



**The
World
Ship
Society**



Southend Branch

News and Views

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NOTES

Yet another record edition at 130 pages plus Fednav supplement. Thanks go to all who have contributed to this and all previous editions

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

The WSS Meeting on 15 July was a power point on Vancouver shipping

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Supplement 1 Short History of a Line FEDNAV -issued separately

NEWS

Maersk ship on fire moved away from Indian coastline



Five days after a fire broke out on its maiden voyage, the blaze on the Maersk Frankfurt off Goa was finally doused yesterday. Small fires in some containers are still being reported, however.

SMIT has been appointed as the salvor for the brand new ship, with two vessels heading to the site. One seafarer died in the severe fire.

The Imabari-built unit delivered in June and is owned by Tokei Kaiun of Japan, chartered to Maersk, and managed by a Hong Kong unit of Bernhard Schulte Shipmanagement, according to Equasis data.

AF Theriault & Son to deliver electric ferries for Halifax



Canadian shipyard AF Theriault & Son has formed a partnership with New Zealand electric ferry design and technology company EV Maritime for the delivery of up to five electric ferries to the Halifax Regional Municipality.

The five ferries will serve Bedford, Nova Scotia. The project will include ferries, terminals and infrastructure, and is estimated to cost around CAD\$258.7 million (\$189.7 million). The ferries are expected to enter operation in the 2027-2028 fiscal year.

AF Theriault will manufacture and deliver the ferries, the first time that the shipyard has constructed electric vessels. EV Maritime, meanwhile, will supply design, technology and systems integration services, including integrated electrical and control systems.

Meyer Werft to build Disney Wish-class ship for Oriental Land Company



German shipbuilder Meyer Werft is to build a Disney Wish-class cruise ship for Oriental Land Company (OLC). The ship, which will operate Disney cruises for the Japanese market, is expected to be delivered in 2028 and begin operations in early 2029.

The ship is expected to feature many signature Disney venues and experiences with select modifications specially designed to cater to Japanese guests. It will be powered by LNG and is expected to include around 1,250 staterooms.

Meyer Werft delivered the first ship in the Wish-class to Disney Cruise Line in 2022. The shipbuilder is currently constructing two sister ships Disney Treasure and Disney Destiny, which are scheduled to be delivered to Disney in 2024 and 2025 respectively.

The OLC currently owns and operates Tokyo Disney Resort in Japan and this agreement with Disney will enable it to bring “the magic of Disney cruise” to the Japanese market for the first time.

Fincantieri and Four Seasons Yachts keel-laying of Four Seasons I

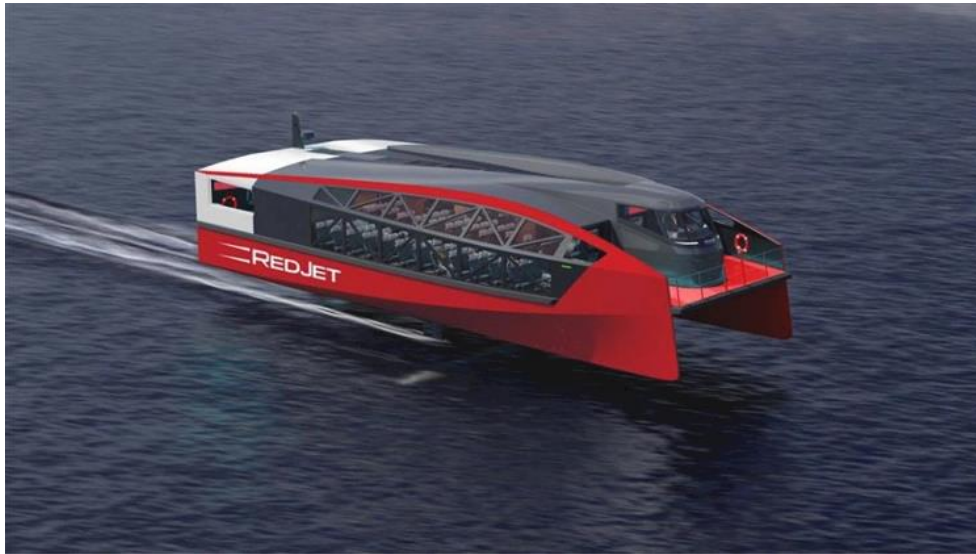


The traditional ceremony includes the welding of specially chosen coins to the bottom of the vessel as a symbol of good luck for its future voyages. Three coins were selected by Fincantieri and Four Seasons Yachts, including a 1984 500 Italian Lire, commemorating the year Fincantieri became an operating company; a 1961 Canadian Silver Dollar, marking the year Four Seasons was founded; and a 2024 American Silver Dollar, symbolising the start of operators for Four Seasons Yachts and of the start of construction for Four Seasons I.

Executives for both Fincantieri and Four Seasons Yachts attended the ceremony. In attendance for Four Seasons was Nadim Ashi, owner and executive chair of Marc-Henry Cruise Holdings, the joint owner and operator of Four Seasons Yachts, and Bart Carnahan, president of global business development, portfolio management and residential for Four Seasons.

Four Seasons I is due to embark on its inaugural season in January 2026 with winter and spring itineraries in the Caribbean, followed by a summer season in the Mediterranean.

Red Funnel and Artemis Technologies to build zero-emission ferry



The ferry will save up to 3,700 tonnes of carbon dioxide emissions a year on the Southampton to West Cowes route

UK ferry operator Red Funnel has formed a partnership with maritime technology company Artemis Technologies to introduce a zero-emission high speed ferry in late 2025.

The electric e-foiling ferry, the Artemis EF-24 Passenger, will operate on the route between Southampton, UK, and West Cowes on the Isle of Wight. The addition of the Artemis EF-24 Passenger will save up to 3,700 tonnes of carbon dioxide emissions per year, according to the operator, which will increase to 4,150 tonnes when using electricity from renewable sources.

The ferry will use hydrofoil propulsion technology to lift the vessels out of the water, reducing drag to provide a smoother and quieter journey. Red Funnel will join two other ferry operators in adopting the technology, and will now provide the first zero-emissions commercial service between the UK South Coast and the Isle of Wight.

CS Orders New Multi-Purpose Workboat from Damen



Dutch shipbuilder Damen has signed a contract with Maritime Craft Services (MCS) to supply one of its Shoalbuster 2711 multi-purpose workboats.

MCS owns what will be an eighteen-strong fleet of workboats once its latest addition is delivered, and operates worldwide

The new vessel, to be named Heather 2, will be the company's third Shoalbuster, scheduled for delivery in summer 2024, and will join eleven fast crew suppliers and multi cats built by Damen.

The Shoalbuster 2711 is similar in size to the Damen Multi Cat 2712 that MCS acquired in November 2023.

Key features include 41 tonnes bollard pull and a top speed of 11 knots.

The Heather 2 vessel will be fitted with an AKC 185 deck crane and a waterfall winch. It will also be fitted with a Damen Marine NOx Reduction System to make her IMO Tier III certified.

Fincantieri floats out Oceania Cruises' Allura



Fincantieri has floated out Allura, Oceania Cruises' new 1,200-guest ship, at its shipyard in Sestri Ponente, Italy. The shipyard's chaplain, Father Stefano, blessed the ship in a ceremony which was intended to honour the passing of General Claudio Graziano, chairman of Fincantieri. Allura's shipyard godmother Caterina Romeo, a designer in Fincantieri's technical department, also christened the ship to mark the traditional milestone.

TWO NEW CORY TUGS



RESOLUTE

Two new tugs, the RESOLUTE and the REBEL, are due to be delivered on 11th and 16th July respectively. (Footnote: RESOLUTE arrived today but I missed her steaming past). They are Shoalbuster 2208S multipurpose workboats, built by Damen at Kozle in Poland and outfitted at Hardinxveld in Holland. They were both laid down on 19th April 2023.



DAMEN SHIPYARD



Damen Hardinxveld built Shoalbuster 2208s REBELLE collecting personnel in Moerdijk for the test programme
Photo : Willem Holtkamp (c)

REBEL

They are of 118 gt with dimensions 22.65m x 8.0m x 2.99m. Maximum draught amidships is 2.05m. Cory subsidiary Thames Waste Transport, already operate four Damen Shoalbuster 2208s, the RECOVERY, RESOURCE, RECLAIM and REDOUBT, which were delivered in 2010. The new tugs will have twin MAN D2676 LE428 diesels of 882 kW each, compliant with IMO Tier 111 emission regulations and driving 2 fixed pitch propellers in Optima nozzles, plus a 75 kW electric powered bow thruster.



VG40 nozzle
The VG40 has been designed by Damen Marine Components with a shorter profile length than the 19A, but often delivers the same performance in terms of forward propulsion. At high cruising speeds, the VG40 performs better than the 19A.
This nozzle is suitable for fishing boats and special purpose vessels because of its short installation length and good thrust at low and high speeds.

OPTIMA

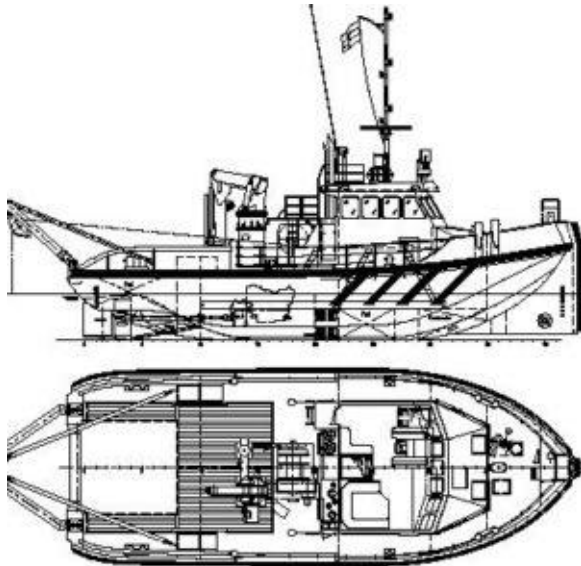
NOZZLE



RELIANCE TOWING



The boats have selective catalytic reduction systems to remove NOx from the engine exhaust. The machinery gives 10 knots when not towing and a bollard pull of 15 tonnes. Further to an announcement in July 2021, all Cory tugs will run on biofuel, so presumably the new two will also use biofuel.



The new tugs are to cater for the increase in the quantity of waste to be carried downstream to the new Riverside 2 Energy from Waste facility at Belvedere in Kent. Cory are also upgrading their fleet of unpowered barges, with 33 ordered from Harland & Wolff. Of which some 16 have already been delivered. Some are 20 box barges, 35m long with a tonnage of 270dwt, and the remainder 30 box barges, 48m long with a tonnage of 405 dwt.

VISITORS



Df Mystras Built 2023 64250 GRT Liberia

Current Position En route Hamburg



Grand Francia Built 1992 56738 GRT Italy

Current Position Hamburg



Clifton Bay Built 2012 33126 GRT Singapore

Current Position Tilbury



Msc Nicola Mastro Built 2023 235565 GRT Liberia

Current Position En route Antwerp



Jag Lara Built 2012 59024 GRT India

Current Position Antwerp



Sten Triton Built 2007 12105 GRT Portugal

Current Position Goteborg



Silver Linda Built 2015 29460 GRT Panama

Current Position En route Quebec



Elandra Bay Built 2018 62370 GRT Liberia

Current Position En route Algeciras



HMM Southampton Built 2020 29649 GRT Marshall Islands

Current Position En route Singapore off W Africa



Cosmic Glory Built 2020 29649 GRT Marshall Islands

Current Position En route Philadelphia



Siskin Built 2011 221 GRT Netherland



Lovely Lady Built 2023 63011 GRT Malta

Current Position En route Valetta



Strategic Tenacity Built 2012 22664 GRT Singapore

Current Position Adriatic



Maersk Houston Built 2019 153744 GRT Singapore

Current Position South Africa



Svitzer Thames Built 2021 450 GRT UK



CMA CGM Goya Built 2008 7702 GRT Portugal

Current Position Tilbury



Stolt Pelican Built 1996 3711 GRT Great Britain Ireland

Current Position En route Sluiskil



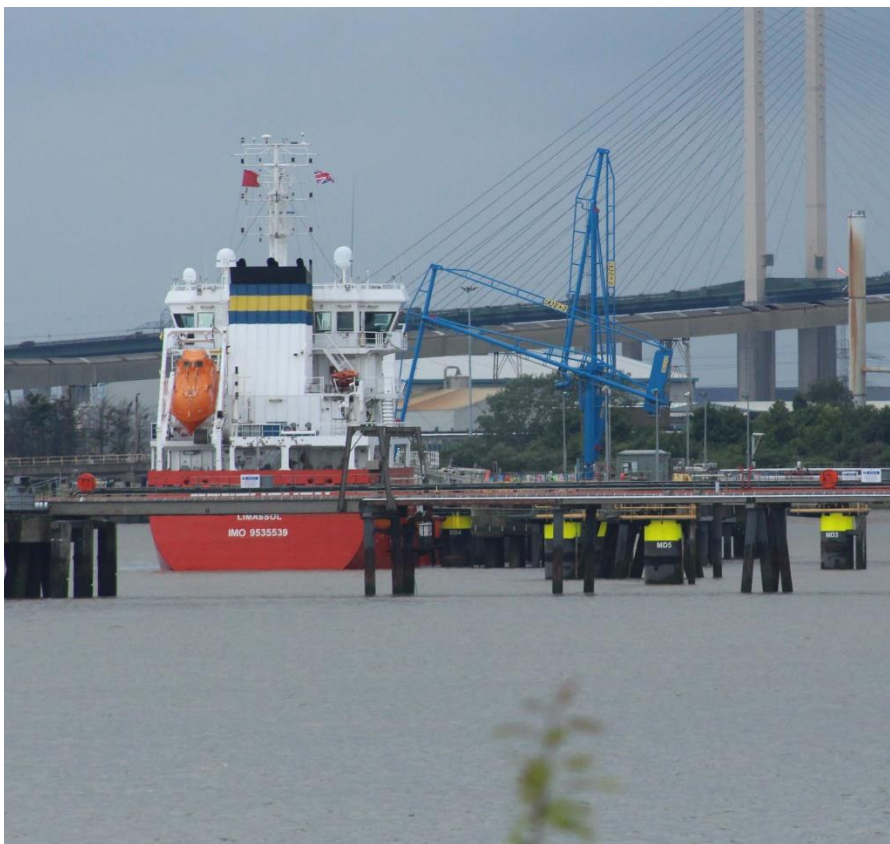
Metro Aegean Built 2024 62396 GRT Liberia

Current Position Amsterdam



Foyle Built 2005 3192 GRT Malta

Current Position En route Amsterdam



Beethoven Built 2009 2974 GRT Cyprus

Current Position En route Antwerp



Seaspan Amazon Built 2014 112697 GRT Hong Kong

Current Position En route UAE off W Africa



Msc Justice VIII Ace Built 2010 94419 GRT Portugal

Current Position En route Reperg



Msc Elma Built 2016 97805 GRT Portugal

Current Position En route Siines



Nautica Built 2000 39277 GRT Marshall islands

Current Position Gdansk



Indianapolis Built 2023 26700 GRT Liberia

Current Position U S East Coast



Sanmar Sonatina Built 2009 40975 GRT Singapore

Current Position South Africa



Songa Falcon Built 2009 17822 GRT Marshall Islands

Current Position En route Senegal off W Africa



Yasa Vega Built 2021 29681 GRT Marshall Islands

Current Position Boston



One Mackinac Built 2015 153453 GRT Japan

Current Position En route South Africa



Ems Highway Built 1999 9233GRT Cyprus

Current Position En route Soerdertalje



Elar Trader Built 2010 24099 GRT Bahamas

Current Position Cassablanca



Kalkvik Built 2007 5325 GRT Ireland

Current Position En route Verdal Norway



Meszaira a Built 2011 42538 GRT Liberia



Malacca Highway Built 2021 17735 GRT Panama

Current Position En route Wilhelmshaven



Maersk Cincinatti Built 2024 155811 GRT Hong Kong

Current Location East Africa



Msc Audrey Built 2023 15000 GRT Liberia

Current Location South Africa



Advantage Love Built 2015 63915 GRT Marshall Islands

Current Position Black Sea



Polaris Liberty Built 2010 20209 GRT Marshall Islands

Current Position En route to Tilbury



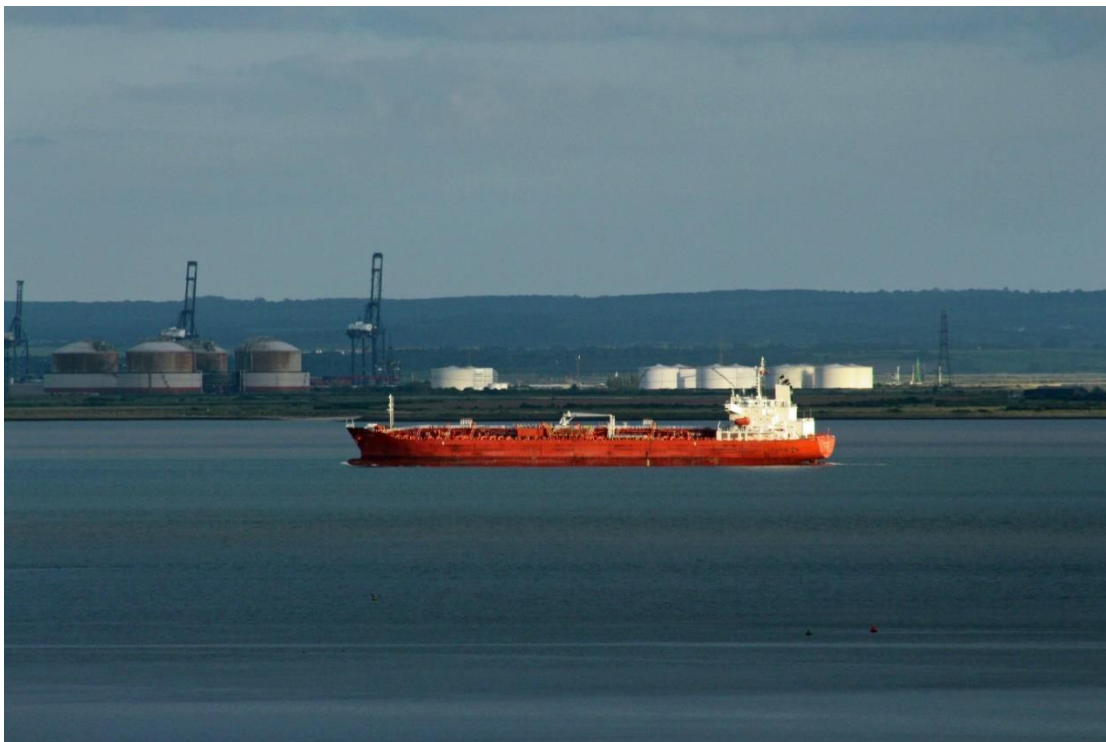
MSC Calypso Built 2023 150783 GRT Liberia

Current position En route India off West Coast Africa



Advantage Life Built 2015 63915 GRT Marshall Islands

Current Location En route to UAE off West Africa



Sc Falcon Built 2016 20600 GRT Hong Kong

Current Position En route Houston



Maersk Boston Built 2006 48788 GRT Denmark

Current Position West Mediterranean



Msc Maputo Built 2024 75154 GRT Liberia

Current Position En route to Peru off S America West Coast

SOLENT VISITORS

A TRIP WTH FRUMPENCE OUT OF HYTHE MARINA



It has been flat calm this morning when I had Frumpence out through the lock for the first time this year. You can see Sky Princess (we all go on her next Easter) from Zeebrugge going to Norway. Dijksgrecht going to Esberg , Iona from Norway, MSC Virtuosa from Cherbourg, Ventura from Lisbon, One Intelligence from Antwerp to Singapore, MV Contship Fun to Portbury, and Dornbusch to Montoir with Grande Ellade from Valencia going to Esberg.



Sky Princess



One Intelligence





One Intelligence



MSC Virtuosa



Iona



Grande Ellade



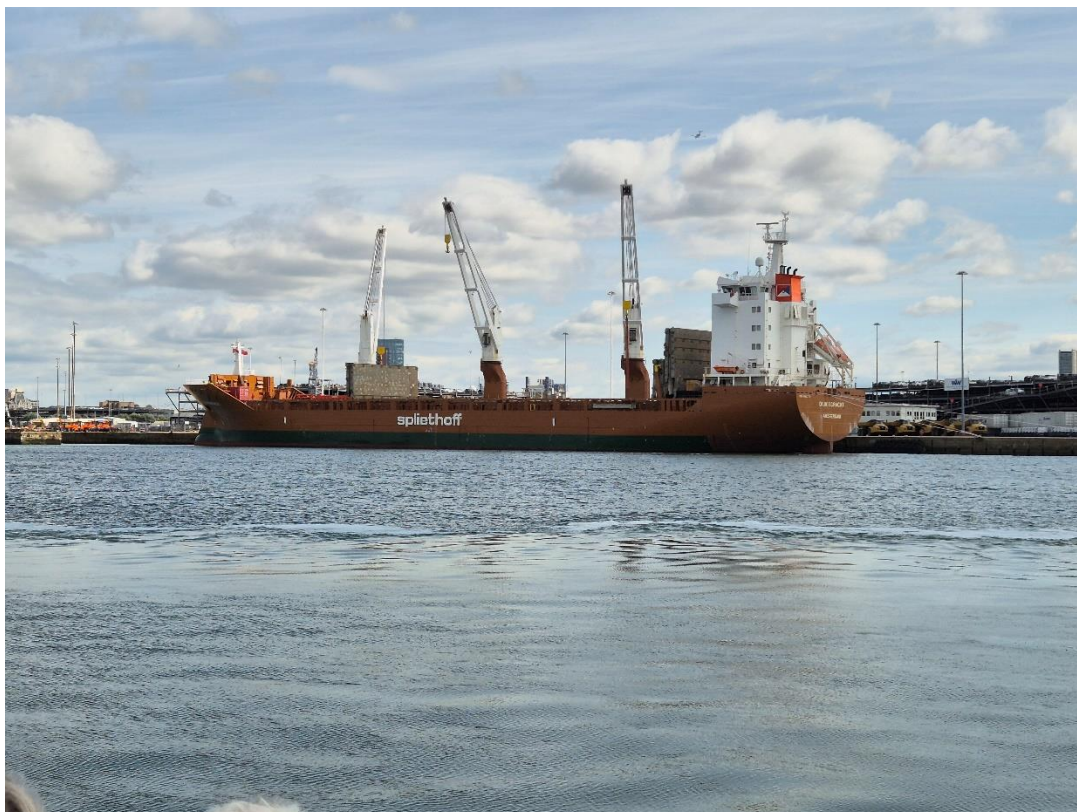
Dijksgracht



Sky Princess Grande Ellade

The VHF calls to Hythe Marina for locking out , locking in and access to the fuel berth have been a scream this morning. It has been low tide 1.3 metre so the lock keeper has had to ask what is your draught and a number have had to stay in the marina until the tide came in as they drew 2 metres. At many times this morning there has been up to three cycles of lock openings before some boats could get out. We are lucky, we are small draw 1.3 metres and it seems we are known for getting in and out of the lock quickly and without fuss, so we seem to get priority. Some of the larger boats and not handled well in the lock. I should not speak too loud as going out the lock I strayed off the channel and touched the mud but was off again so it would not have been noticed. The queue for the fuel jetty was three boats so 40 minutes wait. The lock keeper was doing well keeping track of who could get in and their size, type of boat (sail or pleasure) [see, which side their fenders were on, their overall length and draft.

01 JULY



Dijksgracht



Patriot next stop Baltimore



CMA CGM Montmartre LNG fuelled

08 JULY

Celebrity Apex off to Stavanger.
Iguazu Highway is vehicle carrier from Charleston US.

See Jenny Blue small alternative Hythe Ferry being dwarfed by the Apex.
Elizabeth is small container ship off to Dublin.
Hoegh Shanghai is other vehicle carrier come from Antwerp.
Aidaprima off to Le Havre
A number of cruise ships recently have been in and out of Southampton only
going across the Channel to le Havre, Cherbourg or St Peter Port.
Best wishes







14 JULY

First proper sail of the year. Tankers at Fawley were the Stavfjord From Purfleet 16635 DWT built 2009 Solar Melissa Off to Antwerp 49999 DWT built 2020 Stolt Auk 5064 DWT built 2001 Nantucket Off to Falmouth for orders

156902 DWT built 2014 Daedalus Leader off to Cristobal Panama 21423 DWT built 2009 And Queen Mary 2 We had to wait over 20 minutes before we could get into the lock at Hythe. A small motor fishing boat jumped the queue and caused us some fun entering. He got ticked off by one of the other three boats in the lock at the same time. Andrew







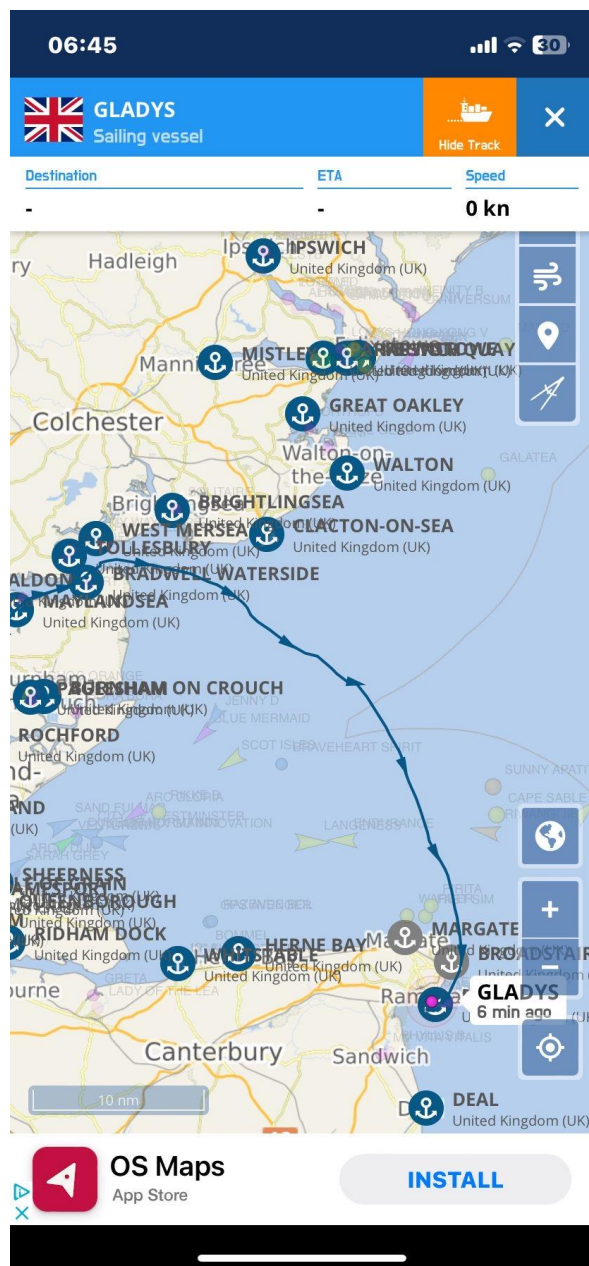
Hythe Ferry

CALSHOT 28 07



Coribb Fisher Built 2008 6070 DWT

GLADYS'S SUMMER CRUISE 2024



Gladys set sail from Maylandsea with the objective of getting as far as Brighton. Her first port of call was Ramsgate . Having reached there and reviewed the weather forecasts Ron decided to take a year off from fighting the strong south westerlies forecast and to go with it.

He therefore sailed back across to the estuary dropping anchor in the Blackwater. The next day he set sail for Walton Backwaters with a good westerly beam reach .



After a day at anchor in the Backwaters made famous by Arthur Ransome in his books Gladys sailed back to Maylandsea in stiff conditions



OFF NORTH FORELAND





Smack CK 431 ADC Built 1890 by Aldous 45T

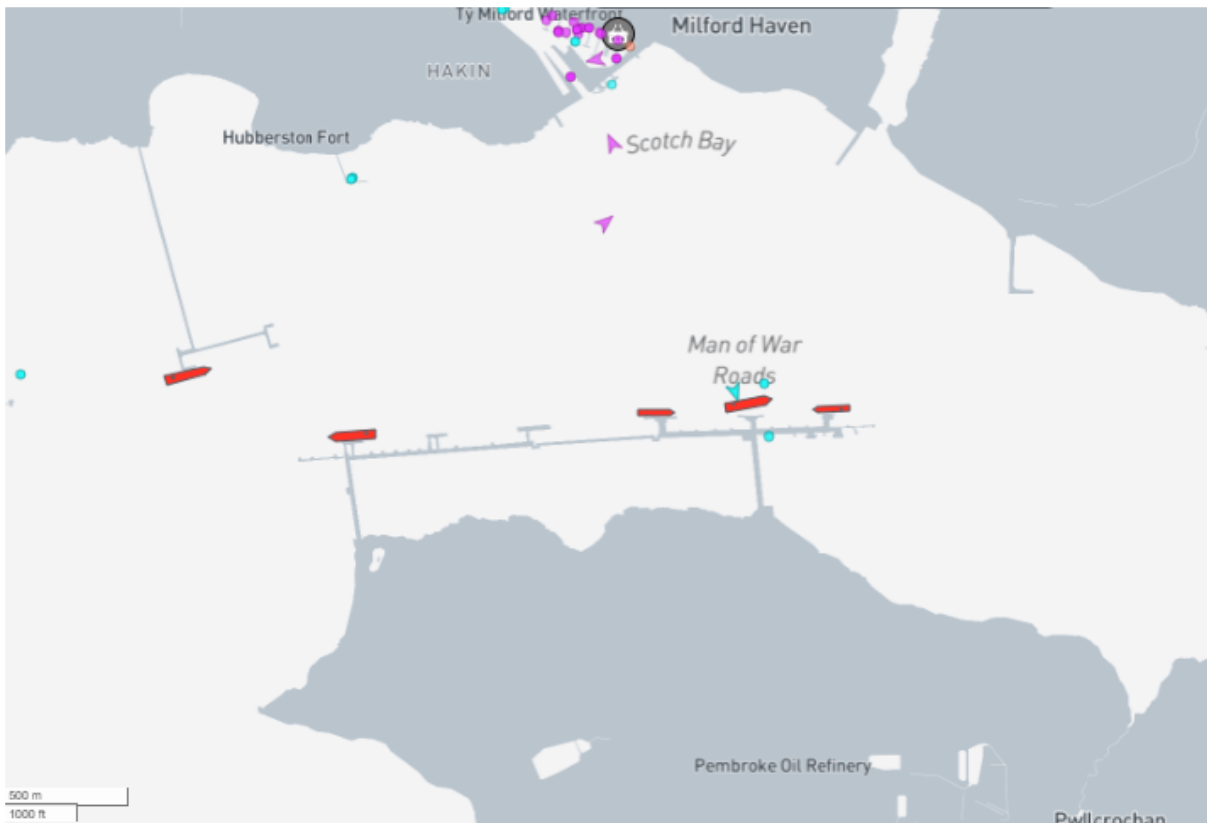
QUIZ 82

1. The Oval Office in the White House contains a desk made from the timbers of which ship which got trapped in Arctic ice in 1854?
2. The 150,000 tonne Canadian oil processing vessel *Sea Rose* is currently being upgraded at which UK shipyard, at a cost of more than £90 million?
3. This ship was built at Blackwall on the Thames and joined the Royal Navy in August 1861. It had a speed of 13 knots under sail, 14.4 knots under steam and 17.2 knots under sail and steam combined. What is the name of this ship?
4. The FADS programme is the Royal Navy's programme to develop an air and missile defence strategy. What does FADS stand for?

5. What was the purpose of the Royal Navy's West Africa squadron, formally established in 1818?
6. Which opera singer performed at an event in Liverpool on 3rd June 2024 to mark the arrival of Cunard's *Queen Anne*?
7. The wreck of the ship on which famous polar explorer Ernest Shackleton suffered a fatal heart attack in January 1922 was located in June 2024. What is the name of the ship?
8. What is the name of the barge which won the Bowsprit Class race at Southend's barge match on 8th June 2024?
9. In 1949, *Pamir*, a four-masted barque, was the last commercial sailing ship to round which prominent headland?
10. IMDb, the internet movie database, includes a list of the "Top 30 favourite ship/boat movies". Which movie is ranked as most popular in that list?

YASA VEGA

A recent visitor to Pembrokeshire from the River Thames was the oil products tanker YASA VEGA which arrived in mid-July from Purfleet. She berthed at the Pembroke Oil Refinery terminal in Milford Haven. This is operated by Valero, a Texas based energy company, which acquired the refinery in 2011 from Chevron. The YASA VEGA stayed on the berth for two days before leaving with the assistance of the tugs SVITZER PEMBROKE and SVITZER WATERSTON (both owned by Svitzer, Denmark and named after local towns in Pembrokeshire). Her departure can be seen on the diagram below. She then sailed to the south of Ireland on her way to Boston, USA.



Departure of YASA VEGA with the assistance of two tugs (where marked 'Man of War Roads')

Source: www.marinetraffic.com 14th July 2024

The YASA VEGA is one of six sister ships built by Hyundai MIPO Dockyard, South Korea, for Yasa Holdings, Turkey. One of the other sister ships (the YASA FLAMINGO) was in fact shown sailing on the River Thames in the July edition of the WSS Southend Newsletter (on page 25 in the 'Visitor' section).



YASA VEGA at Milford Haven

The YASA VEGA was built in 2021, with a gross tonnage of 29,681 and deadweight tonnage (dwt) of 50,235 when fully loaded. She has an overall length of 183m, beam of 32m and a draft of 13.3m when full. She sails under the flag of the Marshall Islands.

As is common in the oil trade, the Yasa Tanker fleet is described using a mix of the AFRA (Average Freight Rate Assessment) classification and common usage terms. Within the traditional AFRA classification, the fleet comprises eight MR (Medium Range: normally 25,000 to 45,000 dwt) tankers, including the YASA VEGA and her five sisters, one LR2 (Long Range 2: 80,000 to 160,000 dwt) and two VLCCs (Very Large Crude Carriers: 160,000 to 320,000 dwt). In addition, they operate three Aframax tankers (generally 80,000 to 120,000 dwt, being able to berth at most oil terminals around the world) and one Suezmax tanker (limited by the maximum dimensions able to transit the Suez Canal when fully laden; normally about 160,000 dwt). Yasa Holdings also own 37 bulk carriers (ranging in size from 37,000 to 207,000 dwt) as well as having interests in real estate and tourism

BESSIE ELLEN



Sailing across the Thames Estuary at the same time as Ron on 4th July Gladys was Bessie Ellen

Originally part of a 700 strong fleet, Bessie Ellen is now one of the last west country trading ketches to still be sailing to day. She was built in Plymouth as a speculative project between 1904-06 to keep the shipwrights in the William Kelly yard busy

1907 – 1947

She was finally purchased by John Chichester in 1907 and named after the owner's two daughters. Although her lines suggest she would've been designed for the Newfoundland salt fish trade with a fine clipper bow and a counter stern, Captain Chichester used her to carry bulk cargoes, such as clay, coal, salt, peat and aggregates. Sailing mainly around the British Isles and Irish waters, and occasionally cross-channel, her hold could take up to 150 tons of clay.

In January 1910 she hit the Morte Stone in treacherous currents around Morte Point and sustained severe damage to her keel. After temporary repairs at Ilfracombe she was towed to Appledore for more permanent repairs. In 1916 a 25HP paraffin engine was fitted, and the main topmast was removed, stepping

a pole mast instead. Bessie Ellen continued to work in the coal trade from Lydney and Newport to Appledore and Lyme Regis until the First World War.

Still owned and captained by John Chichester, after the war, Bessie Ellen was contracted to take army surplus barbed wire from Gloucester docks to Briton Ferry for melting down. It was during this contract that Captain John was tragically killed while working the locks. His family continued to run the boat together running cargo deliveries up until the end of the second world war.

1947 TO 1970

In 1947 it was deemed that Bessie Ellen was no longer an economical cargo option in her home port so was sold to Captain Christian Moller from Frederiksvaerk in Denmark. She was renamed "*Forsøget*" (Danish for Endeavor) and continued her cargo deliveries with china clay from Charlestown to Denmark with a reduced sail rig and installation of a larger engine. Her deck hatch was increased with a much larger steel hatch added so cargo could be unloaded by quay-side machinery and Captain Moller continued running scrap iron cargo voyages until the late 1970's before he laid her up.

1970 – 2000

Ole Pietersen purchased her and began to convert her back to a sailing ketch. After some years and some major timber replacement, he found that due to his age and finances he could not complete the project. Bessie was towed to Svendborg and laid up in the shipyard of J Ring Andersen where she was offered for sale. She lay for 20 years with little interest shown until May 2000, when she was purchased by Cornish tall ship sailor and VentureSail director Nikki Alford.

2000 – 2024!

The bulwark planking and capping rail were replaced and the hull made watertight, and a Volvo engine was installed in the shipyard before Nikki sailed her back to Cornwall in 2001 under jury rig. She spent another year restoring and re-rigging Bessie with a new Douglas fir mast and new sails cut by James Lawrence, of Brightlingsea.

Nikki continues to sail Bessie Ellen around Scotland and Cornwall offering skippered sailing holidays to guests and is about to celebrate Bessie Ellen's 120th birthday in 2024 with a 'round Britain sailing tour!



M S NAUTICA



Nautica is operated by Oceania Cruises and was built for Renaissance Cruises as part of their R class. As part of their Regatta Class, Nautica is now owned and operated by Oceania Cruises. She was built in 2000 by

the Chantiers de l'Atlantique shipyard in Saint-Nazaire, France, for Renaissance Cruises as MS R Five. She sailed for Pullmantur Cruises between 2002 and 2004 before entering service with her current owners in 2005.

R Five was the fifth ship in a series of eight identical cruise ships built between 1998 and 2001 by Chantiers de l'Atlantique at Saint-Nazaire, France, for Renaissance Cruises. Her keel was laid on 22 March 1999 and she was launched from drydock on 31 July 1999.^[2] Following fitting out, the R Five was delivered to Renaissance Cruises on 29 January 2000.¹

On 1 February 2000, the R Five entered service with Renaissance Cruises on cruises in the Mediterranean. She stayed in service until 25 September 2001, when Renaissance Cruises was declared bankrupt due to financial difficulties caused by the September 11 attacks

The R Five was laid up at Gibraltar alongside six of her sister ships. In December 2001, she was sold to the France-based Cruiseinvest and was moved to Marseille, France, together with her sisters for a further lay-up.^{[1][3]}

The R Five was chartered to the Spain-based Pullmantur Cruises for cruising for the Spanish market from June 2002. In service with Pullmantur, she was marketed under the name "Blue Dream", but her registered name remained unchanged. She sailed out of Brazilian port during the northern hemisphere winter seasons as a part of Pullmantur's joint service with CVC.¹R Five left service with Pullmantur in 2004.

The R Five re-entered service in November 2005 when she was chartered to Oceania Cruises and renamed Nautica.¹ On 30 November 2008, the Nautica was sailing from Safaga, Egypt, to Salah, Oman, on the Maritime Safety Protection Area established in the Gulf of Aden due to persistent pirate attacks on the area, when at approximately 9:28 AM UTC+3, the ship encountered two Somali pirate skiffs. Captain Jurica Brajčić ordered the ship to take evasive manoeuvres and to sail away at flank speed.

The Nautica was able to outrun her attackers although the ship was fired at eight times. None of the 684 passengers or 401 crew on board were injured in the attack.¹ Following the attack, the Nautica proceeded normally to her next scheduled port of call.^[9]

Nautica underwent a significant renovation in June 2020 as a part of the company's \$100 million OceaniaNEXT program.

MYSTERY SHIPS 82



Agna



Anco Sceptre



Anglia



MSC Laurence



Felixstowe



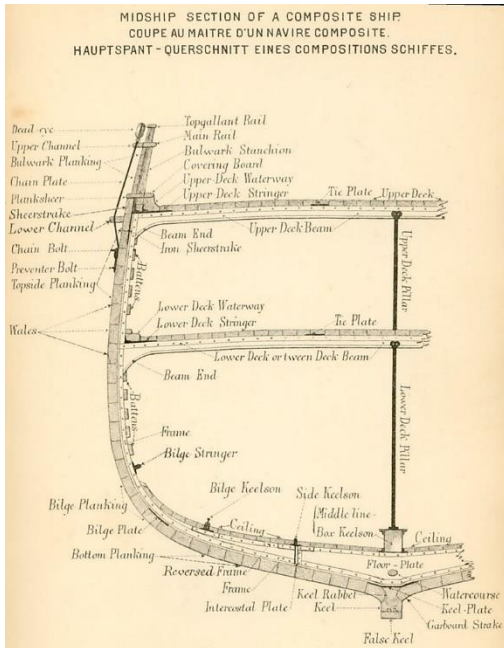
Felixstowe

THE CITY OF ADELAIDE



The City of Adelaide was built by Pile, Hay & Co. in Sunderland, being launched on 7th May 1864. She was a fast three- masted fully rigged ship designed by William Pile to carrying passengers and freight between Britain and Australia. She was of composite construction, with a timber skin (4" thick Teak) over a wrought iron frame. She was of 791 tons net, with dimensions 244' 1" (overall) x 33' 4".





MID

SECTION OF COMPOSITE BUILT SHIP

She was one of the earliest composite-built ships. Lloyds Register did not publish their requirements for composite ships until 1867, so the City of Adelaide was somewhat “over-engineered”, with her scantlings heavier than later examples, such as the CUTTY SARK. This may explain something about her extraordinary longevity.



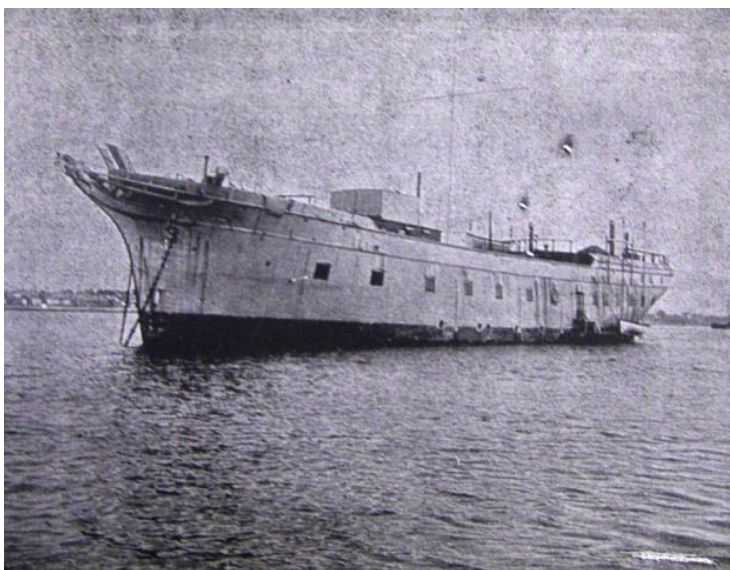
A RECENT IMAGE



AS A BARQUE

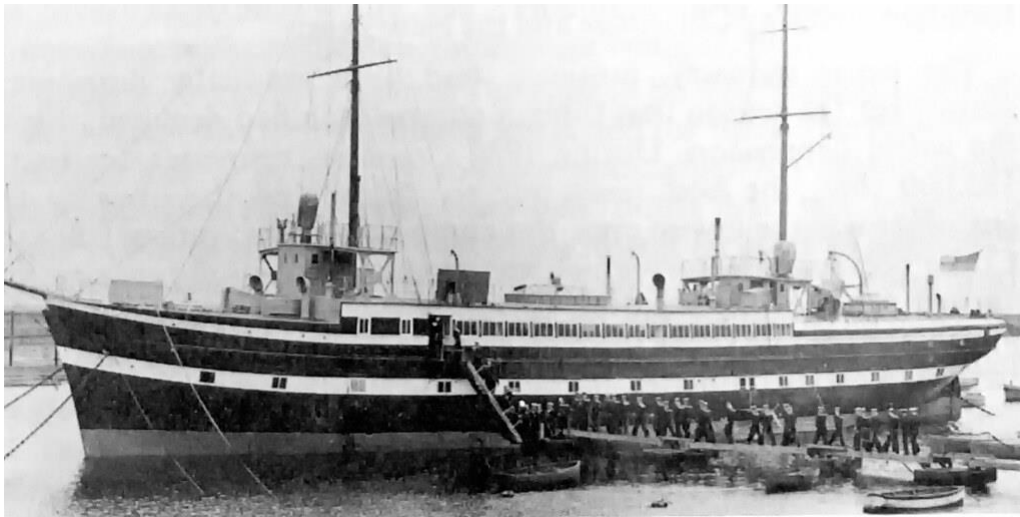
Between 1864 and 1887 she made 23 return voyages between London and Plymouth to Adelaide. Typically, she carried up to 300 passengers out, with wool, wheat and copper on the return. In 1881, her rig was cut down to a three-masted barque, to reduce her crew numbers. After 1887, with steamships taking over the passenger trade, she carried coal around the British coast and timber across the Atlantic.

Her first owners were Bruce, Moore, Harrold Brothers and Martin, of London, who had her from 1864 until 1887. Between 18887 and 1888, she was owned by Charles H. Mowll of Dover, whilst between 1888 and 1893, she was owned by Thomas S Dixon of Belfast.



AS HOSPITAL SHIP 1894

In 1893 she was acquired by Southampton Council and de-rigged for use as a floating isolation hospital, and she continued to serve in this capacity until 1922. In 1923, she was bought by the Royal Navy and commissioned as HMS CARRICK and was based in Greenock as a floating drill ship.



HMS Carrick, RNVR drill-ship, at the Great Harbour, 1931.

In 1948, she was decommissioned and was donated to the RNVR Club and was towed to Central Glasgow as their headquarters ship. In 1989 she was damaged by flooding. In order to give her some degree of protection, she was given "Grade A" Listed Building status, the Scottish equivalent of the English "Grade 1" Listing. In 1991, she sank at her mooring, and she was recovered by the Scottish Maritime Museum who, in 1992 moved her to a private slipway adjacent to the museum at Irvine.



• *'Carrick' rots on a slip in Irvine*

AT IRVINE

Restoration of the old ship began, but in 1999 funding ceased and the work stopped. From 2000, her future was very much in doubt as an eviction notice was served by the owner of the slip. Thereafter, “deconstructing” her was seriously considered. In 2010, the Scottish Government decided that a proposal for the restoration of the ship as a museum in Port Adelaide, South Australia was the only viable option.



In September 2013, she was transported on a barge to London and then to the Netherlands. In late November 2013 she was loaded onto the deck of the cargo ship PALANPUR and left for Australia. She arrived at Port Adelaide on 3rd February 2014 and was offloaded onto the 800-ton barge BRADLEY, and moored in Dock 1. After some concern about another eviction, in June 2024 she was offloaded from the Bradley and moved to a permanent out of the water site adjacent to Dock 2, a much better location for a museum ship.



BOARD PALANPUR

ON



ON

BOARD THE BRADLEY IN PORT ADELAIDE



RESTORATION

AT PORT ADELAIDE



JUNE 2024 AT

PERMANENT SITE

THE BALTIC ARROW

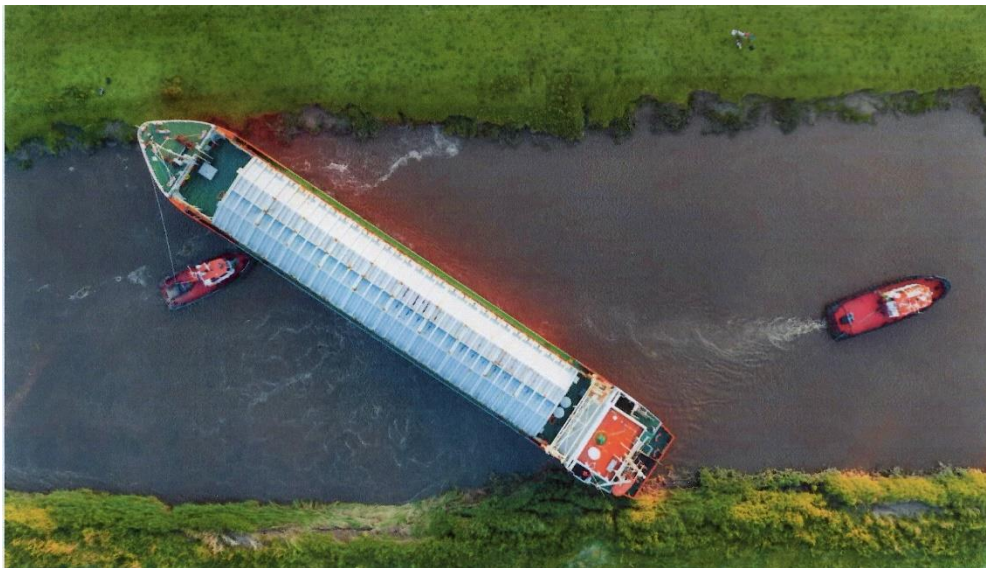


Hitting the headlines in late June was the mini-bulker BALTIC ARROW, which was stuck right across the river Nene for some 12 hours.



The ship was built in 2002 as the NOLA by Royal Niestern Sander of Delfzijl in the Netherlands. She is of 2985 sdwt with dimensions 80m x 12m x 4m. She is powered by a single Caterpillar Type 3512BHD 4-

stroke single-acting 12 cyl. Engine of 1249 KW giving 12 knots. She was Dutch flagged at this time.



In 2009 she was renamed LADY NOLA, and owned and managed by Klip Marine Shipmanagement of Tallin, Estonia. On 1st January 2023, she was renamed BALTIC ARROW, having been acquired by Galleywood Shipping of Chelmsford, who own the Port of Wisbech. Galleywood also own and manage Baltic Arrow's sistership BALTIC EXPRESS, which has had a similar history. The two ships, which are St. Kitts & Nevis flagged, provide a regular service between Riga and Wisbech. The two ships are just about the largest vessels able to navigate as far upstream as Wisbech.



On 24th June, the Baltic Arrow was on route from Riga in Latvia to Wisbech with a cargo of timber. At about 9am, when, a couple of miles short of Wisbech, she went aground and swung so that she completely straddled the river on a falling tide. There were 6 crew and 2 pilots on board at the time of the incident. Thankfully there were no injuries caused.

Some 13 hours later, with the help of two tugs, she was freed, and proceeded to Wisbech. No damage to the ship has been reported, but an enquiry into the accident is to be held. The tugs involved were the local FENLANDER and the CONSERVATOR from King's Lynn.



FENLANDER: she operates from Wisbech and is UK flagged. She was built by Damen in 1999. She is of 35 gt with dimensions 14.4m x 4.73m. Her powerplant is of 600 bhp giving a bollard pull of 7.6 tonnes.



CONSERVATOR: She is based at King's Lynn and is UK flagged. She was also built by Damen in 2000 and is a Stantug 1605. She is 16.65m x 5.65m and is twin screw with a 14-tonne bollard pull.

TWO STEAM TUGS



Two venerable tugs with quite similar histories are still with us, although their long-term prospects are somewhat unclear. The two vessels are the CERVIA and the CHALLENGE, the former laid up in Ramsgate and the latter in Number 1 Basin, Chatham Docks. Of the two, the Challenge is still active, having benefitted from a number of Heritage Grants over the years, largely because of her involvement in the Dunkirk evacuation.

CERVIA



She was built by Alexander Hall & Co in Aberdeen as the EMPIRE RAYMOND for the Ministry of War Transport, as a seagoing tug for use as a fleet auxiliary. She

was launched on 27th January 1946 and completed on 30th April 1946. Her design was based on that of the FOREMOST of 1928 for ease and speed of fabrication etc. She was handed to Townsend Bros. Ferries for onward delivery. In December 1946 she was sold to William Watkins Ltd., of London and renamed CERVIA in 1947.



AT RAMSGATE

She is of 233 grt with dimensions 112.7' x 27.4'. She had a Scotch return-type oil fuelled boiler made by her builder who also manufactured her inverted vertical triple expansion steam engine of 1000 bhp. Her boiler was installed with oil burners, but the design allowed for the easy conversion to coal firing if oil became scarce. Her design included an armoured bridge complete with a steel shelter, anti-mine degaussing equipment and a gun emplacement. The bridge still retains this feature along with a degaussing generator.



She spent most of her working life based on the Thames. She was maintained for most of her working life by Claxton's Ltd at Ramsgate. She came under Ship Towage (London) Ltd after an amalgamation on 26th October 1950. On 26th October 1954 whilst assisting in the "undocking" of P & O's ARCADIA stern first, the Arcadia had to put her engines to full ahead to avoid another vessel. The Cervia was pulled sideways, causing her to capsize and sink, with the loss of her master and 4 crew. She was raised 2 days later.



AT RAMSGATE

On 27th January 1969, under another rationalisation, she came under London Tugs Limited. By 1971 she was laid up in Sheerness. In April 1973 she was bought by M.List-Brain when laid up in Poplar Dock, and she was given a refit and was back in steam that summer. In 1974, she was working again in the

North Sea, operated by International Towing Ltd, based at Ramsgate, chartered to Howard Doris for help in oil rig construction projects. She was kept busy until 1983 when she was laid up again alongside the East Pier in Ramsgate Harbour.

In July 1985 she was loaned to the Ramsgate Maritime Museum and moved to Smeaton's Historic Dry Dock. Funding was obtained and restoration began. She was repainted in William Watkins livery. To mark her 50th birthday, her engine was restored to full working order. She remained at Ramsgate for some years but the hoped for funding for her permanent preservation never materialised. In December 2018 she partly sank, but was patched with concrete and refloated.

In June 2022, National Historic Ships UK announced that her owner intended to "deconstruct" the ship. However, this did not happen, and early in 2024, conservation work was proceeding by volunteers with a proposal for her to be reopened to the public as part of a Museum of Tugs at Ramsgate. The Cervia Tug Preservation Society, as of May 2024, are seeking crowdfunding to restore and maintain her. She currently needs extensive work on her decking, hull and other parts before she can be opened to the public even as a static museum. She was the last seagoing steam tug in operational use in the UK.

CHALLENGE



She was also built by Alexander Hall & Co. Ltd. in Aberdeen for the Elliott Steam Tug Co. of London. She was launched on 22nd January 1931 and

completed in March 1931. She is of 238 gt with dimensions 110' 0" x 26' 1" x 12' 3" and is of riveted steel. She originally had a coal fired Scotch Return-Tube boiler built by Palmer's Shipbuilding & Iron Co. Ltd. of Hepburn and a triple expansion steam engine of 1150 indicated horsepower built by Alexander Hall.



LAUNCHING DAY

In 1939 she was placed under Admiralty control, and she took part in the Operation Dynamo, the Dunkirk evacuation in 1940, during which she towed home a destroyer packed with troops. After this she was fitted with a flying bridge to accommodate an Oerlikon cannon and a pair of Lewis guns. In 1941 she was employed towing Maunsell towers out into the estuary as well as army sea forts for assembly on the sites in the estuary. In 1944 she towed parts of the Mulberry harbours for use in the Normandy landings. On 3rd July 1944, she was damaged by a V1 in the Royal Albert Dock but was soon repaired at Rotherhithe.



Post-War, she operated for Elliott on the Thames until 1950 when she was acquired by Ship Towing (London) Ltd. In 1964 she was converted from coal to oil. In 1969 she came under the ownership of London Tugs who had her until 1973, although she was laid up from 1971. She was the last steam tug to serve on the Thames. In 1973 she was sold to Taylor Woodrow Ltd for preservation and display in St. Katherine's Dock.



By 1993, her condition had deteriorated and that July she was acquired by the Dunkirk Little Ships Preservation Trust and was towed downstream by the tug SUN XX1V to Tilbury Docks for restoration by volunteers. In 2001, the Trust received a Heritage Lottery Fund grant, and she was towed to the former Husband's yard at Marchwood. Whilst there, she was slipped, repaired and

repainted. After being relaunched, she spent several years under steam, visiting numerous ports in the UK and Northern Europe.



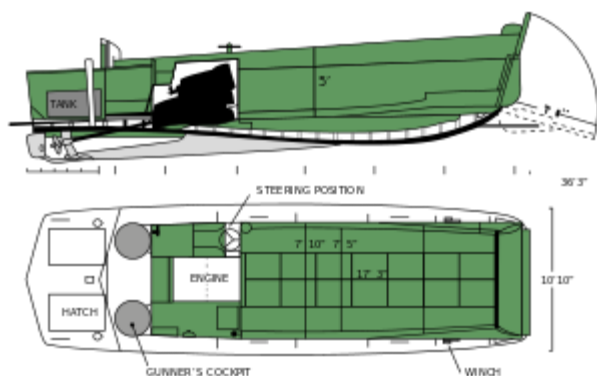
In 2007, there was concern about the state of her boiler. An application to the Heritage Lottery Fund was finally approved in 2011, and in 2012 at Shoreham, a new boiler by Byworth of Keighley was installed together with two diesel generators. In 2013 she travelled to Southampton under her own steam, to a new berth, Dock 49 at Southampton's Ocean Cruise Terminal. Based at Southampton, she steamed around various ports for some years, before her the ABP required her berth.



In 2020 she was bought by her present owner, Chris Bannister, and her restoration by volunteers resumed. In 2020 she was to be based at Trinity Buoy

Wharf, but Covid intervened. In 2021 she was relocated to the Medway. She is currently still Medway-based, although she has spent time at Harwich and this June, she visited Normandy as part of the 80th anniversary of Operation Overlord.

LCVP HIGGINS BOATS



The landing craft, vehicle, personnel (LCVP) or Higgins boat was a landing craft used extensively by the Allied forces in amphibious landings in World War II. Typically constructed from plywood, this shallow-draft, barge-like boat could ferry a roughly platoon-sized complement of 36 men to shore at 12 knots. Men generally entered the boat by climbing down a cargo net hung from the side of their troop transport; they exited by charging down the boat's lowered bow ramp.

Designer Andrew Higgins based it on boats made for operating in swamps and marshes. More than 23,358 were built, by Higgins Industries and licensees. [2]

At just over 36 ft long and just under 11 ft wide, the LCVP was not a large craft. Powered by a 225-horsepower Gray Marine 6-71 diesel engine at a maximum speed of 12 knots, it would sway in choppy seas, causing seasickness. Since its sides and rear were made of plywood, it offered limited protection from enemy fire but also reduced weight - and thus increased capacity, cost and saved steel. The Higgins boat could hold either a 36-man platoon, a jeep and a 12-man squad, or 8,000 lb of cargo. Its shallow draft 3 feet aft and 2 feet, 2 inches forward enabled it to run up onto the shoreline, and a semi-tunnel built into its hull protected the propeller from sand and other debris. The steel ramp at the front could be lowered quickly. It was possible for the Higgins boat to swiftly disembark men and supplies, reverse itself off the beach, and return to the supply ship for another load within three to four minutes.^[4]

The Higgins boat was built in New Orleans, Louisiana.^[1]

Andrew Higgins started out in the lumber business, Many sources say his boats were intended for use by trappers and oil-drillers; occasionally, some say that Higgins intended to sell the boats to individuals intending to smuggle illegal liquor into the United States

The United States Marine Corps was always interested in finding better ways to get men across a beach in an amphibious landing When tested in 1938 by the Navy and Marine Corps, Higgins' Eureka boat surpassed the performance of a Navy-designed boat. Satisfactory in most respects but the boat's major drawback appeared to be that equipment had to be unloaded, and men disembarked, over the sides, thus exposing them to enemy fire

The LCP , was supplied to the British from October 1940, to whom it was initially known as the "R-boat" and used for commando raids.

The Japanese had been using ramp-bowed landing boats since the summer of 1937—. It was suggested that Higgins develop a version of the ramped craft for the Navy,

Early models were designated Landing Craft, Personnel (Ramp) or LCP(R). The LCP(R) was used in beach landings in North Africa and at Guadalcanal, Salerno and Tarawa. The Landing Craft, Personnel (Ramp) craft later was superseded in production by the LCVP—Landing Craft Vehicle, Personnel During the war, 2,193 LCP(L) and 2,631 LCP(R) were built compared to 23,358 LCVP. By D-Day the LCVP had replaced the LCP(R).



USS Darke (APA-159)'s LCVP 18, possibly with army troops as reinforcements at Okinawa, circa 9 to 14 April 1945.

The Higgins boat was used for many amphibious landings, including the landings in Nazi German-occupied Normandy as part of Operation Overlord and during the Allied Crossing of the Rhine, and previously Operation Torch in North Africa, the Allied invasion of Sicily, Operation Shingle and Operation Avalanche in Italy, Operation Dragoon, as well as in the Pacific Theatre at the Battle of Guadalcanal, the Battle of Attu, the Battle of Tarawa, the Battle of Guam, the Battle of Peleliu, the Battle of the Philippines, the Battle of Iwo Jima and the Battle of Okinawa. Higgins boats also saw use during the Korean War during the Battle of Incheon , Operation Tailboard, and the Hungnam evacuation.

A replica Higgins boat plies the water near New Orleans Higgins boat on display in The National WWII Museum

Only a few Higgins boats have survived,

An original LCVP is on display at the National Museum of the United States Army in Fort Belvoir, Virginia

An original LCVP is on display at The D-Day Story in Portsmouth, Hampshire It was restored by Hughes Marine Service.

A replica Higgins boat, built in the 1990s using the original specifications from Higgins Industries, is on display in The National WWII Museum in New Orleans.

TWO STATELY LADIES



Visiting London in early July were two sail training ships, the JUAN SEBASTIAN DE ELCANO (foreground) and the GLORIA (behind). Both were berthed in the South Dock in the West India Docks for a few days.



JUAN

SEBASTIAN DE ELCANO

THE JUAN SEBASTIAN DE ELCANO is a training ship for the Spanish Navy and is rigged as a four-masted barquentine. She was designed by Charles Nicholson of Camper & Nicholson and built by the Echevarrieta Larrinaga Shipyard in Cadiz. She was launched on 5th March 1927 and began her maiden voyage on 19th April 1928. Her displacement is 3673 tonnes and her dimensions are 113m

x 13.1m x 7m. She can carry 2870 square metres of sail and her air draught is 48.5m. She carries 300 crew and 90 midshipmen (trainees). She has a turbocharged 2000 hp diesel which can propel her at 13 knots.



This year she is undergoing her 96th annual voyage, and she has sailed over 2 million nautical miles since she was commissioned in 1928. In 1952-54 her plans were used for the Chilian training ship ESMERALDA.



GLORIA

THE GLORIA is a training ship for the Columbian Navy and is rigged as a three-masted barque. Her design was based on the German pre-war GORG FOCH designed by Blohm & Voss of Hamburg. She was built by the Astilleros Celaya S.A. in Bilbao, being laid down in April 1967, launched on 2nd December 1967 and commissioned on 7th September 1968. Her displacement is 1300 tonnes

and her dimensions are 64.7m x 10.6m x 6.6m. She can carry 1400 square metres of sail and her air draught is 35.1m. She carries 85 crew and 75 trainees. She has a MAN diesel of 370 kw which gives 10 knots.



GLORIA

PASSING TOWER

BRIDGE





Her half-sisters built at Bilbao later were the CUAHTEMOC (Mexican), the SIMON BOLIVAR (Venezuelan) and the GUAYAS (Ecuadorian).

I was interested to see how the two ships were able to navigate under the Queen Elizabeth bridge and the entrance lock into the West India Docks. The JS de Elcano is the larger and taller of the two vessels, with an air draught of 48.5m, an overall length of 113m and a beam of 13.1m. The headroom under the bridge is 59.3m above MHWS and the three-quarter lock is 133m long by 24m wide. Clearly there was ample clearance under the bridge and through the lock for sailing ships of moderate size. In fact, the mighty Russian KRUZENSHTERN has an air draught of 51.3m, an overall length of 114.4m and a beam of 14.02m, so she too could visit the West India Docks without PHYSICAL difficulty.

LANDING SHIP TANK



Evansville Indianan Yard

The evacuation from Dunkirk in 1940 brought home the need for vessels able to beach in shallow water to unload heavy armour and transport, conversely to be able to load the same from a beach

Lack of such a vessel meant that the British Army had to leave all its equipment on the beach at Dunkirk, this gave Churchill the thought that purpose built ships were required and should be developed, he was really thinking ahead when he wrote to a minister asking about such ships for when we invade enemy held territory.

HMS Boxer was the first such ship with three modified shallow draught Lake Maracaibo tankers being acquired and converted, these were used in the invasion of Nth Africa and proved a point

In 1941 design / development was placed under the control of the US Maritime Commission with input from the British yards who had already been involved, the craft were under the Lend Lease scheme and were nearly never built, under the Act, America could not supply anything that they themselves could

not use, as at that time they were not in the war, a US Admiral declared that the US Navy had no use for such a craft! Not long after, Pearl Harbour happened and views changed.

Resulting design was a craft some 328 feet long a beam of 50.00 Feet displacing 3700 Tons drawing 8 feet of water at the bow loaded and 3 feet four inches light, the shallow draught increased the freeboard and gave them terrible sea keeping characteristics, this was cleverly overcome by the use of ballast tanks to increase the stability, large pumps were installed capable of 1400 g p m to lighten the ship as it approached the beach, these together with numerous extractor fans to clear the tween decks of exhaust fumes when the tank engines were started increased the electrical load.

Cargo: 18 -30ton Tanks or 22-25ton tanks or 33- 3ton trucks in addition to the tanks 14 trucks could be carried on the weather deck a lift was provided to get vehicles on the weather deck down to the ramp deck, on later built vessels the lift was replaced by a ramp which speeded the unloading. 270 troops could be accommodated and a crew of 100 plus though invariably they sailed short handed

First orders were issued in 1941 before the design was complete! In all some 1050 were built in the US, construction was similar to the Liberty ship set up, pre-fabricated sections delivered to the yard, initially it took four months to construct an LST, by 1945 this was down to two months, UK and Canada built another 80

The US built vessels had 2-900HP diesel engines whilst the UK versions were steam powered using Admiralty three drum boilers and four cylinder triple expansion engines.

All were to have a range of 10,000 miles and be capable of an Atlantic crossing. Service speed was 8-9 knots; this earned them the nickname of "Large Slow Target" In fact only 26 were lost in action 13 in accidents or storm losses

Design was based on a beach with a slope of 1 in 50, not many were found, although the rugged construction proved itself there was a problem with "yawing" when beached in surf causing strain on the hull, a stern kedge anchor was provided and dropped as the craft approached the beach it was then used

to haul the vessel back off the beach. Ships in South Pacific service were used primarily to deliver cargo rather than their intended service, several approaches were tried the quickest rate of unloading was to preload the cargo onto trailers and have them towed off at the delivery point

A ship was taken out of landing service after 10 beachings and used for less demanding duties, supply ship, hospital ship, some even had flight decks added although this proved to be a somewhat dubious enterprise

Whereas the Liberties were built in coastal yards so called cornfield sites were set up on the Ohio and Illinois rivers, the shallow draught made it easy to move them down to the sea.

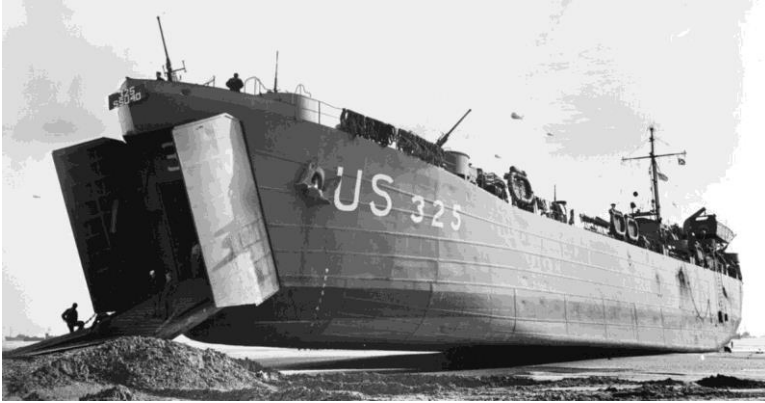
Multiple anti aircraft guns were fitted, typically these comprised 7/40mm and 12 20/mm weapons

After the war LST`s were gifted to various allies, LST 325 survives. Built in 1942 it was at the D Day landings, laid up in 1946 it was eventually handed over to the Hellenic Navy as part of the Gift in Aid programme, laid up in 1999 it was purchased by a group of Vets who travelled to Greece and effected the necessary repairs and sailed her back to the US, the average age of the crew was 74!

350 is now a memorial ship moored at Evansville on the Ohio River where 19,000 workers were once employed building 127 LST`s

Photo # NH 97857 USS LST-1 soon after completion, circa December 1942





How well built they were!

ROLL ON ROLL OFF FERRIES

RoRo's are derived from LST's is only partially true, we have to go back much further to establish a base line to 1831 in fact.

1831 Monkland Leith and Kirkintilloch Canal Company have a wagon and carriage carrying facility

1850 saw the Edinburgh Leith and Newhaven railway anxious to expand their services north of the Forth, the absence of a bridge did not help in this endeavour, they turned to Thomas Bouch as consultant who was an up and coming young engineer, he came up with the idea of a ferry to take railway carriages across the river this vessel would be steam propelled with two lines of track on the deck, at each side of the river terminals equipped with an adjustable draw bridge to facilitate loading and unloading would be erected,

Bouch later became famous for his TAY BRIDGE design which failed spectacularly in 1879 when a passenger train plunged into the Tay on the night of December 28th some 60 people were listed as missing

During World War 1 the supply lines to France were problematic. Cargo was taken to the coast by rail unloaded into coasters shipped across the Channel unloaded and reloaded onto French trains, the War Office thought that a rail through service to be the answer, the Admiralty were not in favour, however three purpose built ships were ordered imaginatively named Train Ferry 1,2&3 they were to sail to Dieppe from Southampton and Richborough the latter

being a huge stores and armament maintenance and repair depot, they went into service in early 1918 and were soon transporting 20,000 tons of freight per week, they remained in service after the war to bring back to the UK weapons, transport and stores.

All three ships remained in service until 1922 when they were sold to the Great Eastern railway who were in a joint venture with the Belgian Govt to start a cross channel train ferry service from Harwich, shore installations at Southampton and Richboro were sold to the GER the gear at Dieppe was moved to Zeebrugge the equipment from Southampton was partially lost in transit to Harwich the Richboro installation was cannibalised to get the job up and running.

Service was maintained until 1934 when the GER went into liquidation and was taken over by the LNER.

1940 saw Ferry no 1 requisitioned by the RN and converted into a landing craft carrier, Dunkirk made the Admiralty realise that they needed shallow draft vessels beach capable, Churchill penned a design to carry 13 Churchill tanks, HMS Boxer was the result, steam powered with triple X engines, 3 shallow draught tankers in use on lake Maracaibo were acquired and fitted with bow doors and ramps.

Lt Col Frank Bustard had founded the Atlantic Steam Navigation Co pre-war in 1934 was able to see the trials of Boxer on New Brighton Beach when he was recalled to the Colours, he immediately realised the potential for post war use, after the war he offered to buy three LST's but the Admiralty refused they eventually agreed bare ship charters at the rate of £13-6-8d per diem, these were to provide the first RoRo services, ferrying repatriated materiel from Europe after the war

Surviving rail ferries were returned to the LNER and were absorbed into British Rail / Sealink they were scrapped in 1957, Sealink added new builds, stern loaders from 1953

ASN made the first RoRO (LST) crossing in 1946 from Tilbury to R/dam with a cargo of vehicles for the Dutch Government

Vessels have grown in size; the largest UK ferry is Ulysses some 55K GRT on the Holyhead- Ireland service the largest 75k

RoRo s are not ship of choice for seafarers, nearly two thirds of lives lost at sea can be attributed to RoRos

Class B design case

Open vehicle decks

Bow doors-Latch fatigue (Estonia)

High free board and the location of life craft

No Bulkheads

Stability

PADDLE STEAMER RYDE



PRE-SEASON IN 1969

The Ryde was built by William Denny & Brothers at Dumbarton for the Southern Railway's passenger ferry service between Portsmouth and Ryde on the Isle of Wight. She was launched on 23rd April 1937 and entered service that June. She was of 603 grt with dimensions 216' 0" x 29' 1" x 10' 0". She was powered by a coal-fired diagonal triple expansion steam engine built by her

builders producing 133 net horsepower giving 13 knots. She could carry 1050 passengers.

She served on the Portsmouth to Ryde on an all-year basis between 1937 and 1939 when she and her sistership, the SANDOWN, were requisitioned by the Admiralty. Both ships were commissioned as HMS RYDE and HMS SANDOWN, and adapted for minesweeping, and used mainly in the Thames Estuary.



RYDE in 1937

In 1942, the Ryde was converted into an Anti-Aircraft vessel. She was active in the Normandy landings, providing A.A. cover for OMAHA beach. After D-Day, she was anchored off Bembridge to help protect Portsmouth Harbour from V1s.

On 7th July 1945 she returned to the Isle of Wight ferry service. With the nationalisation of the railways, she came under British Railways in 1948. By 1968 she was the reserve ferry but was taken out of service in 1969 by which time, she was the last coal fired sea-going paddle steamer in the world.



RYDE AT

BINFIELD MARINA

She was bought in September 1970 by A & C Ridett who over the next two years had her boiler removed and 18 luxury cabins, a restaurant, a bar and a dance floor fitted, and renamed her RYDE QUEEN MOTEL. She was towed to Binfield Marina on the river Medina near Newport on the Isle Of Wight and berthed alongside the MEDWAY QUEEN, opening in June 1972.

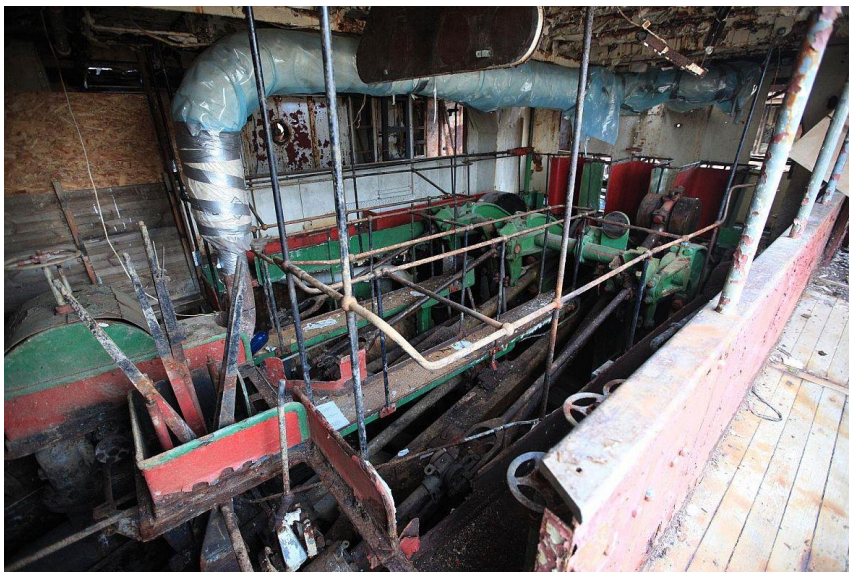
In 1977 the Ryde was damaged by fire, but she was repaired and re-opened as a discotheque and clubhouse named RYDE QUEEN. In 1978, the Medway Queen was taken away for eventual restoration. The Ryde Queen carried on until 1989, when the nightclub closed.



Since 1990, she has remained at the marina, gradually deteriorating. There have been numerous attempts to raise funds for her restoration, including grant applications, but without success. In 2006 her funnel collapsed, and in 2012, the whole bridge structure dropped into the hull.



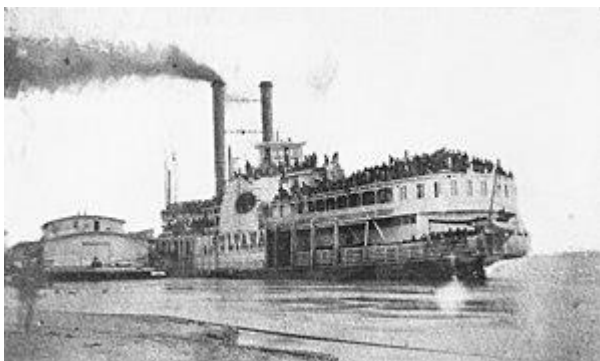
In 2019, after a survey and feasibility study, the project for her restoration was abandoned, and she was to be dismantled. All funds raised for her were to be transferred to the restoration funds for the Medway Queen. As of March 2023, demolition had still to start. A shame that she couldn't be saved in the 1980s, when she was still salvable.



HER TRIPLE EXPANSION STEAM ENGINE RECENTLY



PADDLE STEAM SULTANA

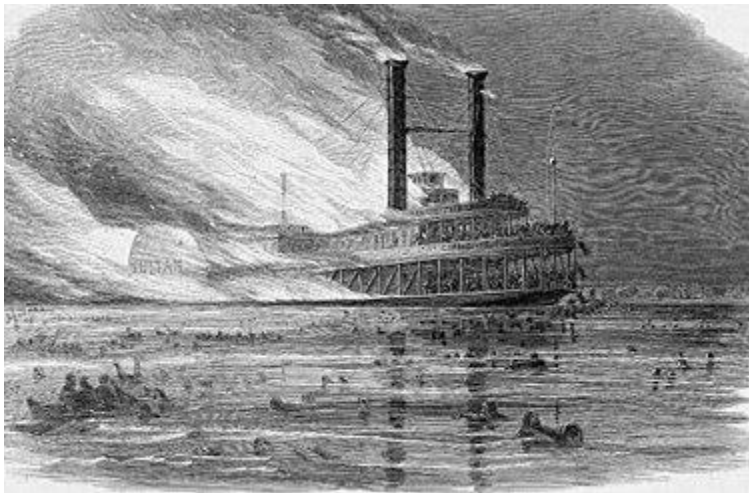


Sultana was a side-wheel steamboat which exploded and sank on the Mississippi River on April 27, 1865, killing 1,167 people in what remains the worst maritime disaster in United States history.

Constructed of wood in 1863 by the John Litherbury Boatyard^[1] in Cincinnati, Ohio, Sultana was intended for the lower Mississippi cotton trade. The steamer registered 1,719 tons^[2] and normally carried a crew of 85. For two years, she ran a regular route between St. Louis and New Orleans and was frequently commissioned to carry troops during the American Civil War. Although designed with a capacity of only 376 passengers, she was carrying 2,128 when three of the boat's four boilers exploded and caused it to sink near Memphis, Tennessee.

The power of the boilers came with risk - the water levels in the fire tubes had to be carefully maintained at all times. The areas between the many flues

clogged easily, especially since dirty river water carried much sediment, and were difficult to clean. Dropping water levels could cause hot spots leading to metal fatigue, significantly increasing the risk of an explosion.



Sultana on fire, from Harper's

Weekly.

Sultana left St. Louis on April 13, 1865, bound for New Orleans. On the morning of April 15, she was tied up at Cairo, Illinois,

Upon reaching Vicksburg, Mississippi, Mason the captain was approached by Captain Reuben Hatch, the chief quartermaster at Vicksburg, with a proposal. Thousands of recently released Union prisoners of war who had been held in the Confederate prison camps at Cahaba and Andersonville had been brought to a small parole camp outside of Vicksburg to await release to the northern states. The U.S. government would pay US\$2.75 per enlisted man and US\$8 per officer to any steamboat captain who would take a group north. Hatch suggested that he could guarantee Mason a full load of about 1,400 prisoners if Mason would agree to give him a kickback.

Leaving Vicksburg, Sultana traveled downriver to New Orleans, On April 21, Sultana left New Orleans with about seventy cabin and deck passengers and a small amount of livestock. She also carried a crew of 85 About ten hours south of Vicksburg, one of Sultana's four boilers sprang a leak. Under reduced pressure, the steamboat limped into Vicksburg to get the boiler repaired and to pick up her promised load of prisoners.

While the paroled prisoners, were brought from the parole camp to Sultana, a mechanic was brought down to work on the leaky boiler. Although the mechanic wanted to cut out and replace a ruptured seam, Mason knew such a job would take a few days and cost him his precious load of prisoners. By the time the repairs would have been completed, the prisoners would have been

sent home on other boats. Instead, Mason and his chief engineer, convinced the mechanic to make temporary repairs,

A mix-up with the parole camp books caused the Union officer in charge of the loading, to place every man at the parole camp on board Sultana, believing the number to be less than 1,500. Although Sultana had a legal capacity of only 376, by the time she left Vicksburg on the night of April 24, she was overcrowded with over 1,951 paroled prisoners, 22 guards from the 58th Ohio Volunteer Infantry, over 70 fare-paying cabin passengers, and 85 crew members, for a total of 2,128 people.

Sultana spent two days traveling upriver, Subsequently arriving at Memphis, around 7:00 PM, and the crew began unloading 120 tons of sugar from the hold. Near midnight, Sultana left Memphis,. She went a short distance upriver to take on a new load of coal from some coal barges and then, at about 1:00 AM, started north again.

At around 2 a.m. on April 27, 1865, when Sultana was about seven miles north of Memphis, its boilers suddenly and violently exploded, killing many people instantly. First one boiler exploded, followed a split-second later by two more.

Without a pilot to steer the boat, Sultana became a drifting, burning hulk.

While the Sultana burned, and the men on the steamboat were either already dead or fighting for their lives, the southbound steamer Bostona (built in 1860 was coming downriver on her maiden voyage after being refurbished, arrived at about 2:30 AM, a half hour after the explosion, and rescued scores of survivors. At the same time, dozens of people began to float past the Memphis waterfront, calling for help until they were noticed by the crews of docked steamboats and U.S. warships, who immediately set about rescuing the survivors Eventually, the hulk of Sultana drifted about six miles to the west bank of the river and sank at around 7:00 AM near Mound City and present-day Marion, Arkansas, about five hours after the explosion Other vessels joined the rescue, including the steamers Silver Spray, Jenny Lind, and Pocahontas, the navy ironclad USS Essex and the sidewheel gunboat USS Tyler.

Passengers who survived the initial explosion had to risk their lives in the icy spring runoff of the Mississippi or burn with the boat Many died of drowning or hypothermia. Some survivors were plucked from the tops of semi-submerged trees along the Arkansas shore. Bodies of victims continued to be found downriver for months, some as far as Vicksburg. Many bodies were

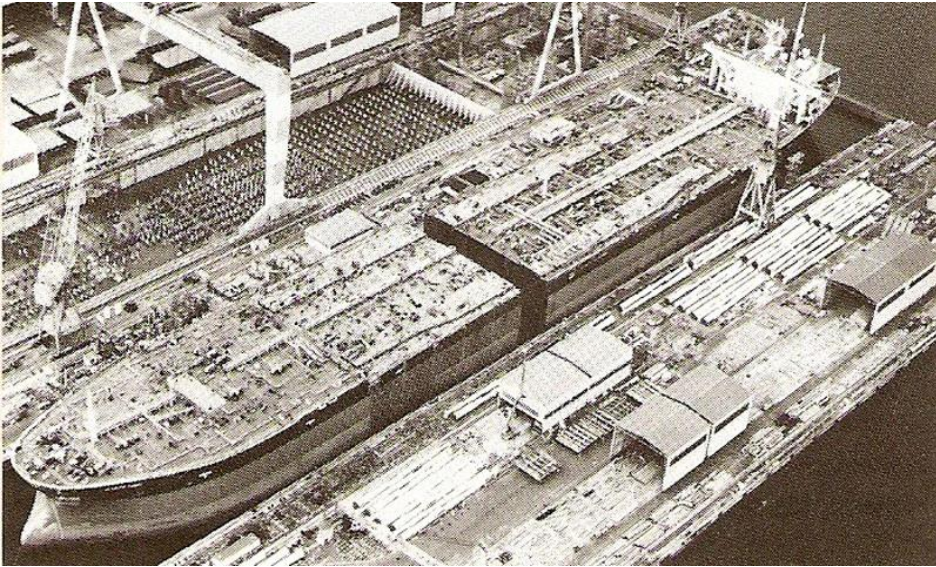
never recovered. Most of Sultana's officers, including Captain Mason, were among those who perished.

THE SEAWISE GIANT



The Seawise Giant was an Ultra Large Crude Carrier laid down in 1974 by Sumitomo Heavy Industries Ltd. of Yokosuka, Japan as Yard No. 1016. She was of 546,642 dwt with dimensions 45888.45m x 68.6m x 24.6m. She was powered by 2 Mitsubishi V2MB boilers providing steam for a Sumitomo Stal-Laval AP turbine of 50,000 hp which gave 16.5 knots.





BEING

LENGTHENED

During sea trials in 1979 severe vibration was found when going astern, and consequently her Greek owner refused to take delivery, as apparently, he was in deep financial trouble. After a lengthy arbitration dispute was settled, she named by her builder as OPPAMA and was sold. In 1981 she was bought by the Orient Overseas Container Line founder C.Y. Tung, who had her lengthened which added 146,152 tonnes of cargo capacity. She was renamed SEAWISE GIANT (with the Seawise prefix being a pun on Tung's initials).



ON FIRE

In May 1988 she was badly damaged by Iraqi planes during the Iran-Iraqi War and sank in shallow water off Kharg Island. That August, following the end of the war, she was bought by Norman International, who had her refloated and towed to the Keppel Shipyard in Singapore for repair. She was put into service

again as HAPPY GIANT. By 1999, she had been sold to Jahare Wallem of Norway and renamed JAHRE VIKING.



JAHRE VIKING

In May 2004 she was sent to Dubai by her new owners First Olsen Tankers for conversion into a Floating Storage & Offloading unit. Under the name KNOCK NEVIS, she was moored off the coast of Qatar at the Al Shaheen oil field. In 2009 she was sold to Indian shipbreakers and renamed MONT for her final journey to Alang, where she was broken up in 2010.





BEACHED AT ALANG

The ship still holds the record for the longest powered craft ever built. She was too large for most ports and for the Suez and Panama canals, the Straits of Malacca and even, when fully loaded, the English Channel. After the EXXON VALDEZ disaster in Alaska in March 1989, single hulled ships like the Seawise Giant became unpopular with insurers. Her steam turbine powerplant was also expensive to run. She still served her various owners for some 30 years before being scrapped.



FLOATING STORAGE AND OFFLOADING UNIT

ETHEL ADA of LONDON



The Ethel Ada was the last sailing barge built by Shuttlewood at Paglesham. Work started on her on 15th October 1903 and she was launched on 30th July 1904 as a speculative venture. She was of 49 tons, with dimensions 82.0' x



19.1' x 5.4'.

ETHEL ADA ON THE HARD AT SHUTTLEWOODS

She was built in the old black shed at Paglesham, a tight squeeze, with just one foot clearance in the shed lengthwise, and four foot six inches sideways. Shuttlewood at that time was run by two brothers, and reportedly one brother built each side of her and that she was named after their wives, Ethel and Ada. To launch her, some of the tie beams in the roof had to be removed to jack one end of her up to fit the slope of the slipway. Shuttlewoods went on to build numerous smacks and barge yachts, including the NANCY GREY, the DOREEN and the TINY MITE.



BARGE YACHTS AT SHUTTLEWOODS

She was bought before completion by G. & A. Underwood, coal merchants of Southend. In 1915 she was sold to Samuel West Ltd. of London, who were in the ballast trade. In 1938 she was bought by T.F. Wood of Gravesend, and she remained in the carriage of explosives operations for them, their successors and ICI until 1957, when she came out of trade.



AT GRAVESEND IN 2010

In 1958 she was bought by Duke & Allan and converted into a yacht, a 100hp Ford diesel being installed, the first engine ever fitted into her. In 1969 she was sold to Geoff Mellor who lived aboard her, based at Pin mill and later at Snape. In 1999 she was bought by Oliver Price who had her refitted at Pinmill and then re-rigged at Maldon for use as a charter barge, based at Hermitage Wharf, Wapping.



AT ST. KATHERINES

More recently she had become a static housebarge in St. Katherine's Docks, and was starting to deteriorate. This July, however, she was towed out of her berth by the tug HAVEN SUPPORTER and headed to Maylandsea for surveying and restoration, so maybe she has a future.



UNDER TOW JULY 2024





ETHEL ADA OFF TILBURY IN 2008



THE BLACK SHED A FEW YEARS AGO

The Black shed, which dated from 1881, partially collapsed in the 2022 gales. It remains closed in a derelict state. Shuttlewood Marine, who now operate from the yard, have applied for planning permission to demolish the remaining part of the shed and build a new one. They make a living by converting retired steel barges into luxury houseboats.



THE BLACK SHED THIS YEAR

I.R.I.S. SAHAND



SAHAND CAPSIZED AT BANDAR ABBAS

Hitting the headlines in early July was the modern Iranian “destroyer” SAHAND. She is one of the MOUDGE class of light frigates, although the Iranians call them Destroyers.



MOWJ,

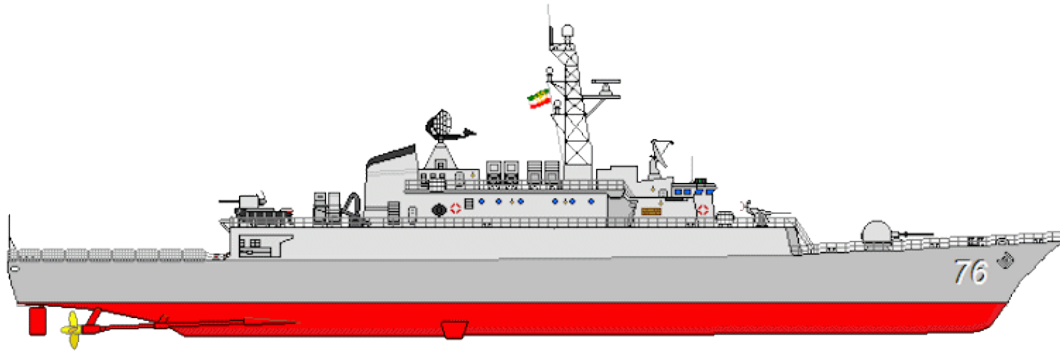
A SISTERSHIP OF SAHAND

On 5th July 2024 she capsized whilst being repaired in Bandar Abbas, reportedly due to a technical fault. Several people were injured, and two officers were reportedly killed. On 7th July during salvage operations, after “a rope holding the capsized ship broke”, she sank entirely in shallow water.



SAHAND

Whether it will be feasible to recommission her is doubtful, as the saltwater damage to all her navigational and weapons systems would require complete replacement at huge expense. The modern Norwegian frigate HELGE was declared a Constructive Total Loss after a collision and sinking and was scrapped.



IRANIAN NAVY FRIGATES

MOUDGE CLASS
TYPE: MULTIROLE FRIGATE
SHIPS IN CLASS: 4
DISPLACEMENT: 1500 TONS
SPEED: 55.6 KM/H



ALVAND CLASS
TYPE: GENERAL PURPOSE FRIGATE
SHIPS IN CLASS: 3
DISPLACEMENT: 1100 TONS
SPEED: 72 KM/H



The Sahand was one of the indigenous designed and built Moudge class, being launched on 18th September 2012 and commissioned on 1st December 2018. She was of about 1400 tons displacement with dimensions 95m x 11.1m x 3.25m. She was powered by two 10,000 hp diesels plus four 740 hp diesel generators for auxiliary power. Top speed is said to be 30 knots.

She was equipped with Asr 3D PESA long-range radar with a armament of one 76mm gun, one 40mm gun, four Mehrab surface to air missiles, eight Qader anti-ship missiles, two triple 324mm torpedo tubes and provision for a Bell 212 ASW helicopter.



SAHAND

The design of the Moudge class was basically an upgraded version of the ALVAND class. This type was an improved version of the Vosper Mk 5 frigate, and four of them were built in the UK for Iran, being delivered in 1971/72. The Moudge class have essentially the same lines as the Alvand, but with a much heavier complement of sensors and weapons. Western sanctions have forced Iran to manufacture these systems themselves, and the non-availability of the Paxman diesels and Rolls-Royce Olympus gas turbines that powered the Avlands, for instance, meant locally produced diesels giving poorer performance.

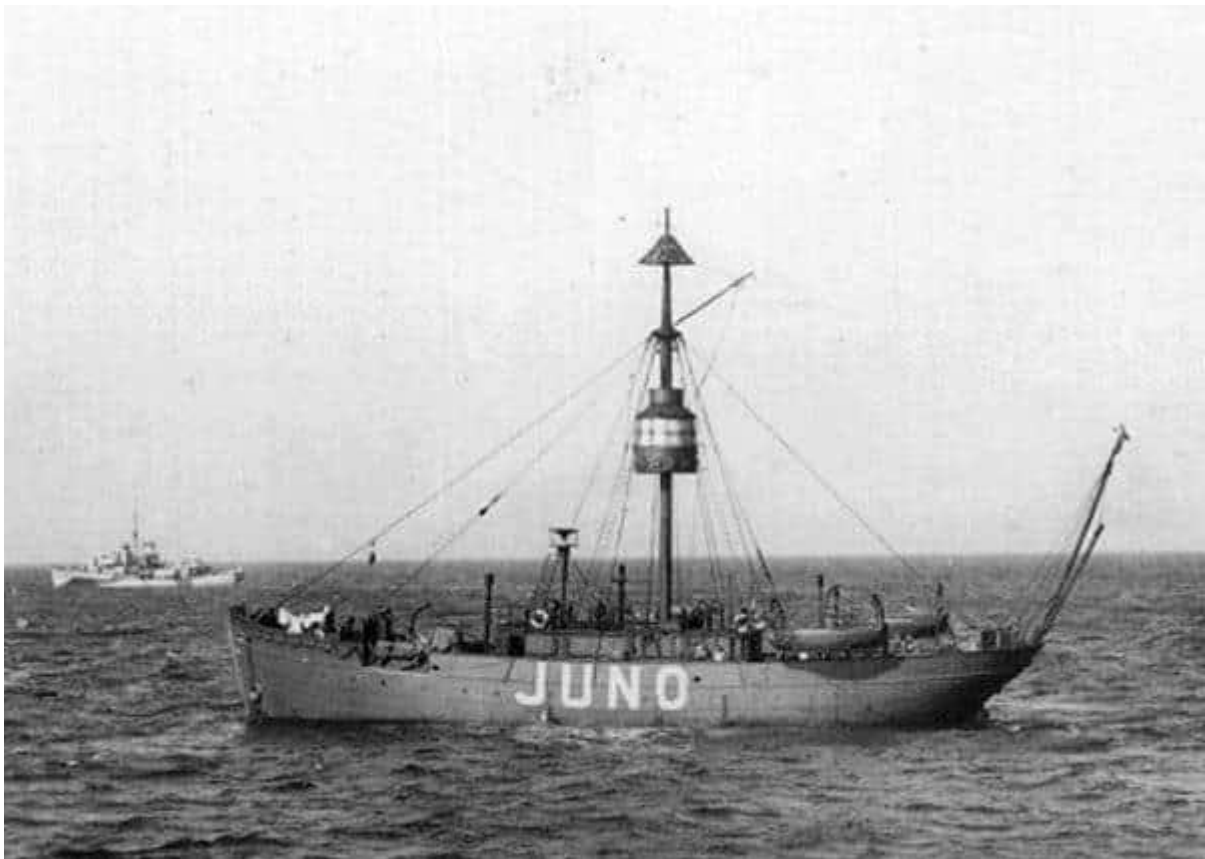
The additional weight of all the equipment onto what was essentially the same hull of the Avlands, a lot at high level, is likely to have raised the centre of gravity in the Moudges, making them potentially unstable. The Royal Navy 6" cruisers had to lose their "X" gun turret to allow for high level radar equipment late in the war, to maintain their lateral stability. Two other ships in the Moudge class have capsized, one of which, the TALAYIEH, was also in dock at Bandar Abbas, although inefficient and unsafe dockyard techniques were probably the primary cause of the two accidents.

ONE FACT WONDER D DAY

LV JUNO

On 6 June 1944, two naval task forces landed over 132,000 ground troops on the beaches of Normandy as part of Operation 'Neptune', the seaborne invasion of northern France.

Very few vessels that took part survive, H M S Belfast being one, the Liberty Ship Jeremiah O'Brien made several trips across the Channel, she is preserved in San Francisco, LST 350 is now preserved near to where she was built on the Ohio River I came across one more, a rather odd one a light ship!



LV72 Juno Beach Lightship

This particular vessel was one of four built by John Crown & Sons LTD in Sunderland. She was launched on March 30, 1903, and until 1944 she served at least three stations; Morecambe Bay, Seven Stones and Shipwash.

During WW2 the LV72 was anchored to “mark the limits of a safe passage “on route to the beaches and Mulberry Harbours. She remained in position on Juno beach from June 18, 1944, until January 27, 1945, where countless soldiers would have passed her.

After repairs for collisions, she was positioned on the River Seine to help the landings across the French coast. In March 1946 she was replaced by one of the French lightships and returned to her normal duties in Britain.



A rusting lightship " Juno ", that has been moored at Neath Abbey Wharf on the River Neath, for over 30 yrs.

The 257-tonne LV72 was launched in 1903 and is listed on the National Historic Ships UK register. As well as being a D-Day survivor, she is of extra significance as the sole remaining light vessel fitted with oil and electric systems for its light. She was sold by the lighthouse authority Trinity House in 1973 to the Neath-based Steel Supply Company for scrap who instead retained the vessel due to its D-Day connection.

Operation Neptune, the naval element of the landings, relied on the co-ordination of thousands of vessels of various sizes, speeds and purpose from

many ports to converge ahead of the Normandy coast. Sailing the armada across the English Channel was a huge feat of organisation. Precise navigation was critical and had to cater for night-sailing, all weathers, differing ship capabilities and the varying experience of crews.

A rendezvous area off the Isle of Wight – ‘Piccadilly Circus’ – was established and from there task groups would sail the channels cleared of minefields. These needed accurate marking, with the entrances to Juno Beach being lit by LV72 and another vessel.

Representatives of Trinity House and the current owner joined Mr Austin in surveying the wreck last year. She is aground on the mudflats of the Neath but in good condition. Rainwater floods the hull, but there is no obvious damage. Her topside structure and light tower are complete and a Trinity House engineer concluded the ship could float.

It is estimated it will take five years and £5m to complete the restoration should the relevant expertise, assistance, and a secure display site and funds, be found.

BARGE KITCHENS



Admiral Sir Bertram Ramsay, Allied Naval C.-in-C., has sent a message of congratulation to the men in the landing ships engaged in the vitally important work of building up supplies in Normandy. Here is the story of one of these little ships - a Landing Barge Kitchen - by a Naval reporter.

They found her, amid a huddle of ships on a Normandy beach when the tide was out - a queer, top-heavy looking craft surmounted by a battery of galley chimneys. She had been a Thames lighter. But now, equipped with twin rudders, twin screws and engines which drive her through the water at twelve knots, she is the Sailors' Joy. Officially this strange craft is one of ten L.B.K.s - Landing Barge Kitchens - which are providing hot meals for the men in hundreds of small craft which are helping to ferry supplies from the ships to the Normandy beaches.

Her complement was 25 men, including thirteen cooks, nine seamen and three stokers. Until recently we supplied, every day and in all weathers, hot meals for 500 to 700 men. Now we are baking 1,000 lb. of bread a day. Our last dinner was served to 600 men. On the menu were roast pork, cabbage and baked potatoes, followed by fruit and custard. Among the craft we supply are L.C.M.s, L.C.V.(P.)s and supply and repair barges." That is a considerable achievement for thirteen cooks, among them men who until recently were a miner, a bricklayer, and a factory hand.. We found a ship spotlessly clean, a floating kitchen in which was installed the most up-to-date equipment, including oil-fired ranges, automatic potato peelers and refrigerators. Pots and pans were polished until they shone. In a rack on the starboard side were scores of golden loaves, still warm from the ovens.

SHORT HISTORY OF A LINE

ATLANTIC STEAM NAVIGATION

Founded in 1934 with the original object of providing a no-frills transatlantic passenger service. A combination of difficult economic conditions and then World War II frustrated these early ambitions.

In 1971 the company was acquired by European Ferries.

The company was founded in 1934 by Frank Bustard, the Passenger Traffic Manager for the White Star Line when the latter was merged with the Cunard

Line the same year. The original idea was to set up a low cost line providing cheap passages between Europe and the United States. He first attempted to purchase a number of surplus vessels from the Red Star Line but was unsuccessful. He then approached Vickers Armstrong with designs for two new ships. However the government of the day was not keen on a new company operating on the North Atlantic in competition with Cunard White Star and Bustard was not able to raise a loan from the Bank of England to finance construction. The onset of World War II saw Bustard called up to the Army Reserve and his plans went into abeyance. During the war he was present at trials of landing craft loading and unloading vehicles on the sands of New Brighton.



After demobilisation, Bustard tried again to implement his transatlantic plans but there were no suitable ships available and no chance of raising finance for a new build. Instead he turned his thoughts to the use of surplus LSTs as vehicle ferries on the short sea routes across the North Sea. After lengthy negotiations with the Admiralty he succeeded in chartering 3 LSTs, 3519, 3534 and 3512. The ships needed modifications to engines, boilers and navigational aids as well as improved accommodation. The maiden voyage of ASN took place on 11 September 1946 when LST3519, now renamed Empire Baltic, sailed from Tilbury with 64 new vehicles for the Dutch Army for delivery in Rotterdam. The company continued to ferry thousands of military vehicles across the North Sea via Hamburg. In 1955 the terminal was transferred from Hamburg to Antwerp.

In 1948 ASN acquired another LST which became the *Empire Doric* and was used to inaugurate a commercial service between Preston, Lancashire and Larne. Early cargoes included a contract to carry 200 prefabricated houses, lorries loaded with glass from Pilkington's, and a circus. This was the first commercial roll-on roll-off ferry service in the world. It proved so successful that in 1950 the *Empire Gaelic* was acquired to operate a new service between Preston and Belfast.

In 1952, ASN were chosen to manage a fleet of 12 LSTs for the War Department, operating in the Middle & Far East. They were deployed to Japan during the Korean War. This arrangement continued until 1961 when the operation transferred to the British-India Steam Navigation Company.

In April 1954 ASN was nationalised and came under the auspices of the British Transport Commission. With the dissolution of the BTC in 1962 the company was transferred to the Transport Holding Company. In 1968 it became part of the National Freight Corporation, subsequently being sold to European Ferries in 1971.

In late 1956 the entire fleet was sent to Mediterranean during the Suez Crisis. ASN had to charter in a number of ships to maintain the freight services from Preston. Initially three British coasters were acquired to be replaced by four German ships for the rest of the war. Vehicle services were not resumed until January 1957. At the same time ASN were responsible for the operation of 12 LSTs that had been recommissioned for the duration of the war. These were known as the Seabird class.





Doric Ferry

In 1957 ASN ordered their first new ships, Bardic Ferry and Ionic Ferry in a rolling programme to replace the original fleet of LSTs. The ships were designed to carry both vehicles and container traffic, being equipped with their own electric cranes to handle the latter. In addition the main car deck was strengthened to take tanks in the event of the vessels being required for military service. The first of the LSTs to be withdrawn was the Empire Cedric in 1959. The last was the Empire Nordic which survived until 1966. The rest having gone by 1963.

In 1961 ASN started offering container services from Preston to various ports across the Irish Sea using a number of chartered vessels. Starting with parallel services to Larne and Belfast they expanded to serve Drogheda, Dublin and, briefly, Waterford.

In 1965 ASN moved its North Sea base from Tilbury to the expanding port of Felixstowe which reduced the crossing time by half.

In 1971 the company was acquired by European Ferries

ANSWERS TO QUIZ 82

1. The Oval Office in the White House contains a desk made from the timbers of which ship which got trapped in Arctic ice in 1854?

HMS Resolute

2. The 150,000 tonne Canadian oil processing vessel *Sea Rose* is currently being upgraded at which UK shipyard, at a cost of more than £90 million?

Harland & Wolff, Belfast

3. This ship was built at Blackwall on the Thames and joined the Royal Navy in August 1861. It had a speed of 13 knots under sail, 14.4 knots under steam and 17.2 knots under sail and steam combined. What is the name of this ship?

HMS Warrior – you can visit the ship at the historic dockyard in Portsmouth

4. The FADS programme is the Royal Navy's programme to develop an air and missile defence strategy. What does FADS stand for?

Future Air Dominance System

5. What was the purpose of the Royal Navy's West Africa squadron, formally established in 1818?

To enforce the Act for the Abolition of the Slave Trade, by pursuing and capturing ships involved in the slave trade

6. Which opera singer performed at an event in Liverpool on 3rd June 2024 to mark the arrival of Cunard's *Queen Anne*?

Andrea Bocelli

7. The wreck of the ship on which famous polar explorer Ernest Shackleton suffered a fatal heart attack in January 1922 was located in June 2024. What is the name of the ship?

Quest – it continued in service until it sank in 1962 off the coast of Newfoundland

8. What is the name of the barge which won the Bowsprit Class race at Southend's barge match on 8th June 2024?

Edme

9. In 1949, *Pamir*, a four-masted barque, was the last commercial sailing ship to round which prominent headland?

Cape Horn. The ship sank in the Atlantic in September 1957

10. IMDb, the internet movie database, includes a list of the “Top 30 favourite ship/boat movies”. Which movie is ranked as most popular in that list?

Titanic, directed by James Cameron and released in 1997

MYSTERY SHIPS 82



Agna

AGNA IMO 6919057 General Cargo/sea-river – Baltiyskiy type
1,995g 2,536d Length: 95.9 Breadth: 13 Depth: 5.5 Draught: 3.8 (m)

1967: Completed by Pribaltiyskiy Sudostroitelny Zavod "Yantar", Kaliningrad as BALTIYSKIY-68.

2000: Renamed AGNA.

2022: Broken up in Russia.



Anco Stane

ANCO STANE
14,822g 24,223d

IMO 7207164 Chemical/products tanker
Length: 169.7 Breadth: 24.8 Depth: 12.6 Draught: 9.7 (m)

1972: Completed by Uddevallavarvet AB, Uddevalla as ANCO STANE.

1983: Renamed STOLT STANE.

1988: Renamed IVER STANE.

1991: Renamed ALDEBARAN IV.

1993: Broken up in India.



Anglia

ANGLIA
1,925g 3,120d

IMO 5017589 General Cargo – Hansa-A type
Length: 85.2 Breadth: 13.5 Depth: 4.78 (m)

1944: Completed by NV Machinefabriek en Scheepswerf P. Smit Jr, Rotterdam as WESERBURG.

1945; Renamed EMPIRE GALLERY.

1947: Renamed KAMPAR.

1957: Renamed ANGLIA.

1974: Broken up in Turkey.



MSC Laurence at Felixstowe

MSC LAURENCE IMO 7510420 Container ship
32,341g 30,934d 2,450 TEU Length: 222.4 Breadth: 32.3 Depth: 19 Draught: 11.5 (m)

1977: Completed by Ishikawajima-Harima Heavy Industries Co Ltd (IHI), Kure as NEPTUNE CORAL.
1996: Renamed NOL CORAL.
1996: Renamed DRAGON KOMODO.
1997: Renamed MSC LAURENCE.
2009: Broken up in India.



Nedlloyd Holland at Felixstowe

NEDLLOYD HOLLAND IMO 8212611 Container ship – Econship type
57,075g 58,943d 4,614 TEU Length: 289.5 Breadth: 32.3 Depth: 21.5 Draught: 12.7 (m)

1984: Completed by Daewoo Shipbuilding & Heavy Machinery Ltd, Geoje as AMERICAN NEW YORK.

1987: Renamed CATHERINE K.

1988: Renamed NEDLLOYD HOLLAND.

2000: Renamed SEA-LAND FLORIDA.

2009: Broken up in China.



Inowroclaw

at Felixstowe

INOWROCLAW

14,786g 7,203d

IMO 7804053 Ro-ro cargo

Length: 137.2 Breadth: 23 Depth: 8.9 Draught: 7.4 (m)

1980: Completed by Rauma-Repola Oy, Rauma as INOWROCLAW.

2010: Broken up in India.