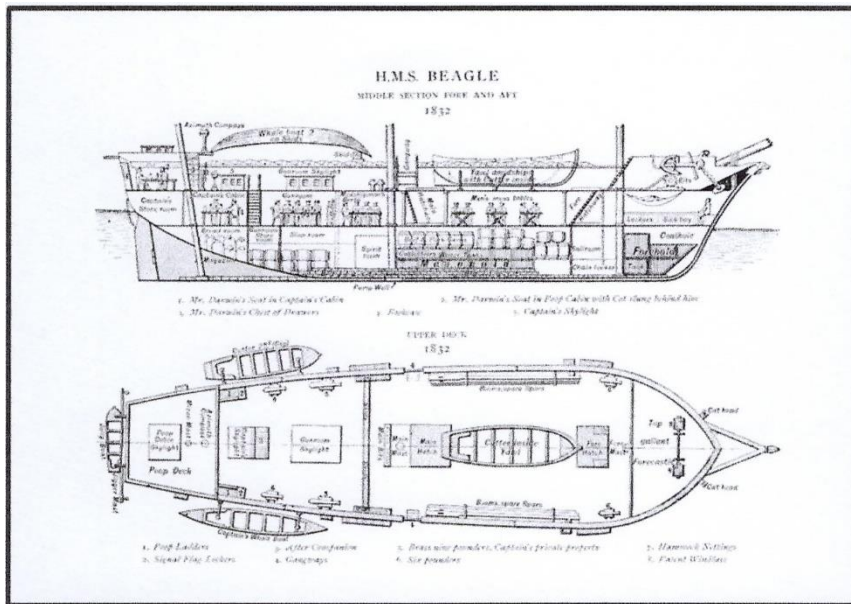


HMS BEAGLE

IN HER PRIME (NOTE BARQUE RIG)

HMS Beagle was built as a "Cherokee" class 10-gun brig-sloop at Woolwich Dockyard for the Royal Navy. The class had been designed in 1807 by Sir Henry Peake, the Surveyor of the Navy, and the Beagle was the 41st out of 107 of the class built between 1808 and 1838.

The class were designed to incorporate the new lightweight gun, the “Carronade” (named after the Scottish town Carron where they were manufactured). The carronade allowed even small vessels to carry an immense fire power deliverable at short range. As designed, the vessels carried eight 18 pounder carronades, (4 per side) and two 6 pounder long guns.



Blueprint of HMS Beagle in 1832 © Cambridge University Library

The class were designed for coastal defence, anti-piracy or smuggling duties, surveying, intelligence gathering and communications work. The ships were of 235 tons Burthen, with dimensions 90' 4" over-all length, 73' 7" waterline length, 24' 6" beam and 12; 6" draft, with a complement of 120 men.

They were built of oak, with the main whale measuring 4 inches thick, and the bottom and side planking 3 inches thick. Despite the large numbers built, the ships had low freeboard and high bulwarks, which made them poor sea boats, and they were called by their crews “coffin brigs”. Almost a quarter of the 107 built were lost at sea. The Navy liked the Cherokee class as they were cheap to build and of run, and the argument about the trade-off between numbers of hulls against individual firepower resonates with the Royal Navy today. In naval service the Cherokees would usually operate with a crew of around 75.

HMS Beagle was laid down in June 1818 and launched on 11th May 1820. It has been reported that in July 1820, at the coronation of King George IV, the brand new Beagle was the first vessel to sail fully rigged through the old London Bridge, but with a height of her mainmast truck (top) of some 110 feet, this is clearly nonsense. It seems probable that she was towed through the bridge with her masts down, and then rerigged to become the first man-of-war afloat upriver of the bridge. She was then placed “in ordinary” (i.e. mothballed) for the next five years.

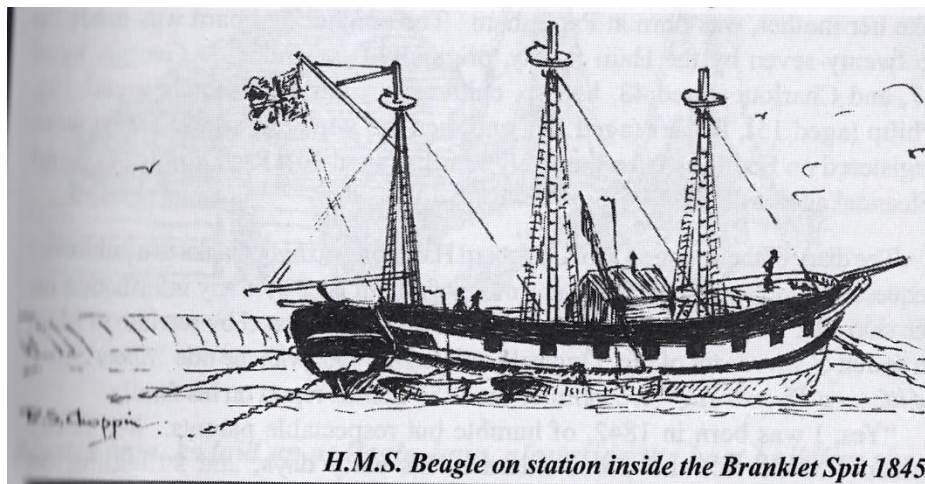
In 1825 she was refitted and adapted at Woolwich as a surveying vessel. The hull was reinforced, the number of guns reduced from 10 to 6, a forecabin and poop deck added together with a mizzen mast. Following the refit, the Beagle began a four-year mission under Captain Stokes to undertake a hydrographic survey of the coast of South America. It was

during this voyage that the Beagle Channel, on the very tip of the peninsular, was identified and named.

The Beagles second surveying voyage, under Robert Fitzroy, started from Devonport in December 1831. Before the voyage, Fitzroy had the height of the main deck increased, the hull sheathed, a new rudder fitted, extra anchors and more rigging. Charles Darwin came along as a self-funded supernumerary.

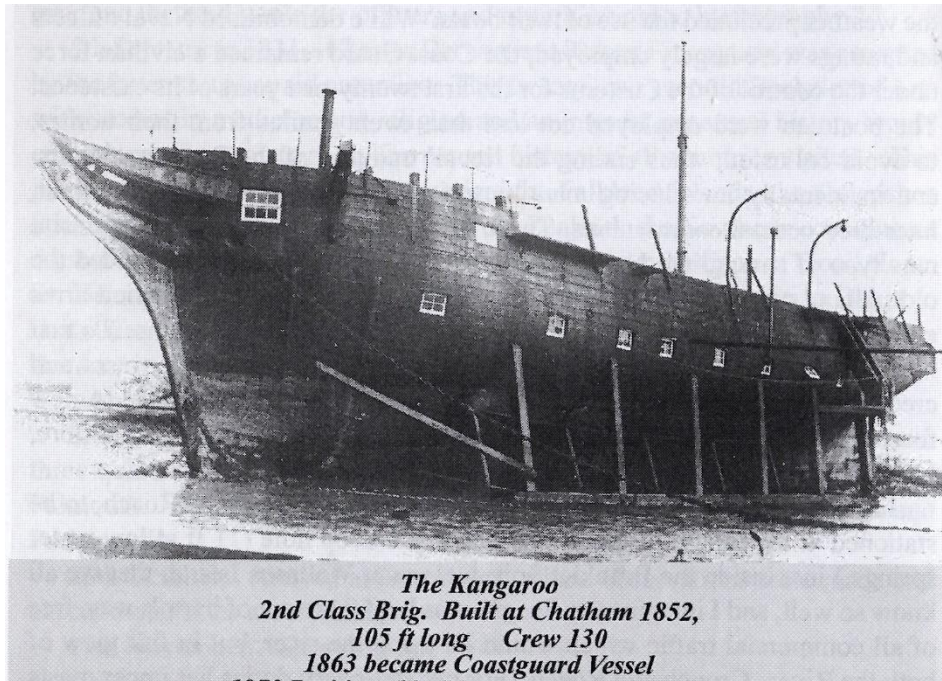
As well as completing the survey work from the first voyage, the Beagle was given the task of obtaining an accurate series of longitude measurements by chronometer, as well as constant observations and records of tides, ocean currents, monsoons and trade winds, air pressure and temperature, sea surface temperature and mapping out coral reef islands to help determine their structure and origins. On this voyage, the Beaufort wind scale was used for the first time.

After completing the survey work in South America, the Beagle sailed to the Galapagos Islands, where Darwin made the observations that led to his theories of evolution. The ship then sailed on to the South Pacific, New Zealand and Australia, returning to the UK in October 1836. Beagles third voyage from 1837 to 1843 had the mission of charting the north and west coasts of Australia, under Commander John Wickham.



H.M.S. Beagle on station inside the Branklet Spit 1845

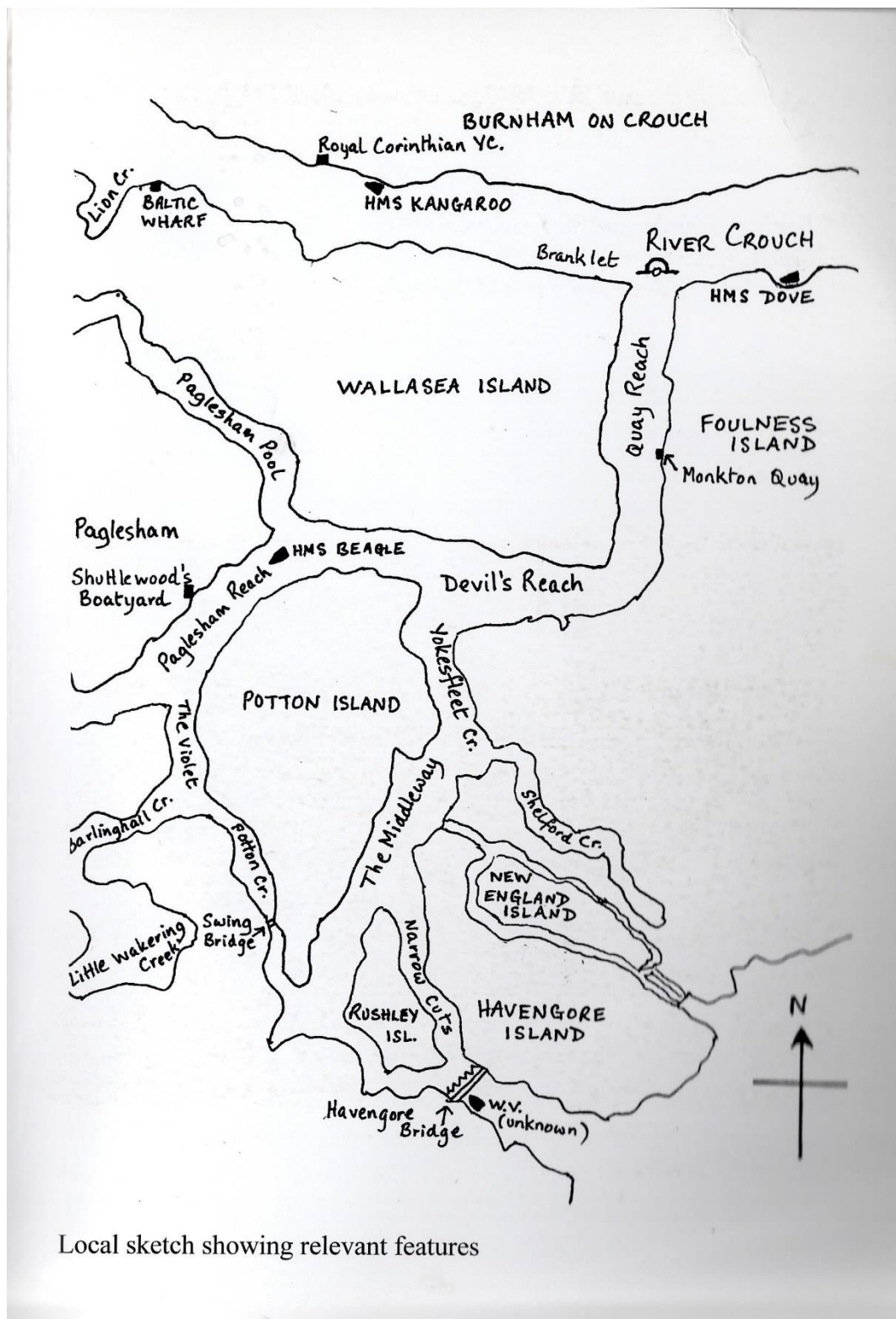
Returning to the UK in September 1843, the Beagle spent 2 years at Sheerness dockyard before being sold to the Coastguard. She was then refitted for her new role as a static watch vessel. The work included re-sheathing the hull with copper. On 14th July 1845 she set sail for her last voyage, entering the river Crouch and mooring just inside the Roach near Branklet Spit. At this time her upper masts and yards were removed, as it was assumed that she would never put to sea again. Records show that she provided accommodation for 7 Coastguard officers and their families. At this time there were 35 similar watch vessels moored around the Essex rivers and creeks to prevent smuggling. Smuggling was rampant, mainly tobacco, silks, lace and alcohol.



A SIMILAR

WATCH VESSEL

By 1851, the Beagle was moved to a purpose-built mud dock on the Paglesham side of the river, but she continued to serve as a watch vessel. Within a few years, lawyers for the landowner, Lady Olivia Sparrow, were suing for the non-payment of rent for the berth. In 1859, the navy took over the operation of the Coastguard, and thereafter the watch vessels were all renamed, the Beagle becoming Watch Vessel No. 7.



By 1870, the decaying hulk of the WV 7 became superfluous to requirements, and on 13th May her remains were sold to Messrs Murray and Trainer for £525, a lot of money in those days. Perhaps the copper sheathing of the hull was potentially valuable for the breakers. What happened to the ship after that is uncertain, but it is probable that she was broken up in the dock, with her upper timbers above the waterline were repurposed locally and used for building construction. A quantity of pig-iron ballast was certainly sold locally.



OUTLINE OF

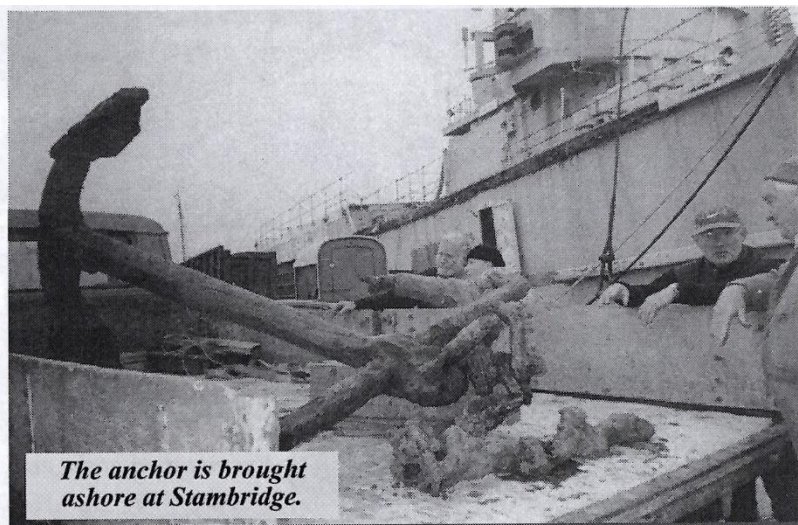
MUD DOCK SHOWN IN RED

The mud dock's outline, location and size match the indentation of the riverbank recorded on early Ordnance Survey maps. Although they were quite common, only 5 such mud docks are currently recorded in England. Mud berths included the need for shoring to stabilise the sides and wooden stocks to support the ship. The sloped brick hard extended alongside the dock and the ship's side, allowing people access down the foreshore to low water.

From around 2000, various local people have been carrying out searches in the mud for evidence of the ship. Finds have included a lot of broken Victorian pottery, clay pipes and glass bottles etc. In 2002, a small team was formed, which included Professor Colin Pillinger, who headed the Beagle 2 Project, and by December that year St Andrews University had become involved.



In the next couple of years, kit such as ground penetrating radar and auger probing. In February 2003, the progress on site was the subject of a BBC programme: “Ancestors – The Search for Darwin’s Beagle”, which had an audience of 7.5 million.



NOTE THE WILTON BEING CONVERTED TO EYC HQ ALONGSIDE AT SUTTON WHARF

In November 2003, an anchor was retrieved from the mud. When the solidified mud and encrustation was chipped off, it was found to have markings which proved it to be an 1842 Admiralty Patent Stream Anchor. It is thought to be one of four similar anchors that formed the moorings of the ship. The anchor is now displayed in a nearby private garden belonging to members of the team.

At the beginning of 2008, coring results from St Andrews University were published. Samples of wood-based material containing organic diatoms indicated waterlogged wooden structure from 7 metres.

In 2019, Historic England commissioned Wessex Archaeology to investigate. Maritime archaeologists confirmed the location of the mud dock and a brick hard, using geophysical surveys and an aerial survey by drone. The work carried on from studies in 2003 by the University of St Andrews, and more recently by the University of Southampton.

In May 2020, the dock was given heritage protection – a Scheduled Monument by the Department for Digital, Culture, Media and Sport on the advice of Historic England.



. May 2020 was the 200th anniversary of the launch of HMS Beagle. Rochford District Council have created a lasting commemoration to the ship in the form of a new observation platform at the RSPB Wallasea Island Wild Coast Project, overlooking the River Roach where the ship was moored. From this spot, visitors can immerse themselves in a computer-generated Image Tour of the Beagle, simply by holding their smartphones or tablets up to the horizon.

TYPE 81 “TRIBAL” CLASS FRIGATES



The Tribals were designed in the 1950s to be multi-role vessels, capable of self-contained extended operations in tropical deployment. Originally a total of 23 ships were envisaged but only 7 were built, largely because of cost over-runs.

On the plus side, they were the first RN frigates to have provision for a helicopter, long-range air search radar, the Sea Cat SAM system, air conditioning and COSAG (Combined Steam and Gas Turbine) propulsion.

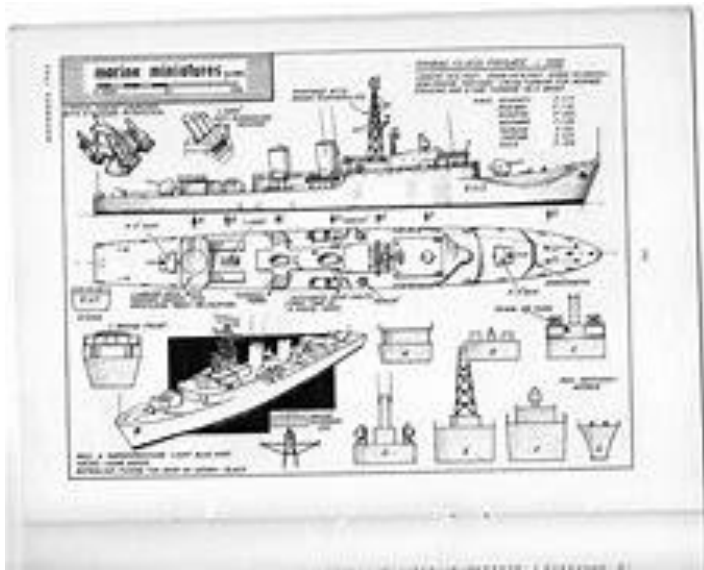
On the negative side, their main gun armament was two slightly upgraded single 4.5” guns salvaged from WW2 era “C” class destroyers and they had just a single screw. For the helicopter to be taken into the hangar, the helicopter’s rotor blades had to be folded, the aircraft placed on a lift, and the whole assembly stuck down in the hangar with the lift becoming part of the hangar floor. A canvas screen was then rigged over the lift well as a roof. One result was that in all except the roughest weather the helicopter was simply lashed down to the flight deck.



During the 1960s and early 70s, the ships fulfilled their main design purpose as “colonial gunboats”, showing the flag, etc. After 1971, when it was decided to withdraw from “East of Suez”, the vessels were brought back to home waters. They were used in the 1970s “Cod Wars”, but their lack of manoeuvrability due to the single screw was a significant disadvantage when confronting Icelandic gunboats.



All were decommissioned from Royal Navy service in the mid to late 1970s, partly due to a manpower crisis and partly due to a lack of funding to upgrade them. There was a brief reprieve for three ships, Ghurka, Tartar and Zulu, which were re-activated during the Falklands War to cover ships deployed in the South Atlantic. These three ships were then sold to Indonesia in 1984 after a refit by Vosper Thornycroft at Woolston and were not stricken until 2000. The other 4 ships were either scrapped (Mohawk in 1982) or sunk as targets between 1986 and 1988.



SPECIFICATIONS

Displacement: 2300 tonnes (Standard)

Dimensions: 109.73m x 12.88m x 4.04m (5.33m draught over props)

Machinery: 1 Metropolitan-Vickers geared steam turbine, 1 Babcock & Wilcox boiler giving 9300 kW and 1 AEI G-6 gas turbine of 5300 kW. Top speed 27 knots.

Complement: 253 officers and men.

Armament: 2 single 4.5" guns; twin 40mm A.A. later 2 No 4-rail Sea Cat SAM; 2 single 20mm A.A.; 1 Limbo Mk 10 mortar and 1 Westland Wasp helicopter.

SERVICE HISTORIES

ASHANTI: F117 Built by Yarrow & Co. Laid down 15/01/1958; Launched 9/03/59; Commissioned 23/11/1961. Became Engineering training ship in 1980. Sunk as a target by submarines Sceptre and Swiftsure in 1988.

ESKIMO: F119 Built by JS White & Co. Laid down 22/10/1958; Launched 20/03/1960; Commissioned 21/02/1963. Laid up 1979. Sunk as a target in 1986.

GHURKA: F122 Built by J. Thornycroft & Co. Laid down 3/11/1958; Launched 11/07/1960; Commissioned 13/02.1963. Laid up in 1979 but recommissioned in 1982. Paid off 1984. Sold to Indonesia in 1985 and refitted by Vosper Thornycroft. Recommissioned as the KRI WILHELMUS ZAKARIAS YOHANNES. Stricken 2000.

MOHAWK: F 125 Built by Vickers Armstrongs. Laid down 23/12/1960; Launched 5/04/1962; Commissioned 29/11/1963. Partial conversion to training ship in 1971, but this was abandoned. Laid up in 1979. Scrapped in 1982.

NUBIAN: F131 Built by HM Dockyard, Portsmouth. Laid down 7/09/1969; Launched 6/09/1960; Commissioned 9/10/1962. Laid up in 1979 and sunk as a target in 1987.

TARTAR: F133 Built by HM Dockyard Devonport. Laid down 22/10/1959; Launched 19/09/1960; Commissioned 26/02/1962. Laid up 1981 but recommissioned 1982. Paid off in 1984. Sold to Indonesia in 1986 after refit by Vosper Thorneycroft and renamed KRI HASANUDDIN. Stricken in 2000.

ZULU: Built by Alexander Stephen & Sons. Laid down 13/12/1960; Launched 3/07/1962; Commissioned 17/04/1964. Laid up in 1979 but recommissioned in 1982. Paid off in 1984 and after a refit by Vosper Thorneycroft was sold to Indonesia in 1985 being renamed KRI MARTHA KRISTINA TIYAHU. Stricken in 2000.

Shipbuilding on the Tees Furness Shipyard PART 2 1949-1953

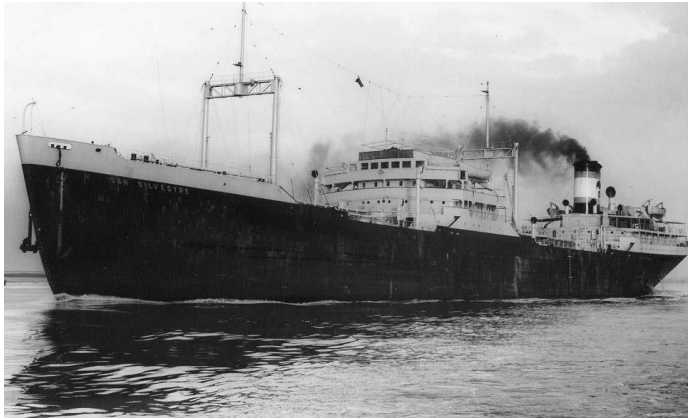
In around 1951 ownership of the yard was vested in Haverton Holdings, and by 1961 the yard employed 2,750 workers and was producing ships of to 52,000 tons deadweight tonnage and steelwork for bridges and gasholders.

1949 British Yeoman for British Tanker Co 8741 GRT



1963 Broken up Castellon

1949 San Silvestre for Eagle Oil 1953 GRT



1971 Broken up Temse

1949 Eleonora Maersk for A P Moller



1958 Janina

1960 Seaway Star

1966 Frieda

1978 Lisboa

1982 Theofilos

1982 Ambros L

1982 Broken up Aliaga

1949 Folias for Stockholms Rederei 1351 GRT



1963 Apollonia

1973 Evangelos M

1977 Island K

1979 Purval

1980 Broken up Bombay

1949 Flamingo for Stockholms Rederei 1351 GRT



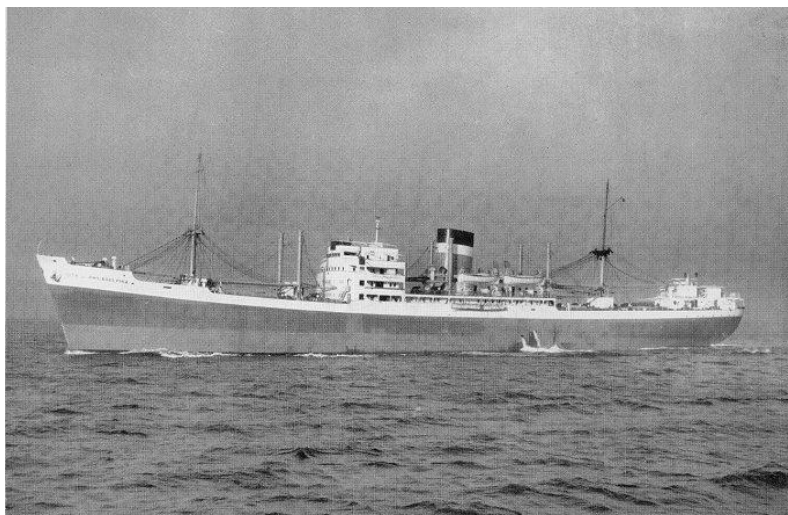
1960 Artemon

1969 Flamingo

1975 Romiossini

1976 Ashore Laurium and broken up Piraeus

1949 City of Philadelphia for Ellerman Lines 7591 GRT



1967 Kaptasphyro

1970 Spryro

1971 Broken up Whampoa

1949 C J Hambro for Erling Samuelson 15773 GRT



1964 Ocean Lancer

1972 Broken up Burriana

1949 Ferncastle for Fearnley & Egererton 15 901 GRT

1964 Bjorntangen

1966 Nicos V

1976 Broken up Aliaga

1950 Janus for Anders Jahre 15943 GRT

1963 Lucretia

1973 Broken up Castellon

1950 Solor for Samuel Ugelstad 15775 GRT

1960 Jasmin

1963 Marlena

1971 Capetan Giorgis

1975 Broken up Turkey

1950 H M Wrangell for H M Wrangell 16027 GRT



1964 Mariperla

1974 Badr

1980 Broken up Barcelona

1949 Floating Dock for Christian Salvesen

1950 London Pride for London & Overseas Freighters 10776 GRT



1965 Platon

1970 Broken up Shanghai

1950 London Enterprise for London & Overseas Freighters 10776 GRT



1957 Altair

1970 Cherry Viken

1974 First Enterprise

1974 Broken up Kaohsiung

1950 British General for British Tanker Co 6775 GRT



1964 Broken up Inverkeithing

1950 Saturnus for Red A/B Saturnus 10608 GRT

1963 Bjornvik

1964 Roula Maria

1968 Ampuria

1970 Wrecked NW of Bombay

1950 Magwa for Afran Transport 15476 GRT



1964 Mariana

1975 Broken up Barcelona

1950 San Salvador for Eagle Oil 10802 GRT



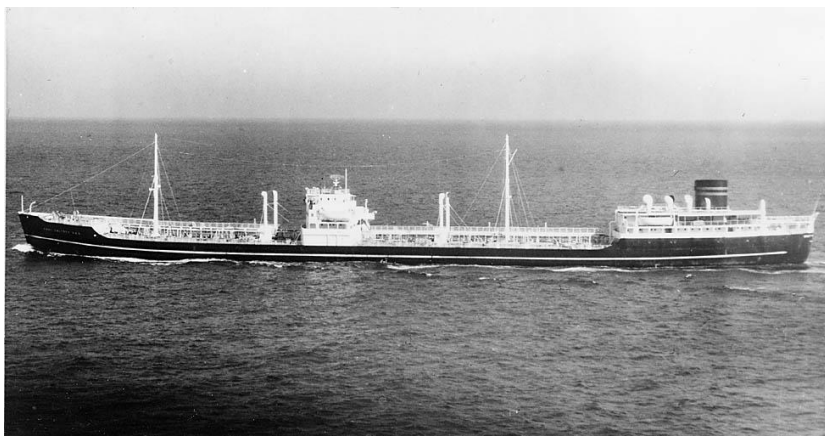
1961 Broken up Rotterdam

1951 Vanja for Hafdan Ditlev 15968 GRT

1964 Perseo

1972 Broken up La Spezia

1951 Knut Knutsen for Knut Knutsen 15935 GRT



1967 Pavlos V

1978 Sank off Sicilly

1951 Ceres for E Hogberg 19712 GRT



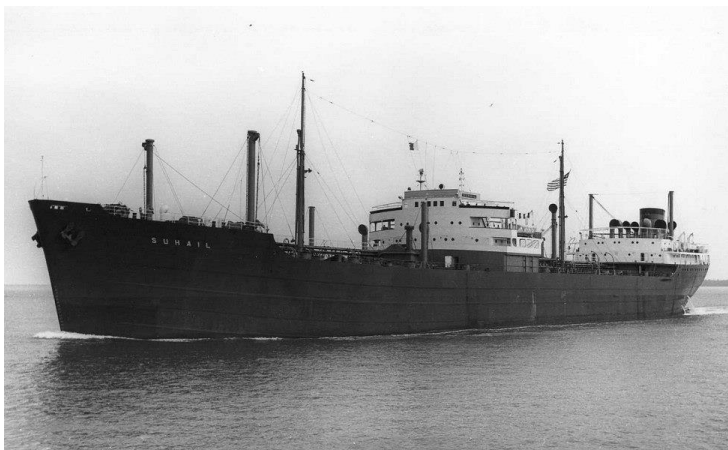
1963 Giewont

1971 Maco Felicity

1973 Eftychia c

1976 Broken up Brazil

1952 Suhail for Afran Transport 15813 GRT



1964 Souvreta

1975 Broken up Castellon

1952 Wheatfield for Hunting & Son 10646 GRT



1964 Sea Jasper

1966 Windrati

1981 Broken up China

1952 Gretafield for Hunting & Son 10646 GRT



1961 Converted to bulk carrier

1972 Mayflower

1974 Sirocco I

1976 Broken up Kaohsiung

1952 Sibella for Tschudi & Eitzen 16041 GRT

1969 Equity

1977 Broken up Gadani Beach

1952 London Victory for London & Overseas Freighters 12 132 GRT



1965 Don Manuel

1974 Broken up Bilbao

1952 London Majesty for London & Overseas Freighters 12132 GRT



1964 Constellation

1974 Broken up Kaohsiung

1953 London Splendour for London & Overseas Freighters 16195 GRT



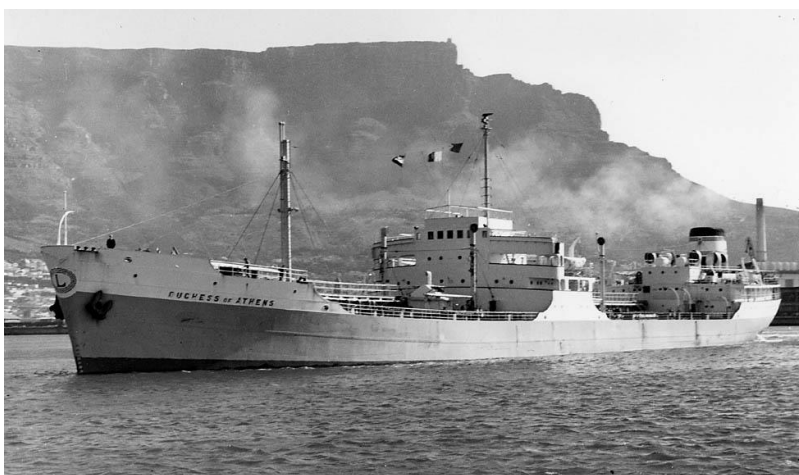
1966 Converted to bulk carrier

1970 Mayfair Splendour

1975 Laconicos Gulf

1978 Broken up Kaohsiung

1952 Duchess of Athens for Livanos Group 11767 GRT



1956 Atlantic Baronet

1969 Baronet

1970 Broken up Santander

1953 Caltex Canberra for Overseas Tankships 11746 GRT



1968 Texaco Canberra

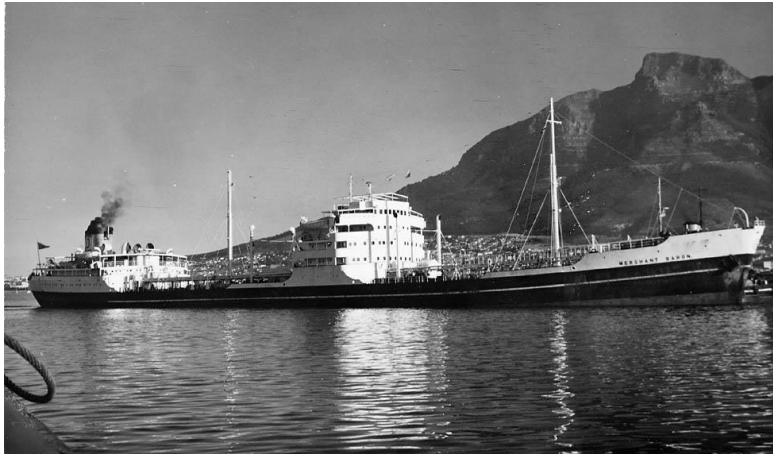
1969 Broken up Innoshima

1953 Atlantic Lord for Atlantic Tankers / Livanos 11322 GRT



1972 Broken up Kaohsiung

1953 Merchant Baron for Drake Shipping 12102 GRT



1963 Ilanthe

1973 European River

1975 Theodoros V

1975 Al- Dammam

1976 After fire broken up Spain

1953 Caltex Perth for Overseas Tankships 11746 GRT



1968 Texaco Perth

1960 Joann B

1969 Broken up Kaohsiung

Answers to Quiz 51

MARITIME QUIZ QUESTIONS

1. DISNEY WISH: New cruise ship of 135,000gt floated out at Meyer Werft. Mid-Feb.
2. ARVIA: Coin laying event for new P&O Cruises at Meyer Werft. She will be LNG fuelled and of 180,000 gt with passenger capacity of 5200 with 1762 crew. Mid-Feb.
3. FELICITY ACE: 60,118 gt Car carrier owned by MOL but Panama flagged abandoned near the Azores after catching fire. Latest: under tow end-Feb. Later sank.
4. VILLA DE PITANXO: Spanish fishing vessel sank off Newfoundland, with at least 10 dead. Mid-Feb.
5. EUROFERRY OLYMPIA: 32,535 gt Ferry caught fire between Greece and Italy. Hundreds of passengers evacuated. Owned by Grimaldi. Passenger capacity 560. 10 missing. Late-Feb.
6. S.A. AGULHAS 11: South African ice-breaker of 12,897 gt hunting for the wreck of the ENDURANCE stuck in ice in the Weddell Sea in mid-Feb. Later freed and under weigh again. Found the wreck – Early March
7. N.S. CHAMPION: Oil tanker of 110,043 dwt owned by Sovcomflot to load crude at Flotta Oil Terminal, Orkney, as not covered by sanctions. Late-Feb.
8. YASA JUPITER: Turkish-owned bulk carrier of 61,078 dwt hit by a bomb off Odessa. Late-Feb.
9. SERAPHINE: New 50,000 gt Ro-Ro ferry delivered to Cobelfret. Late Feb.
10. BALTIC LEADER: 8831 gt Russian-flagged Ro-Ro cargo ship en-route to St. Petersburg detained by France End Feb.

11. HMS DIAMOND: Type 45 destroyer left UK for the Eastern Mediterranean. End Feb.
 12. BUXHANSA: German-owned 2456 TEU container ship chartered by the newly reformed Ellerman City Lines called at Tilbury in early Feb.
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