



**The
World
Ship
Society**



Southend Branch

News and Views

Edition 84 - LOCAL

7 OCTOBER 2024

Next Edition 4 NOVEMBER 2024

Chairman & Secretary Stuart Emery stuart.emery@hotmail.com

& Views Coordinator Richard King rking567@btinternet.com

NOTES

Thanks go to Eddy, Peter Geoff, Tony, Stuart and Andrew for their contributions

CONTENTS

News

Visitors

Solent Visitors

News from Pembrokeshire Container services of the Southern Irish Sea

Kashima

Mystery Ships 84

Quiz 1 Monthly Quiz

HMS Howe of 1885

USS The Sullivans

Cosens & Co Ltd.

Chuang Huong 68

Thames Clippers

HMS Tiger of 1913

The Mikhail Lermontov

HMS Hawke

Quiz 2 The Thames

SS Hipparchus of 1867

The Bayesian

The Salcote Belle

History of the Port of Hamburg

The Viola

The Launch of HMS Albion in 1898

The Doulos Phos

One Fact Wonder Ships of Spanish Civil War

Battle of Cape Palos

Blockade Runners of the Spanish Civil War

NEWS

WAVERLEY CANCELLATIONS IN THE THAMES ESTUARY



FRIDAY SEPTEMBER 27 Sailing cancelled

After departing Portsmouth Wednesday 25th Sept on passage to the Thames a mechanical defect was detected on one of the ship's paddles. Waverley returned to Portsmouth where repair works are now ongoing and will take an estimated three days to complete.

All sailings are therefore cancelled until Monday 30th September. We are working as quickly as possible so that Waverley can sail on Monday 30th September as advertised.

Incat reaches construction milestone on world's largest electric ferry

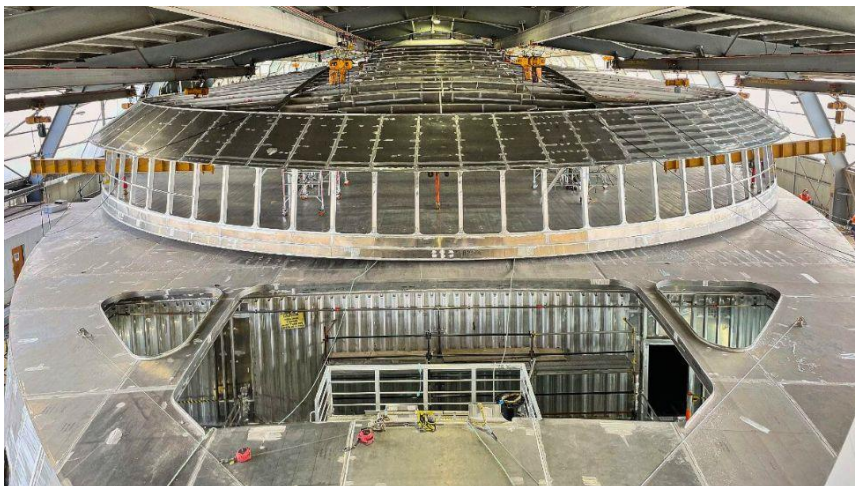
The final passenger deck module of Incat Hull 096, the world's largest electric ferry, has been lifted into place, signalling the structural completion of the ferry.

The successful lifting and placement of the ferry's front superstructure, the largest and most technically challenging module Incat has ever lifted, is a "pivotal moment" in the vessel's construction, according to the shipbuilder.

The ferry's front superstructure is the largest and most technically challenging module Incat has ever lifted

The project will now move onto the internal outfitting stage, which will include passenger amenities and preparing the 2,300-square-metre duty-free shopping deck.

The ferry, which will be named China Zorilla, is on schedule for delivery in late 2025



Norwegian Cruise Line reveals Norwegian Luna

Currently under construction by shipbuilder Fincantieri, Norwegian Luna will be 1,056 feet long, 156,300gt, and capable of accommodating up to 3,550 guests at double occupancy. It will be identical to sister ship Norwegian Aqua, which is due for delivery to Norwegian Cruise Line in March 2025. Both ships will feature interior designs created by AD Associates, Peiro Lissoni, Rockwell Group, SMC Design and Studio DADO.



Norwegian Cruise Line

Hull art for Norwegian Luna represents the connection between humanity and celestial forces

ELLE, a street artist from California, has created the hull art for Norwegian Luna. Titled 'La Luna,' the artwork is "a visual exploration of humanity's deep-rooted connection with the celestial forces in space as human beings are intrinsically linked to the ebb and flow of the moon."

Norwegian Luna will also feature several attractions and features that will debut on Norwegian Aqua, including the hybrid rollercoaster and waterslide Aqua Slidercoaster, digital sports complex the Glow Court and the Three-Bedroom Duplex Haven Suites category.

Additional guest experiences will be revealed throughout the year.

TUI River Cruises is to launch a newly refurbished ship for the Nile River, TUI Bahareya, in November 2025.

TUI Bahareya will be the sixth ship to join TUI River Cruises' fleet and the second to sail on the Nile River, with the cruise line reporting strong demand for sailing onboard its predecessor TUI Al Horeya. The ship, whose name means 'belongs to the river' in Arabic, will operate two itineraries of seven-night roundtrip cruises from Luxor, Egypt.

Accommodating up to 136 passengers in 68 cabins, TUI Bahareya will be a similar size to the other vessels in TUI River Cruises' fleet. The ship will include a top deck swimming pool, massage tent, an entertainment area, restaurant, Al Fresco dining and a boutique shop and will feature a modern Arabic-inspired décor.

TUI Bahareya will begin sailing the 'Ancient Gods and Famous Pharaohs' itinerary from 4 November 2025, before starting its second itinerary 'Legends of the Nile' on 2 December. It will then alternate itineraries each month.

Fears for Scottish jobs as Harland & Wolff faces administration



Hundreds of Scottish workers face uncertainty as the Belfast-based shipbuilder Harland & Wolff goes into administration for the second time in five years.

Two of the company's four UK sites are in Scotland - at Arnish on the Isle of Lewis and Methil in Fife.

A buyer is being sought for the firm, and its four subsidiary businesses will continue trading in the meantime.

The Arnish fabrication yard - which recently won a major contract to build subsea structures for the oil industry - employs 150 people, making it one of the biggest employers on Lewis.

Another 200 workers are employed at the Methil site in Fife which is also focused on fabrication work for the energy sector.

Both yards were taken over by Harland & Wolff in 2021

The administration process will only affect the Harland & Wolff holding company, allowing the firm's four UK yards to continue trading.

In a statement the new management said there are potential buyers for the sites in Belfast, Methil, Arnish and Appledore in Devon.

At its height it employed 35,000 workers, and owned several shipyards on the Clyde.

But by 2019 when it last went into administration the workforce had dwindled to just 120.

Hopes of a revival grew in 2022 when it was part of a Spanish-led consortium which won a £1.6bn order for three new support ships for the Royal Navy.

The deal for the Fleet Solid Support ships was expected to lead to a major expansion of the Belfast shipyard and work would cascade to the other sites across the UK.

Explora Journeys and Fincantieri host triple celebration in Italy

Explora Journeys and shipbuilder Fincantieri held a triple celebration to mark the delivery of Explora II, the keel-laying for Explora III and the first steel cutting for Explora IV in Italy. The luxury cruise brand, which is owned by MSC Group, is scheduled to have six ships operational by 2028.

The delivery of Explora II took place at Fincantieri's shipyard in Sestri Ponente near Genoa, Italy,

The ship will be ahead of its first passenger voyage on 16 September, when it sails from Civitavecchia in Italy to Sicily, Malta and Spain. The ship will spend the winter season sailing itineraries in the Caribbean before returning to the Mediterranean for summer 2025.



Explora Journeys also commemorated another construction milestone for its third ship, Explora III with a keel-laying ceremony. A commemorative coin placed was inside the ship as a sign of blessing and good fortune by the vessel's Explora III, which is due to enter service in 2026, will be the cruise brand's first LNG-powered ship.

The third milestone celebrated at the event was the steel-cutting ceremony to mark the beginning of construction on Explora IV, which will be Explora Journeys' second LNG-powered ship. Construction is expected to be completed in early 2027.

Meyer Werft



The federal government and the state of Lower Saxony are collectively buying up 80% of Meyer Werft, as one of Germany's most famous shipbuilders struggles with a nearly €2.8bn (\$3bn) hole in its balance sheet.

The German federal budget committee approved the government's plan to save the shipbuilder yesterday morning which will see the company's two shipyards in Papenburg and Rostock-Warnemünde, both in northern Germany, now come under government control.

The Meyer family will remain in control of the Meyer Werft yard in Turku, Finland. The company can trace its roots all the way back to 1795.

Deltamarin to design 14th and 15th Stena RoRo E-Flexer ferries



Deltamarin is to carry out basic and detail design of the 14th and 15th vessels in Stena RoRo's E-Flexer series, after the design and engineering firm signed a contract with shipbuilder China Merchants Jinling Shipyard (Weihai).

The two vessels will be chartered by Attica Group for operations of Adriatic routes, with an option for two additional E-Flexers included. The vessels will be equipped with multi-fuel engines, enabling them to operate on conventional marine fuels and biodiesel, as well as being methanol ready. They will also feature a PTI/PTO setup and a 'Battery Power' notation, allowing for the potential future use of battery propulsion.

The designs will aim to reduce Attica Group's greenhouse gas emissions by up to 60 per cent per transport work compared to its existing vessels.

The 14th and 15th E-Flexer vessels are scheduled for delivery in April and August 2027.

The Ritz Carltons Yacht Collection embarks on maiden voyage



The Ritz-Carlton Yacht Collection's newest ship, Ilma, has embarked on a seven-night maiden voyage from Monaco to Rome,

The ship's interiors have been designed by London-based architectural and design firm AD Associates and lighting designer DPA, while the exteriors were created by Helsinki-based design studio Avian. Named after the Maltese word for 'water,' the ship draws inspiration from Maltese mythology, coastline, history and native fauna. The design incorporates neutral tones juxtaposed by light and dark finishes, while the exterior pays homage to the sleek design of private yachts.

Ilma's interiors have been designed by London-based architectural and design firm AD Associates and lighting designer DPA

Ilma includes 224 suites with private terraces, accommodating up to 448 guests.

The Beach House, meanwhile, was designed by Toronto-based design firm Chapi Chapo Design, and offers 180-degree views of the sea.

FRS Iberia Maroc/DFDS

Danish ferry company DFDS completed its takeover of FRS Iberia Maroc in January 2024.



While the FRS Iberia Maroc brand name will ultimately be jettisoned, DFDS continues to market its three Gibraltar Strait routes as FRS Iberia Maroc / DFDS. However, several of its ferries have re-emerged from drydocks sporting full DFDS livery

FRS Iberia Maroc / DFDS is the only ferry company to serve all three main Gibraltar Strait corridors between Spain and Morocco: Algeciras-Tangier Med; Tarifa-Tangier Ville

Tanger Express carries more than 900 passengers and 344 vehicles on the Algeciras to Tangier Med route and now features DFDS livery

Algeciras-Tangier Med is the main route with four ferry companies – FRS Iberia Maroc / DFDS, AML, Baleària, and Armas Trasmediterránea – collectively operating a total of 12 ferries.

Halong Shipbuilding Company begins construction of Scenic Group's Emerald Kaia



Halong Shipbuilding Company has begun construction of Scenic Group's Emerald Kaia, the latest addition to Emerald Cruises' Luxury yacht fleet. The first sheets of steel for the ship's hull were cut at the Vietnamese shipyard following a ceremony attended by Nguyen Tuan Anh, general director of Halong Shipbuilding Company, and Ivo Skelin, general manager of nautical and technical for Scenic Group Asia. A further keel-laying ceremony is expected to take place in November 2024.

Emerald Kaia debuts in 2026 and will feature an increased capacity compared to Emerald Cruises' previous vessels, with space for up to 128 guests. The ship's Sky Deck has also been redesigned and will offer private cabanas and a new indoor/outdoor Sky Lounge. The Marina will now be complemented by a new Marina Lounge, as well as offering a wider range of water sports activities. At the front of the ship, the Observation Sun Deck will feature a new Spa Pool and sun lounges.

Additional dining venues will also be available onboard Emerald Kaia, including the new Night Market Grill, an Asian-style grill concept that can accommodate up to eight guests, and a larger terrace for al fresco dining at La Cucina restaurant.

VISITORS



C S Caprice Built 2010 1972 GRT Bahamas

Current Location Northfleet



Deep Blue Built 2012 22662 GRT Marshall islands

Current Location Northfleet



T q Samsun Built 1996 26897 GRT Liberia

Current Location Tilbury



Grande Congo Built 2010 47658GRT Italy

Current Location Tilbury



Norbank Built 1993 17464 GRT Netherland



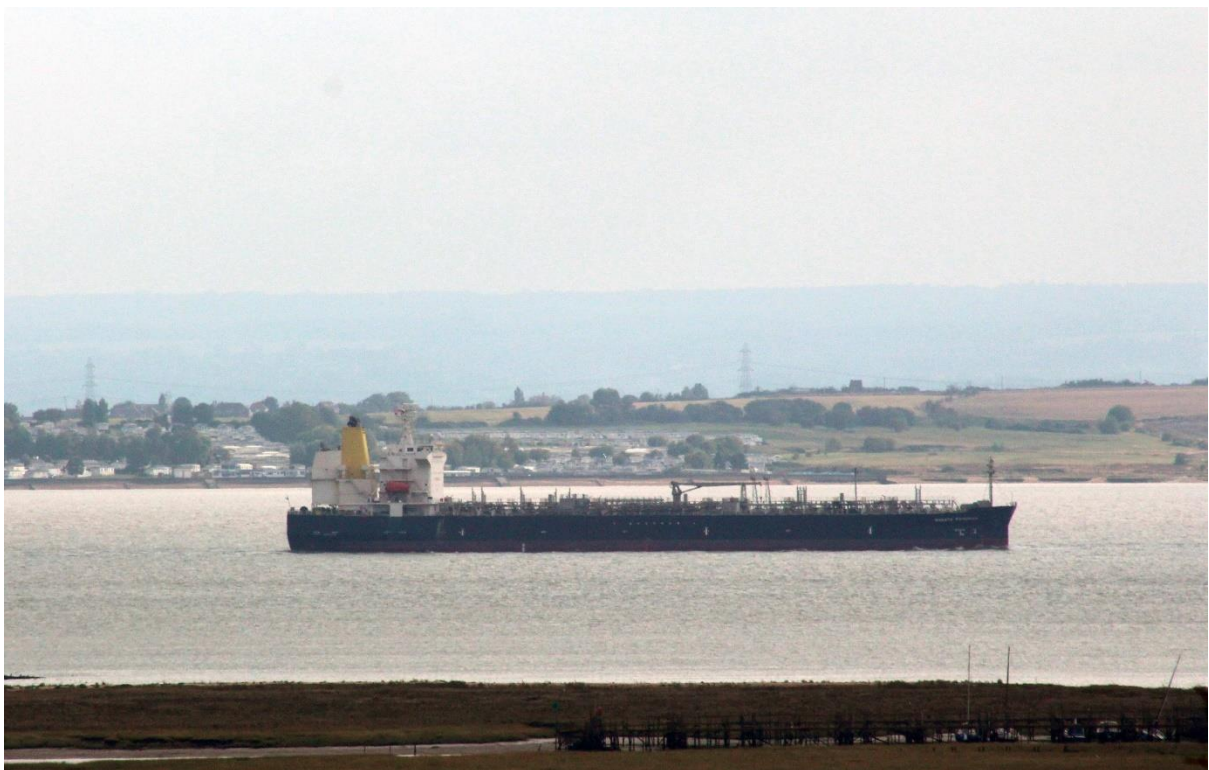
A Leopard Built 2021 63416 GRT Liberia

Current Location Canvey



Nordmarlin Built 2017 61525 Portugal

Current Location Shellhaven



Hakata Princess Built 2018 29707 GRT Panama

Current Location Grays



CMA CGM Silverstone Built 2024 71631 GRT Malta

Current Location Bremerhaven



STI Supreme Built 216 63915 GRT Marshall Islands

Current Location En route to Lisbon



One Triton Built 2008 76499 GRT Cayman Islands

Current Location En route to Veracruz



Arctic Lady Built 2006 121597 GRT Norwegian

Current Location En route to Hammerfest



Bostonian Built 1967 50 GRT UK



Antwerpen Built 2005 22901 GRT Hong Kong

Current Location En route to Terneuzen



Vb Benelux Built2005 381 GRT Portugal

Vb Peter Built GRT UK



Thun Gratitude Built2003 4107 GRT Netherland

Current Location North East Atlantic



HMM Algeciras Built 2020 228283 GRT Korea

Current Location West Africa en route to Singapore



Msc Yuktax X Built 1998 91560 GRT Liberia

Current Position Antwerp



Msc Sena Built 1996 30280 GRT Liberia

Current Location Dublin



Msc Sveva Built 2015 192 237 GRT Panama

Current Location West Africa en route Singapore



Yuka D Built 2011 22137 GRT Malta

Current Position Jorf Lasfar Morocco



Saga Morus Built 1997 36463 GRT Hong Kong

Current Position En route to Norrkoping Sweden



Neptune Horizon Built 2010 36711 GRT Malta

Current Position Tyne





Metro Aegean Built 2024 65396 GRT Liberia

Current Position Antwerp



Kashima Built 1995 GRT Japanese

Current Position En route to Suez



Iguazu Built 1999 499 GRT Netherland

Current Location En route IJmuiden



Saqr Built 2024 63684 GRT Panama

Current Position West Africa en route to Singapore



Longstone Built 2019 32770 GRT Malta r

Current position North Sea



Msc Antonella Built 2016 96331 GRT Portugal

Current Position Sout America West coast en route to Peru



Ryvingen Sun Built 2007 422010 GRT Marshall Islands

Current position Red Sea en route to UK



Marlin La Plata ex Stella Maersk Built 2022 63552 GRT Marshall Islands

Current Location En route to Lakonikos Greece



Cartagena Express Built 2017 118945 GRT Germany

Current Position En route Rio de Janeiro



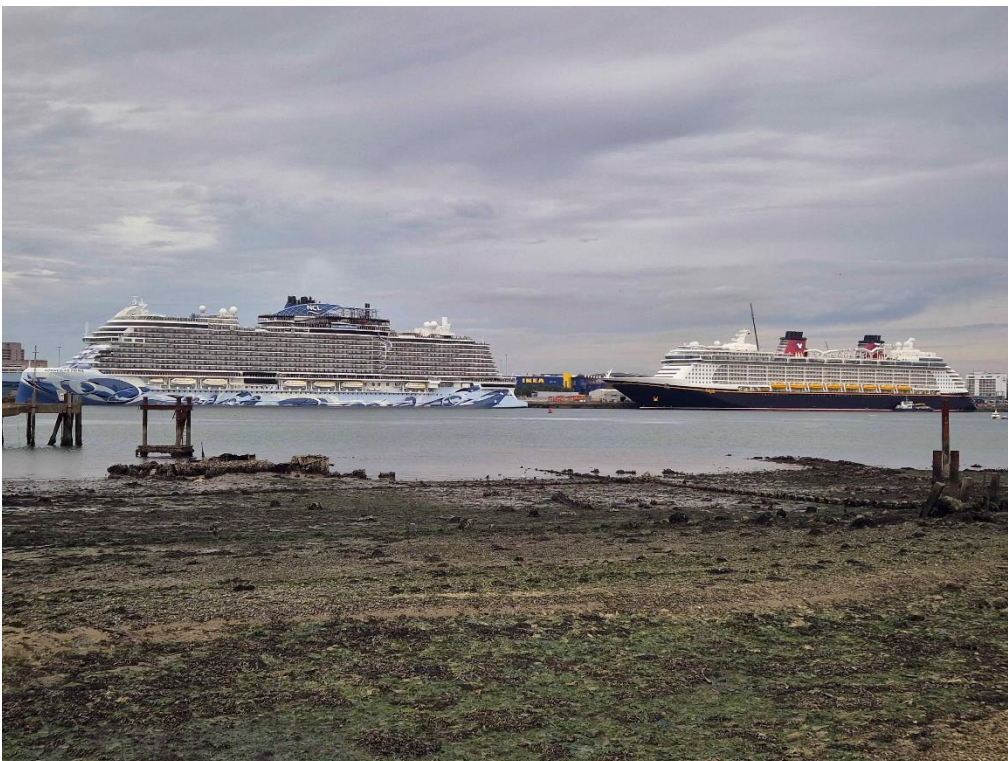
Linus P Built 2016 17858 GRT Marshall Islands

Current Position En route Barcelona

SOLENT VISITORS

As you can see 4 cruise liners and the Boat Show!

Arvia, Disney Dream ,Norwegian Prima and Queen Mary2







NEWS FROM PEMBROKESHIRE

Container services of the southern Irish Sea and the south of Ireland

Following the September article on ferry services around Pembrokeshire and the southern Irish Sea, this piece examines the container services in the area. Whilst there are no container ports in Pembrokeshire itself, there are many container ships passing the tip of the county off St. David's Head. The container services are often referred to as LO/LO (lift-on lift-off) as opposed to RO/RO (roll-on roll-off) for ferry services.

Many of these ships are short-sea vessels moving containers between continental Europe and Ireland/north-west Britain. These cargoes may start and finish their journeys within Europe or may travel to/from other parts of the world, having been transhipped at a deep-sea container port. For example, large container ships from the Far East may unload at a small number of major deep-sea ports (such as Southampton and Rotterdam) where the containers are then transferred onto short-sea 'feeder' container vessels for other destinations (such as Dublin).



A feeder vessel, the 'Miriam Borchard' (803 TEUs), passing a deep-sea container vessel, the 'OOCL Europe' (8,063 TEUs), at Barcelona

The containers themselves are generally 20, 40 or 45 feet in length, with a standard height of 8 feet 6 inches although 'high-cube' containers are becoming increasingly common with a height of 9 feet 6 inches. Containers are generally 8 feet in width but there are many slightly wider at about 8 feet 1 or 2 inches on the Intra-European routes – these latter containers are known as 'pallet-wide' as they allow three Euro pallets or two UK pallets to be loaded abreast. There are also many special container types such as reefer (refrigerated) containers, tank containers for liquids, bulkainers for loose solids, open-top containers and flat-racks (which can accommodate out-of-gauge cargo).

There are several coastal/feeder services operating through the southern Irish Sea to north-west Europe. These link the continental ports of Rotterdam, Antwerp, Zeebrugge, Dunkirk and Le Havre with the British ports of Southampton, Portbury, Liverpool and Greenock and with the ports of Cork, Waterford, Dublin and Belfast on the island of Ireland. Interestingly, there are no significant container ports in Wales. Note that many of the coastal/feeder

ships berth at two terminals at Rotterdam: one at the deep-sea Maasvlakte terminal complex and one at Waalhaven for inter-modal and barge connections to the Rhine.



Coastal container services to/from north-west continental Europe passing through the southern Irish Sea and to/from the south of Ireland

Coastal/feeder container services on these routes are provided by several shipping companies, including BG Freight Line, CMA CGM, DFDS, Eucon (Irish Continental Group), MSC, Samskip, Unifeeder and X-Press Feeders. These services are often shared and therefore a particular voyage may be advertised on a number of these shipping schedules. At any one time, there are about 30 container ships on these routes connecting north-west continental Europe with the UK and Ireland.

The feeder vessels tend to be about 7,500 to 12,000 gross tons with a container capacity of approximately 750 to 1,000 TEUs (twenty-foot equivalent units). Both 40 and 45-foot containers are measured as two TEUs. Note that

the actual number of TEUs that can be carried depends on the mix of empty and full containers, as the number of slots normally exceeds the weight that can be carried in terms of containers with an average payload of 14 tonnes. The quoted TEU capacities are normally based on a mix of empty and loaded containers.

As an example of the services to/from north-west continental Europe, BG Freight Line operate several routes that pass through the southern Irish Sea:

- Rotterdam – Liverpool
- Rotterdam – Belfast
- Rotterdam – Dublin
- Rotterdam - Cork
- Rotterdam – Southampton – Cork
- Antwerp - Zeebrugge - Dublin
- Belfast – Greenock – Dublin – Liverpool

A typical traditional coastal/feeder vessel is the ‘BG Ireland’ (built 2007; 8,246 gross tons; 974 TEUs) currently operating on the Rotterdam-Cork service. An example of a slightly larger vessel is the ‘BG Jade’ (built 2018; 12,831 gross tons; 1,002 TEUs) operating on the Rotterdam-Dublin service. The latest vessels tend to be larger still, such as the ‘BG Green’ (built 2024; 18,292 gross tons; 1,380 TEUs) operating on the Rotterdam-Liverpool service. This trend towards larger vessels reflects the increased volume of trade resulting in economies of scale becoming viable, as well as improved and new container terminals (such as the Ringaskiddy terminal, in Cork Harbour, which opened in 2022).

Whilst most of the shipping lines operating to/from north-west continental Europe operate traditional size feeder vessels, MSC (Mediterranean Shipping Company) tends to use larger vessels, such as the ‘MSC Jennifer II’ (built 2009; 21,018 gross tons; 1,794 TEUs) which is operating on their ‘north west continent to/from Ireland and Portbury feeder service’, calling at Dublin and Cork in Ireland. Another example is the ‘MSC Mia Summer II’ (built 1999; 25,219 gross tons; 1,388 TEUs) which has been operating on their ‘Antwerp from/to W Coast UK’ service, connecting Greenock, Liverpool and Portbury in the UK with Antwerp and Le Havre on the continent. Interestingly, the latter vessel was pictured on the Thames recently as reported in the ‘Visitors’ section of the September WSS Southend Newsletter.

The other main direction for coastal container ships is to the south – to Iberia, the Canary Islands, North Africa and the Mediterranean Sea. As well as BG, CMA CGM and MSC (mentioned above as offering services to north-west Europe), there are various other lines providing sailings to the south, including WEC, Borchard and a Boluda/Samskip joint service.



Coastal container services to/from Iberia and the Mediterranean passing through the southern Irish Sea

As an example, WEC Lines provide a weekly service from Liverpool and Dublin to Bilbao, as well as a service from Liverpool to Spain (Bilbao, Gijon and Vigo), Portugal (Leixoes and Setubal), the Canary Islands (Tenerife and Las Palmas) and Morocco (Agadir). Ships used on these services include the ‘WEC Corneille’ (built 2005; 9,962 gross tons; 862 TEUs) and ‘WEC Van Eyck’ (built 2009; 7,702 gross tons; 809 TEUs).



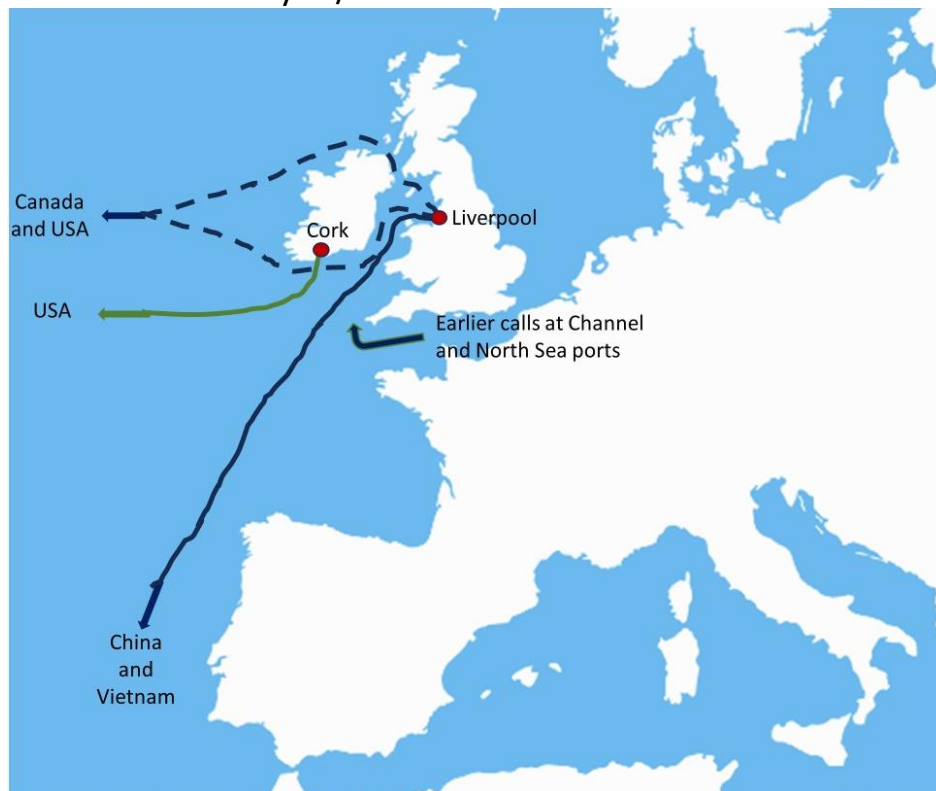
A coastal container ship, the 'WEC de Hoogh' (868 TEUs), at Lisbon

Borchard Lines provide a service from Liverpool and Dublin to Portugal (Leixoes) and into the Mediterranean calling at Spain (Castellon), Italy (Salerno), Cyprus (Limassol), Turkey (Izmir and Iskenderun), Israel (Haifa and Ashdod) and Egypt (Alexandria). Five ships are used to maintain this weekly service, a typical example being the 'Sara Borchard' (built 2007; 9,962 gross tons: 868 TEUs).

MSC are both a deep-sea and a coastal container shipping company and, as with their feeder services to north-west Europe, they tend to use larger ships on their routes to the south. Thus, on their service 'north-west continent and UK to/from Greece and Turkey', they use ships such as the 'MSC Donata' (built 2002; 40,626 gross tons; 4,132 TEUs) and 'MSC Leigh' (built 2006; 50,963 gross tons; 4,884 TEUs).

In addition to coastal/feeder container shipping, some deep-sea container routes pass through the southern Irish Sea. Liverpool is a main hub with ACL (Atlantic Container Line) and MSC offering services. ACL operate five ships on their combined RO/RO and LO/LO service from Hamburg, Antwerp and

Liverpool to Canada (Halifax) and the USA (New York, Baltimore and Norfolk). The ships are all 'G-4' (fourth generation) class built 2015-2016, are 100,430 gross tons and have a carrying capacity of 3,800 TEUs plus 1,307 CEUs (car equivalent units, based on a typical family car of 1,500kg, although various RO/RO traffic is carried). An unusual feature of these ships is that the on-deck containers are all held in steel cell racks rather than being lashed. ACL advertise that they have never lost a container to the weather in 40 years of operation. The ships pass through the south Irish Sea on their way to/from continental Europe to Liverpool but sometimes pass north, and sometimes south, of Ireland on their way to/from North America.



Deep-sea container services to/from Liverpool and Cork

MSC also offer a service from Liverpool to Canada (Montreal). Again, this passes through the south Irish Sea from continental European ports and then may pass either to the north or south of Ireland on the way to/from Canada. Ships on these routes include the 'MSC Tampa' (built 2006; 53,481 gross tons; 5,041 TEUs) and 'MSC Anya' (built 2005; 55,510 gross tons; 5,018 TEUs). Still larger vessels tend to be used on their 'Britannia' service which connects Liverpool and other European ports to China (Ningbo and Yantian) and Vietnam (Vung Tao). Typical ships used are the 'MSC Letizia' (built 2015; 96,331 gross tons; 8,800 TEUs) and 'MSC Uberty VIII' (built 2008; 90,507 gross tons; 8,626 TEUs).

Another deep-sea service, this time from the south of Ireland, connects Cork, Antwerp and Southampton with Chester and Wilmington in the USA. This is operated by Independent Container Line using ships such as the 'Independent Quest' (built 2005; 35,881 gross tons; 3,100 TEUs). These deep-sea ships use the new Ringaskiddy terminal in Cork Harbour. This terminal is also used by many of the feeder ships whilst smaller feeder vessels often use the Tivoli container terminal nearer Cork City.

Thus, the vast majority of the container traffic passing Pembrokeshire through the southern Irish Sea is transported in coastal/feeder vessels, although some deep-sea container ships going to and from Liverpool do pass this way. Ireland, in particular, is almost entirely served by container feeder vessels from Southampton and continental European ports such as Le Havre, Antwerp and Rotterdam. However, Cork Harbour is one of the largest natural harbours in the world and the new 13-metre deep container terminal at Ringaskiddy does provide the possibility of further deep-sea routes in the future in addition to the current route to the USA. In fact, Maersk did run a service in 2022/23 to Costa Rica calling at Cork (as well as Southampton, London Gateway and continental European ports) using vessels such as the 'Lucie Schulte' (built 2006; 26,671 gross tons; 2,572 TEUs), but this service no longer appears to call at Cork. It will be interesting to see whether further deep-sea routes are attracted to serve Ireland through this terminal in the future.

JS KASHIMA



A recent visitor to the Thames was this ship

JS Kashima (TV-3508) is a training ship of the Japan Maritime Self-Defense Force . Built to a unique design during the mid-1990s, Kashima is flagship of the JMSDF Training Fleet. The name Kashima comes from the famous Shinto Kashima Shrine in Ibaraki prefecture, located to the northeast of Tokyo.

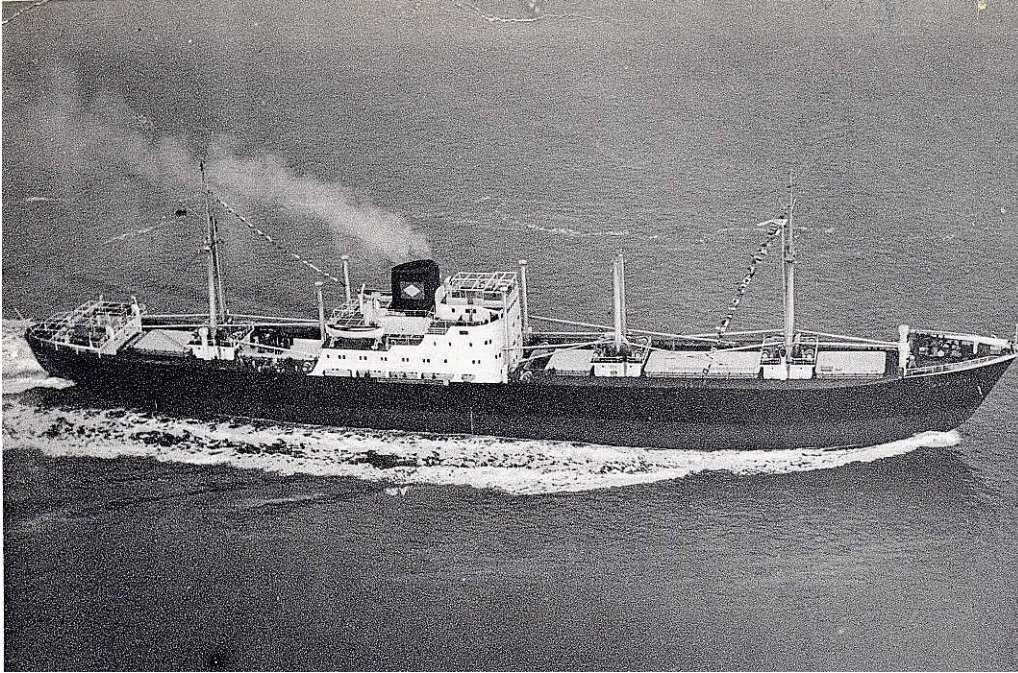
Kashima is of a unique design referred to as the "Kashima class cadet training ship". She is 469 ft long, with a beam of 59 ft, and a draft of 5 ft Kashima has a full load displacement of 4,050 tons. She is powered by a combined diesel or gas (CODOG) system, which uses two Mitsubishi S16U-MTK diesel engines for cruising, and two Kawasaki-Rolls-Royce Spey SM1C gas turbines: a diesel and a gas turbine are connected to each of the two controllable-pitch propeller shafts.¹

The ship is armed with a single Ottobreda gun and two triple 324 mm torpedo tube sets. Four saluting cannon are also carried. Kashima has a ship's company of 370, including officer cadets. Cadets are accommodated in two-person staterooms, allowing cadets of both sexes to train aboard the ship. The open aft deck was designed for use as a ceremonial and exercise assembly area, but can be used as a temporary helicopter landing zone.

The ship was requested under the 1992 budget, and was approved.¹ Kashima was laid down by the Hitachi Zosen Corporation at the former Maicuru shipyards She was launched on 23 February 1994, and commissioned into the JMSDF on 26 January 1995. She is flagship of the JMSDF Training Fleet, and is homeported at Kure.

In June 2022, the Kashima made a port call in London as part of an exchange event between Japan and Britain and to commemorate the 120th anniversary of the Anglo-Japanese Alliance in 2022.¹ The ship will participate in an exercise with Britain's Royal Navy.¹ A second call in London was made in September 2024, marked by its band playing the theme from Thunderbirds while passing under Tower Bridge.

MYSTERY SHIPS 84



Adrian Ernst Komrowski



Argonaut



TAKEN 08 01 14 CANVEY



TAKEN 2018



Tai Harvest



Arctic Night Barcelona 2003

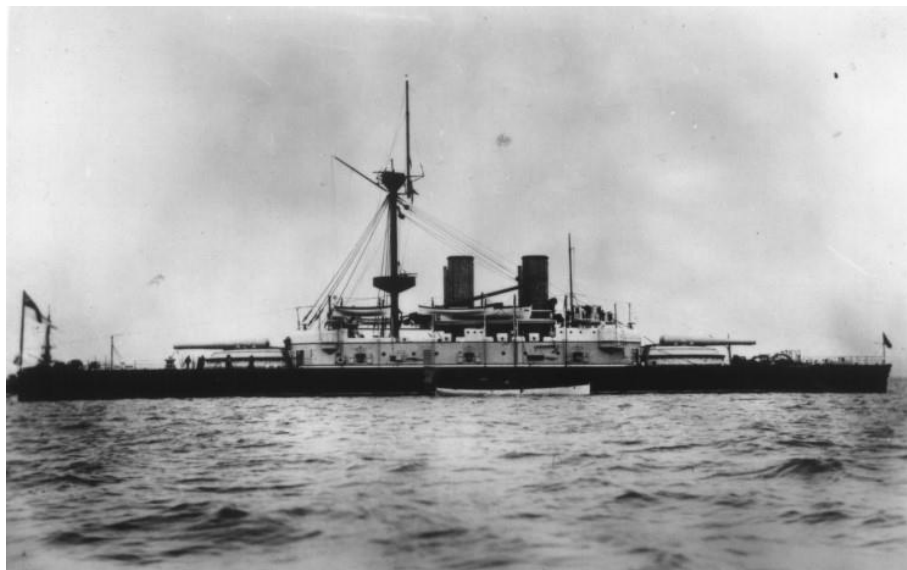
WSS QUIZ QUESTIONS MONTHLY OCTOBER 2024

1. This vessel was commissioned into British Army Service in 1967 and transferred to the Royal Fleet Auxiliary in 1970. It was badly damaged during the Falklands War, and now acts as a training vessel for the Special Boat Service in Portland Harbour. What is the name of this vessel?
2. Which novel (also made into an Oscar-winning film) is set on the SS Karnak?
3. The Jubilee Sailing Trust used to operate two sailing ships. One was *Lord Nelson*. What was the other ship called?
4. The musical *Show Boat*, famous for songs such as Ol Man River, follows the lives of performers, stagehands and dockworkers on which Mississippi River showboat?
5. In Alistair MacLean's novel *Ice Station Zebra*, what is the name of the US submarine used to get to the ice station?
6. What is the name of the Royal Navy offshore patrol vessel operating in the Caribbean? This vessel recently seized £160m of cocaine from a "narco-sub".
7. Which fishing port is represented by the registration FH?
8. Sir Home Riggs Popham was a Royal Navy commander, known for a number of scientific accomplishments. In particular, what did he develop that was adopted by the Royal Navy in 1803?

9. What does VLCC stand for?

10. German shipbuilder *Meyer Werft* recently floated out the newest Disney Cruise Line ship at its shipyard in Papenburg. What is the ship called?

HMS HOWE OF 1885



HMS Howe was one of a class of six battleships built during the 1880s in response to new ships being built in Italy and France. The six, known as the Admiral class comprised ANSON, BENBOW, CAMPERDOWN, HOWE, COLLINGWOOD and RODNEY. They differed slightly in terms of dimensions and more substantially in terms of their main armament.



HMS Howe was built by Pembroke Dockyard, being laid down on 7th June 1882, launched on 28th April 1885 and commissioned on 18th July 1889. Her displacement was 10,300 tons, with dimensions 325' x 68' x 27' 10". Her complement was 525 to 536 officers and men.



She had 10 cylindrical coal-fired boilers providing steam for 2 Humphrey's 3-cylinder inverted compound-expansion steam engines driving 2 screws. They gave 7500 indicated horse power (ihp) (normal) and 11,500 ihp (forced draught), which produced 16.9 knots on trial. This speed was rather greater than was normal in capital ships of the period. She had a range of 7200 nautical miles at 10 knots.

She was armed with four 13.5" guns in two barbettes, six single 6" guns, twelve single 12 pounders, twelve single 6 pounders, ten single 3 pounders and five 14" torpedo tubes. Her armour protection was what was known as an "All or Nothing" arrangement, with armour protecting the central part of the ship, but with very little protecting the ends of the ship.



AGROUND OFF

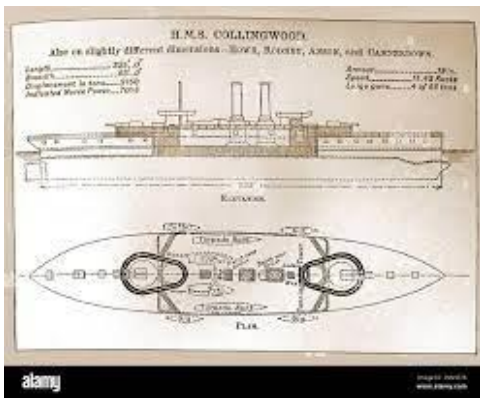
SPAIN

On commissioning, she was assigned to the Channel Fleet in May 1890. On 2nd November 1892, she ran aground off Ferrol, Spain, and salvage operations lasted for 4 months. She was paid off at Chatham for repairs and overhaul, but in October 1893 she was transferred to the Mediterranean Fleet. In December 1896 she became the port guardship at Queensferry (now Cobh). On 12th October 1901 she was paid off at Devonport and assigned to the Reserve Fleet. She was fully decommissioned in September 1904 under Admiral Fisher's "Scrap-heap" policy of scrapping all the older redundant Royal Navy ships. It would seem that warship technology was advancing then at a faster pace than in our era.

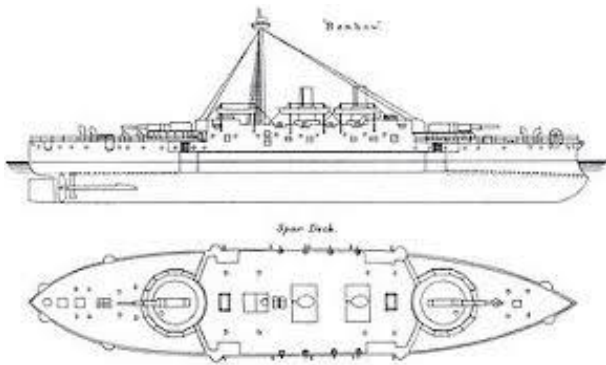
She was sold to Thomas W. Ward for scrap on 11th October 1910. And was broken up at Briton Ferry in January 1912.



The design of the Admiral class, by Sir William White, produced a successful and handsome series of battleships, although they never fired a shot in anger.



HMS COLLINGWOOD, a similar design to HMS HOWE, with the two barbetstes shown.



HMS BENBOE with single 16.25" main armament

USS THE SULLIVANS



The USS The Sullivans is a Fletcher class destroyer, one of the largest and most successful classes of destroyers of World War 2. A total of 175 were launched from 11 shipyards between 1942 and 44, of which 25 were lost or written off during WW2. She was named after five brothers who died when the light cruiser USS JUNEAU was sunk by a Japanese submarine on 13th November 1942, during the battle for Guadalcanal.



LAUNCH

She was built by the Bethlehem Shipbuilding Corporation in San Francisco, being laid down on 10th October 1942, launched on 4th April 1943 and commissioned on 30th September 1943. She served in WW2, winning 9 battle

stars and the Korean War winning 2 battle stars. She supported Marine landings at Beirut in 1958 and helped to enforce the naval blockade during the Cuban Missile Crisis in October 1962.



Between September 1961 and February 1962 she underwent a major overhaul in the Boston Naval Shipyard, emerging as a training ship. She was decommissioned at the Philadelphia Naval Shipyard on 7th January 1965 and remained in reserve until being stricken on 1st December 1974.



In 1977, she and the cruiser LITTLE ROCK were donated to the Buffalo & Erie County Naval & Military Park in Buffalo, New York to become a floating museum display. She was declared a National Historic Landmark in 1986.



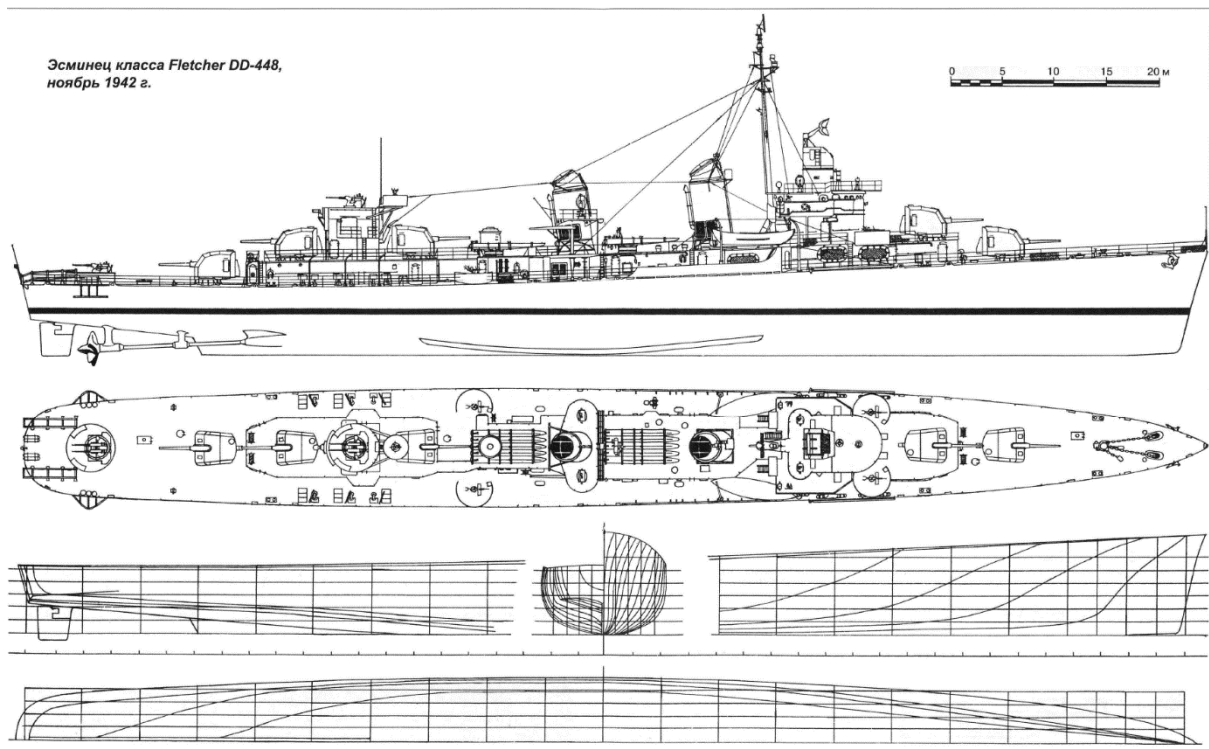
SUNK IN 2022 AT THE MUSEUM

On 26th February 2021 it was reported that she was taking on water and listing. On 14th April 2022, she began to list and sitting low in the water with all electrical power lost. It was declared “A Serious Hull Breach”, with part of the hull resting on the riverbed, but mostly above water level. An assessment in May 2022 found that damage to the ship’s interior was considerable. In August 2022 she was reopened to the public, after patch repairs and righting. It is planned to drydock the ship by late 2025 in either Erie or Cleveland, but major funding is needed. Currently, the lower decks are closed to visitors and only the main deck and part of the superstructure is open to the public.

Four ships of the Fletcher class have been preserved, three, including The Sullivans, in the United States and one in Greece.

The Fletcher class had a standard displacement of 2050 tons, with dimensions 376' 6" x 39' 8" x 17' 9". They were powered by 4 oil-fired Babcock & Wilcox boilers which produced steam for twin General Electric cross-compounded geared steam turbines of 60,000 shp total driving 2 screws and giving a top speed of 36.5 knots. Their range was 6500 nautical miles at 15 knots.

They were armed with five 5" d.p. guns, 12 x 40mm and 7 x 20mm a.a. guns and ten 21" torpedo tubes. They also carried 6 K-gun depth charge throwers and 2 depth charge tracks.



When converted to a training ship, The Sullivans carried four 5", two 3", four 40mm, two triple torpedo tubes and one depth charge track.

COSENS & CO LTD

Cosens & Co Ltd was a British excursion steamer and marine engineering company based in Weymouth.

The company was founded in 1848 by Joseph Cosens and incorporated in 1876. It operated a fleet of paddle steamers on excursions along the south coast of England and on cross channel trips to Cherbourg and Alderney. It also operated a number of launches offering "trips round the bay" as well as tugs serving ships using Weymouth harbour. Up to the end of World War I the company held the Admiralty contract to operate liberty boats for naval ships at Portland.^[2] The engineering side of the company was a major ship repair and marine engineering facility. The company also had a cold storage and ice-making facility adjacent to the port.

In 1851 Joseph Cosens was operating the steamer Princess between Weymouth and Portland, when he found that a rival organisation, the

Weymouth & Portland Steam Packet Company, owned by Philip Dodson, intended placing its own steamer Contractor on the same route. Cosens' response to this was to expand the company by going into partnership with wealthy local newspaper proprietor, Joseph Drew, in order to obtain a new ship. The new ship, named Prince, was designed and built by John Scott Russell, famous later as the builder of the ill-fated Great Eastern.^[3]

Joseph Cosens died at the end of 1873 and Joseph Drew became chairman.

In 1946 Cosens was taken over by its Southampton based rival Red Funnel which continued to operate the pleasure steamers, in conjunction with its own, until 1966 when the last surviving paddle steamer was withdrawn from service. The engineering division continued however, finally being sold in a management buy-out in 1990. Renamed Cosens Engineering Ltd it had a brief independent career that ended in receivership.



Emperor of India off [Bournemouth Pier](#) in 1908

FLEET

1848	PS Highland Maid
1848-53	PS Princess
1852=88	PS Princess
1858-63	PS Contractor
1858-65	PS Ocean Bridge

1860-65	PS Banockburn
1852=1938	PS Premier
1852	PS Wave Queen
1863-90	PS Commodore
1879=1955	PS Empress



1883=1920	PS Queen
1884-1953	PS Victoria
1888-1950	PS Monarch
1889-1920	PS Albert Victoria
1898-1928	PS Prince George
1901=1916	PS Majestic Sank
1901=1910	PS Brodick
1908=1957	PS Empress of India

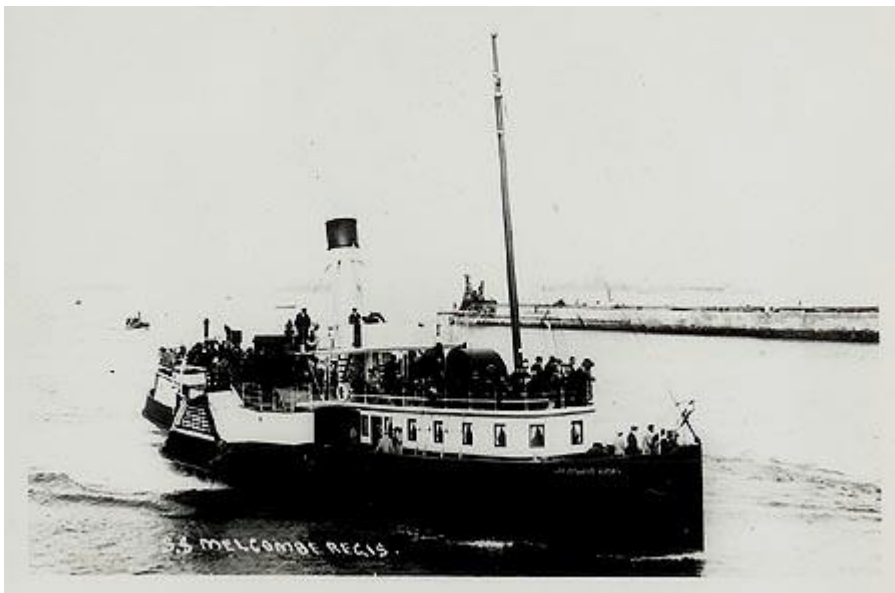


1910-1920

PS Helper

1913-1920

PS Melcombe Regis



1915-1931

PS Alexandra



1937-1967

PS Embassy



1937-1967

PS Consul



1951-1961

PS Monarch



CHUANG HONG 68

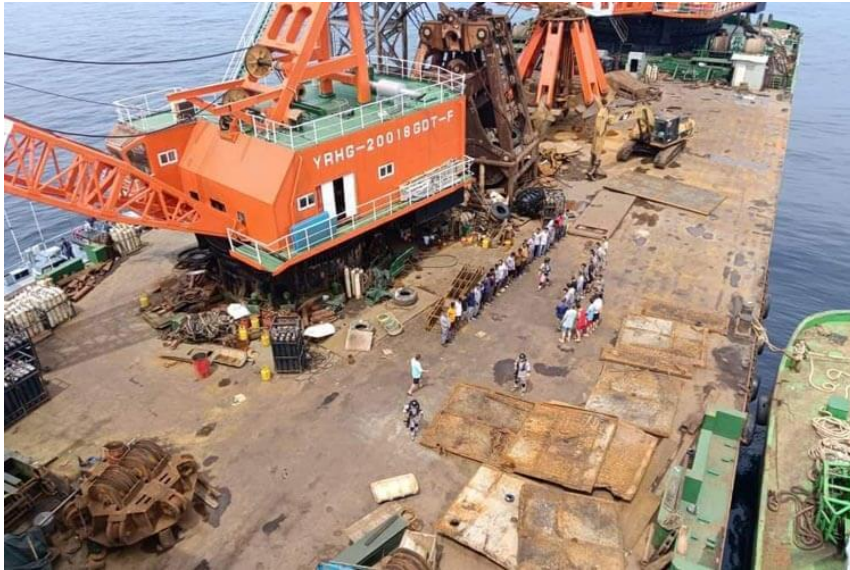


The Chuang Hong 68 is a Chinese flagged and owned grab dredger. She was built in 2014 by the Fujian Changxing Shipbuilding Company and is managed by Fusian Fuan Wang Sheng Shipping. She is of 8352 gt. and 3211 dwt, with dimensions 121.9m x 31.9m x 3.6m. She has at present a bucket capacity of 60 cubic metres.



JULY 2024

She was one of several ships that had targeted WW2 wrecks in the Java Sea area between 2012 and 2017. During that time, over 50 wrecks, US, UK, Australian, Dutch and Japanese, had been damaged or destroyed completely.



The Chuang Hong 68 is known to have targeted the wrecks of three Japanese wrecks off Malaysia in January 2017, the wrecks being the destroyer IJN SAGARI and the troop transports HIYOSHI MARU and KATORI MARU, among others. Some of the salvaging ships were detained by the Indonesian and Malaysian Authorities at the time, but all of them were eventually released.



BOARDING

BY MALAYSIAN AUTHORITIES

Between December 2017 and December 2021, the Chuang Hong 68 operated legitimately in Iranian waters, working on a new LPG terminal at Sarif Pars. She returned to the Malacca Strait in January 2022. During 2022, she operated legitimately on two modern wrecks, but appears to have used these as cover to target the wrecks of the Japanese cruiser IJN HAGURO and the RFA SURF PILOT.



Between December 2022 and May 2023, she carried out a sustained campaign on HMS REPULSE and HMS PRINCE OF WALES, using double cranes to wrench material from the wrecks, spending weeks on the site with her AIS switched off. The Repulse and Prince of Wales wrecks are protected war graves.



In May 2023, she was detained by the Malaysian authorities at the wreck site, when over 100 artillery shells were found on board. At a scrapyard in Kota Tinggi in Malaysia, two 5.25" shells, as well as numerous 40mm shells, a ship's anchor and sections of a ship's hull were discovered. A second haul of unexploded ordinance was found at the same scrapyard in January 2024.



THE

B.C. PIONER 88

Materials, such as steel, copper and brass have been taken by the crane barge BC PIONER 88 from the Chuang Hong 68 to the scrapyard on something of a shuttle service. The BC Pioner 88 was built in 2009 as the HENG YUAN SHENG 101. She is of 2256 gt with dimensions 64m x 25m, and is Indonesian flagged.

On 1st July 2024, the Chuang Hong 68 was again detained by Malaysian authorities whilst in the vicinity of the British shipwrecks, this time for paperwork violations. Local newspapers have been asking why she was allowed to operate again in Malaysian waters. The documentation of the relevant permits seems to have mysteriously disappeared, but it feels like backhanders with Malaysian officials may have been involved.

The ship is also wanted by Indonesian authorities for plundering the wrecks of HNLMS DE RUYTER, HNLMS JAVA and HNLMS KORTENAER in the Java Sea.

THAMES CLIPPERS



EARTH

CLIPPER

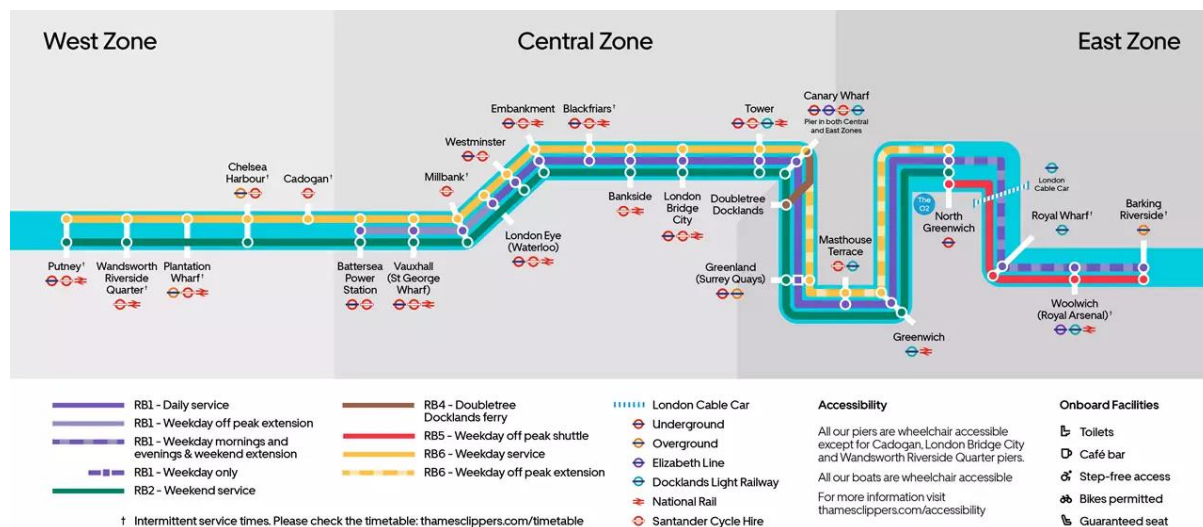
Thames Clippers began operating on the Thames in May 1999 with three passenger carrying catamarans, STORM CLIPPER, STAR CLIPPER, and SKY CLIPPER. These three ran from Greenland (Surrey Quays) Pier to the Savoy Pier (now Woods Quay), with stops at Canary Wharf and London Bridge piers.



GALAXY CLIPPER

Currently, following the partnership with Uber to form Uber Boat by Thames Clippers, the service covers 24 piers, from Putney Pier to Barking Riverside Pier.

In May 2022, the firm carried its 50 millionth passenger, and it operates a total of 21 aluminium fast catamarans.



TODAY'S FLEET



SKY CLIPPER

STORM, STAR & SKY CLIPPERS: These were by FBM on the Isle of Wight and acquired in 1999. They are of the FBM Hydrocat type, being of 60 gt and 25 metres long with a passenger capacity of 62. They are smaller and slower (22 knots) than the rest of the fleet and tend to be used in the central zone at peak times only.



HURRICANE CLIPPER

- A. HURRICANE, METEOR, CYCLONE, MONSOON, TORNADO, AURORA and TYPHOON CLIPPERS: These were built by Brisbane Ship Construction and acquired between 2001 and 2008. They are of the River Runner 200 Mk 11b “Typhoon” class. Their dimensions are 38metres by 9 metres and their passenger capacity is 220. Their top speed is 29 knots.
- B. MOON and SUN CLIPPERS: These were built by NQEA in Australia in 2005. They are of the River Runner 150 Mk 11. They have dimensions 31metres by 7 metres and their passenger capacity is 138. Their top speed is 25 knots.
- C. GALAXY and NEPTUNE CLIPPERS: These were built by Incat of Hobart, Australia and are of the Hunt class 1 type. They were built in 2015 and have dimensions 35.4 metres by 8.3 metres with a passenger capacity of 150. Their top speed is 30 knots.



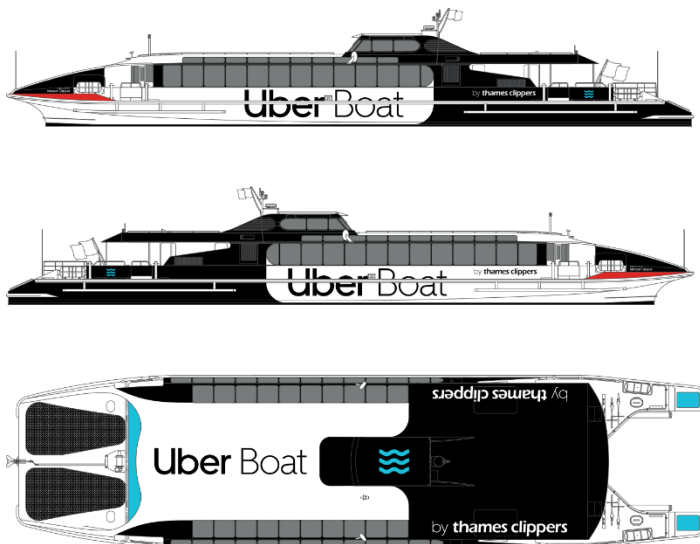
JUPITER CLIPPER

D. JUPITER and MERCURY CLIPPERS: These were built by the Wight Shipyard Company at East Cowes in 2017 and are of the Hunt class 11 type. Their dimensions are 32 metres by 7 metres and their passenger capacity is 172. Their top speed is 30 knots.



VENUS CLIPPER

E. VENUS CLIPPER: She was built by Wight Shipyard Company in East Cowes in 2019 and is of the Hunt class 111 type. Her dimensions are 32 metres by 7 metres and her passenger capacity is 220. Her top speed is 30 knots.



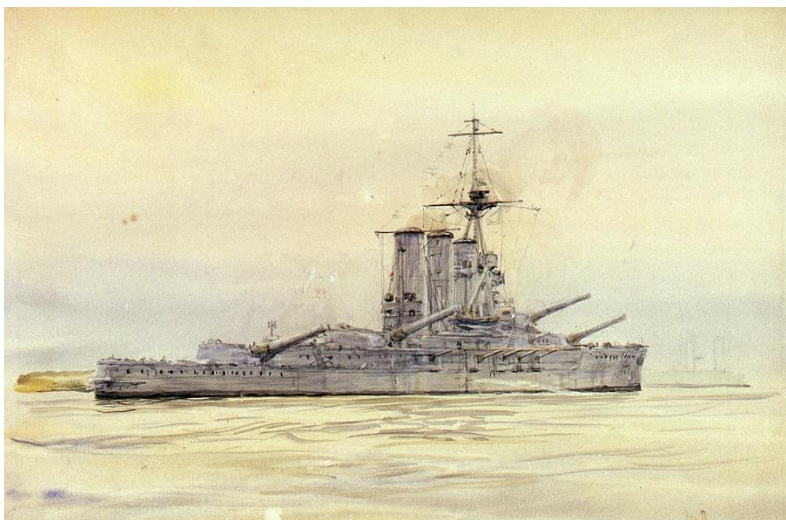
EARTH CLIPPER

EARTH, CELESTIAL and MARS CLIPPERS: These were built by the Wight Shipyard Company in 2023 to 24 and they are of the Hunt class 1V type. Like the rest of the “Hunts”, they were designed by Design One2Three, Naval Architects of Australia. Unlike all the previous Clipper vessels which have conventional diesels powering waterjet propulsion units, these three have a hybrid powerplant. Between Tower Pier and Battersea Power Station Pier they run on battery power. They recharge the batteries using biofuelled diesels outside central London. Their dimensions are 40 metres by 8 metres by 1.2 metres and their passenger capacity is 230. Their top speed using diesel is 32 knots and using batteries 12 knots.



WIGHT SHIPYARD COMPANY, EAST COWES

HMS TIGER OF 1913



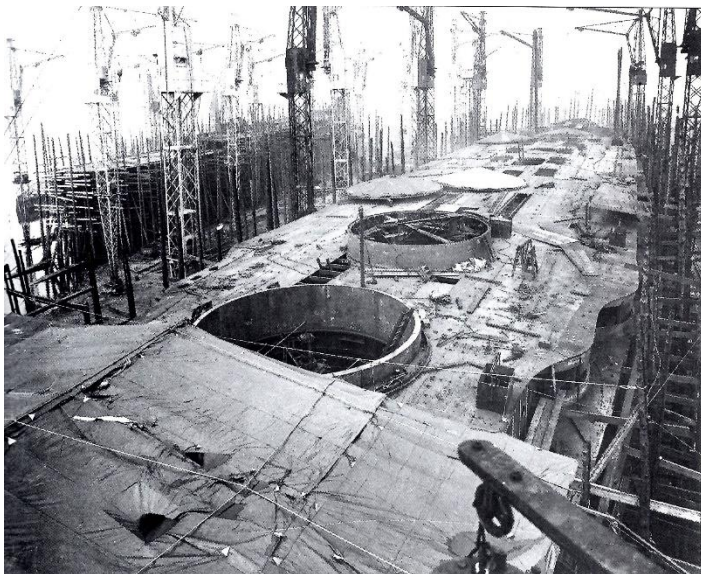
PAINTING BY W. WYLLIE

HMS Tiger was a British battlecruiser that served throughout WW1 and lasted until being scrapped in 1932 under the terms of the London Naval Treaty of 1930. She was a development of HMS QUEEN MARY, which itself was an improvement of the LION class of battlecruisers.

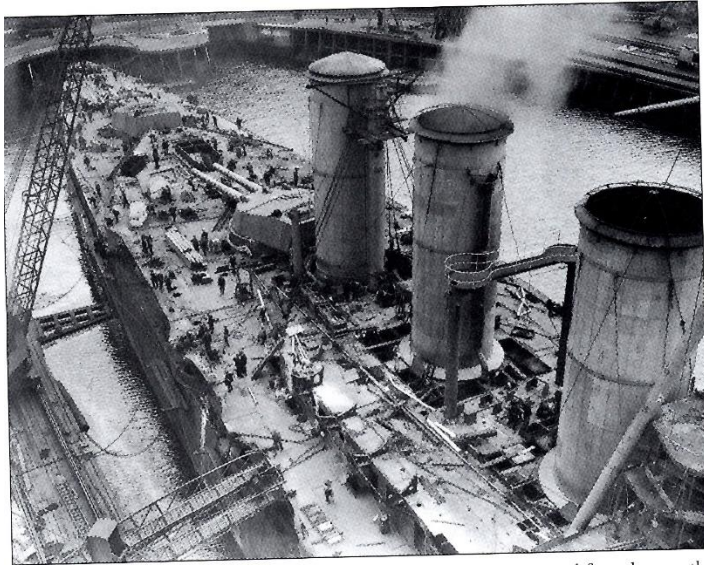


FITTING OUT AT CLYDEBANK

She was ordered under the 1911-12 Programme, with John Brown & Co. of Clydebank being the successful tenderer. Originally, she was to have had two sisters, one of which was to be called HMS LEOPARD, but these were not proceeded with, as the Admiralty had by then lost most of its enthusiasm for battlecruisers.



IN BUILD DEC.1913



FITTING OUT AUG 1914

She was laid down on 20th June 1912, launched on 15th December 1913 and commissioned on 3rd October 1914. She was of 28,430 tons standard displacement with dimensions 704' 0" over all by 90' 6" by 32' 5". She was powered by 39 Babcock & Wilcox water-tube boilers, which were dual fired by oil or coal, providing steam for two paired sets of Brown-Curtis direct-drive steam turbines. The engines gave a total of 85,000 shp, but with forced heating this increased to 105,000 shp. Her 4 screws gave a top speed of 28 knots, although during sea trials she exceeded 29 knots. Her range was 4650 nautical miles at 10 knots.



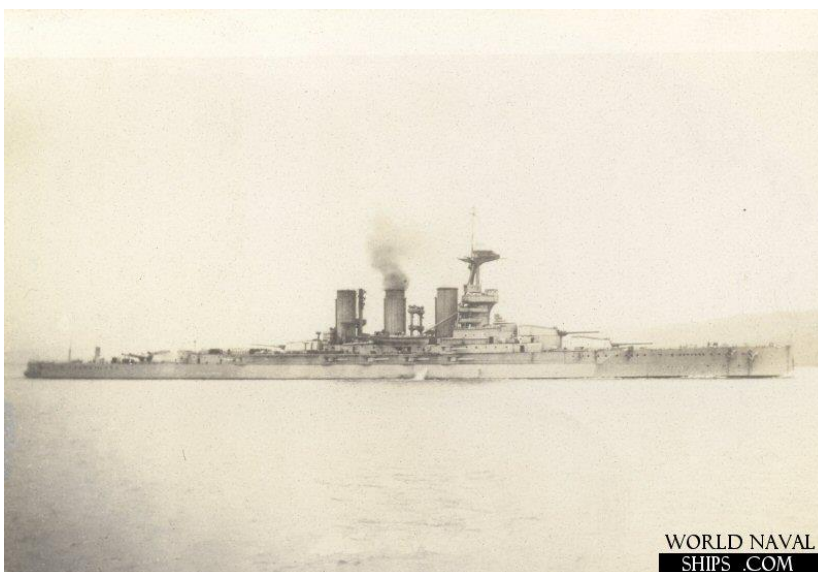
She was armed with the same 8 No. 13.5" gun main armament as the Lions, but all the four turrets were located on her centreline, giving a better range of fire. She also had 12 single 6" guns, 2 No. 3" guns and 4 submerged 21"

torpedo tubes. In 1918, a flying-off platform for a Sopwith Camel was fitted on top of B and Q Turrets.

Her design was an improvement on the preceding LION and QUEEN MARY classes, but updated in the light of the Japanese KONGO (recently completed at Vickers Armstrong) and the British IRON DUKE class. Her armour protection was the same thickness as in the Lions but extended over a greater proportion of the hull. She was the best protected of all the Royal Navy battlecruisers that saw action in WW1, and certainly the most handsome warship of her era.



She served in Beatty's First Battlecruiser Squadron for the whole of WW1. Her gunnery was notoriously poor, for example at Jutland she fired 303 rounds of 13.5" shells and scored just 3 hits. A Historian has said that the problem was "an incompetent crew, scraped from the bottom of the Royal Navy's barrel"



She took part in both the Battle of Dogger Bank and the Battle of Jutland, being hit with six 11" shells at Dogger Bank and fifteen at Jutland, repairs taking a few weeks in each case. Perhaps she was lucky that her magazines were not hit like the three British battlecruisers that blew up in the Battle of Jutland.



FLYING-OFF RAMP FOR SOPWITH CAMEL ON Q TURRET

She served in the Atlantic fleet from 1919 and 1922, and as a seagoing Gunnery Training Ship between 1924 and 1929, which is somewhat ironic considering her poor gunnery in WW1. Between 1929 and 1931 she served in the Battlecruiser Squadron, replacing HMS HOOD during Hood's refit. She was paid off in May 1931 at Rosyth.

She was sold in February 1932 for breaking up by T.W. Ward at Inverkeithing under the terms of the London Naval Treaty of 1930. A rather premature end of a well-balanced designed ship that could have easily been modernised, providing a better platform than the later RENOWN and REPULSE. Under the treaty, Britain had to discard one capital ship. One of the ROYAL SOVEREIGN class would have been a better candidate for scrapping, as with new engines and other modernisations, similar to some of the QUEEN ELIZABETH class, Tiger would have been much more use in WW2.

THE MIKHAIL LERMONTOV



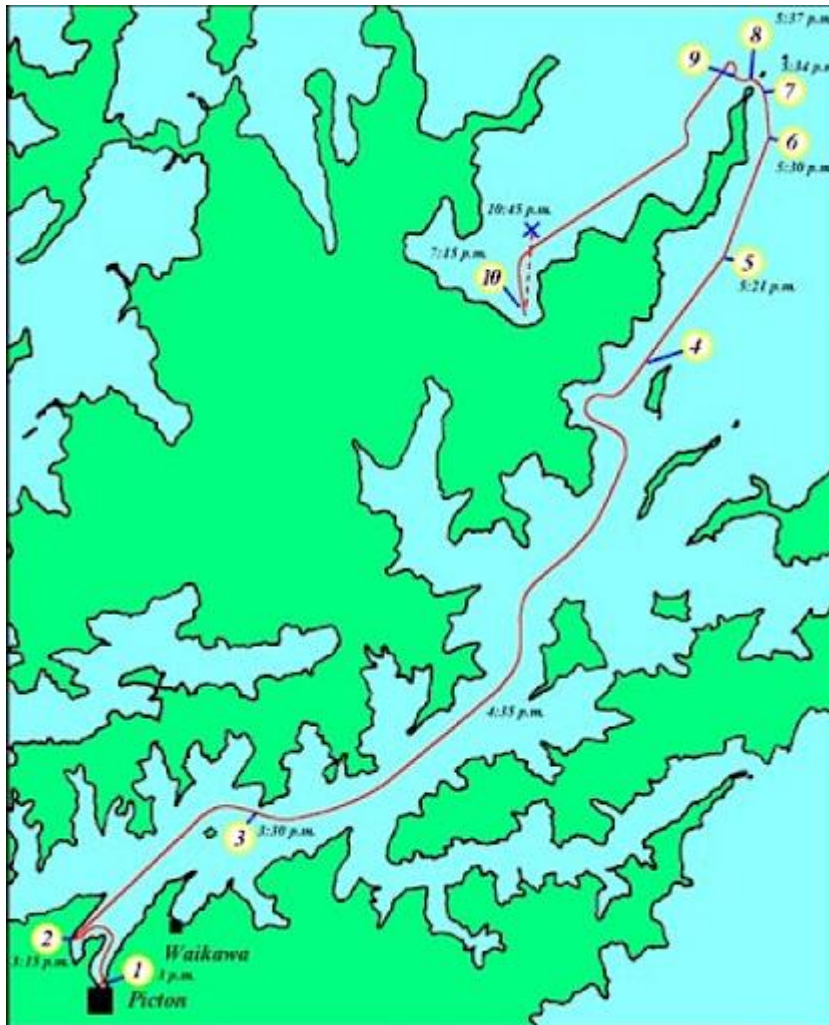
The Mikhail Lermontov was a Soviet Era Liner one of class of 5 “Poet Class” vessels built in 1972 by V.E.B. Mathias-Thesen Werft, for the North Atlantic trade, 20000 tons, ice capable, twin screw motor ships with a 20 kn. Cruising speed, crew 347 & 700 + passengers.

It soon became apparent that there was more money to be made from cruising rather than liner trade, the Lermontov was upgraded and began cruising from Australia.

On 16 February 1986 Mikhail Lermontov was cruising in New Zealand waters for the CTC cruise company. Mikhail Lermontov, sailed from Picton at 1500 hours. The local Harbourmaster and senior harbour pilot, Captain Don Jamieson, had arranged that he would pilot the ship out of Picton and again at Milford Sound and for the rest of the cruise to Sydney he would be on leave and a passenger.

Just 15 minutes after leaving Picton, the 20,027 ton ship nearly grounded in Shakespeare Bay due to the pilot being unaware that power to the bow-thrusters had been switched off.

The vessel was quickly underway again, but at 1530 the ship's Master, **Captain Vladislav Vorobyov**, warned the pilot about navigating too close to the shore.



Around 1630, Assistant Harbourmaster **Gary Neill**, who had been receiving pilotage instruction, disembarked onto the pilot launch and Captain Vorobyov left the bridge to get changed out of damp clothing. At approximately 1720 the vessel had reached the 'pilotage limit' and Captain Jamison concluded his spoken commentary to the passengers. As Captain Vorobyov had not returned to the bridge and the officer of the watch did not assume control, Captain Jamison continued to supervise the navigation of the vessel.

When the vessel was four nautical miles from Cape Jackson lighthouse, the pilot made an instantaneous decision to deviate from the agreed course, meaning that the ship would now have to pass between the headland and the lighthouse.

Mikhail Lermontov struck the bottom at 1737 local time.

At 1801 Captain Jamison called Picton Harbour Radio on VHF Channel 16 saying:

“This is a mayday situation – the Mikhail Lermontov – we have struck a rock at Cape Jackson and we are proceeding to Port Gore. Would you please advise Wellington we will require emergency services. The vessel is in danger of sinking – the vessel is in danger of sinking. Making water. Proceeding to Port Gore.”

Mikhail Lermontov was very well equipped with radio equipment. In 1972 the ship had visited London, a newspaper reporter was alarmed by the number of radio aerials on the ship. His published story said that, based on the photographs, Whitehall experts had confirmed that the radio equipment carried was in excess of that needed for a passenger liner – implying that the ship was involved in spying.

This was possibly journalistic hype. In 1986 the main radio room was equipped with three teletype receivers, Satcom teletype equipment, Satcom telephone equipment, HF transmitter, HF receiver, MF transmitter, MF receiver, emergency receiver, “Corvette” transmitter (not in use), weather facsimile receiver and other equipment. The emergency radio room contained both MF and HF transmitters and receivers. Number-nine lifeboat had a W/T and R/T installation and there were five portable emergency radios onboard (apparently set to VHF channel 17). There were two VHF radios on the bridge.

All Soviet Built equipment had a dual role so this would not be unusual

Aboard Mikhail Lermontov, Captain Vorobyov had plans that did not involve any rescue craft or coast radio stations. He intended to beach his ship, transfer the passengers and crew ashore, and then bus them to the town of Blenheim. He could not have known that an overland trip to Blenheim would take at least four hours and much of the trip would be on rough farm tracks and unsealed road

With its hull sliced open in three places, the 155-m vessel limped towards Port Gore, where it sank at 10.45 p.m. The inter-island ferry Arahura, the LPG tanker Tarihiko and a flotilla of small craft rescued all but one of the 738 passengers and crew. Refrigeration engineer Pavel Zaglyadimov drowned when

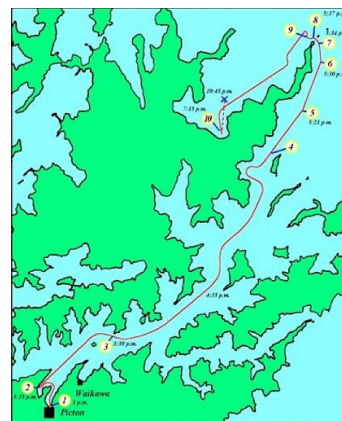
the forward compartment that he was working in was overwhelmed by the ingress of water when she struck the reef.

Soviet diplomats shielded the ship's captain, Vladislav Vorobyov, from the press; he later told Soviet television that Picton's harbourmaster, Don Jamison, was responsible for the vessel's course. Jamison accepted his mistake, blaming it on mental and physical exhaustion, later found to be questionable! There were comments as to sobriety of the pilot and the "impartiality" of the Inquiry chaired by a close pal of Jamieson. The Russian skipper was sentenced to four years (Suspended) and his licence suspended, the other bridge officers also had their Licences suspended for not intervening and countermanding the orders of the Pilot (who was in command and senior to them in age.)

One of the KGB officers assigned to the Inquiry in NZ was a young V. Putin

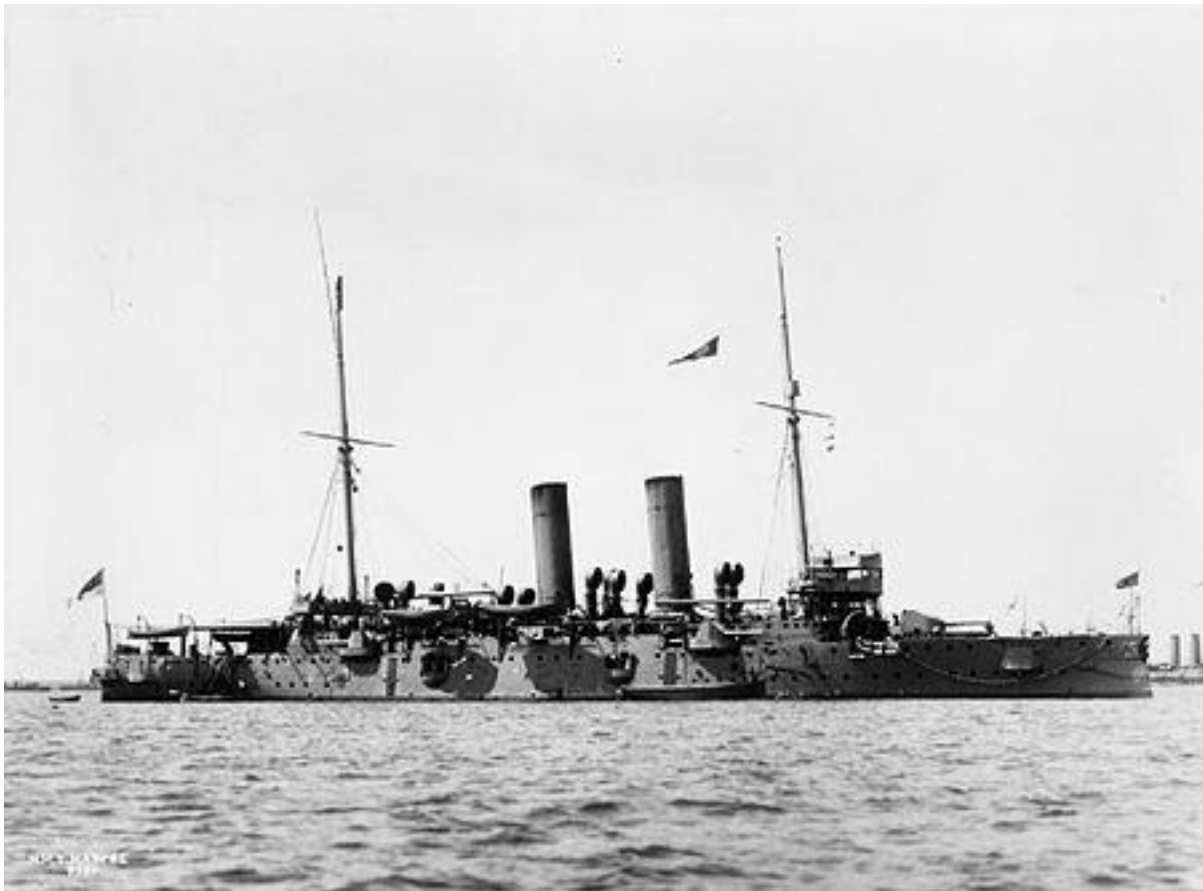
The wreck of the liner lies on its side 30 m below the surface. It has become a popular dive site, 3 divers are known to have perished including one still thought to be in the wreck, it is still one of the country's most perplexing maritime riddles, even more so because the entire incident was promptly sealed off in a cloche of bureaucratic silence, as if it were an embarrassment to be expunged and forgotten, neither explained nor fully investigated.

Over the past two centuries some 2200 ships and boats have foundered NZ coastal waters, splintered on rocks and reefs, pounded by heavy seas after grounding on shifting sandbars



Captain Vladislav Vorobyov, Centre, Putin far left

HMS HAWKE

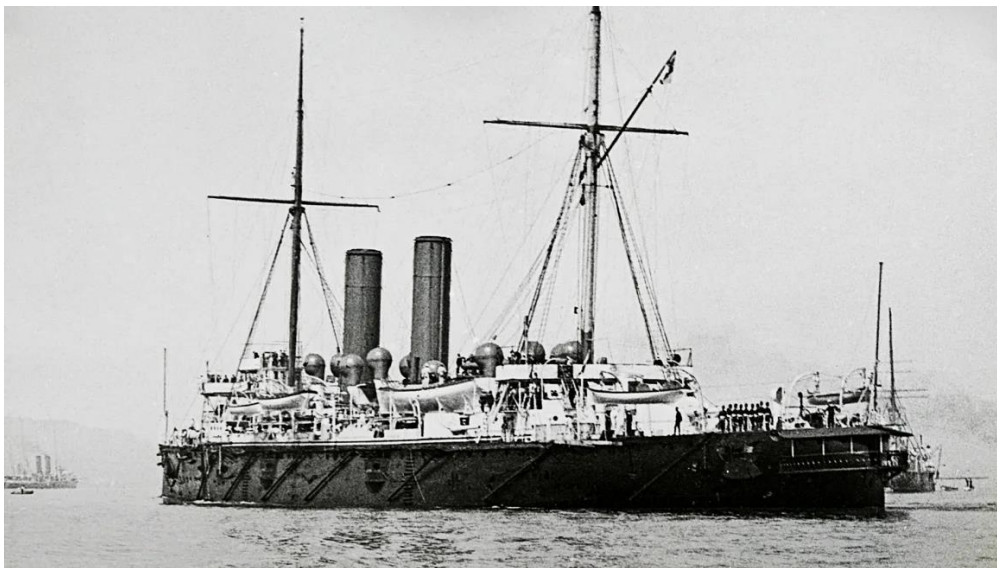


A group of divers recently claim to have found the wreck of HMS HAWKE in 110 metres of water off the Aberdeenshire coast. The identity of the wreck is still to be confirmed by the Royal Navy, but there is reportedly much evidence that it is indeed the remains of the Hawke.

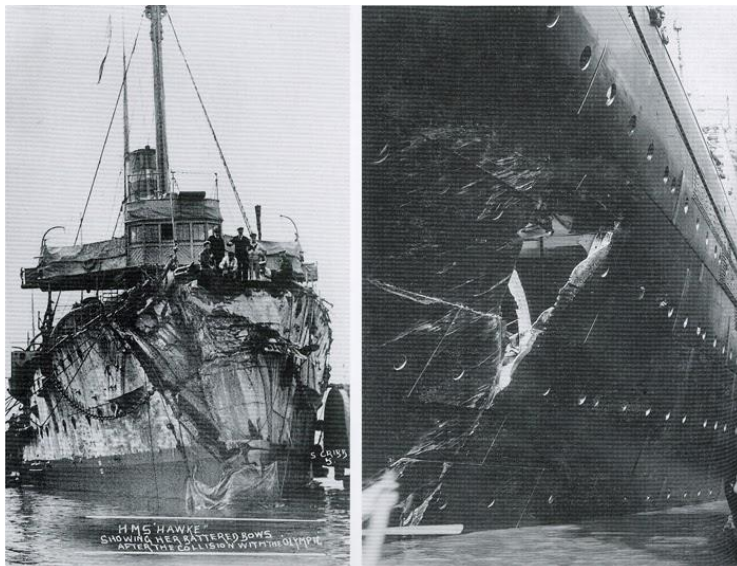
HMS Hawke was an Edgar class protected cruiser of which originally there were 9 ships, but by the start of WW1 only 6 were active. The Hawke was built by Chatham Dockyard, being laid down on 17th June 1889, launched on 11th March 1891 and completed on 16th May 1893.



She was of 7,770 tons displacement, with dimensions 387' 6" overall x 60' 0" x 23' 9". Ship's complement was 544 officers and men. Her machinery was built by Fairfields and consisted of 4 coal-fired double-ended cylinder boilers feeding two s-cylinder triple expansion steam engines driving 2 shafts. They developed 12000 indicated horsepower under forced draught giving 20 knots. Her range was 10,000 nautical miles at 10 knots.

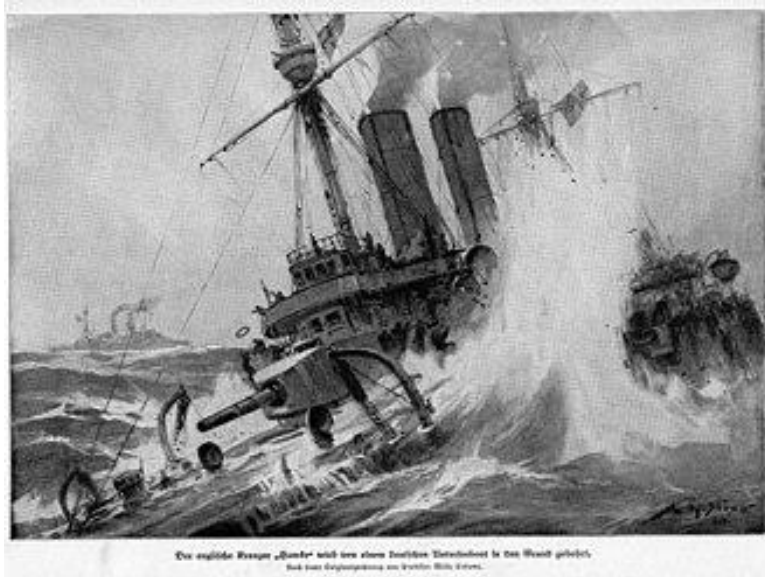


Her armament consisted of two single breach-loading 9.2" guns, ten single 6" quick firing guns and twelve 6 pounder guns. By 1914, the Edgar class were among the oldest cruisers in the Royal Navy, and it is surprising that they escaped Admiral Fisher's purge of outdated tonnage in 1904.



DAMAGE TO HAWKE (Left) and OLYMPIC (Right)

On commissioning, she joined the Mediterranean Fleet, and she spent the majority of her service life there. On 20th September 1911 she collided with the White Star liner RMS OLYMPIC in the Solent. Hawke lost her ram bow and was later repaired with a straight stem. The later trial pronounced the Hawke to be free of any blame.



GERMAN PAINTING OF THE TORPEDO HIT

On the morning of 15th October 1914, soon after the outbreak of WW1, Hawke was on blockade duty off the Aberdeenshire coast, as part of the 10th Cruiser Squadron. Because of her age, she was also being used as a training ship. She slowed down to take mail and having finished, sailed without zigzag to catch up with the rest of her squadron. She was hit on her starboard side by a torpedo from the German submarine U-9. The same submarine had, a few weeks earlier, sunk the old, armoured cruisers ABOUKIR, CRESSEY and HOGUE with a great loss of life.

Within 7 minutes, the Hawke capsized and sank, taking 520 men, predominantly cadets, with her. 74 were saved, most of them by the Norwegian steamer MODASTA. Historians believe that the torpedo caused a magazine to explode, which would explain why a well-found, if elderly, ship sank so quickly.

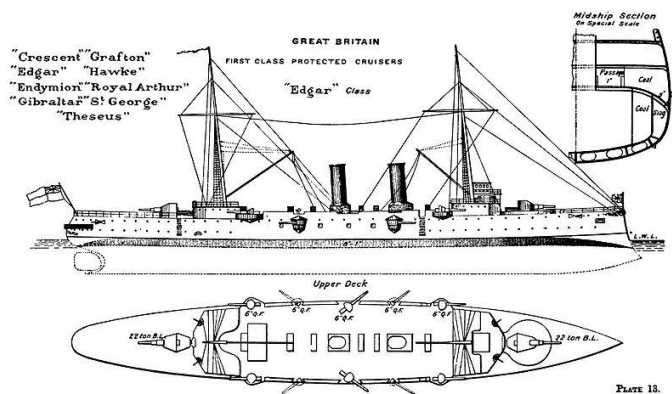
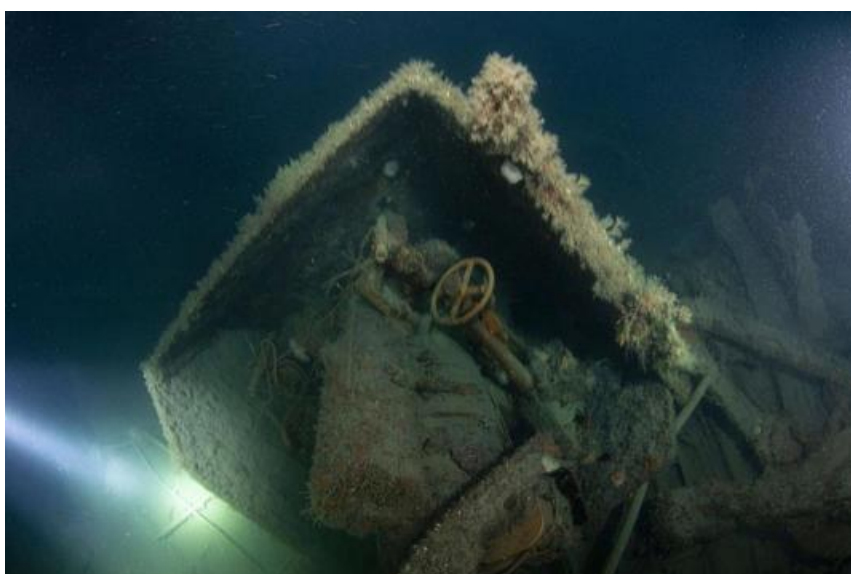


PLATE 13.

On 12th August 2024, the wreck was found by the “Lost in Waters Deep” group, 110 metres below the surface, some 70 miles east of Fraserburgh. The wreck is reported as being in a remarkable condition after 110 years. A lot of her Teak decking is still present, as well as the captain’s walkway around her stern. Lots of her guns are visible as well as RN crockery. Her Portholes are open, indicating a lack of preparedness at the time of her attack. She has yet to be formally identified by the Royal Navy, but Lost in Waters Deep are experts in this field, and they are certain of the identity of the wreck.

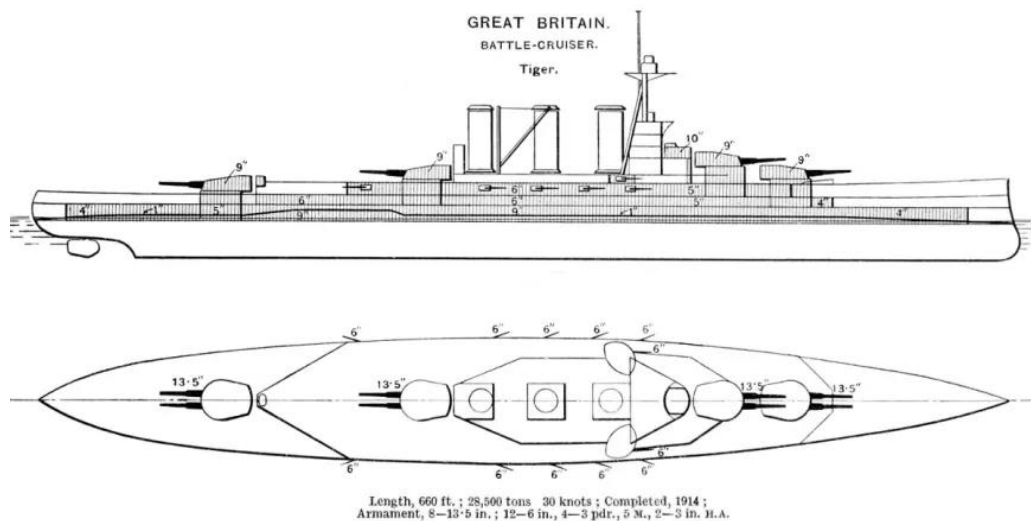


U-Boat U-9





THE WRECK 2024



MARITIME QUIZ NO 2 THE THAMES OCT 2024

1. What company has ferries calling regularly at Purfleet with ship names ending in "INE"?
2. What company has ferries calling at Tilbury 2 with ship names starting "NOR"?
3. What company with tugs working on the Thames has their names prefixed with "VB"?
4. What company has container ships regularly calling in the Thames with the suffix "EXPRESS"?

5. What company has ConRo ships calling regularly at Tilbury with prefixes "GRANDE" or recently "GREAT".
6. What company has tugs using the Thames with names starting with "RE"?
7. In the Thames estuary, if you passed Sea Reach No.5, then No.6 and then No. 7, are you heading upstream or downstream?
8. What is the speed limit for vessels off Southend in the inshore area?
9. What is the nominal depth below Chart Datum on the London Gateway Port berths?
10. What is the nominal depth below Chart Datum in the approaches to the LGP.
11. What restrictions does the PLA have relating to the use of scrubbers in Tilbury Docks and riverside berths?
12. What under keel clearance is required by the PLA at Tilbury Riverside and Tilbury lock. Is it 0.9 metres, 1.2 metres or 1.5 metres?
13. What was the technical name for Southend's Mulberry Harbour and what function would it have performed if it had got to Normandy.
- 14 Which is the longest river in England, the Thames or Severn?
- 15 Which locally significant vessel was added to the National Historic Ships Register

S.S. HIPPARCHUS OF 1867

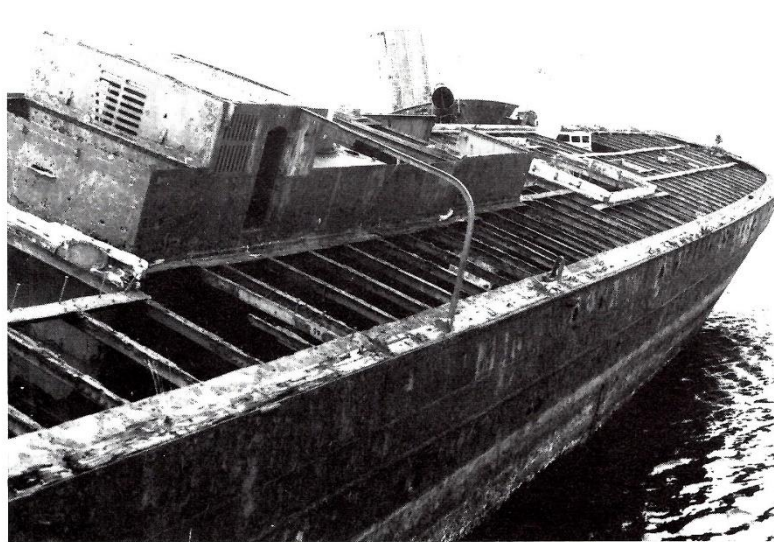


A MODEL OF THE SS AGAMEMNON OF 1865

Among a series of very interesting hulks at Puntas Arenas, near the Magellan Straits on the southern tip of South America is that of the HIPPARCHUS. She was a steamship built by A. Leslie & Co. at Hepburn on the Tyne for the Lamport & Holt subsidiary, the Liverpool, Brazil & River Plate Steam Navigation Company of Liverpool. She was launched on 30th August 1867 and completed in October of that year.



HIPPARCHUS: in the 'tween decks, looking aft



HIPPARCHUS. Iron hull intact, but wooden decks have gone

She was of 1840 grt and 1251 net with dimensions 290.7' x 34.5' x 20.0'. Her hull and superstructure were of iron, but her deck planking was of timber. When built she had a single simple two-cylinder steam engine built by R. Stephenson & Co. of Newcastle driving a single screw. She was also barque rigged, because the very inefficient steam engines at that time used enormous amounts of coal.

In 1868 Lamport & Holt won a GPO contract for a mail service from London to Rio, Montevideo and Buenos Ayres, and the Hippiarchus was transferred to the newly formed Liverpool, Brazil & River Plate Steam Navigation Company, carrying cargo and, occasionally immigrants.

The Hippiarchus was one of the first fleet of steam vessels to enter the China tea trade after the opening of the Suez Canal in 1869. In 1870 she voyaged to Shanghai via the Suez Canal in 53 days, cutting the average time in sailing vessels by half.

In 1878 Lamport & Holt won another mail contract, this one from the Belgian government for mail to and from Brazil, Uruguay and Argentina. The contract required that all the ships on the service should be Belgian registered, so the Hippiarchus and other steamers were transferred to the Societe de Navigation Royal Belge Sud Amerique of Antwerp, another subsidiary set up by L.& P. for this purpose, and Belgian flagged.

Also in 1878, the Hippiarchus had her engine "compounded" by R. Stephenson & Co.. This change, which was made possible by the invention of the

compound steam engine in 1865 by Alfred Holt (a relation) and his successful persuasion of the Board of Trade to allow boiler pressures to be increased from 25 psi to 60 psi. Hipparchus's improved engine gave 170 nhp, and was much more efficient in the consumption of coal.

In 1895, she was relegated to a coal hulk in Buenos Ayres, still owned by the Belgian subsidiary company. In 1909, her ownership passed back to the Liverpool, Brazil & River Plate Steam Navigation Company, presumably with the winding up of the Belgian concern.

With the gradual replacement of coal with oil fuel for ships, and also the opening of the Panama Canal in 1914, the need for coaling hulks was much reduced, and in 1915, L & H sold her for scrap. She was not broken up, however, and in the 1930s, she was sunk at Puntas Arenas to form part of a breakwater for the ASMAR naval shipbuilding and repair yard. The shipyard is state owned, and the Hipparchus, along with the sailing ship hulks FALSTAFF and COUNTY OF PEEBLES, is owned by the Chilean Navy.



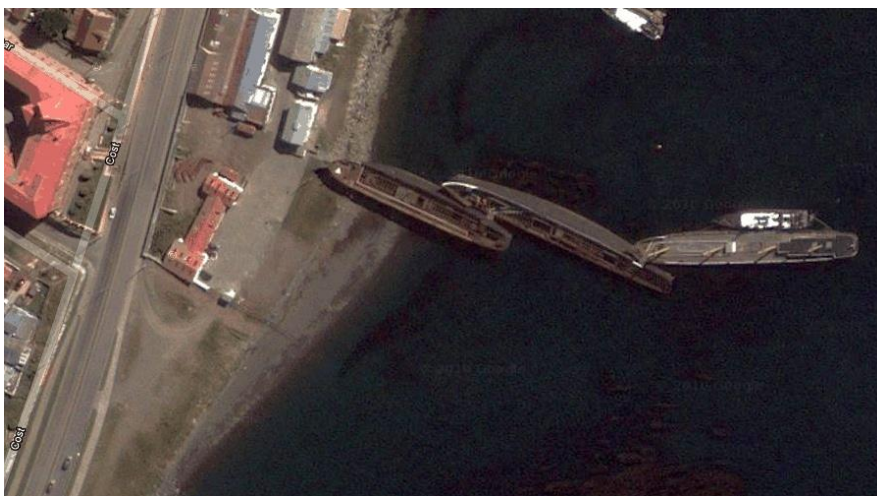
HIPPARCHUS IN THE 1980S



HIPPARCHUS BOW VIEW



HIPPARCHUS WITH COUNTY OF PEEBLES BEHINDH

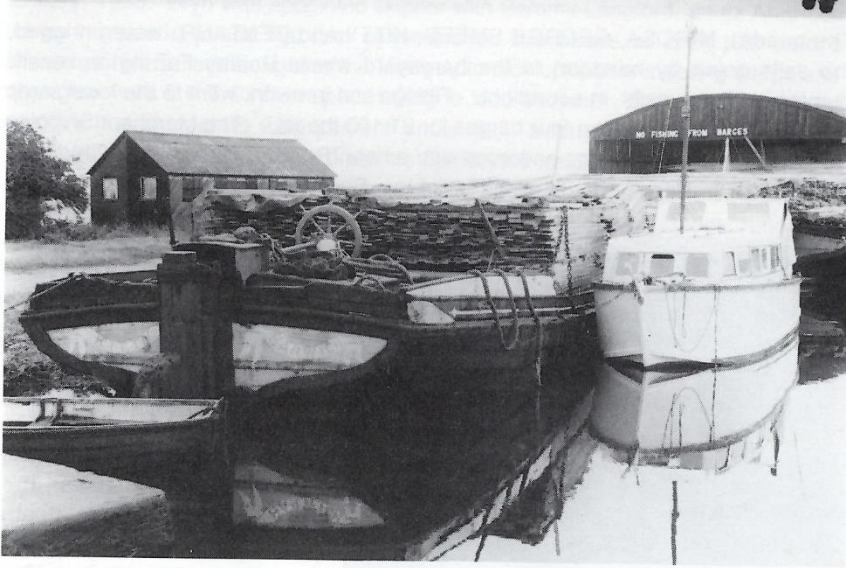


FROM THE SHORE: FALKIRK, HIPPARCHUS and COUNTY OF PEEBLES

THE SALTCOTE BELLE



For a few years in the early 1960s, my father had a small sailing cruiser kept on a swinging mooring in Lawling Creek, near Maylandsea. We had many happy day sails up and down the Blackwater, and I was able to do some barge spotting on some of these trips. At that time there were fewer rigged barges at Maldon than now, but there were always several former sailing barges serving as timber lighters for Brown's of Chelmsford. They were loaded with sawn timber from freighters moored below Osea Island and towed to Sadd's at Maldon or to Heybridge Basin for onward transmission by barge to Brown's at Chelmsford. I remember, in particular, the MIROSA, CENTAUR, BRITISH EMPIRE and GEORGE SMEED, all of which were later re-rigged and three of which are still active. The BRITISH EMPIRE is sadly now a wreck below Battlesbridge Mill.



CENTAUR

LOADED WITH TIMBER IN HEYBRIDGE BASIN

My favourite rigged barge active on the Blackwater then was the Saltcote Belle. This was partly because of her wonderful name, but also because she always looked particularly smart with her hull painted black and grey, like one or two barges are today, such as EDITH MAY and DAWN.



Bill Quiller's command, the *Saltcote Belle*, berthed in the Royal Albert Dock, London, waiting to load.

The Saltcote Belle was built in 1895 by Howard at Maldon for the May's, who were the maltsters with premises and a quay at the head of Saltcote Creek. She was used to carry imported grain from ships in London or Ipswich to the maltings and to take out finished malt for London. On neap tides, she was loaded with malt in Heybridge Basin.



There is a report of a charter of the Saltcote Belle in August 1900 by what is now Wilkins & Sons Ltd. of Tiptree for a day-long “works outing” for its workers. The barge left Heybridge Basin in delightful weather and sailed down to Bradwell Point before starting the trip back. In mid-afternoon, they were off St. Lawrence Stone when a storm blew up. Considering the safety of the passengers, the skipper decided to drop anchor and ride out the storm. By 10am the next morning, the gale had passed, and the voyage home began. A one-day outing had morphed into two.



She was of 49 Registered tons with dimensions 82' x 19' x 5.3'. In 1924 she came under the ownership of Francis, Gilders & Keeble, and by 1933 this had morphed to Francis & Gilders Ltd. They had a large “seeking” fleet of sailing barges based at Colchester. Most of Francis & Gilders’ barges went into the

London & Rochester Trading Company's fleet when the two companies were merged in 1951 and were cut down to motor barges or auxiliary barges.



The Saltcote Belle was bought by a Mr. D. Harmer in 1950 and converted into a yacht. She was sold to R. Hopewell-Smith in 1952 and to S. Laine in 1963. Her last owner, according to the barge compendium, was I. Danskin, who acquired her in 1970. By 1985 she was derelict, and her remains are visible in the saltings of Woodrolfe Creek, near Tollesbury Marina.



HISTORY OF THE PORT OF HAMBURG

A port with a wooden landing stage about 120 metres long first appears in drawings dating from the 9th century which Hamburg used to trade long distance . With a population of about 200,



By 1188 the first port facilities existed on Nikolaifleet..



The next milestone in the history of the port was Hamburg's accession to the Hanse League in 1321..Its trade was focused westwards, towards the North Sea,. The city acquired privileges in England and Flanders, also founding trading branches in London, Bruges, Amsterdam, in Scandinavia to the North and inland Germany. The population, increased from 8,000 in 1375 to 16,000 in 1450.

The Port of Hamburg was soon hit by competition from the neighbours. Such as Altona in Denmark

Trade with America commenced in 1782 A collapse caused by the continental blockade followed in 1806. Work on expanding the port only started again in 1814.

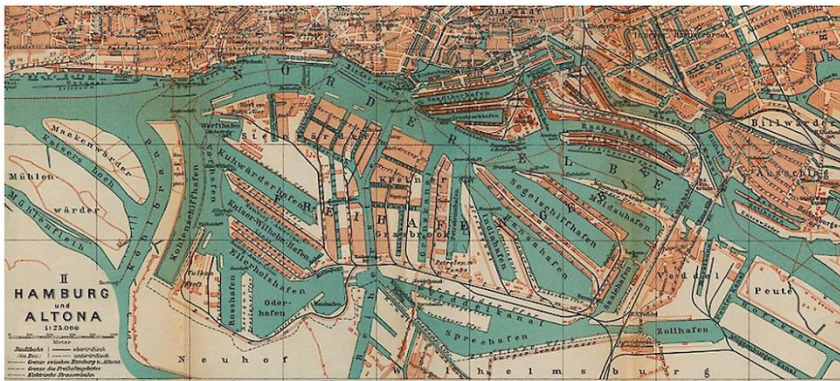


The Sandtorhafen around 1894,

In 1862 it was decided to make the Port of Hamburg an open tidal port rather than a dock port.. In 1866 they constructed quays and sheds along both banks of the River Elbe. The first ship-to-rail transfer then took place in 1872.

In 1881 Hamburg joined the German Customs Union. The city was only permitted to retain one area where goods in transit could be stored duty-free. The Speicherstadt is the worlds largest warehouse complex that rests on timber (oak) piles. Since 1991 it has been protected as a monument. Building of this part of the Freeport commenced in 1883 and the first section was completed five years later.. After over 120 years of the Freeport, in 2013 this

status was surrendered. Today the port area is a European Custom seaport



Map Hamburg port 1910,

In World War 2 80 percent of the port facilities were destroyed.



Reconstruction of the port proceeded after the war,. By 1953 the city had already invested 115 million euros in reconstruction of the port.



"American Lancer", at Burchardkai in Hamburg

In 1967:containerisation began On 31 May 1968 the American Lancer, the first cellular containership, berthed at Hamburg's Burchardkai..Today 98 percent of general cargo handled is containerized.



The first stages of planning the Container Terminal Altenwerder (CTA) began in 1990, and today , the CTA is state-of-the-art.. By 2022, all container transporters (AGVs) were electrically operated.



Hafencity,

From 2003 one of the largest urban development projects in Europe began on 160 hectares of port land between Kehrwiederspitze and the Elbe bridges: Hafencity.. Nearly 7,000 dwellings and over 45,000 jobs have been created.



In order to maintain the competitiveness of the Port of Hamburg it is necessary that the increasingly larger vessels are able to enter the Port. The fairway adjustment is the solution to the rapid growth in the size of ocean-going vessels.

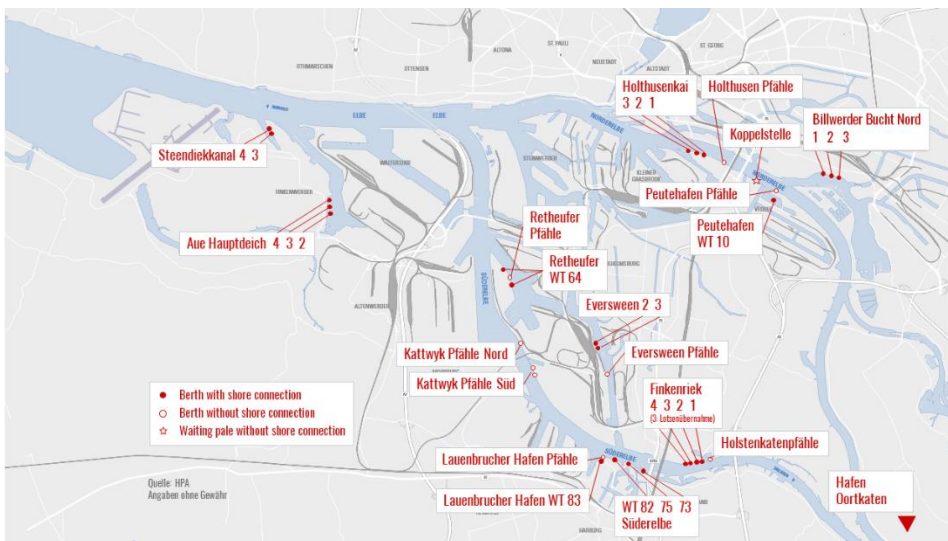
After the dredging work on the Lower and Outer Elbe began in 2019 As of January 2020, ships with an added ship width of up to 98 metres can safely pass each other in, sections of the Elbe Furthermore, the waiting area in

Brunsbüttel has been completed. Tide-dependent ships that cannot reach the tidal window have the option of waiting there for the next low-water phase.

In 2022, the German government let the Chinese state-owned COSCO Shipping take a stake in ownership of the port.



Handling annual throughput of 126 million tons, the Port of Hamburg is the largest German universal port.)



THE VIOLA



DIAS IN OCTOBER 2016

On a bleak and windswept beach at Grytviken in South Georgia, in the South Atlantic are some very old whale catchers, the DIAS, the ALBATROS and the PETREL. Moves are afoot to transport the DIAS, which was built as the steam trawler VIOLA, and to restore her as part of a museum in Hull, subject of course to raising the necessary funding. The Viola was built as a steam trawler in Beverley in 1906, whilst the Albatros and Petrel were built in Norway in 1921 and 1927 respectively as whale catchers.

In September 1905, Charles Hellyer, the Managing Director of the Hillyer Steam Fishing Company, which was one of the largest owners of trawlers in Hull, announced plans to build 50 new steam trawlers. They were to operate in the Hellyer's North Sea "boxing" operation, in which trawler crews packed the newly caught fish in boxes which were then transferred to fast steam cutters which rushed the catch to Hull and other docks.

Hellyer placed the orders for the ships and the local yard of Cook, Welton & Gemmill at Beverley won most of the contracts. The vessels were built at Beverley and then towed down to Hull for the boilers and steam engines to be built and installed by Amos & Smith. Amazingly, all 50 were completed within 5 months. Most of the ships were given names of characters from Shakespeare plays, including the Viola.

The Viola was launched by Cook, Welton & Gemmell on 17th January 1906, just in time for the first Boxing voyage of that year, which left on 20th February. She was of 179 gt, with dimensions 108' 6" x 21' 6" and was built of wrought iron. She was powered by a single coal fired boiler which provided steam for her reciprocating triple expansion engine giving a speed of 9.5 knots. Her boiler and steam engine were manufactured and installed by Amos & Smith. Her crew at this time would have consisted of skipper, mate, bosun, 3 deckhands, 1st & 2nd engineers, fireman and cook.



EARLY YEARS

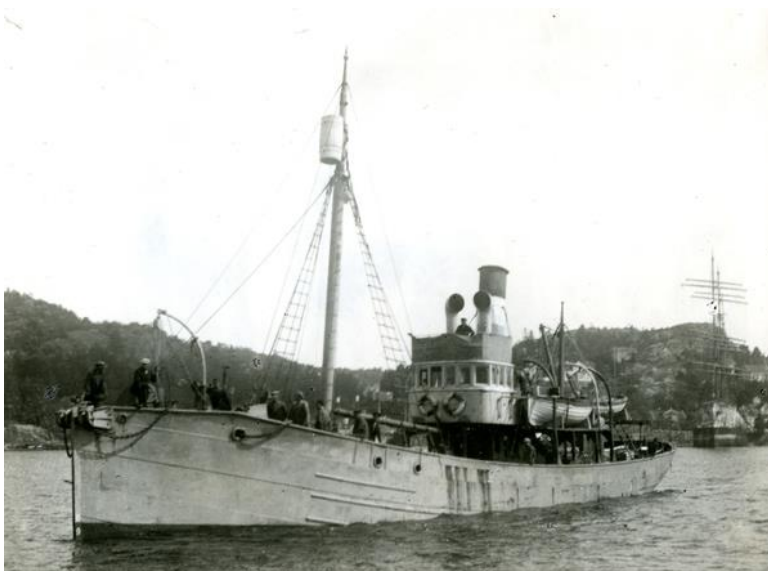
In 1910, the Royal Navy Reserve formed a trawler section and made arrangements with the owners to hire their vessels when required. Crews were given training in minesweeping duties. In mid-September 1914, the Viola was requisitioned by the Admiralty and commissioned as HMT VIOLA, with pennant number 614. Her trawling gear was removed, and a 3-pounder gun fitted forward, and she was sent to the Shetlands as part of the Auxiliary Patrol Service. She was based either in Lerwick or Scalloway and formed part of a boom defence unit.

In October 1915, her unit was transferred to the River Tyne and Viola was refitted with a 12-pounder gun, hydrophones and depth charges. In 1917 she exchanged fire with a U-boat that was shelling a Norwegian steamer and drove it off. In 1918 Viola and her group hunted and destroyed U-boats UB 30 and UB 115.



DIAS

In February 1919 she was released from Admiralty service. Later in 1919, Hellyer went into liquidation, and in 1920 Viola was sold to Norwegian interests and renamed KAPDUEN. For a few years she functioned as a trawler under the Norwegian flag. A few years later, she was resold and converted into a whale catcher and renamed DIAS. A harpoon platform was fitted forward and the bridge moved to a position ahead of the funnel. For the rest of the 1920s she travelled along the African coast and across the South Atlantic on whaling expeditions.



In 1927 she was sold to the Campania Argentina de Pesce S.A., who operated from Grytviiken and she was used to hunt elephant seals. In 1956 she was converted to burn oil rather than coal and a modern bridge installed. In

1964/65 the whaling station at Grytviken closed and Dias and some other vessels were laid up there. From 1964 to 1971, a caretaker looked after the remaining vessels, including turning over the engines on a weekly basis. In 1974 she sank at her mooring.



OCTOBER 2016

In 1982 she was targeted by Argentinian scrap metal merchants in one of the incidents that triggered the Falklands War. She was refloated and beached in 2004. She lies there today, with decks awash at high water. She has some fuel oil aboard, and minor leakage from her tanks has been reported. Her funnel has been removed for safety reasons. Her boiler and steam engine are still intact, and reportedly she is in a surprisingly good structural state. To get her back to the UK however, requiring a semi-submersible vessel, would cost several million pounds.

THE LAUNCH OF HMS ALBION IN 1898



On 21st of June 1898, the battleship HMS ALBION was launched at the Thames Ironworks at Leamouth, Blackwall. The ship herself was unremarkable, a Canopus class pre-Dreadnought, but the launch was anything but ordinary.



THE LAUNCH

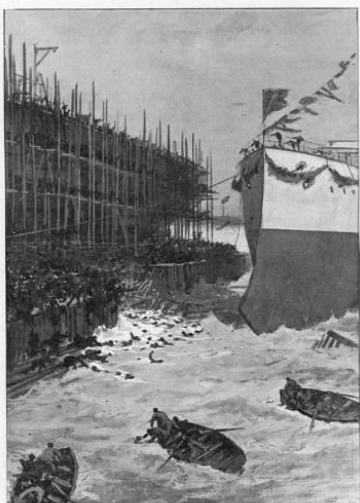
The Albion was the first major warship to be built by Thames Ironworks for ten years. She was the largest ship to be built on the Thames up until then, and an estimated 30,000 spectators arrived to watch the launch. After the ship

smoothly went down the slipway and into the Thames, the resulting backwash swept away a staging on which some 200 spectators were standing. About 34 lives were lost, mostly women and young children. With the noise of the cheering crowds and ships hooting, the cries of those in the water were mostly unheard.



VIEW DOWN THE SLIP AFTER THE LAUNCH

The staging involved was a wooden access structure for shipyard workers to work on the Japanese battleship SHIKISHIMA, which was being built on the next slipway to the Albion. The spectators on the staging had ignored police and placard warnings of the danger, and apparently jeered and mocked those trying in vain to avert the danger. The subsequent enquiry found that the disaster was due to “Accidental Causes”, and that the crowd was responsible and not the police or Thames Ironworks.



A terrible disaster occurred on August 22, 1891, at Blackwall of the Victoria of the Port of York. As the vessel was being lowered down the slipway, she was struck by a heavy beam of the crane which fell on her. The ship was crushed and completely wrecked. All hands were thrown into the water. A number of the crew were killed. The ship was crushed and completely wrecked. All hands were thrown into the water. A number of the crew were killed. The ship was crushed and completely wrecked. All hands were thrown into the water. A number of the crew were killed.

THE LAUNCH

The Albion was one of a class of six Canopus class battleships and was laid down on 3rd December 1896, launched on 21st June 1898 and commissioned on 25th June 1901. Her completion was delayed by the late delivery of her engines. The class were intended for service in the far east, with slightly less armour protection than the previous MAJESTIC class, but with greater speed. They were the first Royal Navy battleships to have Krupp steel armour, which was more effective than the Harvey armour used previously.



1915

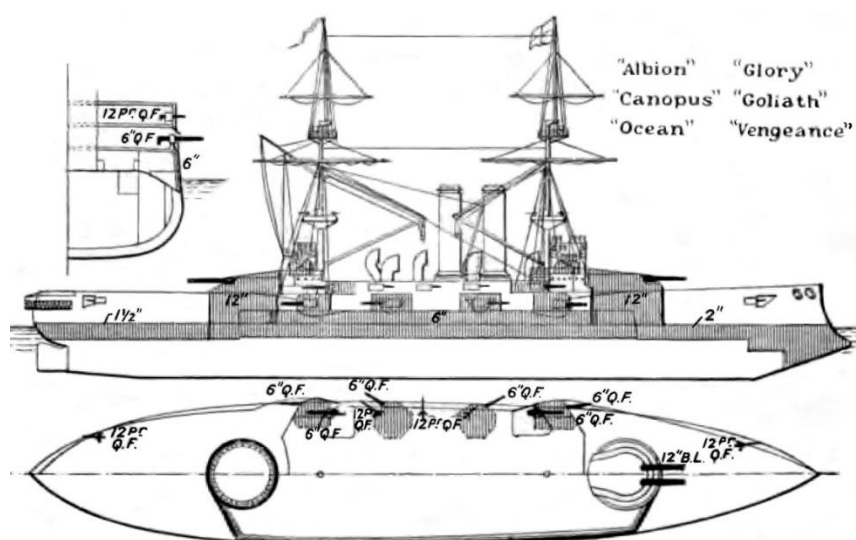
She was of 12,950 tons displacement, with dimensions 421' 6" x 74' 0" x 26' 0". 20 Belleville water-tube boilers provided steam for her two 3-cylinder triple expansion engines totalling 13,500 indicated horsepower and giving a top speed of 18 knots. Her armament consisted of four 12", twelve 6", ten 12

pounder and six 3 pounder guns and four 18" torpedo tubes. Her complement was 750 officers and men.

On commissioning, she was sent to the China Station, returning to Plymouth in August 1905. After 1905 she served in the Channel Fleet and later in the Atlantic Fleet. After the outbreak of WW1, she returned to the Channel Fleet but was quickly sent to the Atlantic for blockade duty.

In January 1915, she was transferred to the Mediterranean to participate in the Dardanelles Campaign. Britain and France used their older and smaller battleships in this campaign rather than risk modern ships like the QUEEN ELIZABETH class. Albion and her sisters were in the thick of the action. In March 1915 she participated in the attacks on the Ottoman coastal forts defending the Dardanelles. She was damaged twice by Ottoman artillery. In May 1915 she grounded during engagements with the Ottoman forts and was again damaged. She had to be towed off by HMS CANOPUS and taken to Malta for repairs.

Between October 1915 and April 1916, she was based at Salonika, to support Allied operations against Bulgaria. In that April, she was transferred back to Ireland for service as a guardship until October 1918, when she was reduced to an accommodation ship. In August 1919 she was placed on the disposal list at Devonport. On 11th December 1919 she was sold for scrap, and on 3rd January 1920 she left Devonport under her own steam and arrived at Morecambe for breaking up on 6th January.

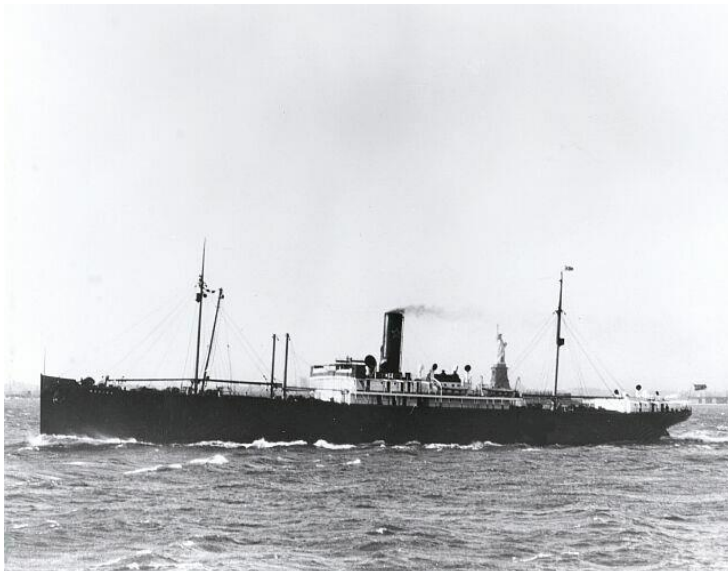


THE DOULOS PHOS



DOULOS PHOS AT BINTAN, INDONESIA

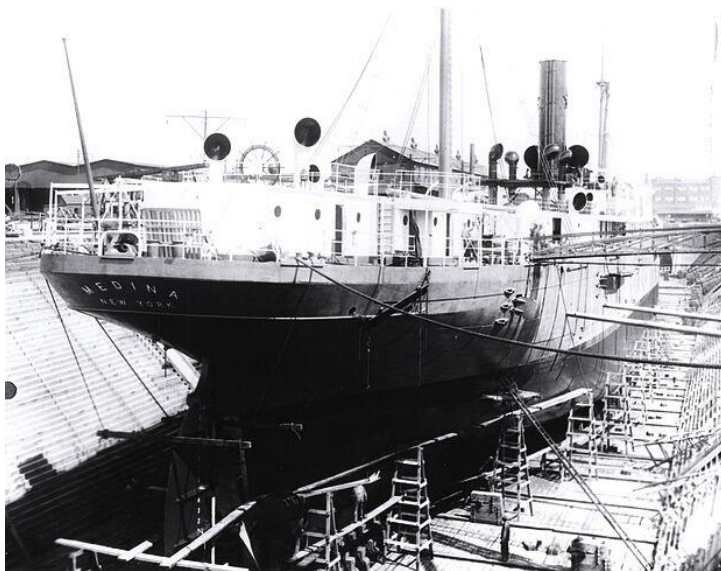
The ship now known as the DOULOS PHOS has had an extraordinarily long and eventful career. She is now a luxury hotel ship mounted on dry land in Bintan, Indonesia.



MEDINA

She was built as the dry freighter S.S. MEDINA by the Newport News Shipbuilding and Dry Dock of Virginia for the Mallory Steamship Company. She was laid down on 21st January 1914, launched on 22nd

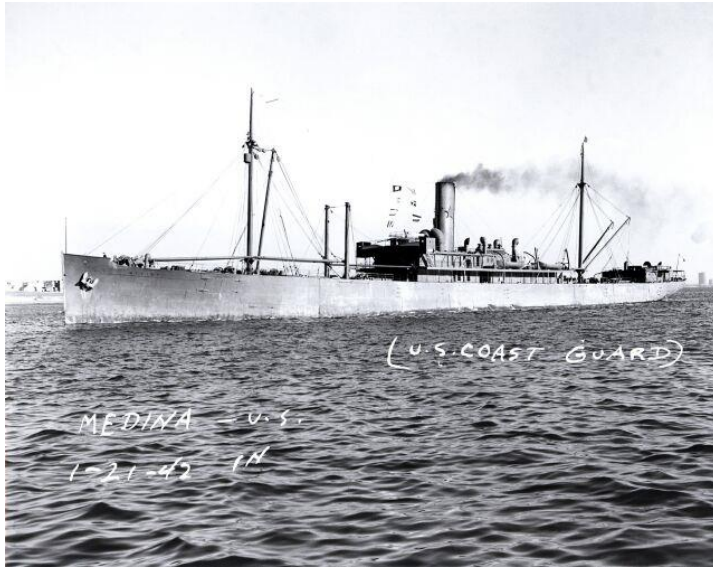
August 1914 and commissioned on 20th September 1914. She was only the fifth ship built by Newport News, the fourth being her identical sistership, the NECHES, which was lost after a collision in May 1918 with a British warship off Start Point, Devon.



MEDINA

She was of 5426 grt with dimensions 427.66' x 55.2' x 18.2'. She had 4 coal-fired boilers to provide steam for a single triple expansion steam engine of 4100 shp giving a cruising speed of 14 knots. Under the Mallory ownership, she traded along the US east coast, typically carrying fruit and vegetables from Galveston, Texas to New York City.

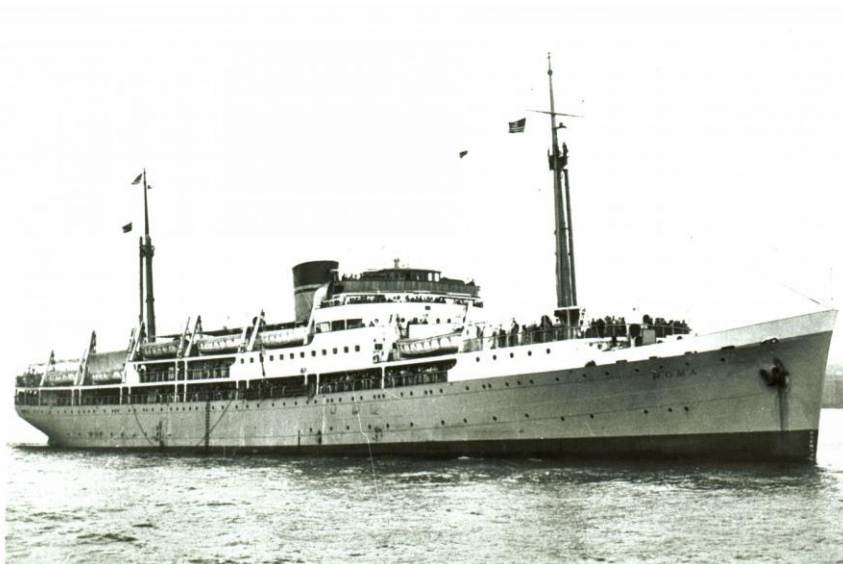
In 1917 she was requisitioned for use as a supply ship, operated by the army on behalf of the navy. In August 1918, whilst sailing in a convoy to the UK, she had engine failure. Despite ships around her being torpedoed. The Medina survived and was able to limp the rest of the way into port under her own steam. She was handed back to civilian service in early 1919. In 1922 she underwent a general refurbishment at Newport News which included the conversion from coal to oil fuel.



MEDINA IN 1942

The Mallory Group merged in 1932 with the Clyde Steamship Company and the New York & Porto Rico Steamship Company to create the Atlantic, Gulf and West Indies Steamship Lines Inc. (AGWILINES) The Medina shifted to serving the west coast of America.

In 1941, she was requisitioned by the US Coast Guard and converted again to a military supply ship, with a 3" gun forward and two 20mm guns aft. In 1945 she was returned to AGWILINES and returned to west coast trading until 1948, when she was withdrawn and laid up.

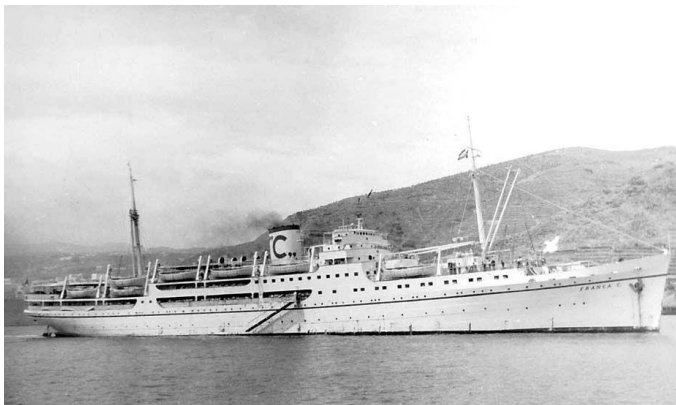


ROMA

In 1948 she was sold to the Panamanian company Naviera San Miguel S.A. and converted at La Spezia, Italy into a passenger ship. She was extensively rebuilt as a budget priced ocean liner with a new funnel

and heavily enlarged superstructure and was renamed ROMA and Panama flagged. She had accommodation for 287 cabin passengers with a further 694 in dormitories.

Between 1948 and 1952 she carried immigrants from Italy to Australia, except during the Holy Year of 1950 when she operated an Atlantic service from the US to Italy carrying pilgrims. San Miguel went bankrupt in April 1953 and the Roma was sold at auction to the Genoa based Costa Line, renamed FRANCA C and Italian flagged.



FRANCA C

She was taken to the Ansaldo Shipyard in La Spezia for another thorough rebuild, including the replacement of her original steam engine with a 4200 hp 6-cylinder Fiat diesel, which improved her cruising speed to 15 knots. Her Gross Tonnage was now 6549, and she had accommodation for 120 First class, 242 Tourist class in private cabins plus 458 Third class in open dormitories.



FRANCA C

Between 1953 and 1959, the Franca C was used on a transatlantic service, running between Genoa and La Guaira, Venezuela, with various calls on the way. With increasing competition from the airlines, she was pulled from the service in 1959. Costa still had faith in the old ship, and they sent her to the OARN Shipyard in Genoa for another major reconstruction, this time into a luxury cruise ship. She returned to service in July 1959, now 6822 grt with accommodation for 522 passengers at full capacity.

In the period 1959 to 1977, she spent summers cruising the Mediterranean and winters cruising the Caribbean. During 1977, another major refurbishment was carried out at the Cantieri del Tirreno shipyard in Genoa. The work included another engine replacement, this time with an 8100 hp 18-cylinder Fiat diesel, which further boosted her cruising speed. She was pulled from service and laid up after the summer 1977 Mediterranean season.



DOULOS

In November 1977, she was acquired by a German Christian charity, Gute Bucher Fur Alle (Good BOOKS for All) who had her converted in a Bremen shipyard into a Christian Mission vessel, claiming her to be the world's largest floating library. She was renamed DOULOS and registered in Malta, entering service in July 1978. She underwent a full electrical upgrade in 1983 and had a new fire-fighting system installed in 1986, which was upgraded in 1995.



DOULOS

In 2009, a classification society survey showed that more than \$10 million would have to be spent to ensure compliance with the 2010 SOLAS Convention requirements, so she was retired. As Doulos, operated by a volunteer crew, she covered over 358,000 nautical miles between 1978 and 2010, visiting more than 100 countries. At the end of 2009 she was offered for scrap.



IN DRY DOCK

On 18th March 2010, she was acquired by BizNaz Resources International Pte. Ltd. of Singapore, and was renamed DOULOS PHOS. She underwent a 3-year conversion into a luxury hotel that saw her mounted on dry land in Bintan, Indonesia. The work included a lot of steel internal bracing of her hull to support her weight on land. Using a system of cables and air bags she was hoisted onto her present location.

The hotel opened in 2019 as the " Doulos Phos, The Ship Hotel" with 104 rooms, all with sea views.



ONE FACT WONDER SHIPS OF SPANISH CIVIL WAR

THE BATTLE OF CAPE PALOS

The Battle of Cape Palos took place on the night of March 5th/6th 1938 near Cartagena. The action involved cruisers and destroyers from both Republican and Nationalist sides and was the biggest naval battle of the Spanish Civil War.

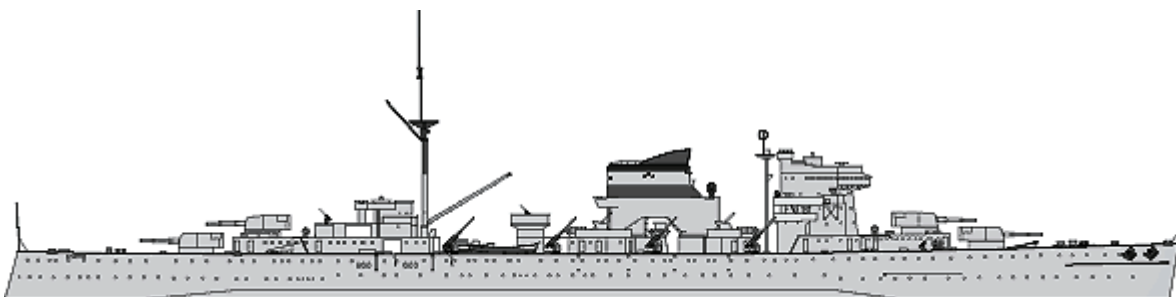
A Nationalist squadron consisting of the heavy cruisers CANARIAS and BALEARES and the light cruiser ALMIRANTE CERVERA together with 3 destroyers were on blockade duty off Cartagena. On the night of the battle, they met by chance a Republican squadron consisting of the light cruisers LIBERTAD and MENDEZ NUNEZ with 5 destroyers.

The forces met at 02.15 on 6th March and fire was exchanged between the cruisers. One of the Nationalist ships fired a star shell by mistake illuminating

their position to the Republican ships. Three Republican destroyers were despatched, and each fired 4 torpedoes. Either 2 or 3 from the Lepanto struck the Baleares between A and B turrets and detonated her forward magazine. Baleares' stern remained afloat, and many survivors were rescued by RN destroyers KEMPENFELT and BOREAS. There were 441 survivors out of a crew of 1206. A Republican air attack interrupted the rescue and caused one RN fatality.



The CANARIAS and BALEARES were built in the 1930s in Spain by Sociedad Espanola de Construccion Naval, a subsidiary of Vickers Armstrong. In effect they were slightly updated County class cruisers. The Canarias, after numerous modifications, was not withdrawn from the Spanish Navy until 1975.



BLOCKADE RUNNERS OF THE SPANISH CIVIL WAR

The Glasgow Shipping branch of the RMT union recently hosted a gathering of local, national and international supporters at the unveiling of a plaque and statue, 15 years in the making, on the banks of the Clyde at Broomielaw, in memory of the seafarers who ran vessels to break the blockades during the 1936-1939 Spanish Civil War. People came from all over Scotland, Britain and Europe to attend.

It is an international memorial to seafarers who left their home ports from all over the world to support and bring supplies to the Spanish people, who were fighting the fascist Franco. In Britain, they especially came from the ports of Cardiff, Liverpool and Glasgow. And the people of Glasgow played their part too. When the working class of the city didn't have much, what little they could spare they used to help the Spanish people in the plight they faced.

Frank Casey, the sculptor who designed the plaque and memorial, is an old communist from Glasgow. About 15 years ago, he saw Harry Secombe on Songs of Praise interview an old captain in Greenock. When asked what his greatest achievement was, he declared it was running the blockades in the civil war. Frank took this on board, ran with it, and approached our Glasgow Shipping branch.

Of the 61 merchant vessels sunk between 1936-1939, 29 of them were flying the Red Ensign. Normally, such an action by a foreign power would be seen as an act of war, and be met with force, but such was the appeasement mood in the British government that they let it pass.

Later in the war, British ships and crews played a key role in taking thousands of Republican refugees to safety, again running the gauntlet of Franco's mines and bombs.

The blockade-busting seafarers brought vital supplies to Spaniards fighting the fascist-backed uprising against their elected Popular Front government. Big cities such as Madrid, Barcelona and Bilbao remained loyal to the Republic, while much of their agricultural hinterlands fell into fascist hands. Swollen by refugees, these urban centres became dependent on imports. Food shortages and starvation were an ever-present reality.

Later in the war, British ships and crews played a key role in taking thousands of Republican refugees to safety, again running the gauntlet of Franco's mines and bombs.

The Spanish Republic's embassy in London reported that in the first two years of the war, up to June 1938, 13 British merchant ships had been sunk, 51 others bombed from the air, two had been damaged by mines, five were attacked by submarines and 23 had been seized or detained by Franco's forces.

Thirty-five British seamen were killed in these attacks and nearly 50 badly injured. The Royal Navy also lost eight sailors when in May 1937 the destroyer HMS Hunter struck a mine laid by Franco's navy south of Almeria.

The final tally by the end of the war in April 1939 was much higher. At least 26 were sunk or wrecked – though the number of British seafarer deaths is unknown.

The attacks on British shipping were played out against the background of Britain's cynical policy of "non-intervention" in the Spanish Civil War. This meant an arms embargo on Spain's legitimate government – while turning a blind eye to the troops, weapons and aeroplanes that Hitler and Mussolini were sending Franco, and doing little to protect British shipping.

The Royal Navy was not even allowed to clear mines around Bilbao and other northern Spanish ports to allow free passage of British ships. Speaking on behalf of the Conservative-led government, Home Secretary John Simon told the House of Commons on April 14 1937 that such action would constitute intervention in favour of the Republic. An angry Clem Attlee, the Labour leader, accused the government of giving up trying to protect British shipping.

Many British ships, however, defied the government's official warnings. The blockade was eventually broken on April 20 by the Cardiff-registered Seven Seas Spray, having sailed through the night with its navigation lights off. Thousands of Bilbao's inhabitants greeted the ship's arrival, shouting: "Long live the British sailors! Long live liberty!" Other ships soon followed, ignoring Francoist warning shells fired across their bows, while Royal Navy ships looked on. They too were cheered by enthusiastic crowds as they docked in the Basque port.

It's true that there was good money to be made by shipowners trading with Republican Spain. The war had doubled freight rates, and the Basque government offered generous incentives to masters to beat the blockade. The National Union of Seamen (NUS) negotiated a 50 per cent wage bonus for entering a war zone following the refusal of several crews to set sail for Spain without a guarantee of danger money. This allowance was later doubled.

But it was clear where most seafarers' sympathies lay. Some crews donated wages to help relief work. Many seafarers jumped ship in Republican ports to join the International Brigades – including Londoner Geoffrey Servante, the last surviving British volunteer, who came ashore in Valencia in June 1937 and promptly caught a train to the International Brigade base in Albacete.

The food crisis in Bilbao worsened sharply in April in 1937, as the city and other Basque towns, including Guernica, were bombed by German and Italian planes." The food situation is acute, and the wharf is crowded with children begging the crews of British ships for food," reported a Basque government representative on April 29.

Soon British seafarers were taking refugees to safety in France. A total of 10,000 were evacuated from Bilbao, mostly women and children, half of them in a single convoy of nine freighters on May 3. After Bilbao fell on June 19 the rescue mission extended to Santander and Gijon.

On the Mediterranean coast a similar seelift would take place in the dying days of the Republic in March 1939. The last two ships to leave Alicante, the only major port in Republican hands, were the African Trader and the Stanbrook, who between them took nearly 4,000 Republicans to safety in French Algeria as Mussolini's forces were about to enter the city.

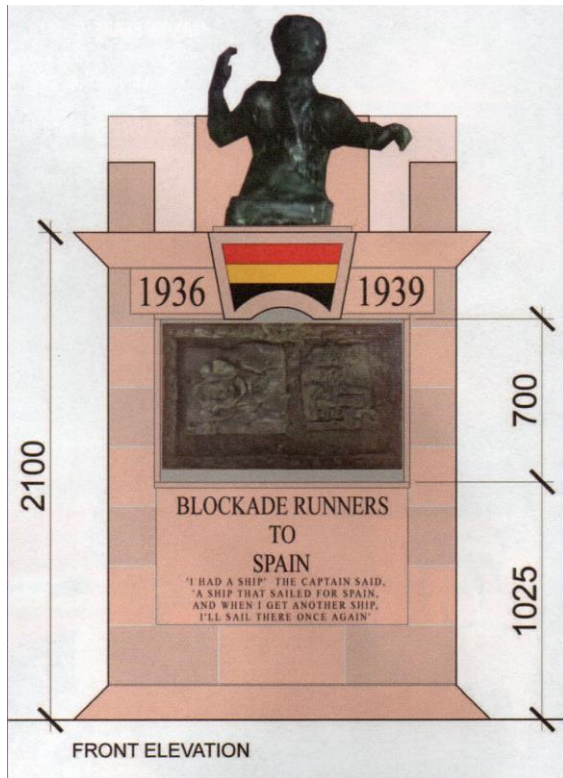
Attacks on British ships in the Mediterranean were even worse than in Atlantic ports, with Italian submarines operating along the coast. Barcelona, Tarragona, Valencia and Alicante were regularly targeted by German and Italian bombers and warships.

The new Blockade Runners memorial in Glasgow lists the names of many of these British ships that were targeted. They include the Thorpeness, damaged by an air attack while at anchor off Tarragona on January 20 1938. Seven crew members were killed, and another seven seriously injured.

In Britain, the NUS was so alarmed by these attacks and loss of seafarers' lives that it commissioned, along with the Committee of Shipowners Trading to Spain and the Merchant Navy Officers' Federation, a news film to be shown to cinema audiences. Made in 1938 by the Progressive Film Institute and directed by Ivor Montagu, Britain Expects pointed the finger at Neville Chamberlain for being the first British Prime Minister to deny the merchant navy adequate protection.

But the film was banned by the British Board of Film Censors, highlighting the extent to which the authorities were prepared to go to suppress criticism of appeasement.

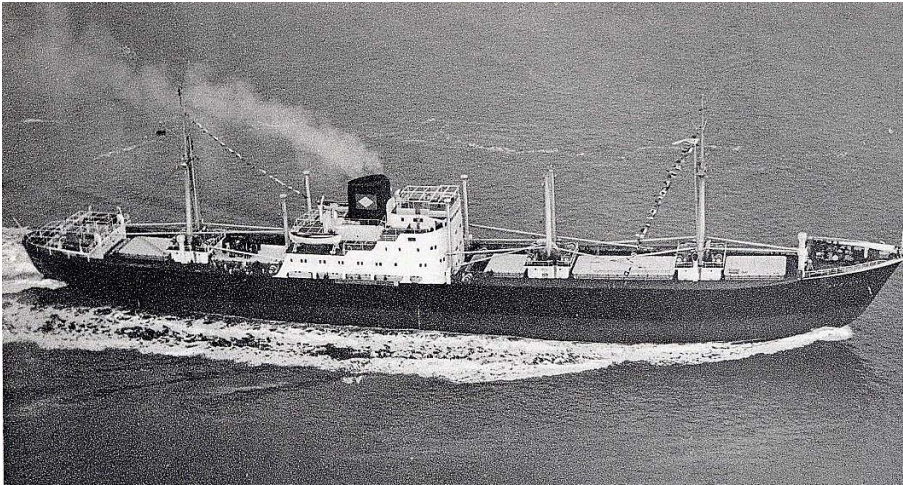
Another film shot by Montagu in 1938, Prisoners Prove Intervention in Spain, showed the bombed wreck of the British-flagged Stanwell in Tarragona harbour, in which two British crew members were killed. It also featured footage of the captured German pilot of one of the planes involved in the raid.



]#

QUIZ ANSWERS

MYSTERY SHIPS 84



Adrian

ADRIAN IMO **5003306** General Cargo
8,504g 11,342d Length: 139 Breadth: 18.7 Depth: 8.8
Draught: 7.5 (m)

1953: Completed by Nordseewerke Emden GmbH, Emden as ADRIAN.

1974: Renamed PACIFIC CURRENT.

1978: Renamed EUROPEAN FREEDOM.

1978: (27/11): Collided with COURTEOUS at Lagos.

1980: Broken up in Taiwan.



Argonaut

ARGONAUT
7,987g 8,230d
Draught: 8.5 (m)

IMO 6412619 Refrigerated Cargo
Length: 149 Breadth: 18.9 Depth: 11.9

1964: Completed by Eriksbergs Mekaniska Verkstads AB, Goteborg as ARGONAUT.

1974: Renamed ARGONAUT II.

1981: Renamed ARGONAUTIS.

1982: Renamed ISLAND PEAK.

1983: Renamed CROWN PEAK.

1986: Broken up in Pakistan.



Gudrun Maersk, 8.1.2014 inbound London Gateway.

GUDRUN MAERSK **IMO 9302877** Container Ship
98,648g 115,700d 11,078 TEU Length: 367 Breadth: 43 Depth: 24
Draught:15 (m)

2005: Completed by Odense Staalskibsvaerft A/S – Munkebo as GUDRUN MAERSK.

Still in Service.



SFL Dee, outbound from Tilbury, 3.8.2018

SFL DEE **IMO 9455923** Bulk Carrier
19,998g 31,716d Length: 176 Breadth: 27 Depth: 14.2 Draught: 10
(m)

2013: Launched as SFL DEE. Completed by Guangzhou Wenchong Shipyard Co Ltd - Guangzhou as WESTERN COPENHAGEN..

2016; Renamed SFL DEE.

2021: Renamed CLIPPER DEE.

Still in Service.



Tai Harvest

TAI HARVEST **IMO 9233428** Bulk Carrier
28,615g 51,008d Length: 190 Breadth: 32.3 Depth: 16.7 Draught:
11.9 (m)

2002: Completed by Oshima Shipbuilding Co Ltd, Saikai NS as TAI HARVEST.

2017: Renamed SINOWAY VI.

2022: Renamed LOFTY MOUNTAIN..

Still in Service.



Arctic Night, Barcelona 2003

ARCTIC NIGHT

9,831g 11,724d

Draught: 8.8 (m)

IMO 7300760 Refrigerated Cargo

Length: 164 Breadth: 21 Depth: 12.8

1973: Completed by Aalborg Vaerft A/S, Aalborg as SAMOAN REEFER.

1988: Lengthened by Jurong Shipyard, Singapore.

1995: Renamed ARCTIC SWAN.

2002: Renamed ARCTIC NIGHT.

2007: Broken up in Bangladesh.

QUIZ 1 MONTHLY QUIZ

WSS quiz answers –OCTOBER 2024

1. This vessel was commissioned into British Army Service in 1967 and transferred to the Royal Fleet Auxiliary in 1970. It was badly damaged during the Falklands War, and now acts as a training vessel for the Special Boat Service in Portland Harbour. What is the name of this vessel?

Sir Tristram

2. Which novel (also made into an Oscar-winning film) is set on the SS Karnak?

Death on the Nile, by Agatha Christie. The 1978 film won the Best Costume Oscar.

3. The Jubilee Sailing Trust used to operate two sailing ships. One was *Lord Nelson*. What was the other ship called?

Tenacious

4. The musical *Show Boat*, famous for songs such as Ol Man River, follows the lives of performers, stagehands and dockworkers on which Mississippi River showboat?

Cotton Blossom

5. In Alistair MacLean's novel *Ice Station Zebra*, what is the name of the US submarine used to get to the ice station?

Dolphin

6. What is the name of the Royal Navy offshore patrol vessel operating in the Caribbean? This vessel recently seized £160m of cocaine from a "narco-sub".

HMS Trent

7. Which fishing port is represented by the registration FH?

Falmouth

8. Sir Home Riggs Popham was a Royal Navy commander, known for a number of scientific accomplishments. In particular, what did he develop that was adopted by the Royal Navy in 1803?

A signal code using flags (most famously used for “England expects that every man will do his duty” at the battle of Trafalgar)

9. What does VLCC stand for?

Very Large Crude Carrier

10. German shipbuilder *Meyer Werft* recently floated out the newest Disney Cruise Line ship at its shipyard in Papenburg. What is the ship called?

Disney Treasure

QUIZ 2 THAMES SEPT 2024

– ANSWERS

1. CLdN or Cobelfret
2. P & O Ferries
3. Boluda
4. Hapag Lloyd
5. Grimaldi
6. Cory Environmental
7. Upstream
8. 8 knots
9. 17.0 metres
10. 14.5 metres
11. Open loop scrubbers are not permitted at any berths operated by the PLA (inc. Tilbury Docks and Tilbury Riverside).
12. Pheonix unit for use as a breakwater
13. Thames
14. Knighton
15. Braunschweig