



World Ship Society
Southend Branch



News and Views

Newsletter Edition 46 Edited

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Notes



Merry Christmas and Happy New Year to all of our readers from Southend Branch of WSS. May you see many ships in the New Year

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

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News

Port congestion prompts carriers to drop a quarter of all North European calls from Asia - Europe deepsea loops



The 18 Asia – North Europe loops operated by the three mega alliances have skipped a total of 383 port calls in North Europe over the past five months due to severe port congestion,

new data from Alphaliner shows. The figure represents nearly a quarter of all scheduled calls in the period.

The addition of 77 inducement calls has only partly compensated for these massive port omissions.

Felixstowe in the UK has been the worst hit by the temporary schedule changes and ad hoc adjustments with 32.5% less calls over the past five months. Felixstowe is primarily used by 2M. The weekly number of 2M calls was reduced to three in October.

The top three ports, Rotterdam, Antwerp and Hamburg, also saw a reduction of between 20.2% to 30.3% of planned calls.

Costa Cruises takes delivery of new LNG-powered ship



Costa Cruises

Costa Cruises has taken delivery of its new ship Costa Toscana from the Meyer Turku shipyard in Finland.

Costa Toscana is the Costa Group's third ship to be powered by liquefied natural gas (LNG) and features 2,600 cabins with furnishings, lighting, fabrics and accessories all made in Italy. The onboard experience, including restaurants, bars, entertainment and spa facilities, will reflect the cruise line's Italian heritage.

The ship further reduces its environmental impact by using desalination plants, an intelligent energy efficiency system and separate waste collection. Additionally, the cruise line will

donate part of proceeds from the new onboard Archipelago restaurant to Costa Crociere Foundation to support environmental and social projects.

The ship's maiden voyage will depart on 5 March 2022 from Savona, Italy, with a week-long itinerary visiting the western Mediterranean.

MSC Cruises and Chantiers de l'Atlantique celebrate milestones



MSC Cruises and Chantiers de l'Atlantique have celebrated two milestones for the construction of the cruise line's next generation of vessels.

MSC World Europa was floated out for the first time at the shipyard in Saint-Nazaire, France. Meanwhile, a traditional coin ceremony took place as the keel was laid for MSC Euribia, with Anne Claire Juventin, who is responsible for quality control at Chantiers de l'Atlantique, and Valentina Mancini, brand manager from MSC Cruises, performing the role of godmothers.

MSC World Europa and MSC Euribia will become the first LNG-powered vessels to join the MSC Cruises fleet next year, with the construction on MSC World Europa II due to commence in early 2023. The three newbuilds represent an investment of €3 billion (\$3.39 billion) by the cruise line.

Chantiers de l'Atlantique and MSC Cruises also confirmed that a fuel cell pilot plant known as Blue Horizon will also be installed onboard MSC World Europa. The plant will produce electricity from ship's LNG fuel through electrochemical reactions at its electrodes, unlike currently installed engine generators which produce electricity through fuel combustion.

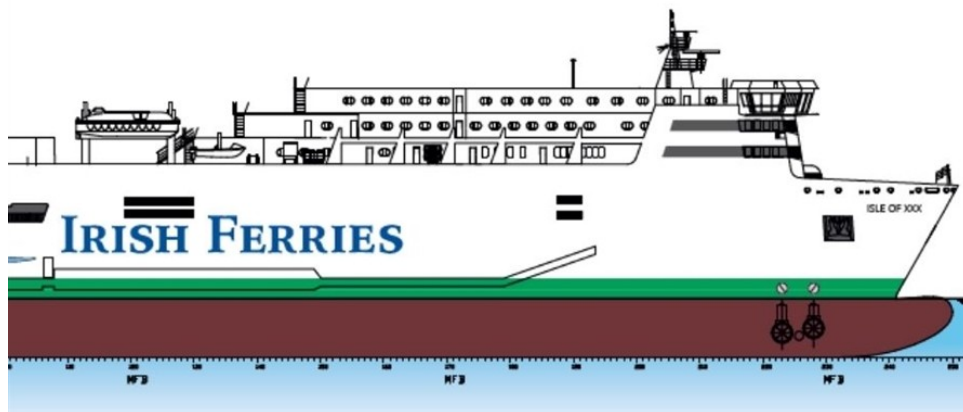
The fuel cell technology selected by Chantiers de l'Atlantique and MSC Cruises is the solid oxide fuel cell (SOFC) developed by Bloom Energy. The SOFC uses ceramic materials, allowing operation at temperatures of up to 800C at the core of the fuel cell. This allows for

electrical efficiency of around 60 per cent and provides the opportunity to recover significant heat from the exhausts, which will bring overall efficiency of the system close to 90 per cent. The Blue Horizon pilot plant installed onboard MSC World Europa will consist of two 75-kilowatt modules.

The technology will be able to reduce greenhouse gas emissions by 30 per cent compared to conventional dual-fuel engines, without producing nitrogen oxide, sulphur oxide or particulate matter emissions. SOFC is also compatible with a range of fuels, including bio or synthetic LNG, methanol, ammonia and hydrogen. The operational data and technical feedback from the ship will be provided to Chantiers de l'Atlantique and Bloom Energy to enable improvements of the technology in the future.

MSC World Europa has now been moved to a wet dock for work to continue ahead of her scheduled delivery in November 2022. The ship will spend her inaugural season in the Gulf region offering seven-night cruises from Dubai, United Arab Emirates. Construction will continue on MSC Euribia, with a global design contest for artists to create artwork for the ship's hull inspired by the sea and the marine ecosystem.

Irish Ferries adds third ship to Dover-Calais route



IRISH FERRIES

The ro-ro ferry will enter service between Dover and Calais in the first quarter of 2022. Irish Ferries will add a third ro-ro ferry to its service between Dover, UK, and Calais, France, in the first quarter of 2022.

Built in 2000 by the Astilleros Españoles SA shipyard in Spain, the ship has capacity for 589 passengers and over 90 freight vehicles. Facilities for passengers include a self-service restaurant, café and bar, onboard duty-free shop and outdoor decks.

The ship will be renamed in the coming weeks, and will join Isle of Inishmore and Isle of Innisfree on the Dover-Calais route.

“Silversea holds steel-cutting ceremony for Silver Nova



SILVERSEA CRUISES

The first steel was cut for Silver Nova in a ceremony at the Meyer Werft shipyard

Silversea Cruises has begun construction of Silver Nova, the first ship developed in its Project Evolution newbuild programme, with a steel cutting ceremony at the Meyer Werft shipyard in Papenburg, Germany.

Silver Nova is expected to be the first cruise ship to operate emission-free in port, which will be achieved using fuel cells and batteries. Out of port, she will use LNG as her main fuel. Overall, these developments will reduce Silver Nova’s greenhouse gas emissions by 40 per cent compared to Silversea’s previous class of ships.

Silver Nova and all future Nova class ships will also include a micro auto gasification system, which reduces the volume of onboard waste and consequently lowers emissions from incineration. In addition, the ship class is projected to achieve an Energy Efficiency Design Index rating approximately 25 per cent better than applicable International Maritime Organization requirements.

“The vessel will have capacity for 728 guests and offer a 1:1.3 crew-to-guest ratio, with butler services for all suites. She is scheduled for delivery in summer 2023.

Emerald Cruises' Emerald Azzurra completes first sea trials



The ship left Ha Long Shipyard, Vietnam, on 20 November at 6am and completed the testing within 48 hours before returning. She will now undergo further work to complete her interiors and exterior, while onboard teams will complete their training.

Emerald Azzurra's maiden voyage will depart on 28 January 2022 and travel across the Red Sea. The ship features 50 deluxe suites and staterooms and can carry 100 guests.

Emerald Cruises now has 10 vessels in its fleet, with nine river-cruising Star-Ships. The 10th Star-Ship, Emerald Luna, is currently under construction and will join the fleet in spring 2022. A second superyacht, Emerald Sakara, is expected in early 2023.

Visitors

Crystal Endeavour Built 2021 20449 GRT Bahamas Owner Crystal Cruises

Current Location

One Grus Built 2019 146694 GRT Japan Owner Basho Ship Holding

Current Position



Stav Viking Built 2009 11835 GRT Norwegian International Owner Meling Tankers

Current Position Antwerp



Patricia Built GRT Owner Trinity House

Current Position



One Eagle ex NYK Eagle Built 2015 125251 GRT Japan Owner Edo Ship Holding

Current Position



Maersk Kiel Built 1998 80942 GRT Hong Kong Owner Maersk Shipping Hong Kong

Current Postion



Gfs genesis ex Sima Genesis Built 2015 44887 GRT Singapore Owner Genesis Navigation

Current Position



Elias Laurus Built GRT Owner

Current Position



Aquarius Ace Built 1998 36615 GRT Panama Owner Aurora Car Maritime

Current Position



Al Ruwais Built 2021 65552 GRT Liberia Owner ADNOC

Current position



Torm Venture Built 2007 42048 GRT Danish International Owner Torm a/s

Current Position En route



Maria Grazia Onorato Built 2019 32396 GRT Italy Owner Compagnia Italiana Di Navigaz

Current Position



Henry Maersk ex Bunga Aster Built 2010 25723 GRT Danish International Owner
Maersk Product Tankers

Current position En route



Arklow Rebel Built 2005 2999 GRT Ireland Owner Arklow Shipping

Current Position En route



ND Thelxis ex Canary K Built 2012 32714 GRT Malta Owner Impetus Maritime

Current Position



MSC Maureen Built 2003 75590 GRT Panama Owner Xiang L 28

Current Position



MSC Caterina out MSC Busan in

Built 2015 96333 GRT Portugal Owner Super Precise Ltd

Built 2005 89994 GRT Portugal Owner SPDBFL No 106

Current Position En route



Here comes the Sun Built 2017 2955 GRT Cayman Islands Owner Ulysses II Ltd

Current Position



Atlantic Canyon Built 2009 23373 GRT Hong Kong Owner Heroic Hydrus

Current Position

WSS Quiz Questions Edition 46

SHIPS IN THE NEWS RECENTLY

These are the answers, but what were the questions?

1. WAN HAI 288
2. YARA BIRKELAND
3. SILVER DAWN
4. ESTONIA
5. VALENTINE
6. JAMES COOK ROSS

7. SCOT LEADER
8. MANXMAN
9. SVITZER INTREPID
10. GPS ARCADIA

SALVAGE

The tug 'Minerva' had been working late, delivering lighters full of an urgent cargo to Brentford. Now, on a still, moonlit night she was about to pass through the Pool of London on her way to her mooring at Woolwich. Her skipper was at the wheel, concentrating on his steering, while the engineer was below, tending to his engines, the boy was in the galley, making tea, while the young mate leant in a corner of the bridge, dreaming of his forthcoming marriage and honeymoon in a caravan at Clacton.

As they passed under London Bridge there was loud clang from the direction of Tower Bridge.

"That sounds interesting", said the skipper, "We'll go and have a look."

A scene of disaster greeted them on the other side of Tower Bridge. One of the flat iron colliers which delivered coal to the power stations above bridges was embedded in the South pier of the bridge. The damage to both ship and pier was being inspected by their crews.

"Can you help us?" cried a Geordie voice from the collier. He went on to explain that the ship's steering had failed causing her to hit the bridge. Now her bows were badly stove in, making it impossible for her to use her anchors, but the forward bulkhead was holding and she was in no danger of sinking.

"We can tow you to a mooring," replied the tug skipper, "Lloyd's Open Form."

"But ye canna use that – it's for salvage on the high seas."

"That's for your owners and their lawyers to sort out. But its worth my while at the moment. Yes or No?"

Reluctantly the geordie skipper agreed and the tug's mate departed to organise the tow. This went smoothly and the collier was placed on a mooring to await the ship – repairers. Sometime later a modest salvage sum was agreed. The mate took his new bride to Paris instead of Clacton, the skipper bought a new car, the engineer spent his share on booze, while the tug's boy put his into National Savings.

G.E.D.

Cruise the Atlantic Islands Shipspotting on Queen Elizabeth with Wendy and Andrew Gallaway- Part 1

SOUTHAMPTON



Queen Elizabeth



Red Eagle



Queen Elizabeth Glovis Stellar Donnington



Tihama

AT SEA OFF USHANT



Maran Excellence Built 2016 en route Ijmuiden

FUNCHAL



5 minute walk from the city centre. It lies in a magnificent bay nestling between the blue of the sea and green of the mountains.

For many years, until the Second World War, Madeira was a stopping point for the great ocean-going liners, thanks to its strategic mid-Atlantic location. It was an important port of call for the routes between Europe and Africa and America. Many cruise ships call at Funchal today.

its friendly inhabitants. No less important are geographical factors like environment, climate and location.

The region's ports are on the cruise circuits between Madeira, the Canary islands and North Africa. There are also some routes operating from the western Mediterranean or the Atlantic coast of Europe, including Lisbon. Funchal is also an important port of call for annual trans-Atlantic repositioning voyages by ships transferring from America to Europe, and vice-versa.



Queen Elizabeth



Wheels



Mein Schiff 3



Mein Schiff 3 Viking Sea



Queen Elizabeth

TENERIFE



Contact ☐

The port of Santa Cruz de Tenerife receives a great many tourist cruise ships all year round. There are also several regular lines run by different companies that set off from here to Gran Canaria and mainland Spain



Banjamar Express



Volcan di Tinamar



On Horizon Mein Schiff Herz and Aidamara



Banjamar Express



Volcan di Tonama

Krispens View on November Part 1



Velos Diamintis



Brahms



Eternal Sunshine



Forbin



Henry Maersk



Jade



Liessel Eassberger



Nathan Brandon



Pride of Burgundy



Seapike



Verity



Von Adler

Queen Mary 2



Attached is a leaflet that Andrew Gallaway got on board the Queen Mary 2 some years ago. It gives some details of her.

The Queen Mary 2 is the only ocean going liner not cruise ship. Her profile is much sharper and sleeker. The lower balconies have steel not glass fronts (we know having crossed the

Atlantic in a storm and standing and getting wet on our steel balcony). The lifeboats are on deck 7 not 4 as cruise liners.

We attended an on board Insight lecture which was given by the Naval Architect who designed her. It was very interesting.

She is designed to go at 28 knots to beat inclement weather but can go through storms at cruising speeds of 22 knots without difficulty whereas a cruise ship will have to slow down. One question the architect was asked at the lecture is what with hindsight would he change. Answer change the gas turbines for another diesel engine. The reason is that the gas turbines have to use refined fuel e.g. gasoil not the heavy fuel oil that the diesels run on and they are not as efficient as a diesel. They are only used when the QM2 requires very high speed.

I would think you can use the leaflet so long as you credit it to Cunard as it was given out on board when I asked at the Purser's office.



Queen Mary 2 (1).pdf

Shipbuilding at Sunderland -Austin Pickersgill Part 2

1960-67

PART 2

In 1977 Austin & Pickersgill was nationalised as a member company of British Shipbuilders. In 1986 the company was merged with Sunderland Shipbuilders Ltd to form North East Shipbuilders Ltd. However, both the Southwick and the Doxford Pallion Shipbuilding Yards closed in 1988 following negotiations with the European Commission to reduce shipbuilding capacity in the UK.

1960 Baron Wemyss for Hogarth 8067 GRT



1968 Bordabarri

1978 Sea Glory

1984 Broken up Chittagong

1960 Glaneley 8261 GRT for W & J Tatem



1969 Inchona

1975 Alekos K

1978 Aries

1987 Broken up Alang

1960 Iron Barque

1960 Ravensworth 6805 GRT for R S Dalgeish



1976 Flexservice 1

2000 Service

2001 Broken up India

1960 D 607 & 608

1960 Longstone 13062 GRT for W A Souter



1975 Parnassos

1985 Amesa Tria

1985 Broken up Chittagong

1961 Booker venture fir Booker Finance 9515 GRT



1978 Caribbean Memories

1980 Thanic

1985 Trader

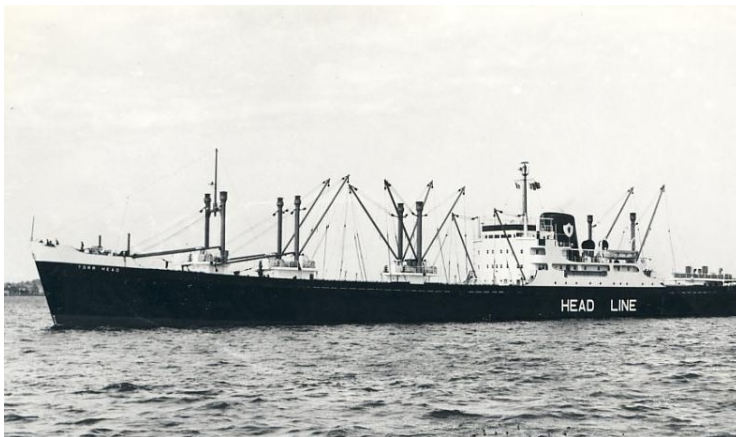
1986 Broken up Alabg

1961 Radiant II for Basil Malrovean 680 GRT



1071 Lisboa II- Lady K

1961 Torr Head for Head Line 8196 GRT



1972 Shengli

1974 Yu Hong

1999 Broken up China

1961 Cheviot 13082 GRT for W A Souter

1977 Dapo Trader

1984 Trader

1984 Broken up Setubal

1961 Finnamore Meadow for Malrovean 13057 GRT

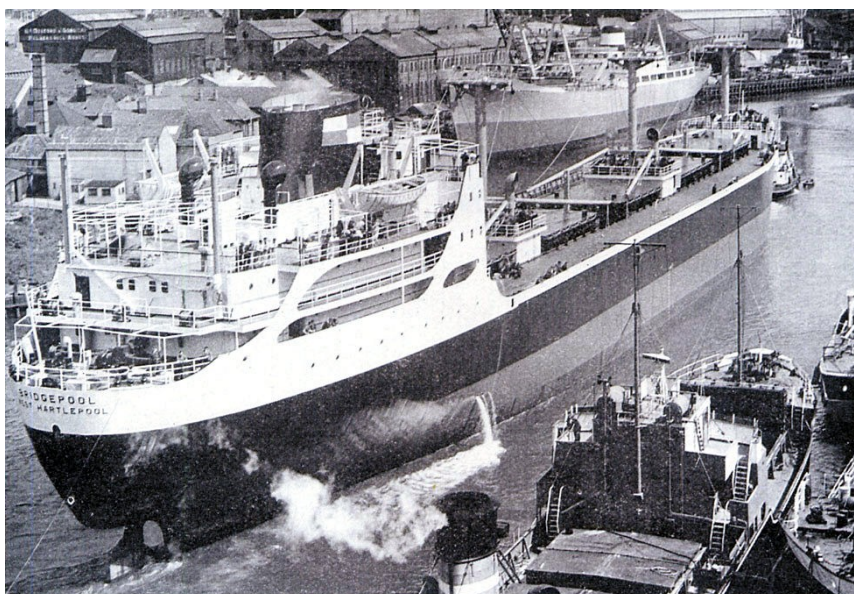


1977 Don Manuel

1981 Palamadi

1982 Broken up Vigo

1962 Bridgepool for Ropner 11428 GRT



1975 Ekton

1983 Broken up Huangpu

1962 Scottish Trader for Trader Navigation 11563 GRT

1968 Federal Tyne
1971 Federal Salso
1978 Frozelbay
1982 Giuca
1983 Jambi
1985 Broken up Sakai

1962 Suniper Yacht 183 GRT for A F Parkinson

1981 Gavilan
1988 Sovereignty
1989 Kamelia
1990 Caellia of Japan
1995 Camellia
2004 Camellia II

1962 Vaasilios R 10741 GRT

1977 Iios
1983 Angeliki S
1987 Broken up Kaohsiung

1962 Greenland for Shipping & Coal 2200 GRT



1979 Chios Aeinaftis
1981 Wrecked on Pellestrina Island

1963 Middlesex Trader for Trader Navig 14083 GRT



1969 Homer

1970 Assios

1978 Pollux

1984 Polo

1985 Broken up Alang

1963 Bobbina 159 GRT for Russell Bearman yacht

1963 Welsh Herald for Welsh Ore Carriers 19643 GRT

1976 Astrapatricia

1993 Broken up Chittagong

1963 Victore for Malroveau Bros 19543 GRT

1978 Halkis Express

2003 Broken up Aliaga

1964 Surrey Trader for Trader Navigation 14064 GRT



1970 Saturn

1978 Coraje

1985 Broken up Xingang

1964 PAS 1601, 1602. 1603 for Ministry of Defence -barges

1964 Wearfield 17624 GRT for Hunting & Son



1973 Benhiant

1975 Cramond

1977 Benhiant

1978 Alexndra

1980 Fair wind

1985 Broken up Shanghai

1964 Ixia for Stag Line 15910 GRT

1982 Telemachus

1985 Broken up Shanghai

1965 Innishowen Head for Head Line 8957 GRT



1973 Cast Beaver

1977 Innishowen Head

1979 Sunhermine

1982 Catalina

1986 Broken up Pusan

1965 Exning 10596 GRT for W & J Tatem



1973 Maritsa

1974 Maritsa III

1983 Cyprus Trader

1985 Broken up Gadani Beach

1965 Australia Star for Blue Star Line 10916 GRT



1972 Concordia Gulf

1974 Cortina

1985 Candy Ace

1985 Broken up Shanghai

1965 Baron Inverforth for Hogarth 18319 GRT



1969 Margio

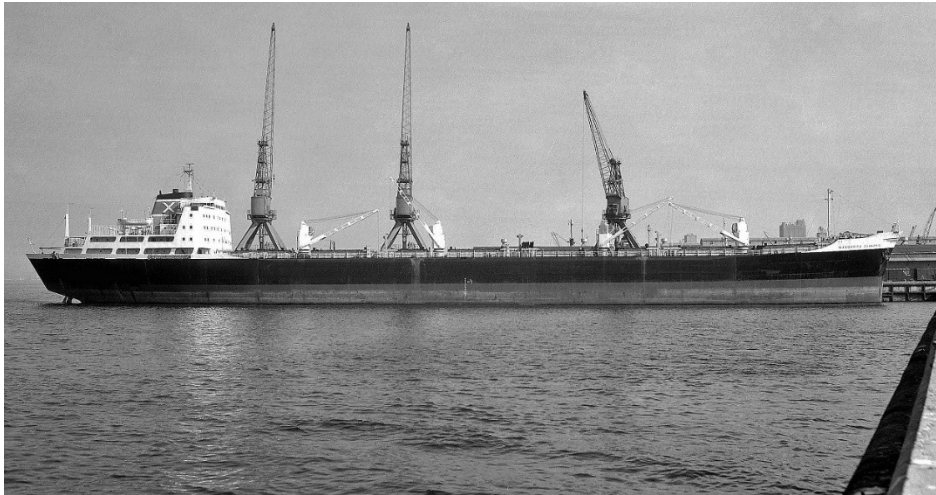
1985 President Roxas

1986 Margio

1986 Lucky Twenty Five

1986 Broken up Shanghai

1966 Margarita Chandris for Pythagoras Nav 18231 GRT



1977 Maragrita

1985 Rodnathi

1986 Ionian Prosperity

1987 Broken up Alang

1976 Mari Chandris for General Carriers 18569 GRT

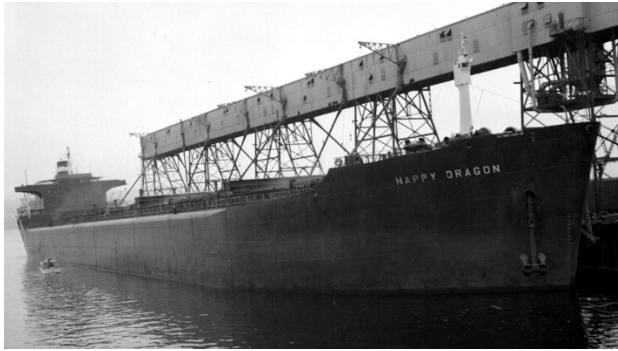


1986 Rehmat

1987 Narkla

1987 Wrecked

1967 Happy Dragon for Halfdan Grieg 30815 GRT



1978 Pilot Merchant

1979 Norman Merchant

1980 Acumen

1994 Broken up Nantong

1967 Sygna for J Ludwig Mowinckels 30503 GRT



1974 Wrecked NSW and towed to Kaohsiung to be demolished

1967 Alessandra for Malrovean Bros 1845 GRT



1978 Vaporia

1984 Leros Captain

1986 Broken Up Shanghai

Answers to Quiz 46

DECEMBER 2021 MARITIME QUIZ

1. WAN HAI 288: A 23803dwt container ship built in 2021 collided in Hong Kong waters in mid-November with the AMC NAVIGATOR, a 56050dwt bulk carrier, built in 2004.
2. YARA BIRKELAND: The world's first electric and self-propelled container ship left Oslo on its maiden voyage in mid-November.
3. SILVER DAWN: Silverseas Cruises took delivery from Fincantieri, Ancona in mid-November.
4. ESTONIA: This was a Ro-Ro ferry that sank in heavy seas in the Baltic in 1984, with the loss of 854 people. A research expedition this year found a hole 22m x 4m in the hull. A new underwater survey is scheduled for March 2022 when visibility is best.
5. VALENTINE: A Cobelfret Ro-Ro ferry seen regularly on the Thames has been chartered for service in New Zealand's Cook Strait.
6. JAMES COOK ROSS: A former British Antarctic Survey ship has been reprieved from the scrapheap and sold to Ukraine.
7. SCOT LEADER: The captain has been fined for "action contrary to good seamanship and collision avoidance", following a near collision in Belfast Lough.
8. MANXMAN: In August, the Isle of Man Steam Packet Company announced that construction had started on their new flagship at the Hyundai Mipo Dockyard in South Korea.
9. SVITZER INTREPID: After a successful trial on the Svitzer Intrepid using marine biofuel, all 10 of Svitzer's tugs on the Thames and Medway are to be converted.
10. GPS ARCADIA: UK flagged tug, built in 2009. renamed Nord Gamba and sold by GPS to the Gambia in late November.