The World Ship Society

Southend Branch

News and Views

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Happy New Year !

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

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NEWS

Keel Laid for Port of Milford Haven's New Pilot Boat

(Image: Port of Milford Haven)

A keel laying ceremony signaled the start of construction on a new pilot transfer vessel currently being constructed by Next Generation Shipyards for the UK's Port of Milford Haven.

Slated for delivery in 2025, the 22-meter vessel is designed to meet the unique demands of pilot transfer operations, providing advanced safety features, enhanced sea-keeping capabilities, and state-of-the-art technology to optimize performance in challenging conditions.

Vard Delivers CLV Newbuild to Danish Subsea Specialist

Vard has delivered a new cable laying vessel (CLV) to Denmark's subsea specialist NCT Offshore less than two years after the contract was signed.

The newly delivered vessel, based on the VARD 9 01 design, has been specially designed and equipped for subsea cable laying operations.

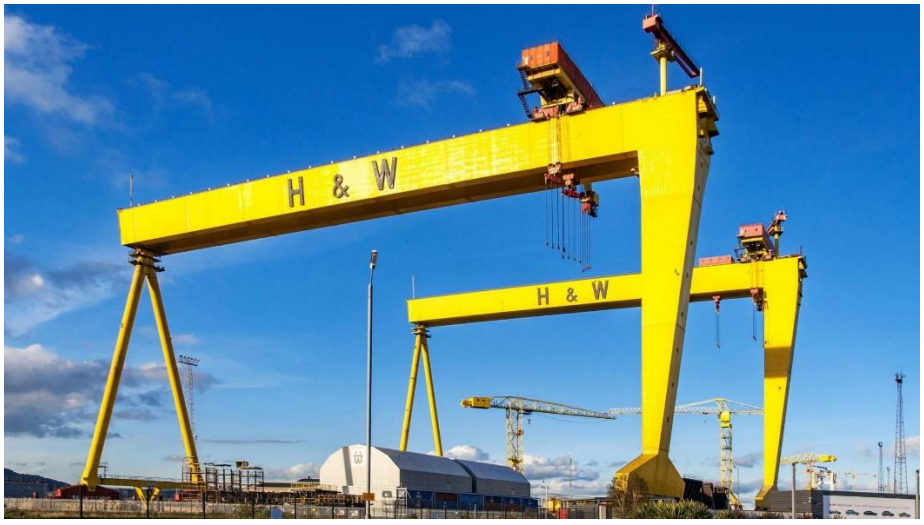
In less than 18 months since the first steel was cut, the vessel has been assembled, outfitted, commissioned, and is ready to commence her maiden voyage towards Denmark where she will be further fitted and tested, including the remaining cable lay equipment, subsea package, and Seaonics W2W gangway system.

The hull of the 95-meter-long vessel was constructed at Vard Shipyards Romania – Tulcea. The cable layer is outfitted, commissioned and delivered from Vard Langsten in Norway.

The vessel is equipped with a complete SeaQ power and control package, encompassing batteries, switchboards, and shore connection, allowing for a reduction in fuel consumption and increased operability.

Additionally, the vessel is fitted with two main cable tanks, a T-ROV hangar, a walk-to-work system, and is prepared for a large A-frame and single-cabin accommodation for 60 persons.

Navantia close to £70m purchase of stricken Titanic builder Harland & Wolff



A rescue deal for the Belfast-based shipbuilder, which could be announced as early as Thursday, is expected to include job guarantees for its workforce of more than 1,000 people, Sky News learns.

Harland & Wolff (H&W), the stricken Titanic shipbuilder, is on the brink of a £70m government-backed rescue deal that will include guarantees of job security for the company's workforce.

Navantia's board is expected to meet to ratify the deal in the next couple of days.

Whitehall sources cautioned that an agreement could still slip beyond Thursday but said it would be formally unveiled before Christmas.

Under the deal, Navantia will take over all of H&W's sites, following its parent company's collapse into administration during the autumn.

The Spanish group is expected to pay about £70m for H&W's assets, while also benefiting from improved terms on a government contract to build three Fleet Solid Support vessels for the Royal Navy.

In return, it is understood to have agreed to provide guarantees that it will retain H&W's existing workforce for a specific period, the length of which was unclear on Tuesday.

One government insider hailed the rescue deal as "a victory" for Sir Keir Starmer's administration after months of uncertainty surrounding the fate of a famous industrial manufacturer.

H&W employs more than 1,000 British people but has been grappling with a dearth of orders for new ships.

Navantia had been seeking a £300m improvement to a Ministry of Defence contract on which it was already working alongside H&W.

The precise outcome of those talks was unclear.

Sky News first reported that a deal was close with Navantia ten days ago.

The original MoD contract struck by H&W, whose London-listed holding company collapsed into administration in September, was said by one government source to have been "uneconomic".

In recent weeks, the government has been working with City lawyers to scrutinise the revised Ministry of Defence contract and whether it would comply with European state aid rules.

H&W's collapse into administration came after a plea for taxpayer support was rejected by ministers.

Navantia has been providing financing liquidity to the company on a week-by-week basis since the company's filing for administration.

The British and Spanish governments have also been engaged in discussions about the prospective deal.

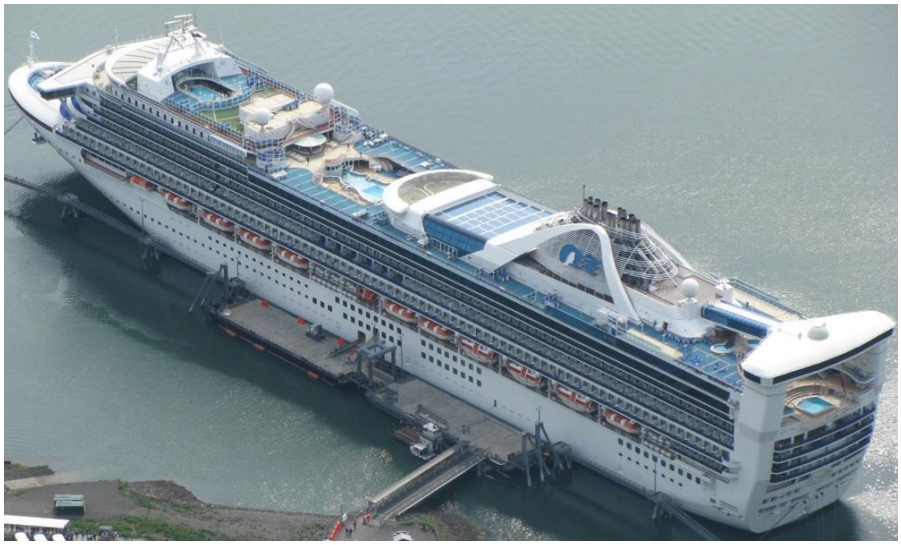
H&W's four shipyards are in Belfast; Appledore, Devon; Arnish on the Isle of Lewis; and Methil, Fife.

Bankers at Rothschild had been running a sale process to gauge interest in the company and its assets since September.

Founded 163 years ago, Harland & Wolff built the most infamous passenger ship in maritime history, with The Titanic sinking on its maiden voyage across the Atlantic in 1912.

The Department for Business and Trade has been contacted for comment.

Carnival Cruise Line to rebrand and refurbish P&O Cruises Australia ships



Carnival Cruise Line has revealed the changes for P&O Cruises Australia's Pacific Adventure and Pacific Encounter, which will be rebranded as Carnival Adventure and Carnival Encounter when they join the Carnival fleet in 2025.

Carnival's 'Fun Squad' will host the onboard entertainment, which includes comedy shows and trivia, deck parties and games, suitable for passengers of all ages. The ships will feature Carnival's new childcare programme for children under two, the Turtles Kids Club, which will offer arts and crafts, story time, dancing, and sensory play under the guidance of qualified childcare professionals. Guests will also have access to Build-A-Bear workshops, Carnival's Conga for Kids line dance party and the 80s Rock and Glow nights.

The refurbishments will retain several of P&O Australia's signature venues, including Byron Beach Club, Edge Adventure Park, Luke Mangan's specialty restaurant Luke's Bar & Grill, Angelo's and Dragon Lady. Circus show Blanc de Blanc will also continue to be performed.

The ships will undergo a two-week wet dock in March 2025, after which Carnival Adventure will sail year-round from Sydney, Australia, while Carnival Encounter will homeport year-round in Brisbane, Australia.

Russian oil tankers sinking in Black Sea

Two tankers carrying oil products are sinking in the Kerch Strait, the passage that connects the Black Sea to the Sea of Azov, according to the Russian Emergency Ministry.

The Volganeft 212 and the Volganeft 239 sent out distress signals and requested assistance amid high winds and powerful waves. The Russian water transport agency has said a total of 29 crew members were on board the two vessels.

According to Russian media reports, powerful waves struck the tankers several kilometers off the Black Sea coast. The Volganeft 212, carrying more than 4,000 tons of fuel oil, has run aground, and the Volgoneft 239 is drifting after sustaining damage.

Emergency rescue helicopters have flown response teams to the Kerch Strait area to assist the vessels. Their efforts, however, have been hindered by worsening weather.

Government of New Zealand to procure new ferries for North-South Island service

A new company will be established to acquire vessels which will begin operation in 2029

The Government of New Zealand is establishing a new company to procure two new ferries for the route between the country's North and South Islands.

The two new vessels are set to begin service in 2029 and will replace the existing three ferries in the Interislander fleet once they reach the end of their operational life.

The establishment of the new company follows the cancellation of the Inter-Island Resilient Connection (iREX) project by operator KiwiRail, after the New Zealand government refused additional funding in 2023. The project was set to deliver two rail-enabled ferries by 2026.

The company will have a dual mandate, according to the New Zealand government. Its first responsibility will be to undertake the procurement process for new ferries and report back to ministers before final decisions are made. The second will be to support officials in their work with ports, KiwiRail and other stakeholders to ensure onshore development is advanced enough for the New Zealand cabinet to make informed final decisions on ferry procurement.

The private sector is also being invited to put forward alternative proposals for a ferry service during the first stage of the procurement process.

KiwiRail welcomed the government announcement on the future of the service, saying it gives “certainty” to Interislander’s regular passengers and freight customers.

Mitsui Ocean Fuji officially christened in Tokyo

Mitsui Ocean Cruises has christened Mitsui Ocean Fuji in a traditional naming ceremony at Tokyo Bay port in Japan.

The ship was officially welcomed into the fleet by Senko Ikenobo, headmaster designate of Ikenobo Ikebana, the oldest and largest school of

The 458-guest Mitsui Ocean Fuji will sail six inaugural cruises visiting Beppu, Shingu, Kochi, Takamatsu, Kagoshima and Jeju in Japan, as well as Busan in South Korea.

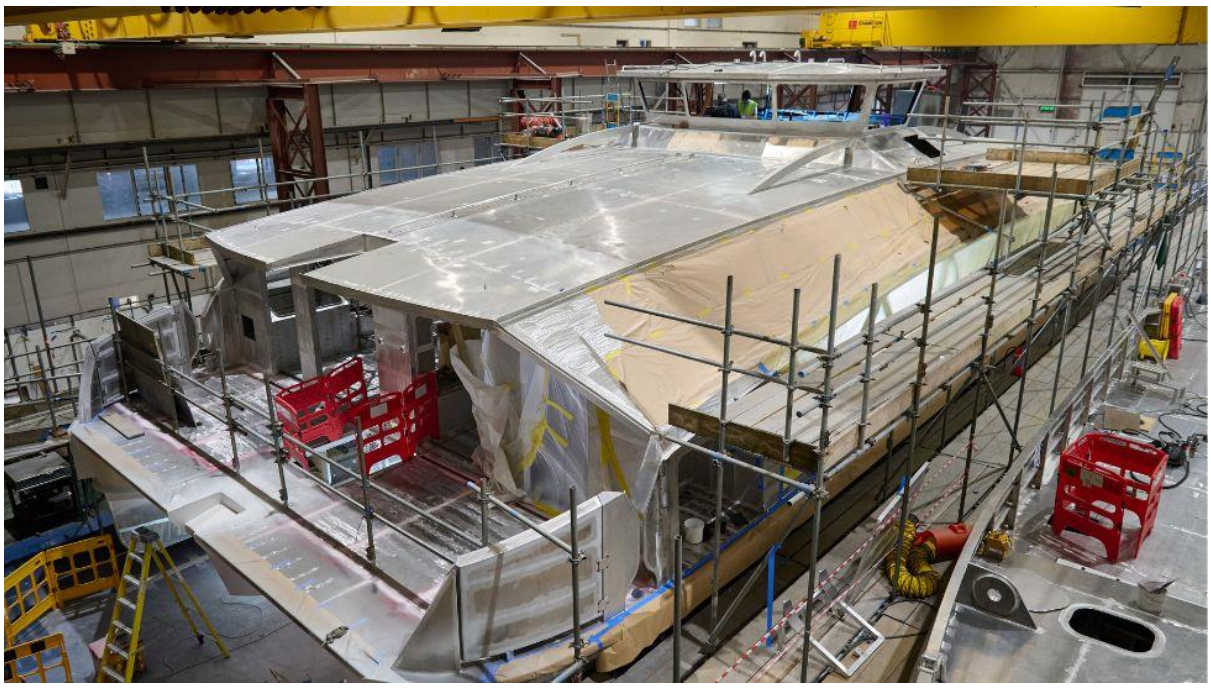
Uber Boat by Thames Clippers is to launch the UK's first all-electric ferry, Orbit Clipper, in March 2025.

Orbit Clipper is currently under construction at Wight Shipyard in East Cowes, Isle of Wight. CFR visited the shipyard to see the progress on the vessel, which is being built from lightweight aluminium.

Once delivered, the ship will operate the short point-to-point route operate between London’s Canary Wharf on the north side of the Thames and Rotherhithe on the south. The vessel will cross the river every 10 minutes from

each side on weekdays and every 15 minutes at weekends, carrying over 20,000 passengers every day.

The new electric vessel will replace the current, diesel-powered ferry, reducing emissions on the route. The project marks a step in Uber Boat by Thames Clippers' goal to reduce emissions by 50 per cent by 2035 and achieve net-zero by 2050.



Orbit Clipper is under construction at Wight Shipyard on the Isle of Wight

The 150-passenger ferry will have capacity for 100 bicycles and features a ro-ro design that enables automated docking on both sides of the Thames. This configuration will enable greater accessibility, shorten journey times and increase passenger capacity. new step-free pontoon will also be built on the south side of the river at Rotherhithe as part of the project, while the existing pier at Canary Wharf will be modified to accommodate the new fully electric ferry berth.

"The new pier will be the right gradient for wheelchair users to access, unlike the existing infrastructure," he said. "We're also working with the mayor's office on signage to guide cyclists towards the ferry, as it should significantly reduce their journey time compared to the current ways across the Thames."

Orbit Clipper is the seventh ship constructed in the partnership between Uber Boat by Thames Clippers and Wight Shipyard, with its predeccessors including three hybrid vessels.

Orbit Clipper will be completed in March 2025

Speaking with CFR, Mumford highlighted the opportunity for Wight Shipyard in

Electric infrastructure specialists Aqua superPower developed the technology to provide power to the vessel, marking the company's first project in commercial shipping.

Fincantieri has delivered Viking Vela, the first of a new series of ships being built by the Italian shipbuilder for Viking, at its yard in Ancona, Italy.

Viking Vela is 54,300gt and can accommodate 998 passengers in its 499 cabins. It is the 13th ships delivered to Viking by Fincantieri Group, including the two expedition cruise vessels built by Norwegian subsidiary Vard.

A further 13 ships have been ordered or are included in options agreements between the two companies, subject to financing.

New milestone reached in transformation at Plymouth's Millbay Docks

The first section of a new seaport passenger boarding bridge (SPBB) has been installed on the West Wharf of Millbay Docks in Plymouth, UK, marking a milestone in the £23 million transformation project at the port.

When operational in 2025, the SPBB will help to streamline the embarkation and disembarkation process for foot passengers of Brittany Ferries and cruise vessels visiting Plymouth. The remaining sections are due to be installed in early 2025.

The £24 million project is intended to strengthen Plymouth's offering for ferries and cruise vessels

The SPBB has been supplied by ADELTE, a Spanish engineering group based in Barcelona which specialises in the design and manufacture of SPBBs for cruise and ferry terminals. The first section of the bridge was transported from Santander in Spain onboard Brittany Ferries' Pont Aven, while the remaining sections will arrive in Portsmouth, UK, before travelling by road to Plymouth.

Millbay Docks has been a hub for Brittany Ferries for over 40 years, with daily services to Roscoff in France and weekly services to Santander. The works at Millbay, which began in December 2023, are intended to secure the long-term future of the ferry terminal, improve its sustainability and improve its offering to the cruise market.

Other works at Millbay Docks have included the installation of 30 steel tubular piles, which means that the West Wharf now has a 60-metre area capable of accommodating 100-tonne cranes, significantly increasing its load capacity. Additional plans include the refurbishment of the passenger terminal building and implementation of traffic management measures to reduce processing

All works are scheduled to be completed by March 2025.

Expedition cruise line HX acquired by investment consortium in €140 million deal

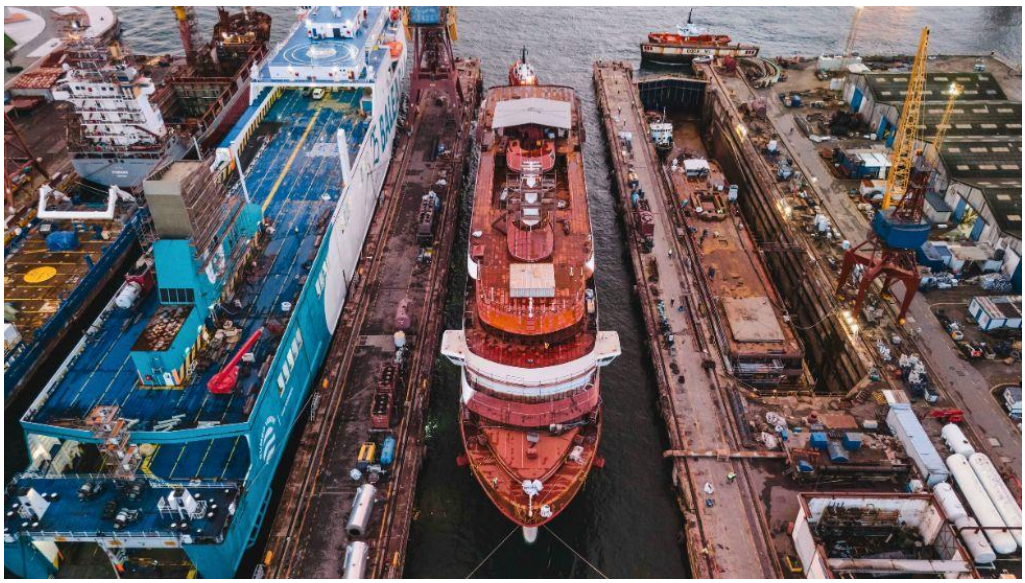
Expedition cruise line HX has been acquired by a consortium of investors in a deal which will provide €140 million of funding to support new growth opportunities.

The investment by the consortium, which is led by Arini Capital Management and Cyrus Capital Partners, will facilitate the final stage in the separation of HX from its sister company Hurtigruten, both of which were previously part of the Hurtigruten Group. The line will continue to be led by CEO Gebhard Rainer from its new headquarters in London.

Windstar Cruises' Star Seeker floats out at WestSEA Shipyard in Portugal

Windstar Cruises' new Star-class yacht, Star Seeker, has floated out at the WestSEA Shipyard in Viana do Castelo, Portugal.

The ship, which is due to debut in December 2025, floated from its building dock to a nearby outfitting dock, where work will continue on the interiors, including the 112 spacious suites. Star Seeker was originally commissioned by Mystic Invest's Atlas Ocean Voyages and was named World Seeker, but the newbuild was acquired by Windstar Cruises in April 2024 along with Star Explorer, which was originally named World Explorer. This ship is expected to join the Windstar Cruises' fleet in December 2026.



Once complete, Star Seeker will accommodate 224 guests with a ratio of one crew member to every two passengers. The ship will offer guests five dining options, a full-service spa and "a fresh take" on the cruise line's Watersports Platform, which provides guests with direct access to the sea from the ship.

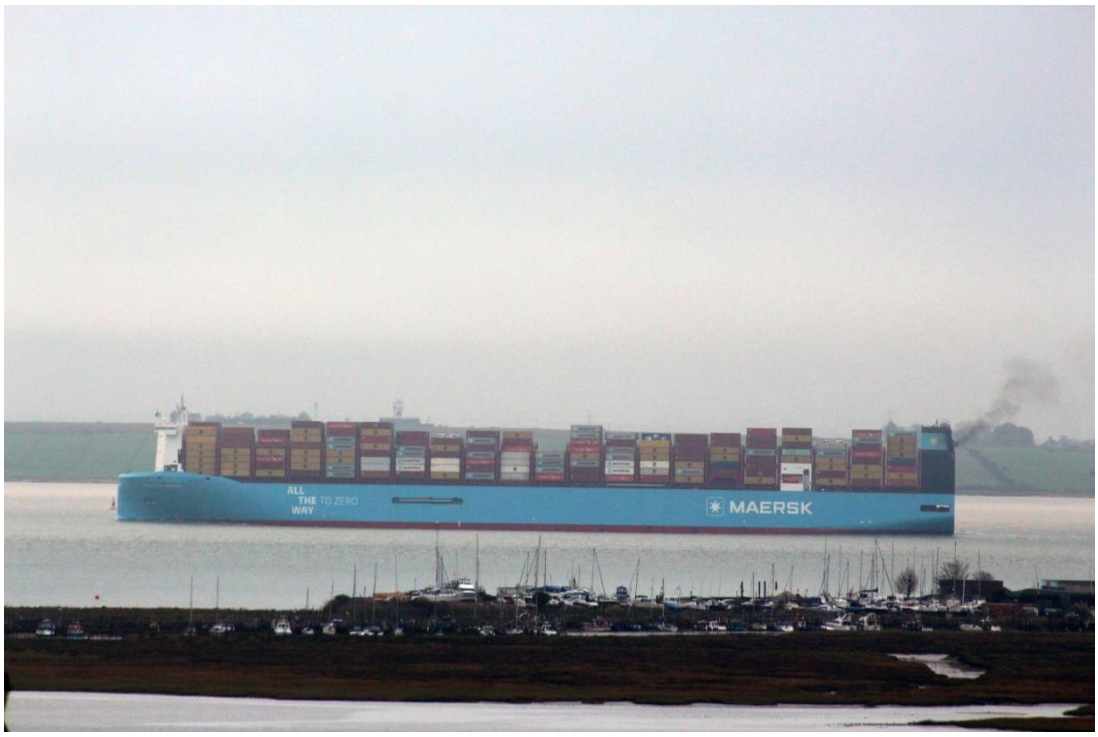
Star Seeker is scheduled to be christened in Miami, Florida, where Windstar Cruises is headquartered, in January 2026. From here, the ship will sail a number of Caribbean itineraries before heading up the west coast of the USA to Alaska for the summer season.

MARITIME QUIZ JANUARY 2025 ANSWERS

These are the answers to this months “Ships in the News” quiz, but what were the questions?

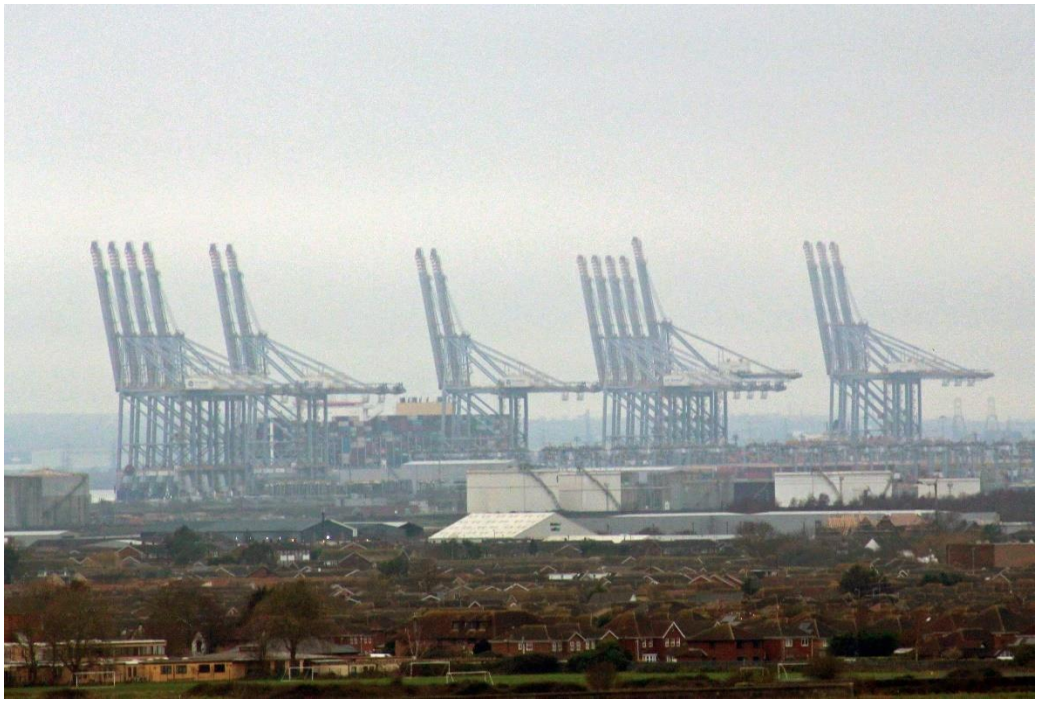
1. NOVOCHERKASSK
2. BEN – My – CHREE
3. HMS TROOPER
4. SOUTHERN PUMA & LOUISA BOLTEN
5. MAERSK HALIFAX
6. TARTASTAN & DAGESTAN
7. HMS CHIDDINGFOLD
8. SOUNION
9. GPS BATTLER
10. AIVIQ
11. NORBANK
12. MARLIN LUANDA
13. SOFIA
14. CAPITAN CANEPA
15. SHANG DE WU YI SHAN

VISITORS



Angelica Maersk Built 2024 172093 GRT Danish Hong Kong

Current Location En route Tanger



OOCL Felixstowe Built 2023 235541 GRT Hong Kong

Current Location North Sea en routs Singapore

Kaupang Built 2022 26614 GRT Liberia

Current Location Mongstad

Henning Maersk Built 2010 25710 GRT Denmark

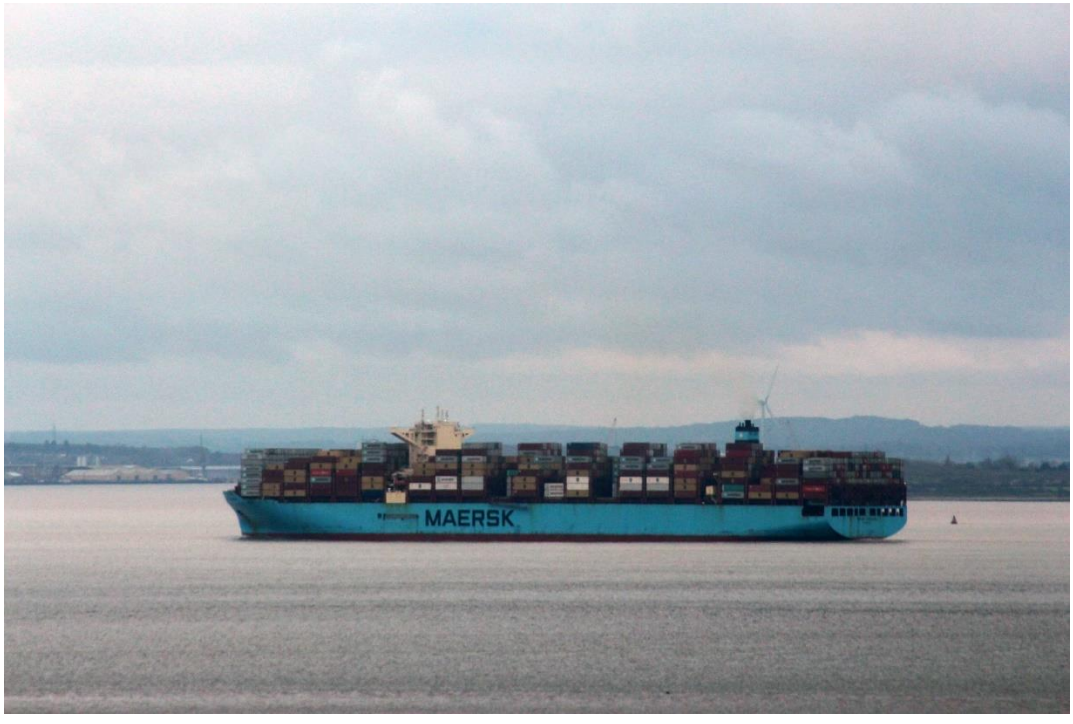
Current Location Purfleet

Bremerhaven Express Built 2015 84864 GRT Malta

Current Position En route Rotterdam

Shanon Star Built 2010 8581 GRT Malta

Current Location Teeside



Maersk Horsburg Built 2017 153573 GRT Singgapore

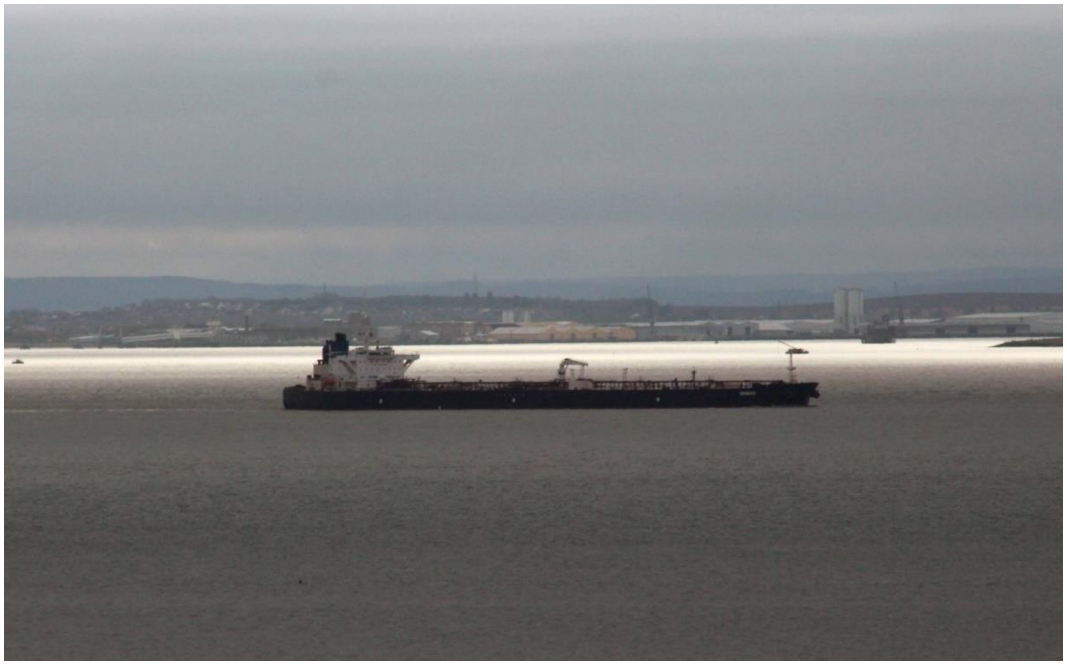
Current Location Off West Africa

Svendborg Built 2011 12514 GRT Portugal

Current Position En route to Gavle Sweden

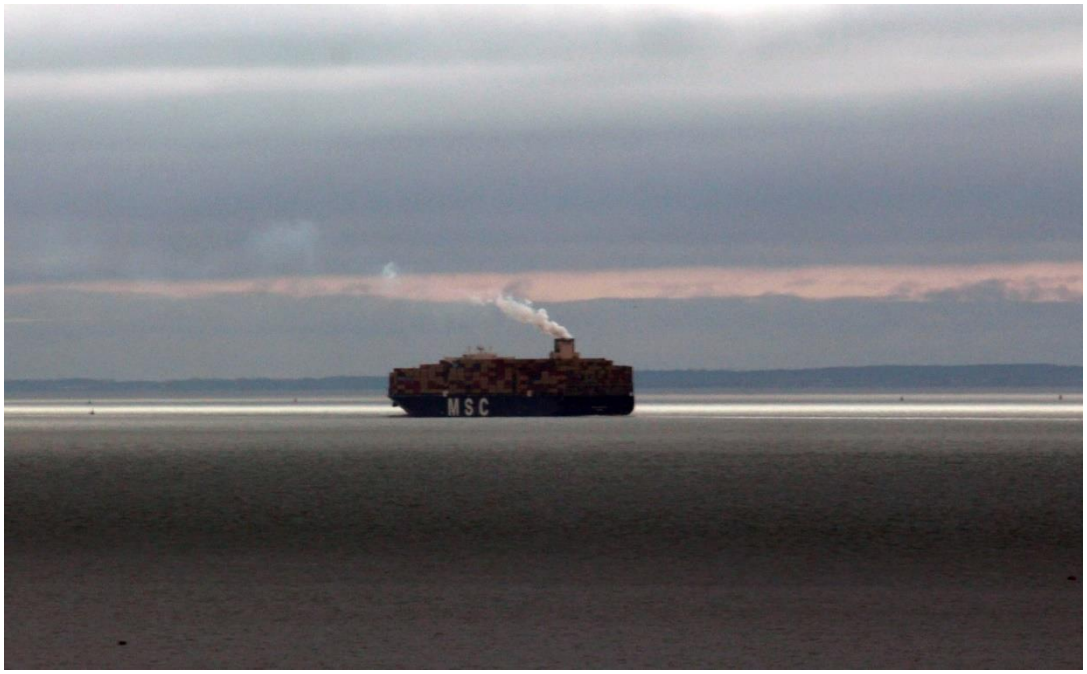
Hafnia Lupus Built 2012 30241 GRT Denmark

Current Position North Norway en route to Kalundborg Denmark



Sinbad Built 2009 61428 GRT Liberia

Current Position Baltic en route Singapore



Msc Bettina Built 2010 151559 GRT Panama

Current Position Off West Africa en route Vizhinjam

Msc Mombasa Built 2024 75 154 GRT Liberia

Current Position En route to Ashdod

Great Tema Built 2024 82797 GRT Italy

Current Location En route Casablanca

Torm Hellerup Built 2918 64439 GRT Denmark

Current Position Lithuania

Johannes Maersk Built 2001 30168 GRT Denmark

Current position Ashdod

RCC Europe Built 2009 57692 GRT Bahamas

Current Position Mid Atlantic en route Santa Maria Colombia

Msc Denmark VI Built GRT Owner

Current position Off West Africa en route Tome

Great Abidjan Built 2024 89797 GRT Italy

Current Location Tenerife

Whiplash Built 201232493 GRT Liberia

Current Position North Sea

Maersk Herera Built 2018 153773 GRT Singapore

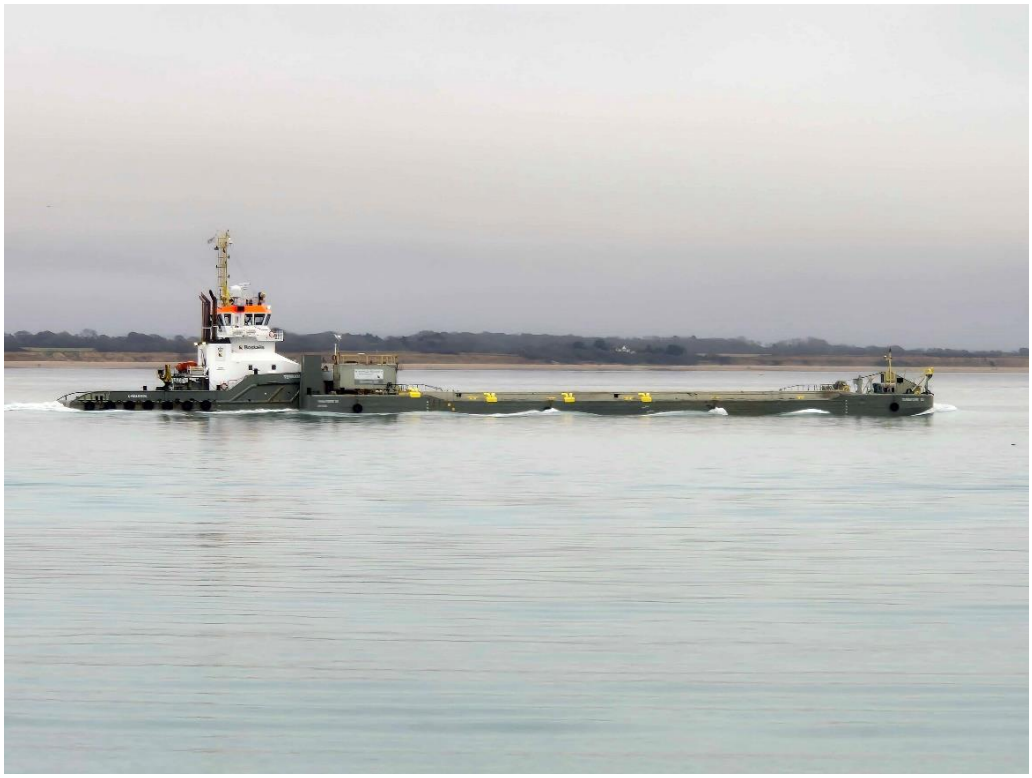
Current Position Off South Africa

SOLENT -A BOXING DAY WALK

Went to Calshot for walk today. Absolute flat calm and tide out

Strandaway hopper dredger coming and Push tug Terraferre 301 with barge to Nab spoil area.. The tanker DHT Europe is the 317715 DWT built in 2007 with

no future orders at the moment.




Boskalis


STRANDWAY

MYSTERY SHIPS 87

Tarquin Trader

Stefan Starzynski

Obroncy Poczty

Nedloyd Zeelandia

Faial Pol 28 08 91 Ponta Delgada

Arcturus Helsinki 05 07 88

Anna Ulyanova 27 09 92

HIDDEN GEMS OF FRANCE, SPAIN & PORTUGAL

AN ARMCHAIR SHIPWATCHER'S LOG PART3

GETXO TO LA PALLICE

GETXO, SPAIN

AIDASOL

MANDARIN HANTONG

We arrived at Getxo and berthed at about 8 am on Saturday 21st September on a wet and miserable morning. The AIDASOL had arrived before us. Opposite was the Singapore flagged bulker MANDARIN HANTONG. She was built by Jiangsu Hantong Ship Heavy Industry in 2011. She is of 56,741 dwt with dimensions 199m x 32.3m x 12.8m. She is powered by a MAN Be amp W6S50MC-C engine of 12,880 bhp giving 13.5 knots. She is owned and managed by DA SIN Shipping of Singapore.


ARKLOW CAPE

Leaving harbour was the Irish flagged dry cargo vessel ARKLOW CAPE, one of Arklow's "C class" ships. She was built in 2016 by Ferus Smit BV at Westerbroek in the Netherlands. She is of 5060 sdwt with dimensions 87.4m x 15.0m x 6.3m. She is powered by a Caterpillar 4T-6cyl MaK 6M25 diesel of 1740 kW. She is operated by Arklow Shipping and is owned by Crinnis Shipping Ltd.

In view of the rain and the shuttle bus etc, we decided to stay on board, a good decision as it turned out, as the bus terminated several blocks from the shops and a lot of passengers returned to the ship wet and rather cross.


ALLEGRA

Berthed on the quay near the Mandarin Hantong were two other bulkers, the ALLEGRA and the CONDOR BILBAO. The Allegra is Malta flagged and was built in South Korea in 2011. She is of 35,118 dwt with dimensions 180.4m x 30.4m x

8.0m. Her diesel is of 5508 kW and she is owned and managed by Alloceans Shipping of Athens.

CONDOR BILBAO

The Condor Bilbao is Cyprus flagged and was built in China in2012 as the TONGFANG JIANGXIN 22. She is of 17,287 dwt with dimensions 144.9m x 23.1m x 9.9m. She is powered by a MAN B & W 6S50MC of 8462 kW. She is owned by Clipper Project Shipping of Nassau.

SALVAMAR ALCYONE

Also berthed across the dock was the Spanish flagged Search And Rescue VESSEL, SALVAMAR ALCYONE. She is an aluminium “Alusafe 2100” class ship built by Auxiliar Naval under licence from a Norwegian design, with dimensions 21.0m x 6.0m x 1.0m. She is powered by twin MTU diesels of 1090 kW each.

SERVINOR UNO

Operating in the port was the Spanish flagged waste disposal vessel SERVINOR UNO. Her dimensions are 20m x 7m x 2.2m.

LE VERDON, FRANCE

We arrived at Le Verdon on Sunday 22nd September in the early morning in pouring rain. We decided to stay aboard as there was another shuttle bus service into town. It was mostly sunny in the afternoon. The only ships near us were the Aidasol behind us and the two workboats TSM BATZ and TSM PENZER ahead of us.


TSM BATZ AND TSM PENZER

The TSM BATZ is a French flagged multi-purpose service vessel built in 2022 by the Dutch concern Neptune Marine. She is a “Eurocarrier 2409”, built in steel and is of 160 gt with dimensions 24m x 9m. She is powered by twin Volvo D16 engines of 625 kW each driving 2 shafts. She is operated by the Thomas Services Maritimes of Brest.

The TSM PENZER is a French flagged diving support vessel built in 2016. She is of aluminium construction and is of 140 gt with dimensions 27.5m x 8.4m x 1.3m. She is powered by twin Scania D1 13 engines of 662 kW each driving two stern hydraulic thrusters. She too is operated by Thomas Services Maritimes of Brest.

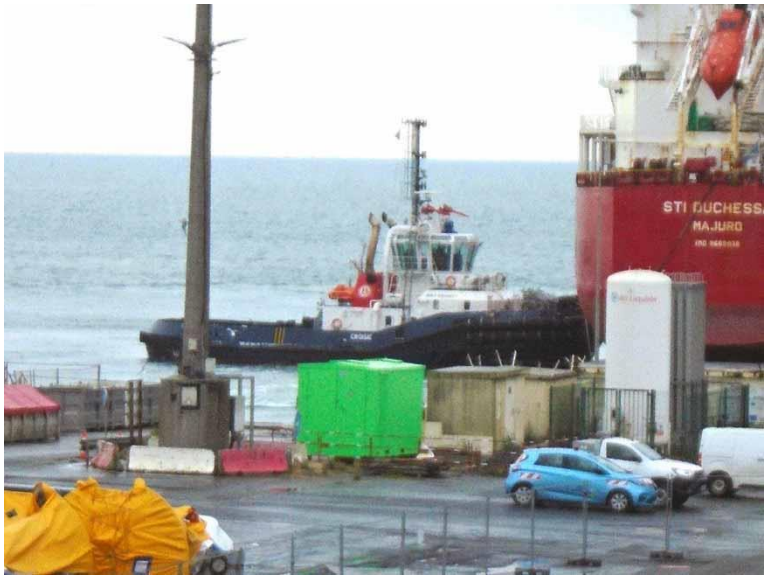
The tribulations of an armchair ship watcher. After no shipping movements near us all day, as soon as I had sat down to a formal dinner, the Aidasol plus a tug left port as well as two coastal tankers, none of which was I able to photograph.

LA PALLICE, FRANCE

INNOVATION

We arrived at our next port, La Pallice, at about 8 am on Monday 23rd September. It was overcast with heavy showers for most of the day and, once again, we stayed on board. Visible through the murk was the German flagged offshore heavy-lift DP2 jack-up vessel INNOVATION. She was built in 2012 in Gdynia, Poland and is of 11,166 dwt with dimensions 161m x 42m x 7m. She has four 3500 kW azimuth thrusters and three 2800 kW tunnel thrusters. Her

maximum operating depth is 50 m and she can jack with 8000 tonnes of cargo on board. She has a main crane of 1500 swl and accommodation for 100 people. She is owned and operated by DEME Offshore NI Bv of Breda, the Netherlands.



CROISIC ASSISTING STI DUCHESSA

Berthed nearby was the French flagged ASD tug CROISIC. She was built as the LE CROISIC in 2004 by Chantiers Pirou Freres of France. She is of 334 gt with dimensions 30.3m x 10.4m x 4.8m. She is powered by twin 1800 kW engines driving two azimuth thrusters. She is owned by Boluda France SAS.

IMPRESSION BAY WITH INNOVATION IN THE DISTANCE

Closer to us was the Hong Kong flagged bulker IMPRESSION BAY. She was built in Japan in 2015 as the AMPRESSION BAY. She is of 37,470 dwt with dimensions 180m x 29.8m. She is powered by a single DE: 2SA 6Cy engine by Makita Corporation of 6780 kW. She is owned and managed by Pacific Basin Shipping of Hong Kong.

STI DUCHESSA

Also in port was the Marshall Islands flagged product tanker STI DUCHESSA, built in 2014 by the Hyundai Mipo Dockyard in South Korea. She is of 49,990 dwt with dimensions 183m x 32m x 13.3m.

She has an 8090 kW diesel engine and is owned and managed by Scorpio Commercial Management of Istanbul. IASONAS

Berthed astern of us was the Liberia flagged tanker IASONAS. She was built in 2009 by STX Shipbuilding Co. Ltd. in South Korea. She is of 115,501 dwt with dimensions 250m x 44m x 14.9m. She is powered by a MAN B & W 6S60MC-C engine of 14,280 kW. She is owned and managed by Liquimar Tankers Management of Athens.

We left the berth at about 6 pm, and due to an onshore breeze we needed two tugs to help us off. We headed north with a day at sea before our next destination, Honfleur.

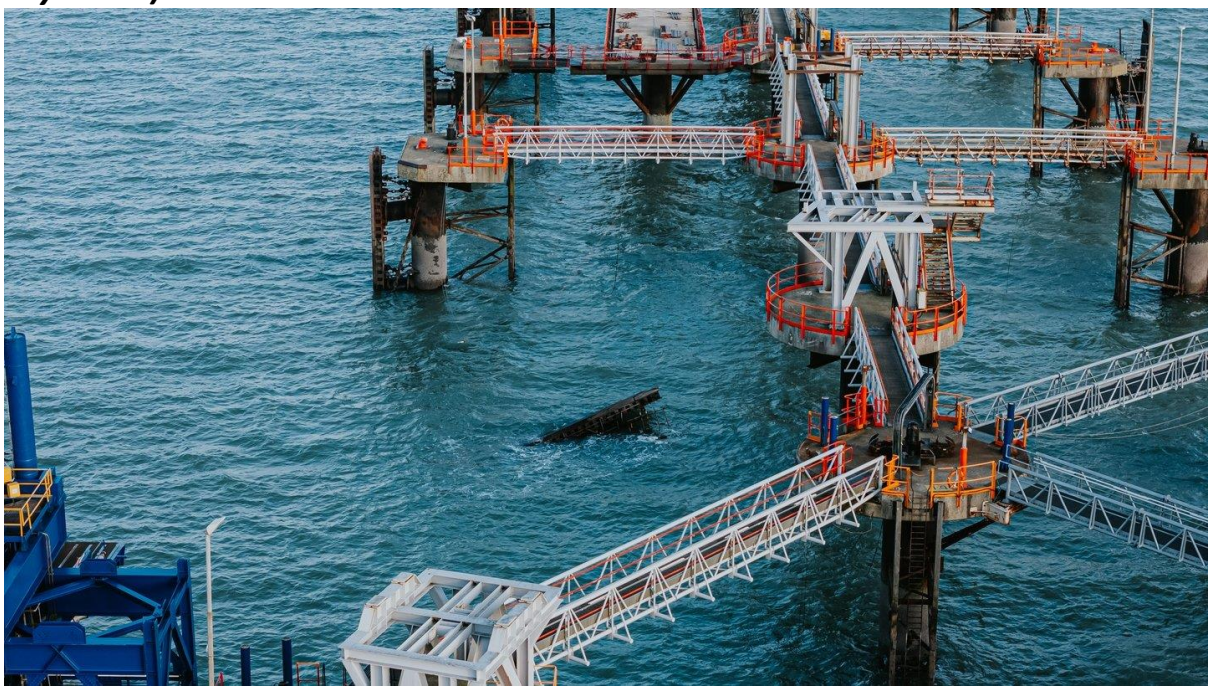
NEWS FROM PEMBROKESHIRE
Storm Darragh

In early December 2024, a red weather warning was issued for Storm Darragh along the west coast of Wales, from Anglesey in the north to Pembrokeshire in the south. The shipping forecast for the Irish Sea showed a Force 11 (violent storm) and wind speeds up to 94mph were recorded on the coast. The strong winds continued from the 6th to the 8th December, veering from westerly to northerly during this period.

There are two regular Pembrokeshire ferries: the 'Stena Nordica' serving the Fishguard-Rosslare route and the 'Isle of Innisfree' sailing between Pembroke and Rosslare. These two ferries were safely moored in port and so not much was expected to change as a result of Storm Darragh, except for some missed sailings. However, there was a significant 'knock-on' effect from the damage caused by the high winds to the port infrastructure at Holyhead. One of the 'dolphins' and platforms which ships use as a buffer when pulling alongside the two ro-ro terminals collapsed due to the strong and long-lasting winds. That put both of Holyhead's ro-ro terminals out of action while damage was assessed and repairs undertaken. As Holyhead-Dublin is the main route between Great Britain and Ireland, this has resulted in an overall shortfall in port capacity to handle the truck, car and passenger traffic across the Irish Sea and major disruption has ensued. It has been reported that 1,200 trucks and trailers normally use Holyhead each day and therefore queues have quickly formed. Vehicles have tried to find other routes and drivers' hours regulations were eased to facilitate this. As well as the disruption to commercial traffic, many press reports have highlighted the impact on Christmas parcels being

delayed and, of course, the difficulty in people visiting their families on either side of the Irish Sea during the Christmas period.

Holyhead ro-ro terminals 3 and 5 before Storm Darragh (Photo: Sky News)



Damage sustained at Holyhead during Storm Darragh (Photo: C. Williams / RTE)

At Fishguard, the 'Stena Nordica' (built 2000; 24,206 gross tons;1,949 lane metres) continued her two sailings per day to Rosslare. On 11th December,

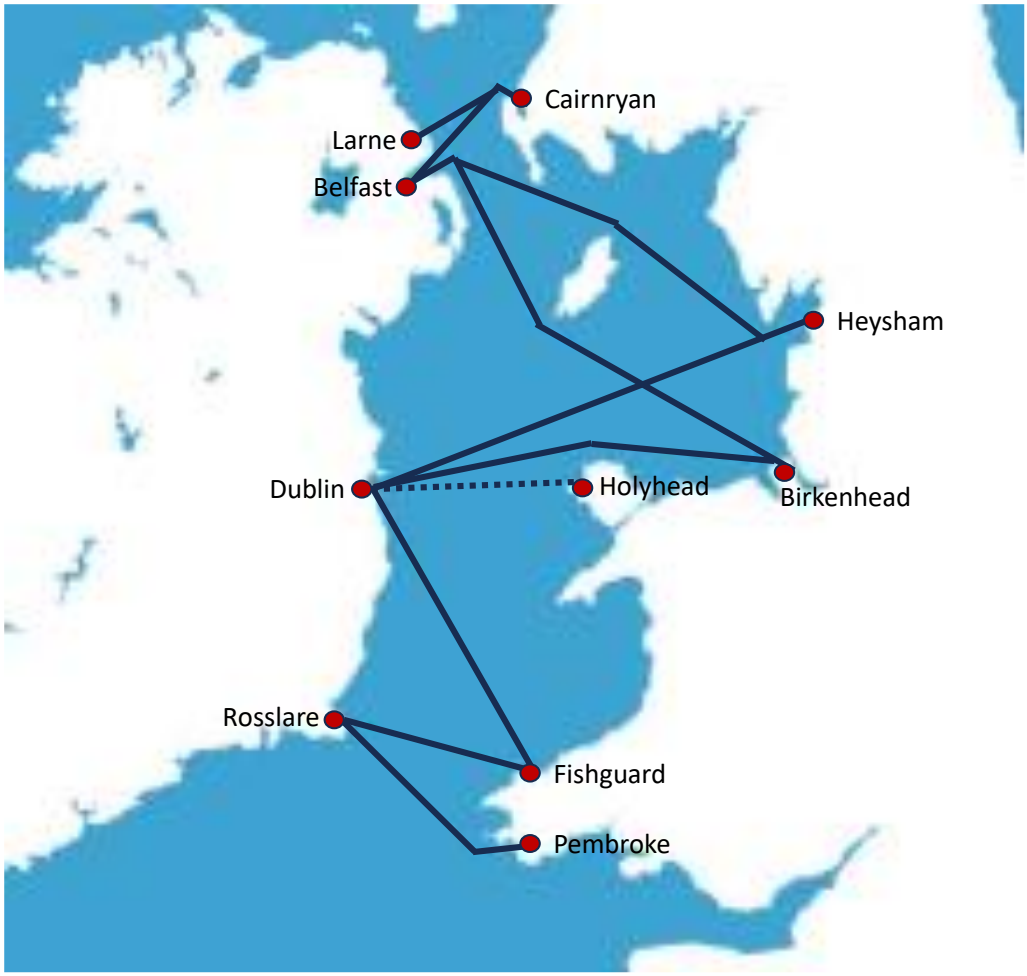
Stena Line added a new route from Fishguard to Dublin using the 'Stena Adventurer' (2003; 43,532gt; 3,400 lane metres). This vessel had been employed on the Holyhead-Dublin route. She is the largest ship ever to berth at Fishguard. The ship has two bow thrusters and two controllable pitch propellors which aid manoeuvrability. In addition, the Stena Line tug 'St David' was transferred from Holyhead to Fishguard to assist with berthing. When observed, the 'St David' was normally standing by in the harbour in case she was needed.

'Stena Adventurer' leaving Fishguard for Dublin

Meanwhile at Pembroke, the 'Isle of Innisfree' (1992; 28,833gt; 1,745 lane metres) continued her two sailings per day to Rosslare until 14th December. Irish Ferries then replaced her with the larger 'James Joyce' (2007; 36,249gt; 2,380 lane metres) so as to provide extra capacity on this route. She was transferred from the suspended Holyhead-Dublin service. The 'James Joyce' had worked on the Pembroke-Rosslare route for a short time some months ago and therefore presumably berthing was not an issue. The 'Isle of Innisfree' anchored off Rosslare for a few days before sailing to Dublin and Fishguard for trial berthing. She then started a new Irish Ferries service between Dublin and Fishguard on 20th December. This was the first Irish Ferries service ever to use Fishguard port, which is owned by Stena Line.

'James Joyce' at Pembroke

The normal four sailings per day from Pembrokeshire (i.e. two sailings by two ships from Fishguard and Pembroke to Rosslare) were thus supplemented by two extra sailings per day (i.e. one by Stena Line, Fishguard to Dublin, and one by Irish Ferries on the same route). These two extra sailings, plus increased capacity provided by the larger 'James Joyce', went part way to replacing the eight sailings per day lost on the Holyhead-Dublin route (i.e. two sailings per day by four ships, half by Stena Line and half by Irish Ferries). The normal 3.25 hour sailing time on the Holyhead-Dublin route was similar to the 3.5 hours on the Fishguard-Rosslare and four hours on the Pembroke-Rosslare routes. These crossing times enable two sailings per day by each vessel. However, the sailing time from Fishguard to Dublin is 6.5 hours restricting the service to one sailing per day. Irish Ferries may have considered a Pembroke-Dublin service but this is much further and would probably have taken about 8.5 to 9 hours.



Irish Sea ferry routes while Dublin–Holyhead service suspended

Extra capacity was also provided on other routes away from Pembrokeshire. The 'Stena Estrid' (2019; 41,671gt; 3,100 lane metres), which was on the Holyhead-Dublin route, joined the freight only ship 'Bore Song' (2011; 25,586gt; 2,863 lane metres) on the Birkenhead-Dublin service, providing one additional sailing per day. A further sailing each day was provided by Stena Line chartering the smaller Isle of Man ship 'Ben My Chree' (1998; 12,747gt; 1,235 lane metres) for a new freight only Heysham-Dublin service.

Thus, overall on the Dublin-Great Britain routes, with the two extra sailings from Fishguard and one extra each from Birkenhead and Heysham, the eight sailings per day lost from Holyhead have only been partially replaced.

The other Irish Ferries vessel that was on the Holyhead-Dublin service, the 'Ulysses' (2001; 50,938gt; 4,076 lane metres), was transferred to the Cherbourg-Dublin route, providing increased capacity there.

At the time of writing, the disruption at Holyhead was due to continue until 15th January 2025 and presumably, when the port is operational again, most of the temporary routes described above will cease and services will revert much to how they were before. From a Pembrokeshire viewpoint, the disruption has demonstrated the resilience provided to the overall Irish Sea network by the port of Fishguard. It is worth noting that of the temporary services to Dublin, Fishguard provided the shortest crossing (96 nautical miles, compared to 117nm for Birkenhead and 130nm for Heysham). Without Fishguard being able to offer the possibility of direct services by both Stena Line and Irish Ferries to Dublin the disruption would have been far worse.

THE LOSS OF THREE TUGS IN 1981

VERNICOS ALEXIA AS WEATHER COCK

On the 18th October 1981, three tugs were stranded to the west of Solva, at Aber Llong in Pembrokeshire. The three very similar tugs had been sold by the Alexander Towing Co. Ltd to the Greek Nicolas E. Vernicos Shipping Company. The VERNICOS GEORGIS was towing the VERNICOS ALEXIA and the VERNICOS BARBARA 1V on the delivery voyage from Liverpool to Greece when she had an engine failure. Just when her crew had succeeded to get her underway again,

the 800-metre-long towing cable fouled her propellor, leaving the three ships without power.

All three went ashore in rough weather and became total losses, although for a few days it looked as though the Vernicos Barbara 1V might be salvaged. All the crews were rescued by a lifeboat and a helicopter. The remains of the tugs are still on the rocks, although most of the steelwork was cut away by Ocean Dynamics of Solva for recycling, under the direction of the Receiver of Wreck.

VERNICOS GEORGIS AS PEACOCK

The VERNICOS GEORGIS was built by Cammell Laird in 1960 as the PEACOCK for the Liverpool Screw Towage Company, which was sold to the Alexander Towing Company Ltd in 1966. She was of 237 gt with dimensions 95’ 5” x 26’ 0” x 9’ 9”. She was powered by a 6- cylinder oil engine of 1088 hp built by Ruston & Hornsby of Lincoln.

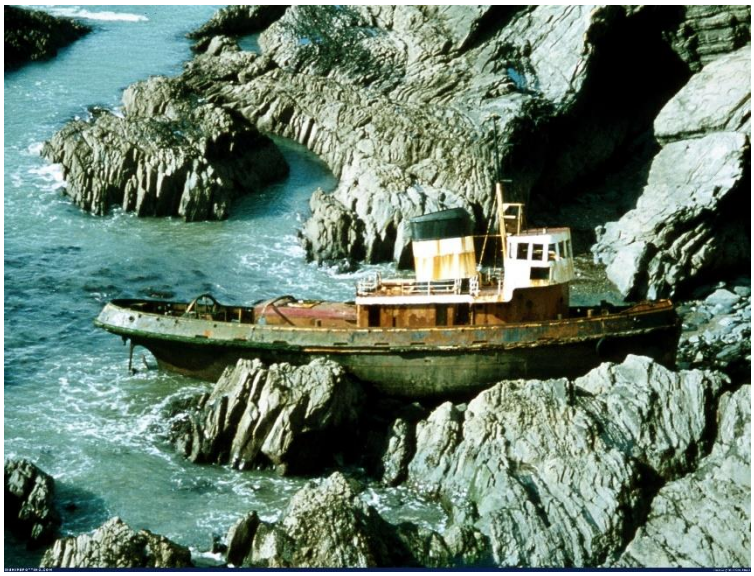
VERNICOS ALEXIA AS WEATHER COCK

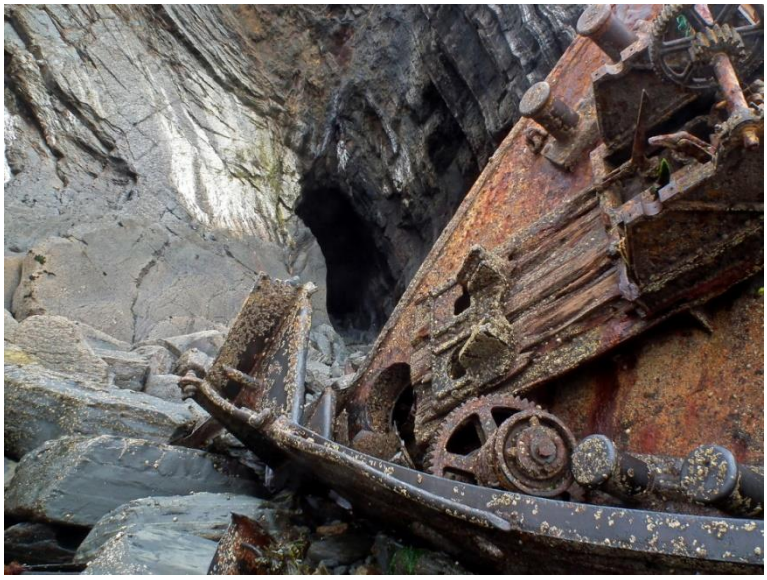
The VERNICOS ALEXIA was also built by Cammell Laird in 1960 as the WEATHER COCK for the Liverpool Screw Towage Company. She was of 237 gt with dimensions 195’ 5” x 26’ 0” x 10’ 3”, and was also powered by a Ruston & Hornsby 6-cylinder oil engine of 1088 hp driving a single screw.

VERNICOS BARBARA 1V AS COLLINGWOOD WHILST WITH ALEXANDER TOWING

The VERNICOS BARBARA 1V was built by Cammell Laird as the HEATH COCK for North West Tugs Ltd of Liverpool, a subsidiary of the Liverpool Screw Towing Company, being launched on 23rd December 1957 and completed on 12th February 1958. She was of 193 gt, with dimensions 103’ 2” x 27’ 11” x 12’ 4”.

She was powered by a Ruston & Hornsby 6-cylinder oil engine of 1088 hp driving I screw and giving 11 knots.





Vernicos still trade as the Italian/Greek concern Vernicos Scafi Tugs and Salvage and currently have a fleet of 12 modern tugs.

THE M.V. CAP SAN DIEGO

I came across this beautiful ex Hamburg Sud passenger cargo ship in Hamburg whilst on a cruise of the German Waterways in 2017 on board the BRAEMAR. The first image is a photo I took at the time.

CAP SAN DIEGO

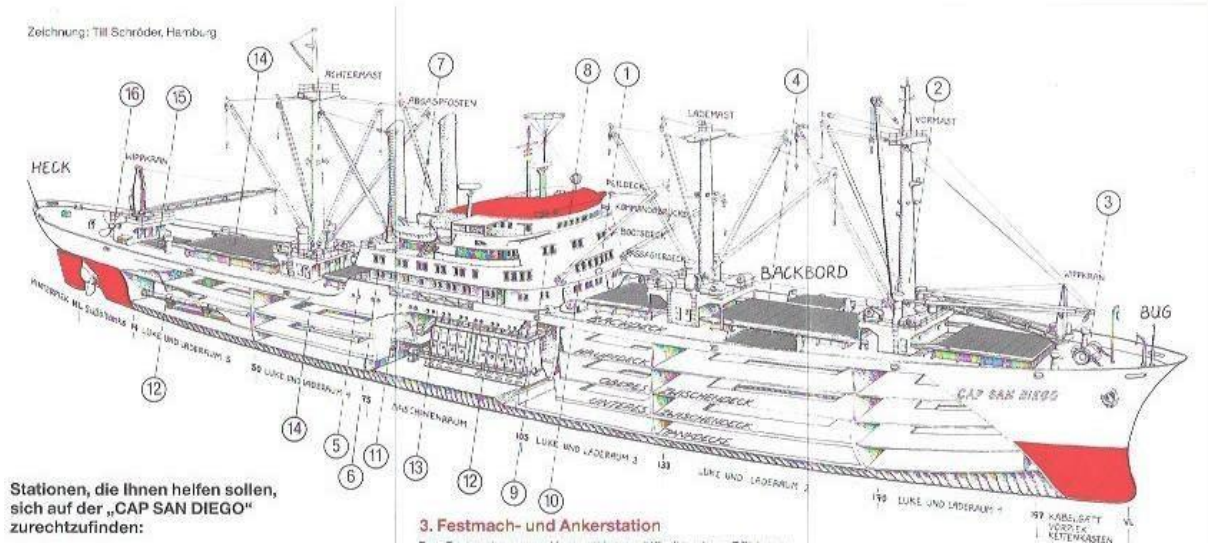
The Cap San Diego was the last of six identical ships built for Hamburg Sud in the early 1960s for their regular schedule between Germany and South America. They became known as “The White Swans of the South Atlantic”. The other five were the CAP SAN NICOLAS, CAP SAN MARCO, CAP SAN LORENZO, CAP SAN AUGUSTIN and CAP SAN ANTONIO.

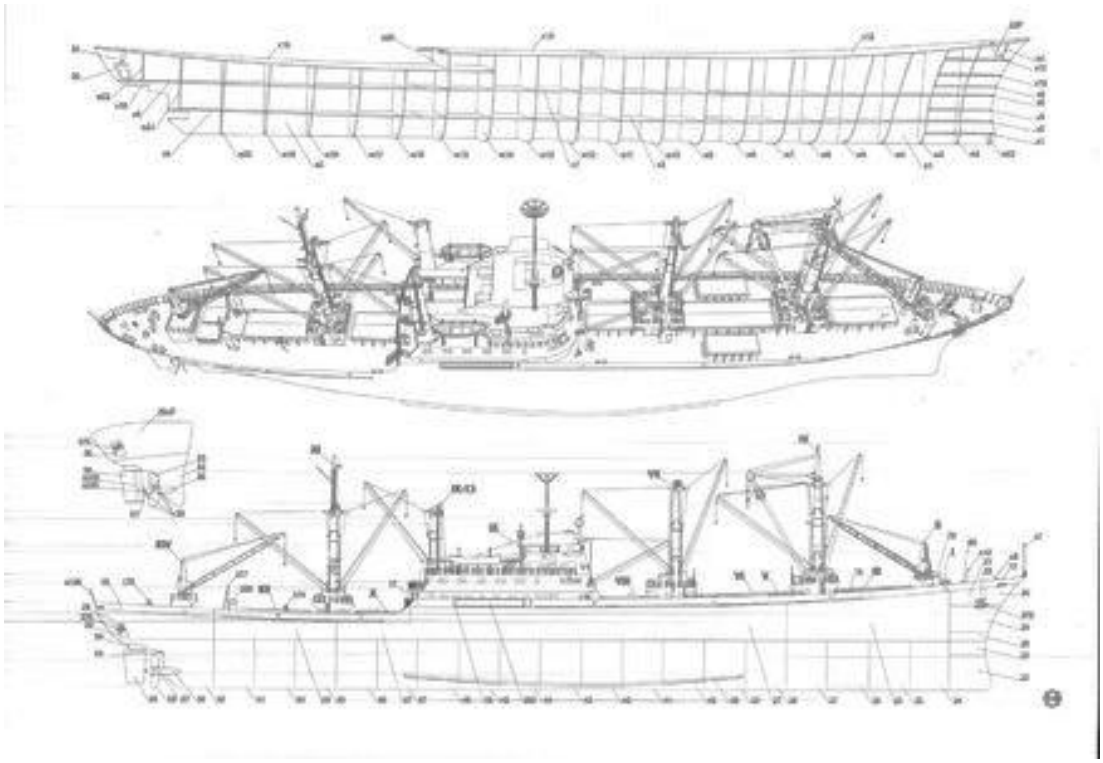
The Cap San Diego was designed by Carsar Pinnau and built by Deutsche Werft at Hamburg, being laid down on 10th April 1961, launched on 15th December 1961, and beginning her Maiden Voyage on 29th March 1962. She was of 10,000 dwt with dimensions 159.4m x 21.47m x 8.44m. She was powered by a MAN 2-stroke 9-cylinder diesel with 3 turbochargers of 8700 kW giving 20.3 knots.

She carried 12 First class passengers in high luxury and had a crew of 50. Some of her holds were for refrigerated cargoes, such as meat carcases and fruit. In her years of service for Hamburg Sud, between 1962 and 1981, she completed 120 round trips between Hamburg and South America. A typical such trip might take in Hamburg, Bremen, Rotterdam, Antwerp, Rio de Janeiro, Santos, Rio Grande and Porto Alegre and back, although she sometimes also took in Canadian and American ports. By 1981, the advent of the container ship had rendered her operation unprofitable for Hamburg Sud.

On 19th December 1981 she was sold to the Spanish concern Hansamerica S.A. with Ybarra y Cia S.A. as managers, put under Panama registration and renamed SAN DIEGO. She was used on a Spain to South America cargo service until early 1986. Ybarra was taken over by Hamburg Sud in 2006.

In March 1986 she was sold to Multitrade Shipping Inc. and renamed SANGRIA. She was to be managed by Navorient Maritime Ltd. of Kingston, Jamaica, but they seemed to be unable to operate her profitably. Later in 1986 she was sold to a Chinese shipbreaker and began the long voyage. However, whilst en route, she was bought by the City of Hamburg on 31st October and returned to Hamburg and handed over to Hamburger Admiralitat for restoration and to begin a new life as a museum ship. She is still a floating museum ship, based at Hamburg. As well as a museum attraction, she can serve as a conference centre or events venue there but makes occasional cruises up and down the Elbe. She is claimed to be the largest active museum ship in the world.





SCHAARHORN

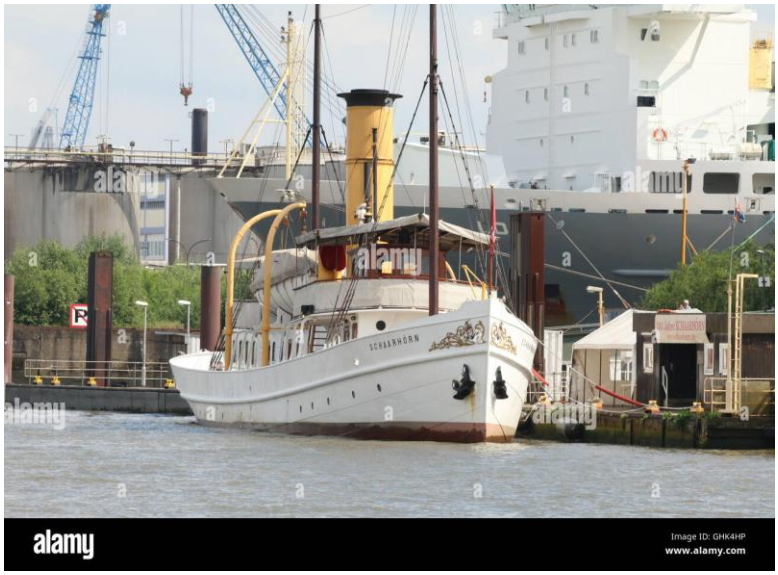
PHOTO TAKEN FROM THE BRAEMAR

I came across the Schaarhorn on a cruise of German Waterways on the BRAEMAR in 2017. She is probably the prettiest little steamship I have ever

seen, outshining even the LA PALMA in the Canary Islands, especially as she still has her original steam machinery in working order.

The Schaarhorn was built by Janssen Schmilinski at Cuxhaven for the Hamburg Port Authority. She was laid down in summer 1907 and launched on 5th August 1908. Officially she was a depth “sounding vessel”, but unofficially she was a luxurious yacht for carrying out tours of the port for visiting dignitaries. On her quarter deck she had a spacious saloon with polished tables, leather chairs and sofas. Ten large windows in brass frames gave views of the river and sea. Sadly, despite an apocryphal story that she was intended for visits by Kaiser Wilhelm 11, it is unlikely that he ever set foot on the little ship. She became known as the “White swan of the Elbe”.

She is of 225 gt with dimensions 41.65m x 6.8m x 3.0m Hull and superstructure of steel, but her decks are of timber. She has a coal-fired boiler by Ottensener Eisenwerke dating from 1908. She has twin 412 ihp triple-expansion steam engines driving 2 screws and giving 12.5 knots. She had a permanent crew of 8.



Stationed at Cuxhaven, at the mouth of the Elbe, She was used by the Elbe River Authority for most of her service life, in conjunction with the dredging of the 100 km or so of the Elbe from Hamburg to the sea. Up until 1933, water depths were fathomed by hand, but in that year her first echo sounder was installed.

In WW1 she served for a while as a minesweeper but was also used as a supply ship. For a short while, she was in the hands of the Revolutionary Council of Workers and Soldiers. Laid up after that, she was taken up again by the port authority in 1925 and continued in her sounding role. In WW2 she was utilised for accommodation and as a supply vessel. In 1945 she participated in the evacuation of refugees from Swinemunde, Pillau, Hella, Stolmunde and Sassnitz. After the war, she went back to her sounding and surveying duties. She was fitted with radio in 1955, radar in 1959 and a sophisticated position finder was installed in 1969. until 1972.

In 1973 she was bought by Keith Schellenberg who had her patched up and sailed her to Buckie under her own steam. He wanted to restore her, and use her and run her as a charter vessel in the Western Isles. This project failed and

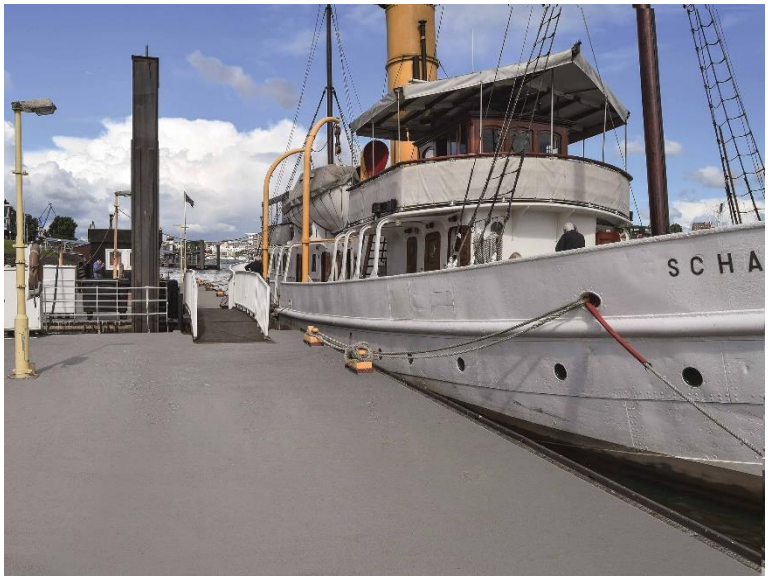
she subsequently was towed to Newcastle upon Tyne for use as a floating restaurant, which lasted until 1979. In 1979 she was towed to Maryport for restoration, but the project soon foundered through the lack of funds and the partnership owning her went bankrupt in 1989. She became more and more neglected, with some vandalism and theft of artifacts taking place.

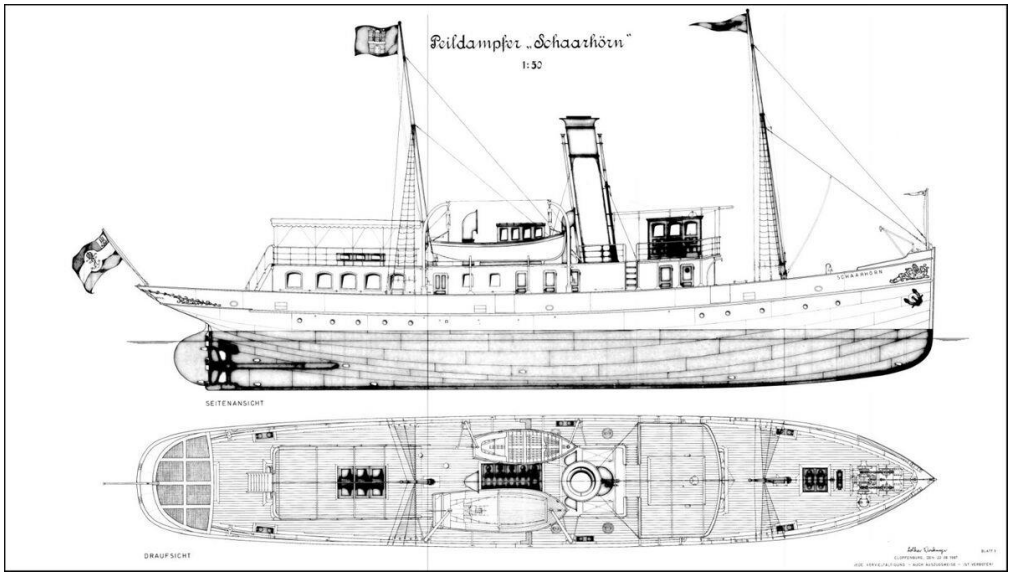
In 1990, she was bought by a group of Hamburg businessmen and loaded onto the ship CONDOCK 111 as by now she was too fragile to make the voyage back to Germany. Her restoration took 5 years as a job-creation measure for young people, reportedly it took 80 men over 60 months to complete.

CONDOCK 111

The Condock 111 is a barge carrier built at Husum in Germany in 1983 and is of 6705 gt. She is now the MINI STAR, sailing under the flag of St Kitts & Nevis.

Now all the ship's machinery is original (1908) except for a steam generator and steam power steering equipment, both of which were installed in 1927/28. She now operates as a travelling museum ship on the Elbe, under the auspices of the Hamburg Maritime Museum, and is crewed by volunteers.





THE AQUILA MARIS

HMC ALERT

For the last twenty years or so, an unusual ex-military launch has been moored in Queenborough Creek, slowly deteriorating.

She was built by Fairey Marine of the Hamble with the grp hull built by Halmatic Ltd. She was a “Tracker” class Mark 1 fast patrol boat, a number of which Fairey built for export to various countries, particularly in the Middle and Far East.

AQUILA MARIS IN PORTPATRICK IN 1989

AQUILA MARIS AT PORTPATRICK IN 1989

The Aquila Maris was one of six vessels being built for the Shah of Iran, but because of the Revolution, they were never delivered. All six were acquired by HM Customs, The Aquila Maris being named HMC ALERT was taken over in 1976. Over the following few years, the remainder were taken over by the Customs service as ACTIVE, CHALLENGE, CHAMPION, SAFEGUARD and SWIFT. Of these, the first three went to the Maldive Islands Coastguard in 1989 and the last two to the Lebanese navy in 1994.

AQUILA MARIS DEPARTING PORTPATRICK

They boats had fibreglass hulls and aluminium superstructures. They were of 53.75 tons with dimensions 19.5m x 5.1m x 2.3m. They were powered by twin General Motors Detroit 71/V-12 diesels of 720 hp and had a top speed of about 35 knots. They had a crew of 6.

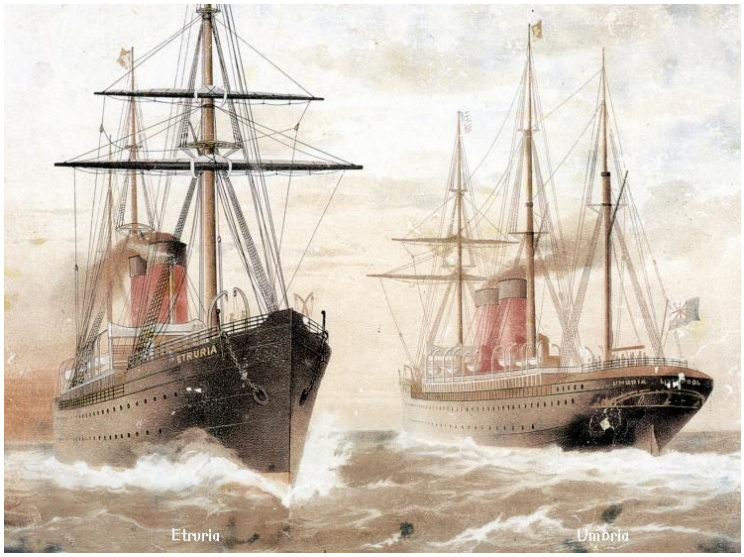
The Alert served for HM Customs based in Scotland until 1983, after which she was laid up until she was transferred to the M.o.D. in 1989, becoming the Luce Bay Range Safety Vessel, based at Port Patrick Harbour on the west coast of Scotland. In 2000, after the range was closed, she was placed on the Disposal List.

AQUILA MARIS AT QUEENBOROUGH

She was bought as a liveaboard by Mr. and Mrs. Fray and moored in Queenborough Creek. They had the wheelhouse removed and replaced with a larger aluminium structure. She is currently for sale for £40,000. She is said to be watertight and to be suitable for a houseboat. The original Detroit engines are apparently intact but have not been run for many years. At some time they were derated from 720 hp to 550 hp, still giving a cruising speed of 24 knots, but noisy and very thirsty.

AQUILA MARIS AT QUEENBOROUH

RMS ETRURIA AND RMS UMBRIA



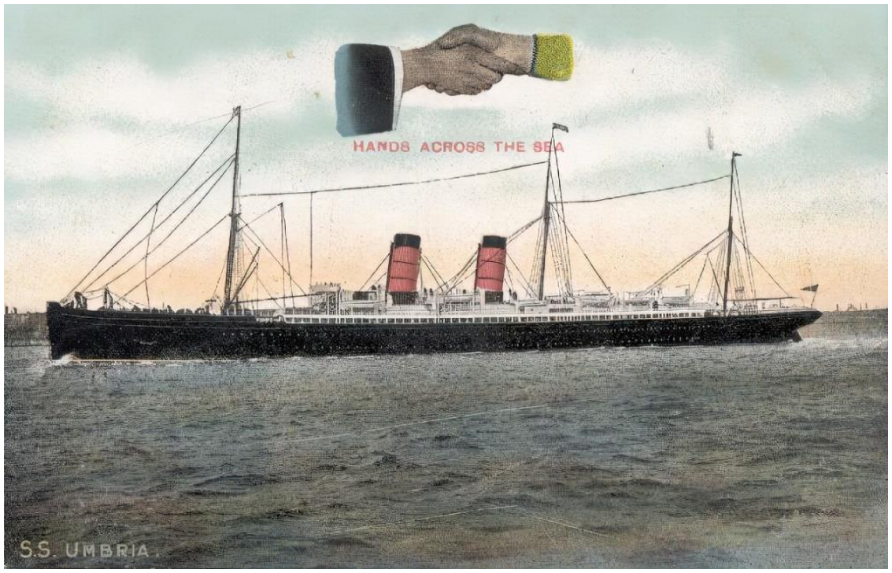
These two ships were built for the Cunard Line by John Elder & Co. of Govan on the Clyde for their Liverpool to New York service. They were the last Cunarders to be equipped with auxiliary sails. They were at 7129 grt the largest and fastest transatlantic liners when built. Their dimensions were 501.6’ x 57.2’ x 28.75’. Both had equipment for refrigerated cargoes. The John Elder shipyard later became the Fairfield Shipbuilding & Engineering Company.

They had 9 double-ended coal-fired boilers providing steam for 6 three-cylinder compound engines of 15000 indicated horsepower total driving a single screw and giving a service speed of 19 knots. Reportedly, the boilers consumed 10 tons of coal per hour at 19 knots. Etruria was the last big liner to have compound steam engines as distinct from the more efficient triple or quadruple expansion steam engines, which were 30 to 40% more efficient to run. Originally both vessels were rigged as three-masted barques, but later this was reduced to barquentine rigs.

MODEL OF COMPOUND STEAM ENGINE

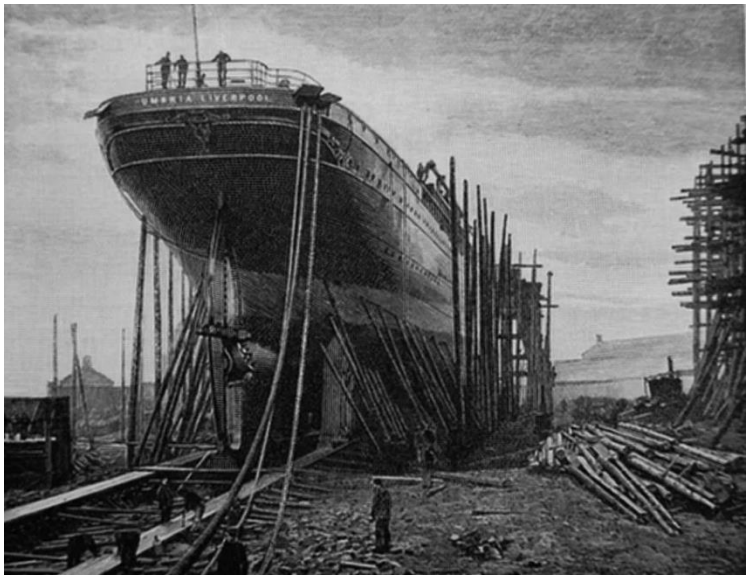
Both had passenger capacities in 1885 of 550 First class and 800 Second class. In 1892 /83 in a refit this was revised to 500 First class, 160 Second and 800 Third class. They had 560 crew.

UMBRIA

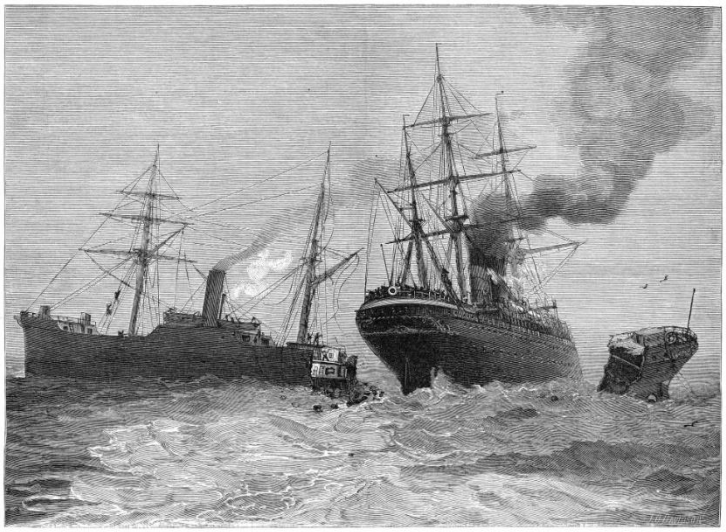


UMBRIA

The Umbria was launched on 25th June 1884 and completed on 8th October 1884. After a few transatlantic voyages, the Admiralty chartered her on 26th March 1885 and fitted her out as an armed merchant cruiser. The threatened war with Russia never materialised, and the Umbria returned to transatlantic service after 6 months. In 1887 she gained the Blue Riband.



UMBRIA BEFORE LAUNCH



THE COLLISION BETWEEN THE "UMBRIA" AND "IBERIA."—Drawn by J. O. Davidson.

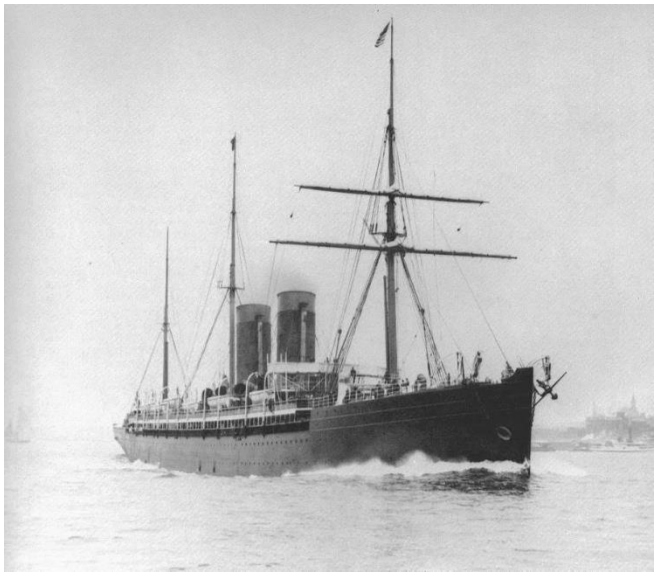
THE COLLISION

In November 1888, when outward bound from New York, she collided and sank the French Fabre Line's freighter IBERIA near Sandy Hook. Umbria was blamed for the accident, as she was deemed to be travelling too fast in thick fog. The 1388 grt Iberia had been built by S & H Morton & Co of Leith in 1881.

UMBRIA IN LIVERPOOL

In December 1892, when travelling westbound, her prop shaft fractured. Repairs were made on board and she was able to make her way slowly to New York, where more permanent repairs were carried out.

The Boer War broke out on 12th October 1899. On 22nd December she was chartered by the UK government for use as a troopship. She made two trips to South Africa, taking troops out and the wounded back. She was then refurbished and returned to Cunard, resuming service on 21st July 1900.



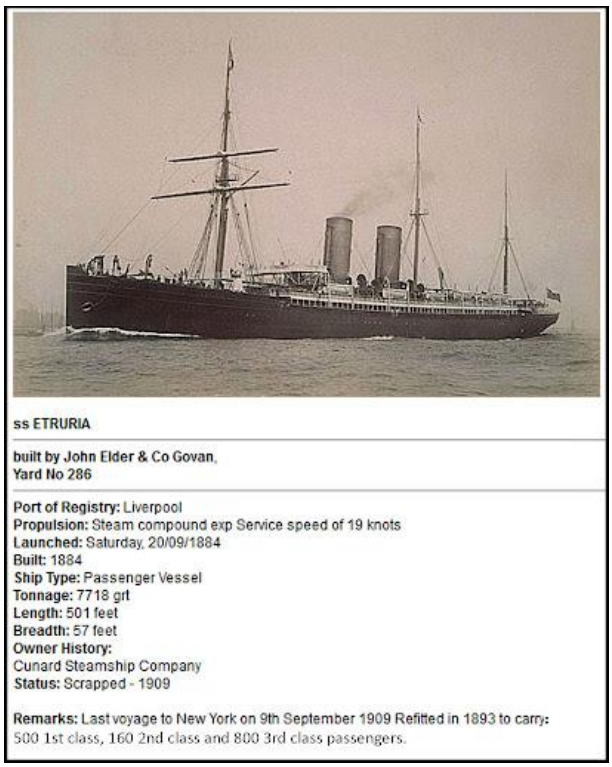
She began her last voyage on 12th February 1910, having been superseded by more efficient liners with triple expansion engines, such as the RMS MAURITANIA and LUSITANIA of 1907. She was sold for scrap to the Forth Shipbreaking Company and broken up at Bo'ness.

ETRURIA

The Etruria was launched on 20th September 1884 and completed on 10th March 1885. Both ships were chartered by the Admiralty on 26th March 1885 because of Russia's threat to invade Afghanistan. Etruria was released after a few days, however. On 25th April 1885, Etruria started her maiden voyage, On her second crossing, she won the Blue Riband. Between then and 1888, she and her sister held the Blue Riband in both directions.

STEAM AND SAIL

In 1900, cracks were found in her prop shaft whilst in New York. She had to wait there until a replacement shaft was shipped out from the UK, causing a delay in her service of 6 weeks. On 26th February 1902 her prop shaft fractured in mid-Atlantic. She was attended by the Leyland Line ship WILLIAM CLIFF. Under tow from the William Cliff and with sail assistance, she berthed in the Azores. In October 1902 more cracks were found in the shaft while she was in New York, and she had to remain there while a replacement was shipped out. The William Cliff was of 3352 grt and had been built in 1888.



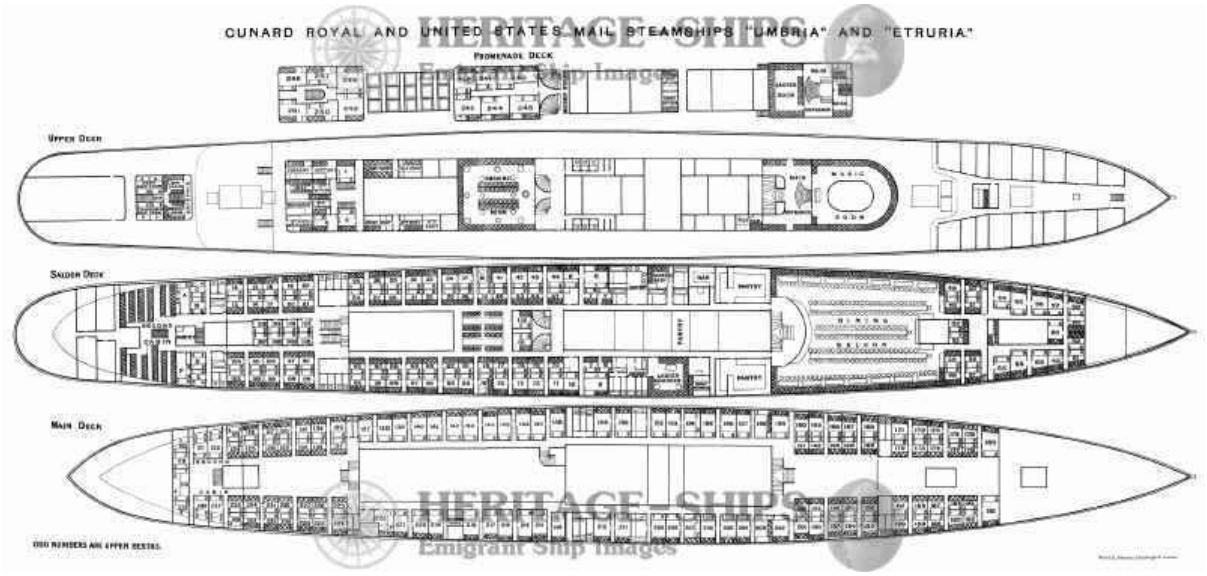
ss ETRURIA

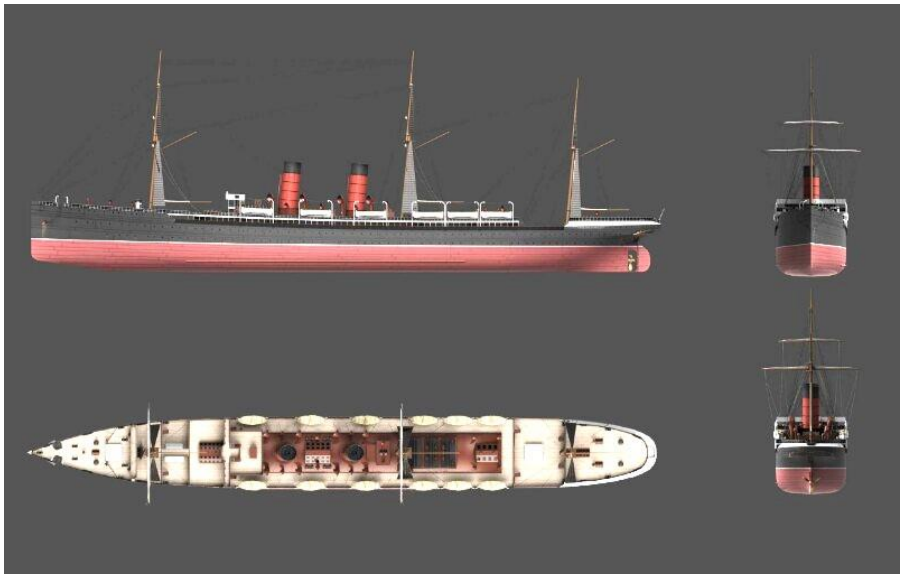
built by John Elder & Co Govan,
Yard No 286

Port of Registry: Liverpool
Propulsion: Steam compound exp Service speed of 19 knots
Launched: Saturday, 20/09/1884
Built: 1884
Ship Type: Passenger Vessel
Tonnage: 7718 grt
Length: 501 feet
Breadth: 57 feet
Owner History:
Cunard Steamship Company
Status: Scrapped - 1909

Remarks: Last voyage to New York on 9th September 1909 Refitted in 1893 to carry:
500 1st class, 160 2nd class and 800 3rd class passengers.

In August 1908, she was reversing from her pier in Liverpool when she collided with a hopper barge, causing damage to her propellor, rudder and steering gear. After some time laid up in Birkenhead Docks, she was sold in October 1909 and towed to Preston by the tug BLACK COCK, where she was scrapped by Thomas W. Ward. The Black Cock was of 228 grt and had been built by the Laird Brothers in Birkenhead in 1886 for the Liverpool Screw Towing Co. Ltd. She had a triple expansion steam engine of 200 notional horsepower.





Two fine ships, perhaps a little unlucky, particularly in terms of their prop shaft. Most fast steamships built after them, as well as having more efficient triple expansion engines, had more than one propellor shaft. Propellor shaft problems still happen in modern times, but in the recent case of the carrier HMS PRINCE OF WALES, she had another shaft to help her out of trouble.

THE M.S. BREUGHEL

The Breughel was one of four “Painter” class part refrigerated dry cargo ships built by Cockerill – Ougree at Hoboken, Antwerp. Cockerill built all four ships, the others being ORDAENS, RUBENS and TENIERS, for the Compagne Maritime Belge SA.

OFF TILBURY IN 1968

The Breughel and her sisters were delivered in 1963 and 64. The Breughel was of 12,724 sdwt and 10,314 gt with dimensions 157.6m x 20.3m. She was powered by a Cockerill-Sulzer 8RD76 2-stroke 8-cylinder diesel of 6620 kW

driving a fixed propellor which gave 16.5 knots. All four were designed to carry 12 passengers.

1968

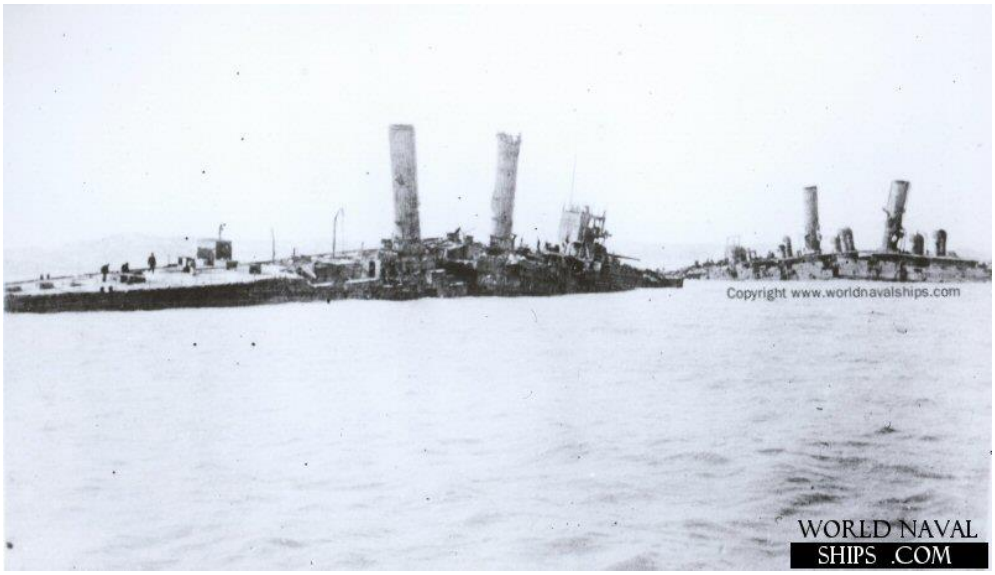
Initially the four ships were used on a service from Antwerp to New York, the Gulf of Mexico, West Africa and the Cape Verde Islands and back to north Europe. In 1966 they were converted into semi-container ships of 303 TEU. In 1969 they were transferred to the Dart Container Line, serving Europe, Canada and the USA.


1975

In 1982 the Breughel was sold to the Wendover Shipping Company of Monrovia and renamed TREASURY ALPHA and Panama flagged. In 1984 she was sold again to Aspen Maritime Inc. and renamed TAMAKI still under

Panamanian registry. On 25th July 1985 breaking her up began at Qingdao in China.

THE ZEEBRUGGE RAID BLOCKSHIPS

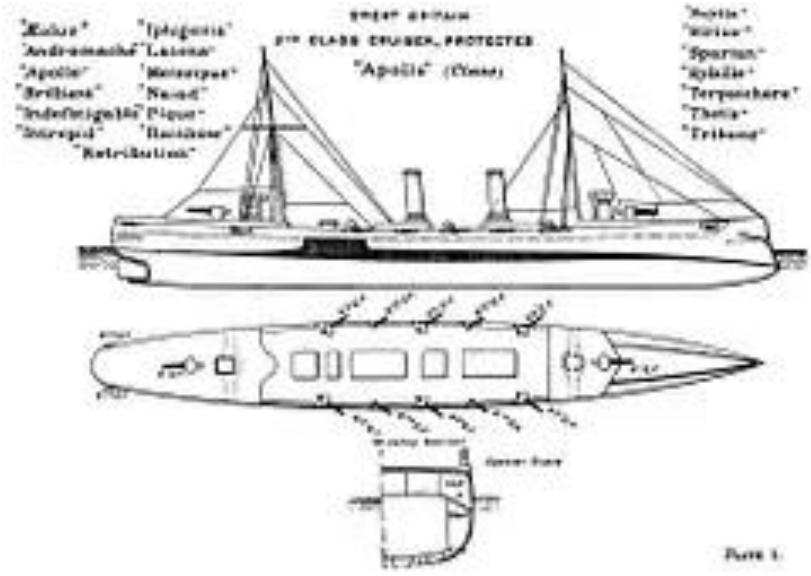


THE SCUTTLED WRECKS OF INTREPID AND IPHIGENIA

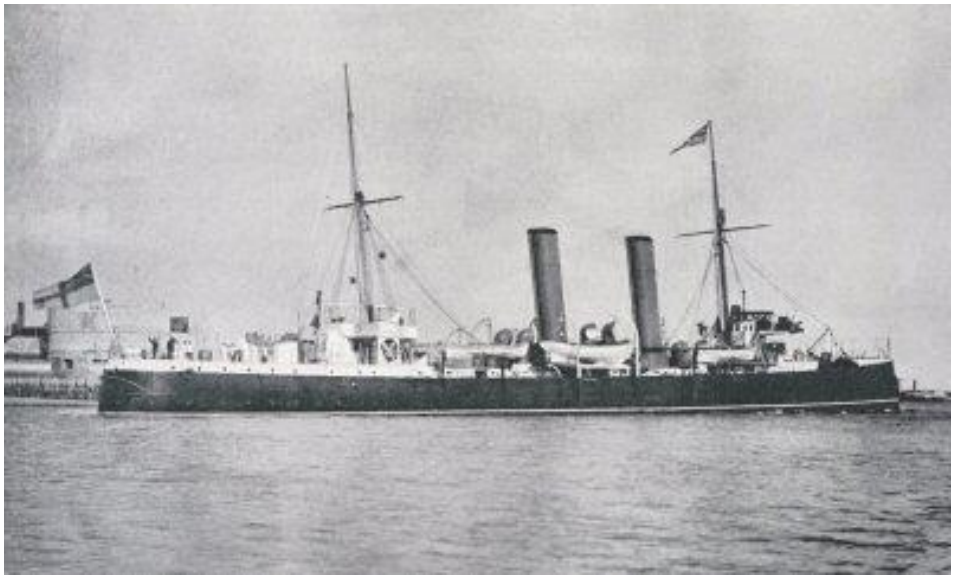
In April 1918, a British raid took place to block the Brugge Canal at German occupied Zeebrugge to deny its use by U-Boats. Although 2 out of the 3 blockships were scuttled in approximately the right places, the interruption to the U-Boat operations was fairly minimal. British and Commonwealth

casualties amounted to 227 dead and 356 wounded. German casualties were 8 dead and 16 wounded.

The three ships used were the elderly Apollo class Second Class Protected Cruisers, HMS INTREPID, HMS IPHIGENIA and HMS THETIS. The Apollo class was designed by Sir William White and was the largest class of cruiser numerically ever to serve in the Royal Navy, and a total of 21 were built, being commissioned between 1891 and 1894. They proved to be wet ships and poor seaboats. By the start of the First World War, the Apollo class were among the oldest ships in service, with only 12 still in commission, and the rest reprieved because of the war.

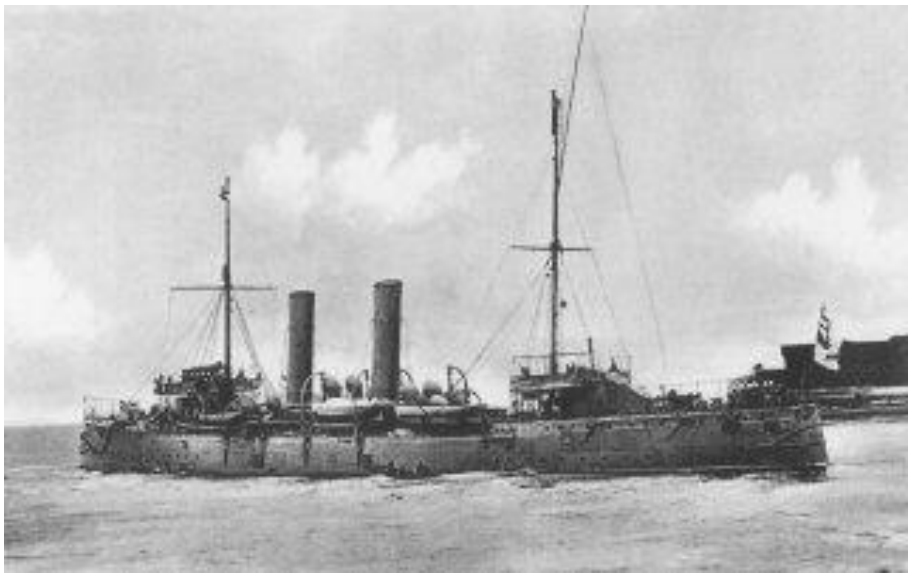


APOLLO CLASS AS BUILT



HMS INTREPID IN 1894

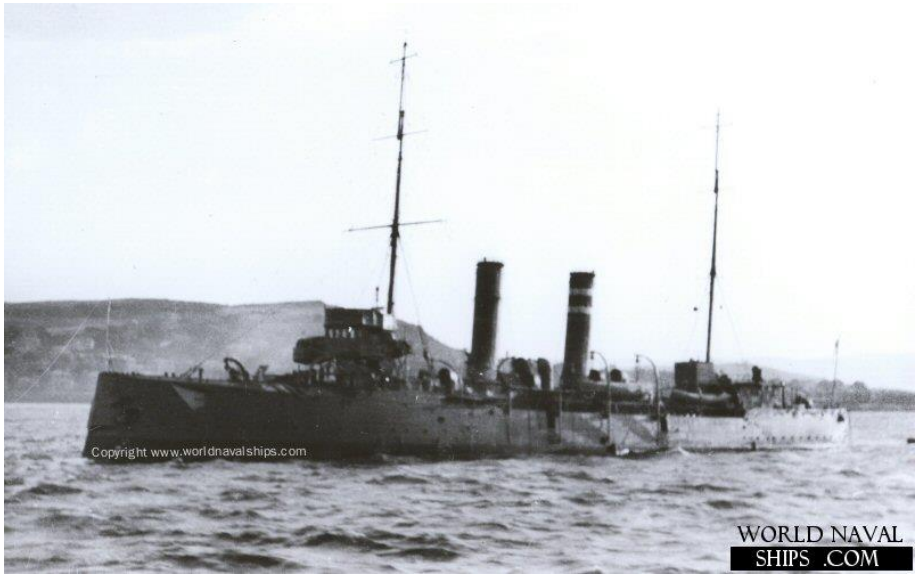
HMS INTREPID was built in Glasgow by the London and Glasgow Shipbuilding Company. She was laid down on 6th September 1889, launched on 20th June 1891 and commissioned in November 1892. She was of 3600 tons displacement with dimensions 314’ x 43.5’ x 17.5’. She was of steel but was sheathed in timber and copper for tropical service.



HMS INTREPID

She was powered by 3 double – ended and 2 single – ended cylindrical coal-fired boilers which provided steam for the two vertical triple expansion engines mounted side by side totalling 9000 indicated horsepower (under

forced draught) by Earle's Shipbuilding driving 2 screws and giving a top speed of 19.75 knots, and a range of 8000 nautical miles at 10 knots. Her complement was 273 to 300 officers and men. Her armament consisted of 2 x 6", 6 x 4.7" and 8 x 6 pounder guns plus 2 to 4 No. 14" torpedo tubes. She had a 32mm protective deck increased to 51mm on the slope.



HMS INTREPID IN 1910

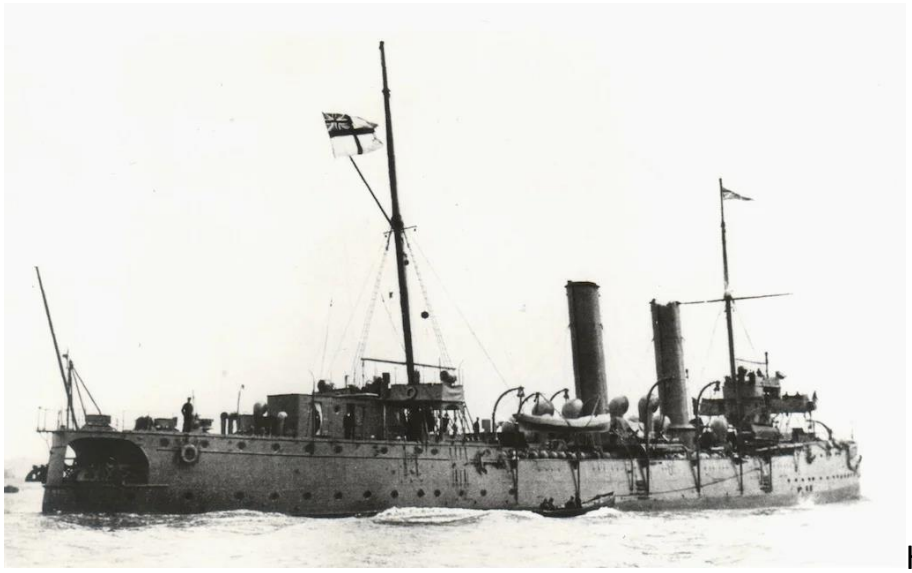
Between 1896 and 1899 she served at the North America and West Indies Station, returning in1999 for a refit after which she was placed in reserve at Portsmouth. In 1902 she was recommissioned and served in the Mediterranean until 1904. From 1904 she saw harbour service at Portsmouth until 1909.

Between 1909 and 1910, she was converted at Chatham Dockyard into a minelayer, the work being completed on 27th September 1910, when she was recommissioned. Her armament was reduced to 4 x 4.7" guns plus 100 mines on double sets of mine racks running from the break of the forecastle to the stern. She was then based at Dover and Sheerness.

When war broke out, she was based at Dover, on minelaying duties as part of the Dover Patrol. In 1915/16 she became a depot ship, and in 1917 she was in use as a depot ship in the White Sea as part of the British North Russia Squadron. In 1918, she was selected to be used as a blockship for the Zeebrugge Raid. In preparation, she was stripped of unnecessary equipment and partly filled with concrete.

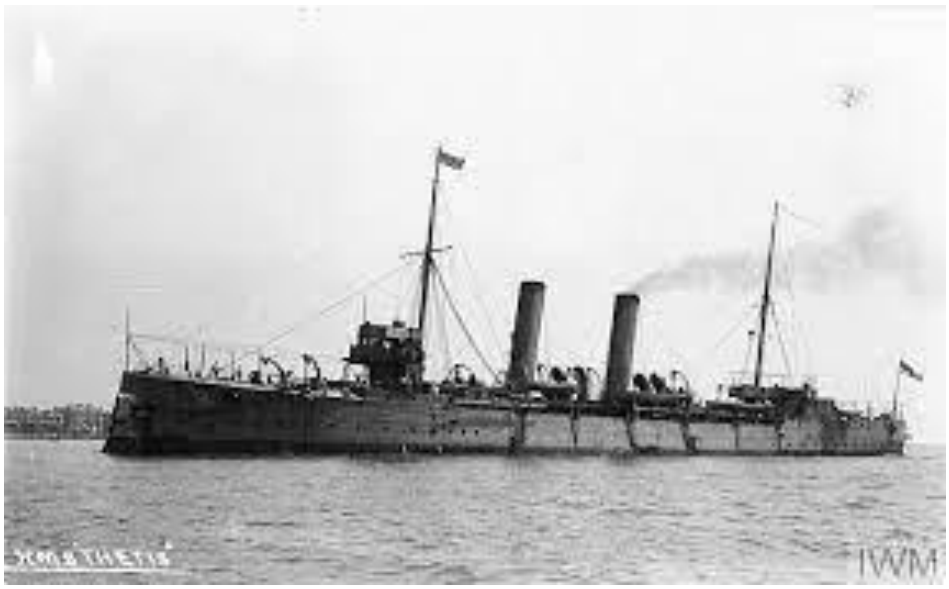

HMS IPHIGENIA

HMS IPHIGENIA was also built by the London and Glasgow Shipbuilding Company. She was laid down on 17th March 1890, launched on 18th November 1891 and commissioned in May 1893. Her tonnage, dimensions, machinery and armament were identical to those of HMS Intrepid.


HMS IPHIGENIA

Initially she served on the China Station, returning to the UK in 1906. She was converted into a minelayer at Chatham Dockyard, her modifications being similar to those of HMS Intrepid, with the work being completed by August 1907. She was then based at Dover and Sheerness, and in 1914 served as a minelayer as part of the Dover Patrol. In 1917 she served as a depot ship for the British North Russia Squadron. In 1918 she was prepared for service as a blockship for the Zeebrugge Raid at Chatham. All unnecessary equipment was

stripped out, including her masts and was partly filled with concrete to make her removal/demolition after scuttling more difficult.

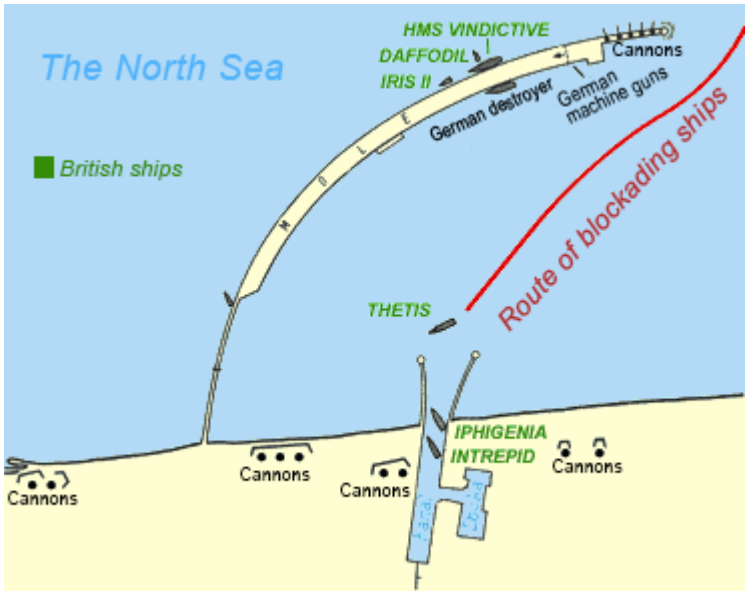


HMS THETIS

HMS THETIS was built by J & G Thomson at Clydebank, and was laid down on 29th October 1889, launched on 13th December 1890 and commissioned in April 1892. She was not copper sheathed, so her displacement was less than the above two sisters at 3400 tons. In other respects, she was identical except that her top speed was slightly higher at 20 knots.

Her first mission was on patrol in the Bering Sea with American warships in a combined effort to suppress poaching in the Bering Sea. She served later on the Mediterranean Station until being detached in November 1899 to serve in the Boer War in South Africa, returning to the UK in April 1901. She was then placed in reserve at Chatham. In November 1902 she was recommissioned for service on the China Station.

In 1906 she was taken in at Portsmouth Dockyard for conversion into a minelayer, the work being finished in 1908. She served with the Home Fleet, based at Portsmouth until being placed in reserve in 1915. In 1918 she was requisitioned for use as a blockship in the Zeebrugge raid.



THE ZEEBRUGGE RAID was at best only partially successful. A previous raid had alerted the Germans of what the likely target would be, and a change of wind direction meant that the intended smoke screen was ineffective. The diversionary force, which consisted of the old cruiser, HMS VINDICTIVE and the ex-Mersey ferries IRIS and DAFFODIL, was consequently not able to silence the German gun batteries, and the blockships came under heavy fire.

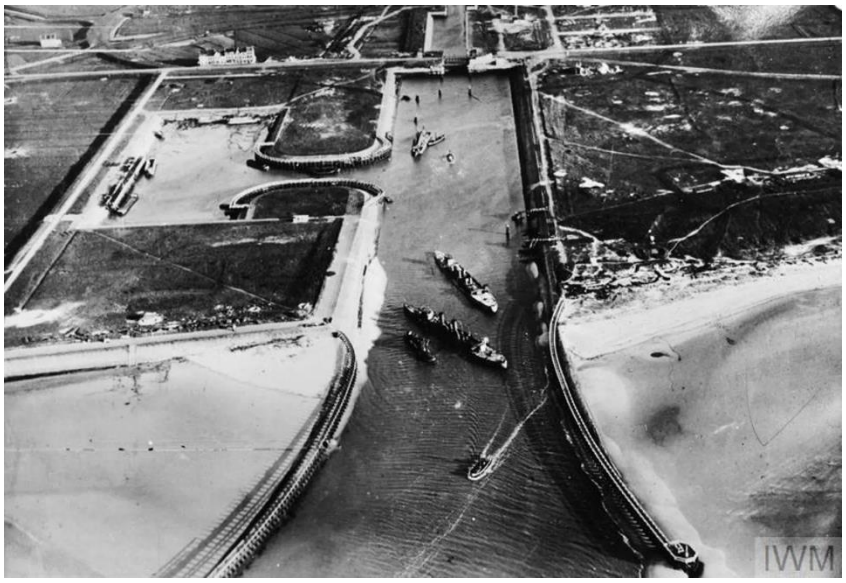
HMS Thetis was severely damaged and fouled a submerged wire net, which disabled both of its engines. She was scuttled in the outer harbour, some distance from her target position. The other two ships managed to get to their allotted positions and were scuttled correctly at the narrowest section of the

channel. In each case survivors were taken off by motor launches. Overall British casualties were high, despite many acts of extreme bravery.

The Germans removed two piers near the blockships shortly after the raid and dredged a diversionary channel round them near their sterns. At high tides, U-Boats could move along the new channel past the blockships, so the interruption to their movements was short lived. The Allied propaganda however promoted the raid as a great victory and no less than eight Victoria Crosses were awarded. Such is war.

HMS THETIS AFTER THE RAID

By 1920 the blockships had been broken up and removed and the canal fully reopened.

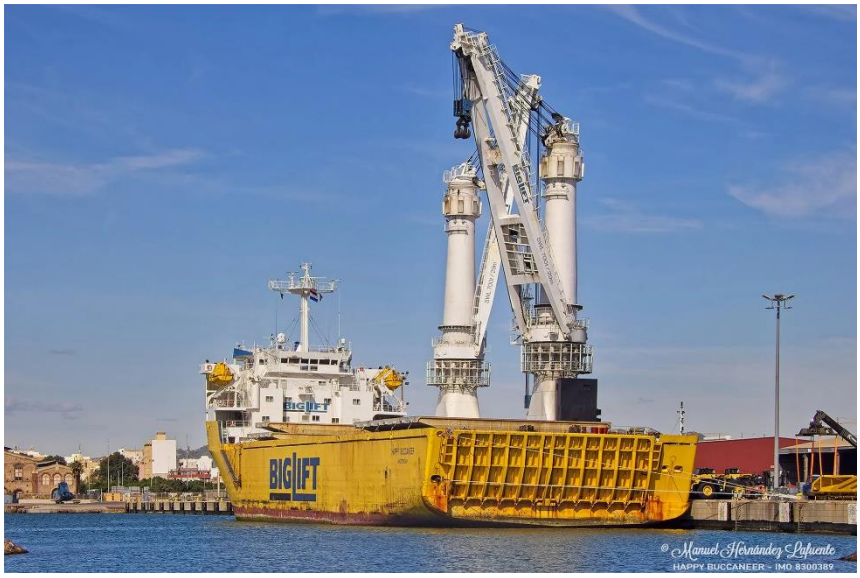


THE DAY AFTER THE RAID

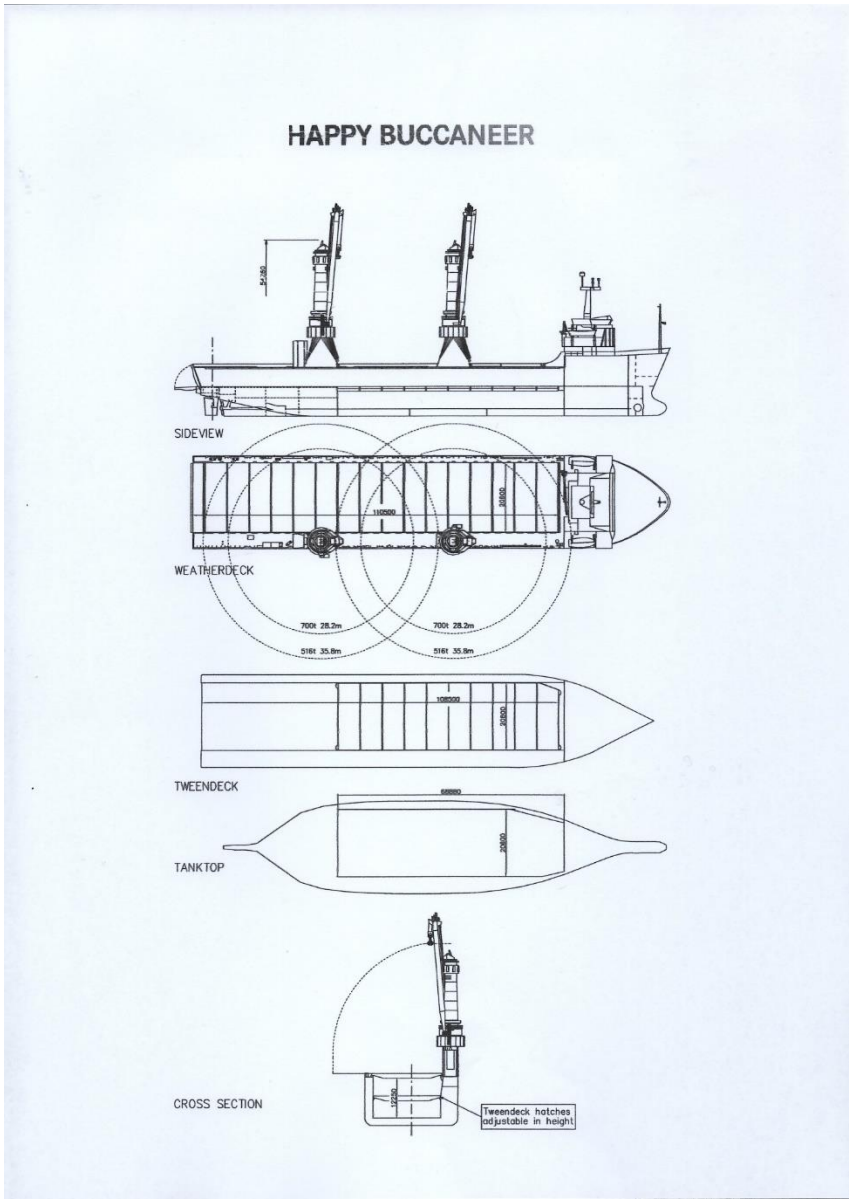
HAPPY BUCCANEER

The Happy Buccaneer was a Dutch heavy lift vessel that very recently was beached at Allaga, Turkey for breaking up after a 40 year-long career. She was built by Hitachi Zosen Shipbuilding at Osaka for Amstel Tanker Management BV, andwas laid down on 27th December 1983, launched on 1st March 1983 and delivered on 1st August 1984.

She was of 16,341 gt and 13,740 dwt with dimensions 146m x 28m x 8.25m. She was powered by twin Hitachi Sulzer 6ZAL40 4-stroke 6-cylinder engines totalling 7650 kW giving 15.5 knots. She had a large open deck (110.5m x 20.6m) with two Huisman heavy-lift cranes of 700 tons SWL. Her RoRo capacity with a stern ramp was 2500 tons.



Her manager from 1984 until 1991 was Mammoet Shipping BV of Amsterdam. In 1991 she was transfered to Mammoet Shipping. In 2001 she was transferred to Big Lift Amstel BV and in 2014, to Redereij Happy Buccaneer BV. She arrived at Allaga on 12th October 2024 and was beached on 16th October. During her 40 years of service, she had circled the earth 135 times and completed 286 voyages.


HAPPY BUCCANEER
SIDEVIEW
WEATHERDECK
700t 28.2m
516t 35.8m
700t 28.2m
516t 35.8m
TWEENDECK
TANKTOP
CROSS SECTION
Tweendeck hatches adjustable in height

XV PATRICK BLACKETT

An odd-looking vessel flying the Blue Ensign has been appearing every now and then for the last couple of years. She is the XV Patrick Blackett, an experimental Royal Navy vessel, a platform for testing new technologies. These technologies are said to include uncrewed underwater vehicles, uncrewed surface vehicles and quantum navigation. Navy X, her operator, is the new name of the Royal Navy's Development Directorate for research, development and experimentation work.

In December 2021, the M.o.D. requested proposals for an immediately available new craft of under 500 tons with a maximum speed of at least 20

knots, and several other requirements. Damen came up with Fast Crew Supplier (FCS) 4008. She was built by Damen Shipyards at Gorinchem in the Netherlands, and is of 270 gt, with dimensions 42m x 8.75m x 3.05m and has a steel hull with an aluminium superstructure.

She is powered by four Caterpillar V12 C32 ACERT diesels totalling 6500 kW with four fixed pitch propellors giving over 20 knots and a range of 3000 nautical miles. She has an “Axe” bow designed by Damen and a wooden working deck of 140 square metres aft with a capacity of 100 tons including, for example two 20 foot shipping containers. She also has a 4-ton capacity knuckle-boom crane. She is crewed by five Royal Navy personnel but has sleeping accommodation for a further seven.

Damen carried out the modifications needed to meet the XV specifications, which included converting the seating area for 90 passengers into spaces for use by the trials team, comprising a briefing room, an office and a workshop. The total cost, including the conversion, was about £7 million.

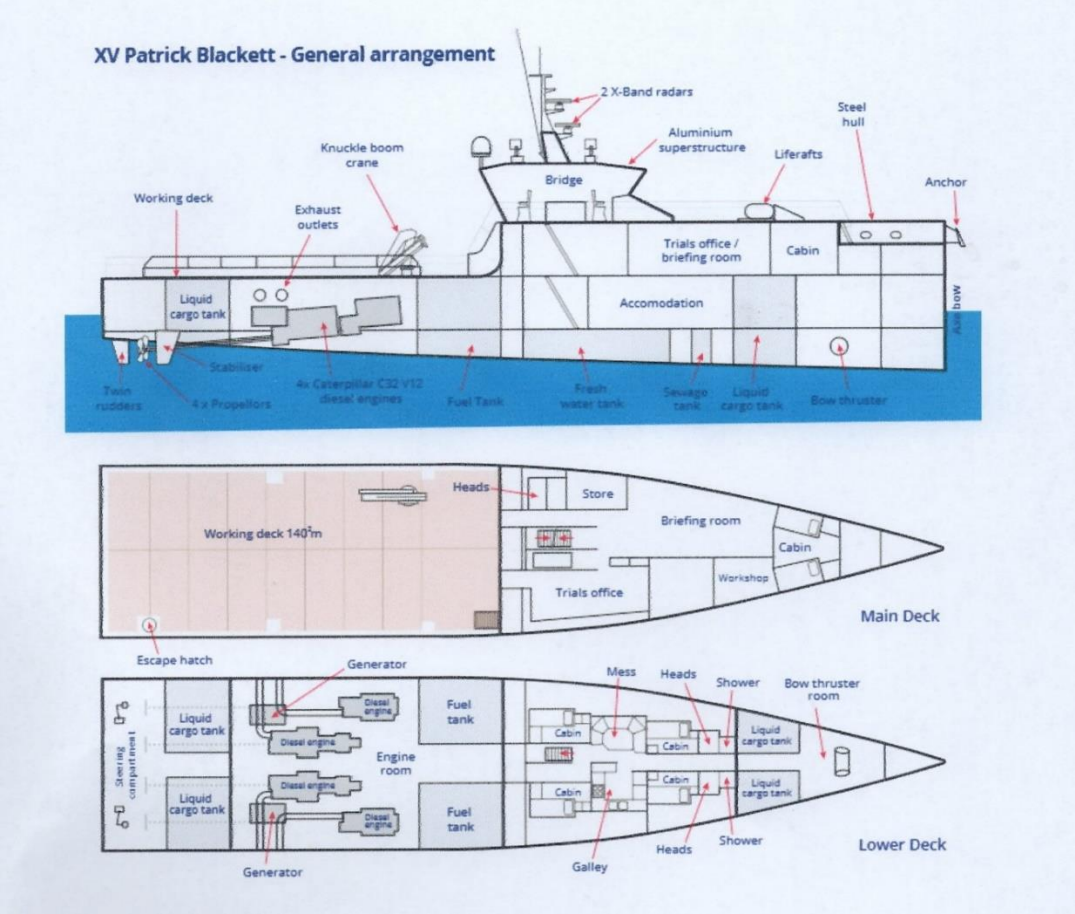
She went to sea flying the Blue Ensign for the first time on 21st February 2022 to undergo sea acceptance trials, and was formally transferred to the Royal Navy in March 2022. She entered HMNB Portsmouth on 22nd July 2022 and was christened on 29th July. She will attend both Royal Navy and NATO exercises at home and abroad as a flexible platform for testing new technologies.

AT

HMS PRESIDENT IN MAY 2023

In September 2023 she took part in the NATO Robotic, Experimentation and Prototyping exercise REPMUS 2023 off Portugal. During the exercise, she deployed various uncrewed assets, operated with other surface vessels and tasked uncrewed air systems. She embarked uncrewed underwater vehicles, anti-submarine warfare equipment, command & control (C2) equipment, “mesh” equipment to support C2 integration and SATCOM systems.

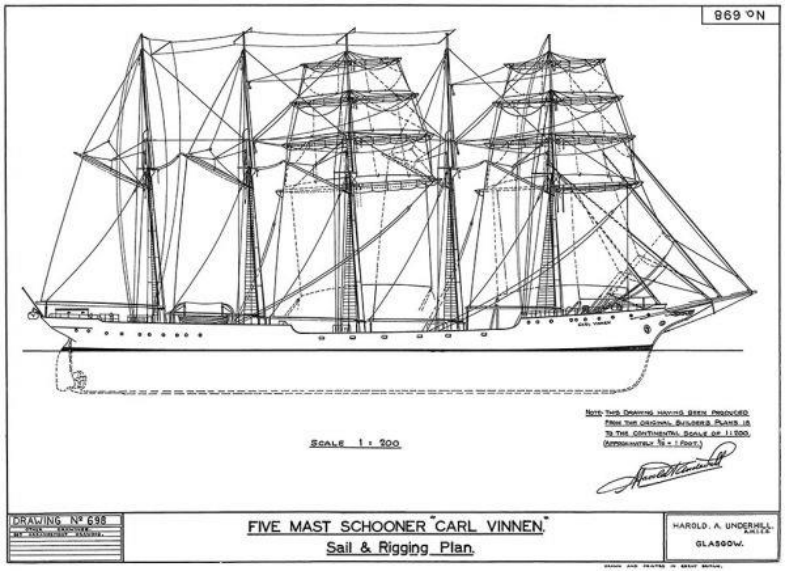
In September 2024 she took part in REPMUS 2024, again off Portugal. Currently being evaluated are the uncrewed vehicle PEREGRINE, the surveillance drones PUMA and EBEE VISION, the uncrewed aerial system ROTRON and a remote piloted sea boat.



FIVE VINNEN “JACKASS” SCHOONERS

WERNER VINNEN

Shortly after the end of the First World War, the long-established German ship owning firm, F.A. Vinnen & Co. of Bremen, ordered six ships from Friedrich Krupp Germaniawerft at Kiel. The ships were to be replacements for vessels lost in the war.



The first vessel, the MAGDELANE VINNEN was a large four masted barque of 3500 grt. The other five were identical five masted auxiliary schooners with square sails on their first and third masts in what became known as a “Vinnen” or a “Jackass” rig. The five ships were all completed in 1922 and were named ADOLF VINNEN, CARL VINNEN, CHRISTEL VINNEN, SUSANNE VINNEN and WERNER VINNEN.

The five were of 1827 grt with dimensions 79.9m x 10.4m x 5.8m. They carried 24,960 square feet of sail and had twin 4-cylinder Germania diesels of 260 kW that had been designed to power U-Boats. They drove a single fixed pitch propellor. They were designed for a crew of 23.

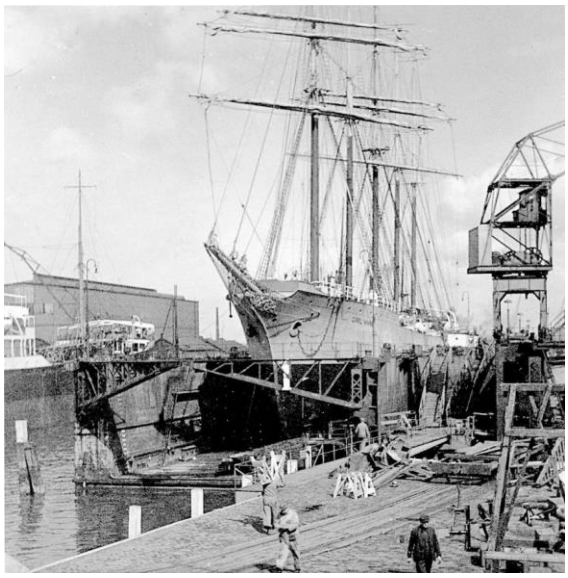

ADOLF VINNEN

ADOLF VINNEN was the shortest lived but became the most famous. She left her builders at Kiel on 1st February 1923 for Brunsbüttel via the Kiel Canal. Final fitting out took place at Brunsbüttel after which she sailed light for Barry in South Wales where she was to load coal. A gale blew up and she went ashore at Bass Point near the Lizard and became a total loss. Miraculously all of her crew were saved via a line to the shore. The wreck was sold in April 1923 to the Western Marine Salvage Company of Penzance for £41. She was the last big sailing ship to be wrecked on the Cornish coast.

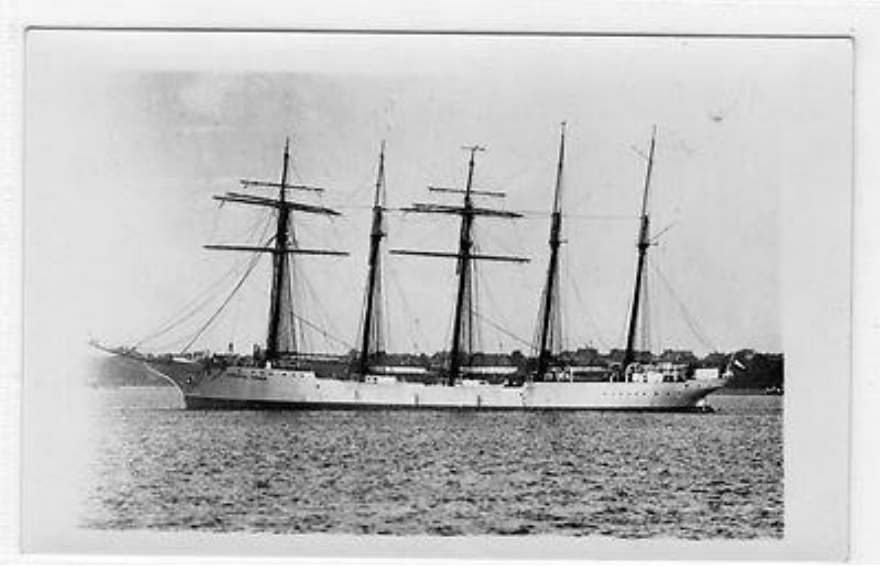

ADOLF VINNEN

CARL VINNEN

CARL VINNEN traded under sail for Vinnen until World War Two, when she was interned in Spain. She was allocated to Great Britain as a war reparation. In 1952 she was bought by Schliewen of Germany and returned to Hamburg. She was soon resold to the Swedish shipowners Glucksmann of Gothenburg. She was scrapped in 1963.



CARL VINNEN



CHRISTEL VINNEN

CHRISTEL VINNEN traded under sail for Vinnen until 1934, when she was converted into a motorship. At that time she was re-engined with a Krupp Germaniawerft 6-cylinder 4-stroke engine of 800 horsepower at 167 rpm. She was hit by a bomb in Bremen on 29th March 1944 and sank, becoming a total loss.

CHRISTEL VINNEN AS MOTOR SHIP

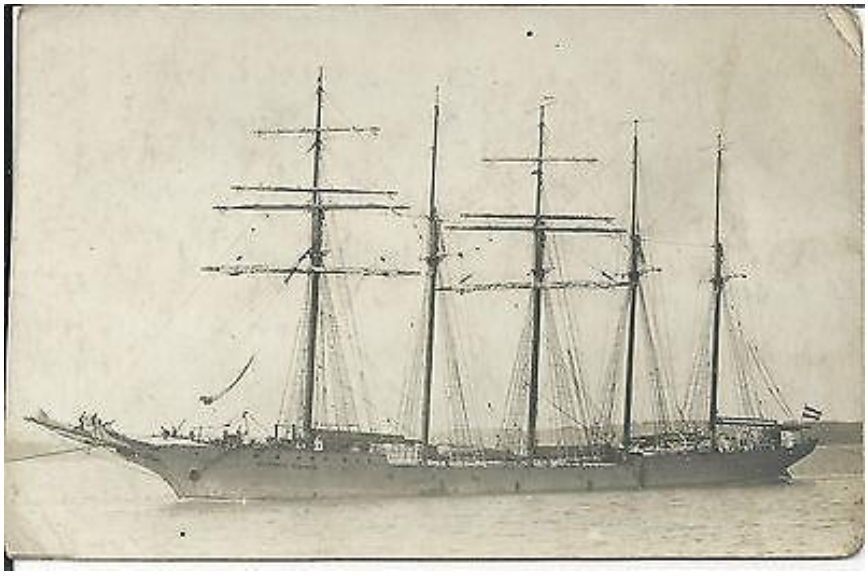
SUSANNE VINNEN

SUSANNE VINNEN traded for Vinnen until in 1932 she was sold to Italy to become the sail training ship PATRIA. In 1939 she was sold to a Mrs. E. Truscello of Trieste for further trading under the name IMPERATORE. She was converted into a motorship in 1946/47 and traded as ERNESTO S and later PLOMBINO.

WERNER VINNEN

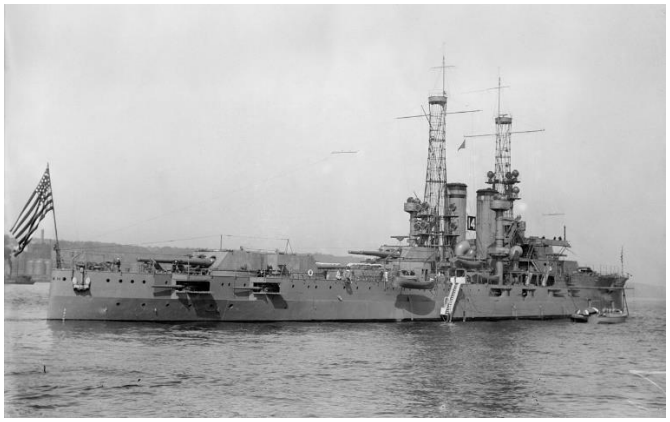
WERNER VINNEN traded under sail for Vinnen until 1937, when she was converted into a motorship. On 24th May 1944 she hit a mine in the Elbe and sank.

WERNER VINNEN



WERNER VINNEN

USS UTAH (BB31)



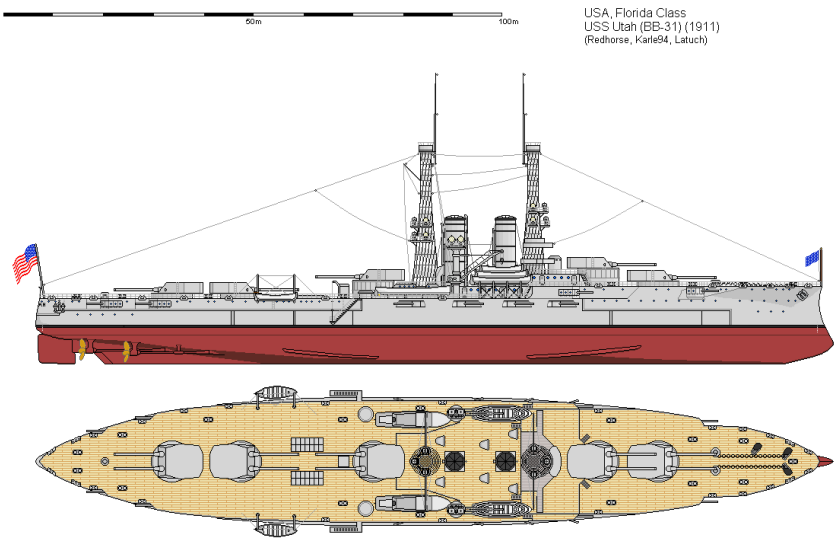
UTAH EARLY IN HER CAREER WITH TWO CAGE MASTS

The USS Utah was a Florida class Dreadnought. She had a long service life as a battleship until in 1930 she was converted into a radio-controlled target ship and in 1935 she was also adapted for anti-aircraft gunnery training. On 7th December 1941 she was sunk at her moorings in Pearl Harbour by Japanese aircraft. Her wreck remains there as a war memorial.


AFTER 1925 REFIT

She was built by the New York Shipbuilding Corporation at Camden, New Jersey, being laid down on 9th March 1909, launched on 23rd December 1909 and commissioned on 31st August 1911.

She was of 22,175 tons displacement, with dimensions 521’ 6” x 88’ 3” x 28’ 6”. Her power plant consisted of 12 Babcock & Wilcox coal-fired water-tube boilers providing steam for 4 Parsons steam turbines totalling 28,000 shp driving 4 screws and giving a maximum of 21 knots. Her range was 5776 nautical miles at 10 knots. She and her sister FLORIDA were the first US battleships to have steam turbine propulsion. Ship’s complement was 1001 officers and men prior to 1930.

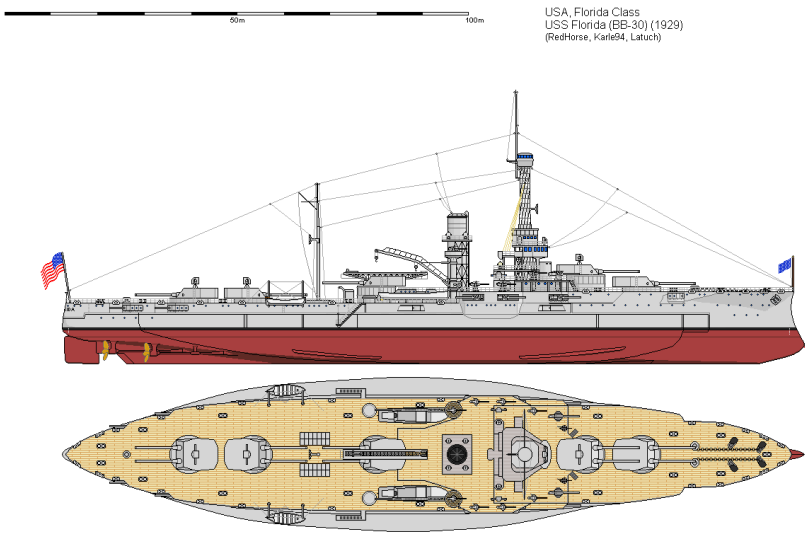


1911

Her armament consisted of ten 12” guns, sixteen 5” guns, four 6 pounder guns, two 1 pounder guns together with two 21” torpedo tubes. Her armour consisted of 9” to 11” (belt), 4” to 10” (barbettes), 12” (turrets), 11.5” (conning tower) and 1.5” (decks). It was originally to arm the two ships with eight 14” guns but, as the 14” guns could not be available until 1914, the 12” guns were installed as their main armament.

She joined the Atlantic Fleet in March 1912 and undertook training exercises and midshipmen cruises in the Atlantic. During the Mexican Revolution, the UTAH and FLORIDA landed 1000 marines to occupy Veracruz on 21st April 1914 and suffered 94 casualties. Utah returned to the New York Navy Yard for an overhaul in June 1914.

She resumed her normal routine of training with the Atlantic Fleet until April 1917, when the US entered the war. She was stationed at Chesapeake Bay to train engine room personnel and gunners until 30th August 1918 when she left for Bantry Bay, Ireland. There, she became the Flagship, Battleship Division 6 and covered convoys in the Western Approaches against possible attacks from German surface raiders.

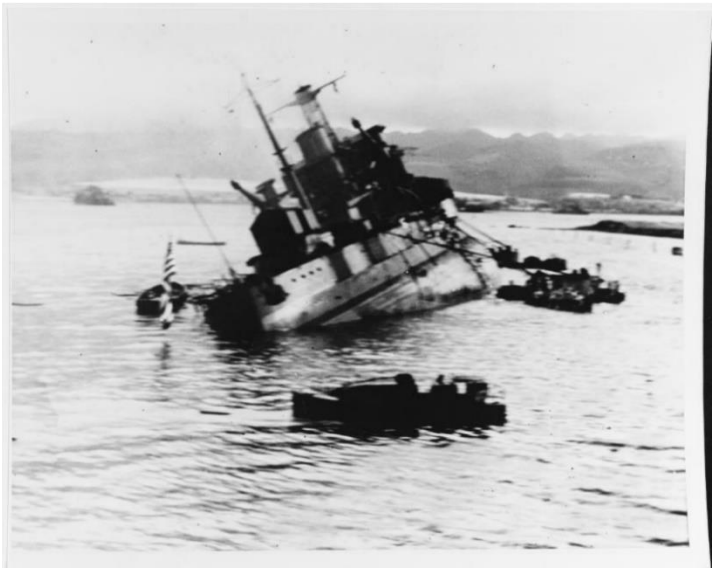


1929

From the end of the war until October 1922, she performed the usual peacetime fleet training exercises on both sides of the Atlantic. In October 1922 she returned to the Us as Flagship Battleship Division 6 but she was decommissioned in October 1025 for modernisation. This included re-boilering with oil-fuelled White-Forster models taken from partly built battleships scrapped as a result of the Washington Naval Treaty of 1922. Anti-torpedo bulges were also fitted, along with a catapult and crane for a float plane. She was remodelled with a single funnel.

According to the terms of the London Naval Treaty of 1930, Utah was disarmed and converted into a remote-controlled target ship. Her control equipment was driven by electric motors operated by signals from a controlling ship. Signals opened and closed throttle valves and moved her steering gear. It also allowed the regulation of the supply of oil to the boilers. On completion in April 1932, she was recommissioned as AG 16. Her sistership, the Florida was decommissioned in 1931 and scrapped. In June 1935, AG 16-Utah was again modified to train anti-aircraft gunners in addition to her target ship duties.

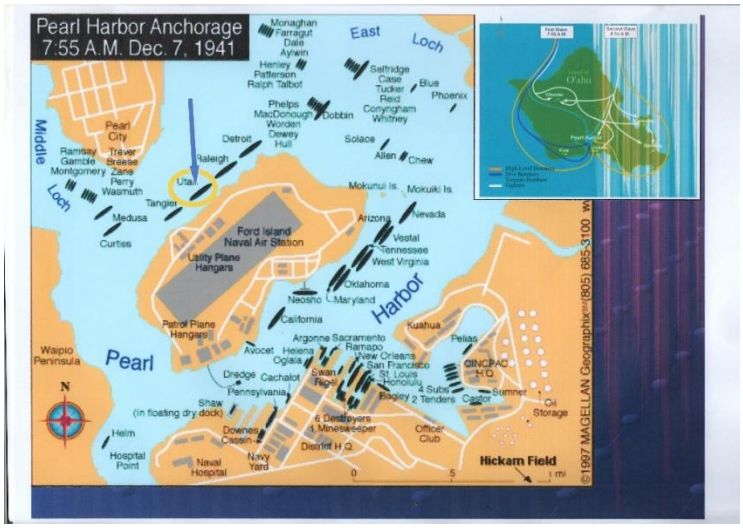
On 1st August 1940 she arrived at Pearl Harbour for anti-aircraft gunnery training. On 14th December she left for Long Beach and acted as a bombing target for the carriers LEXINGTON, SARATOGA and ENTERPRISE, returning to Pearl Harbour on 1st April 1941 and she resumed A.A. training. In that May, she sailed to the Puget Sound Navy Yard for an overhaul. She was equipped with new 5” dual purpose guns in single mounts to improve her gunnery training capability. She left for Pearl Harbour on 14th September.



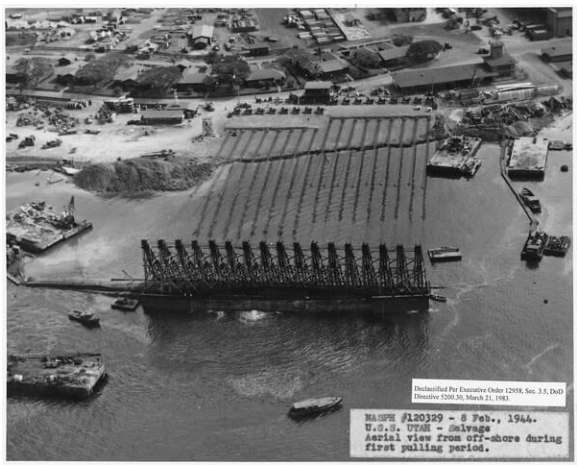
CAPSIZING

BOW VIEW OF CAPSIZED SHIP 12th DECEMBER 1941

On 7th December 1941, the Utah was moored off Ford Island in Pearl Harbour when the Japanese attack began. She was in an area normally occupied by the US carriers, which were the primary Japanese target. Unluckily for the Japanese, the US carrier fleet was at sea at the time. She was hit by two torpedoes and quickly capsized and sank, taking 58 sailors with her.

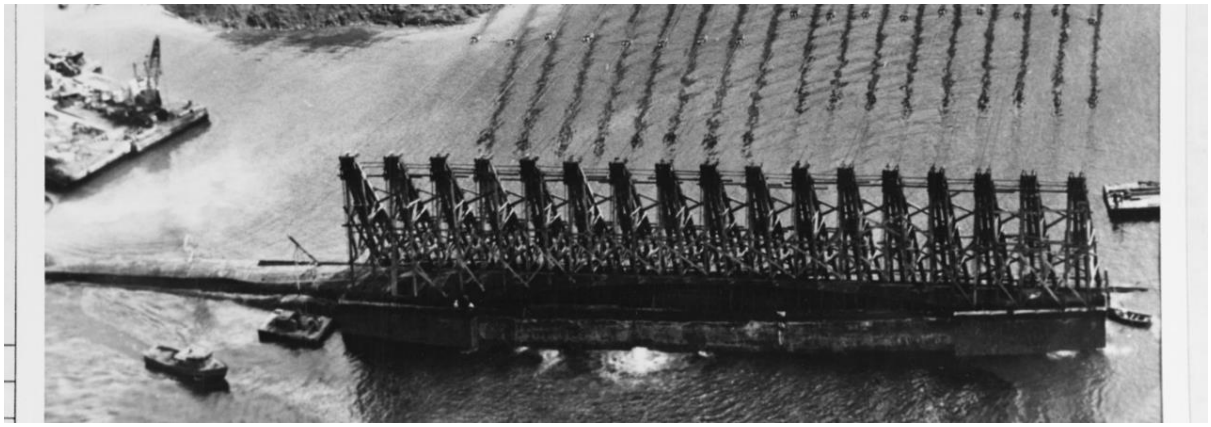


PEARL HARBOUR 7th DECEMBER 1941



SALVAGE KIT

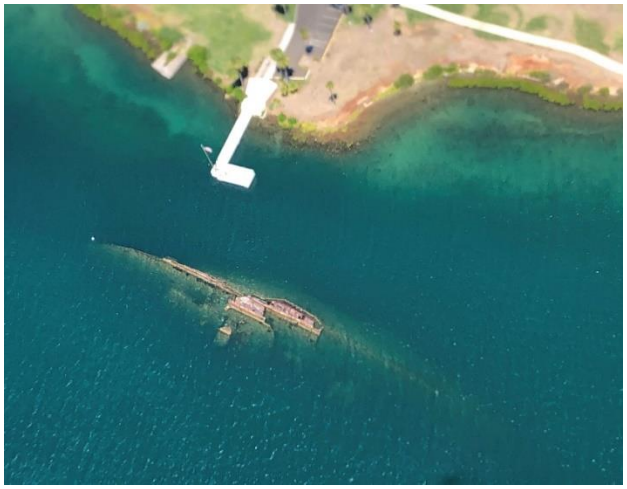
SALVAGE KIT



SALVAGE KIT

Her salvage was not considered to be a priority, as she by this time was of little military value. A project to pump compressed air into the hull and tow her to a suitable site for scrapping, in a similar way that Cox had salvaged scuttled German battleships in the 1920s and 30s was examined and rejected. Instead, following the successful righting of the OKLAHOMA, an attempt was made in 1943/44 to right the Utah by the same “parbuckling” method using 17 winches. Unlike in the case of the Oklahoma, as the Utah rotated she slid towards Ford Island. The recovery effort was abandoned with the Utah rotated 38 degrees from the horizontal. The exercise did succeed however in moving her away from the busy shipping channel.

She was placed out of commission on 5th September 1944. Her rusting hulk remains in Pearl Harbour, with part of her starboard side visible above water level. She is considered as a war grave and a memorial for those lost has been built, although somewhat outshone by the ARIZONA memorial the other side of the island.



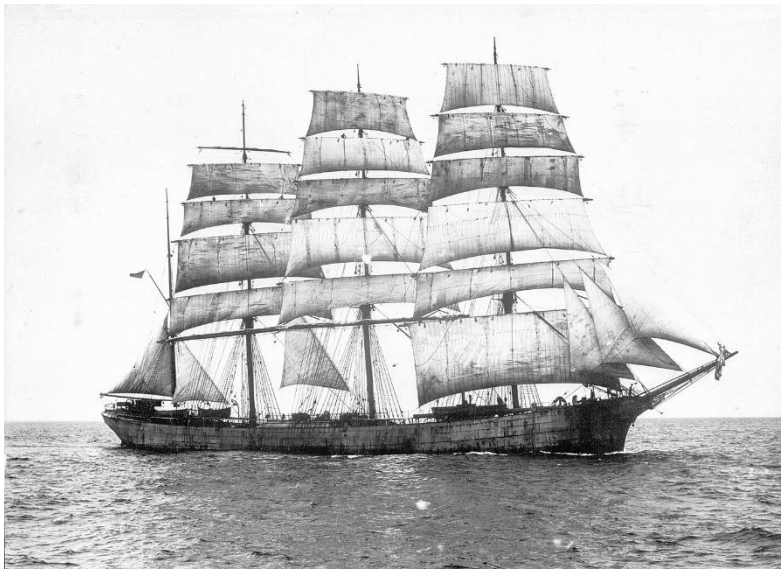
THE MEMORIAL

RECENT

THE FORTEVIOT

FORTEVIOT

The Forteviot was a steel four masted barque built by W.H. Potter & Sons of Liverpool for Macvicar, Marshall & Co., of Liverpool. For the technically minded, she had Royals above double Topgallants and double topsails on her three square-rigged masts. She was launched in August 1891.


FORTEVIOT

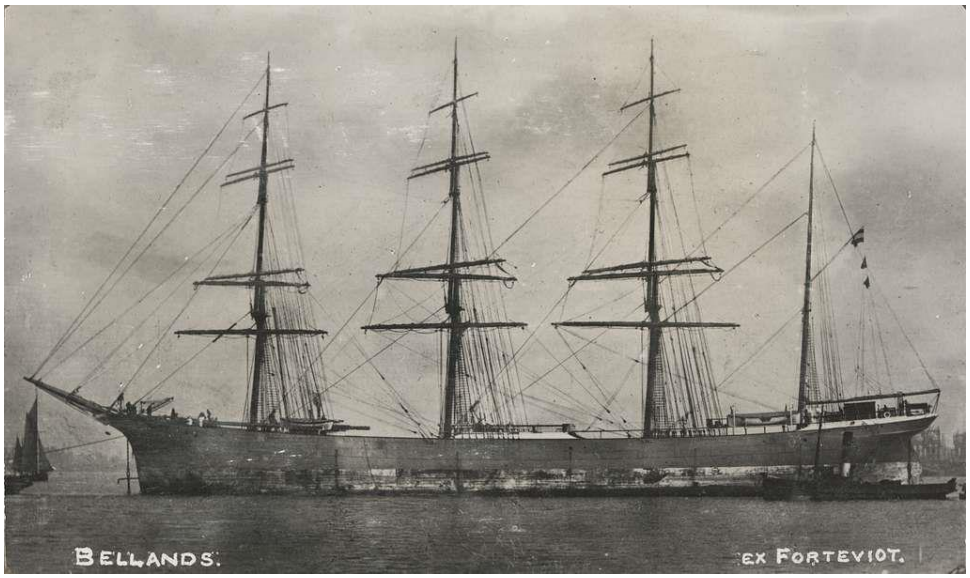
She was of 3145 grt and 5030 dwt with dimensions 313.3’ x 46’ x 25.2’, big for a sailing ship, . She was one of five sisterships built by Potter for Macvicar, Marshall between 1890 and 1892. The Forteviot traded reasonably successfully for her first 19 years odd under the Red Ensign.


FORTEVIOT IN 1900

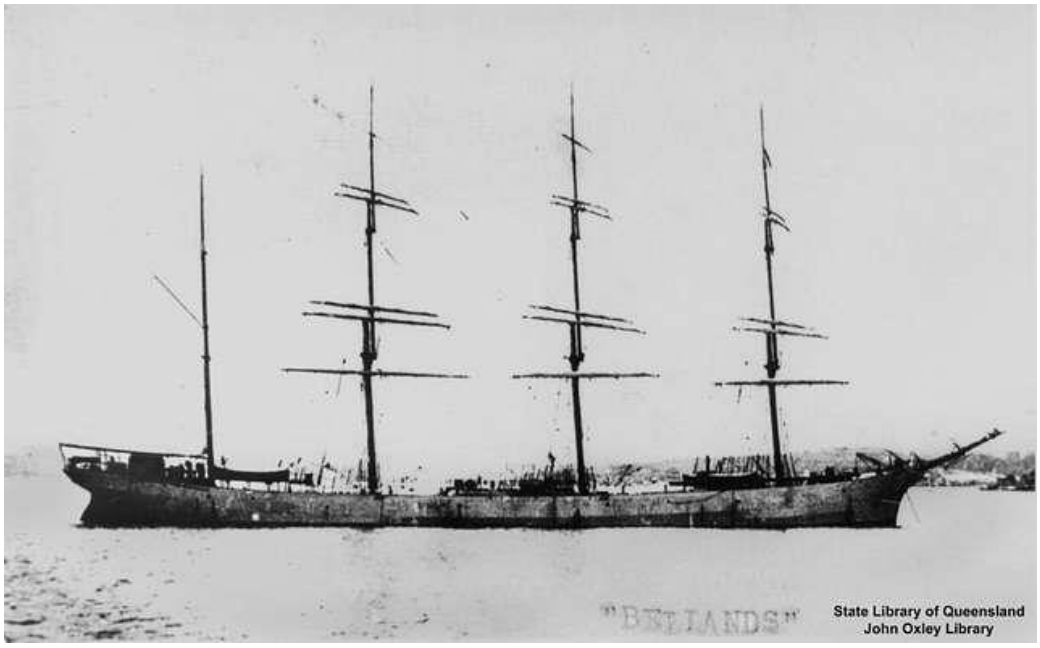
In 1908 whilst under tow in the Elbe, she did not answer her helm and 2 tugs, the FAIRPLAY 3 and FAIRPLAY 8, capsized and 5 tugmen drowned. The Forteviot grounded but was refloated on the next tide.

FORTEVIOT IN AN AUSTRALIAN PORT

In 1910 she was sold to E.C. Schramm & Co. of Bremen and was renamed WERNER VINNEN under the German flag. In 1913 the company name was changed to F.A. Vinnen & Co. of Bremen. On 22nd August 1914 she was captured by the Royal Navy off the Cape Verde Islands and taken to Freetown, Sierra Leone. She was condemned as a war prize.



BELLANDS



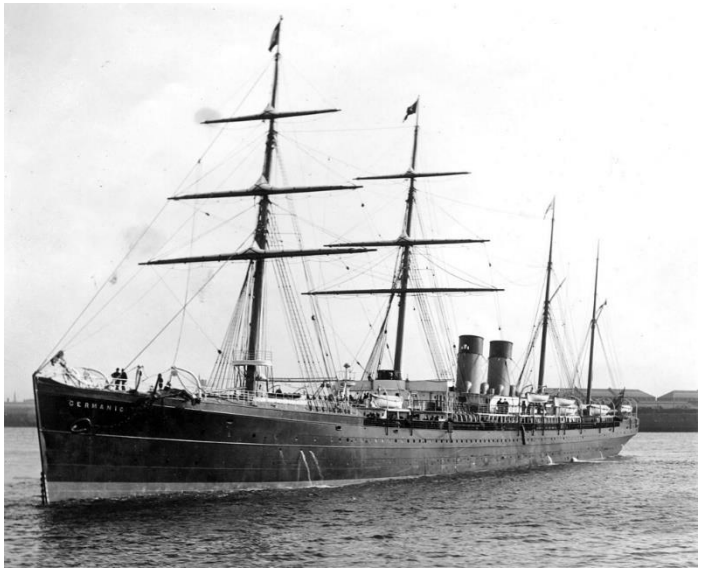
BELLANDS

In 1915 she was sold to Houlder, Middleton & Co. and renamed YAWRY. In 1916 she was sold to Bell Lines of Hull and renamed BELLANDS and traded again under the British flag. The author Alan Villiers sailed on her at this time and he criticised the way the ship was run. She was however one of the last British registered and owned big square riggers. In August 1922 she was sold to A. Monsen of Tonsberg, Norway and renamed YAVRY. In 1925 she unloaded at Sunderland and was handed over to shipbreakers at Blyth, where she was broken up.

RMS GERMANIC OF 1874

GERMANIC AS BUILT

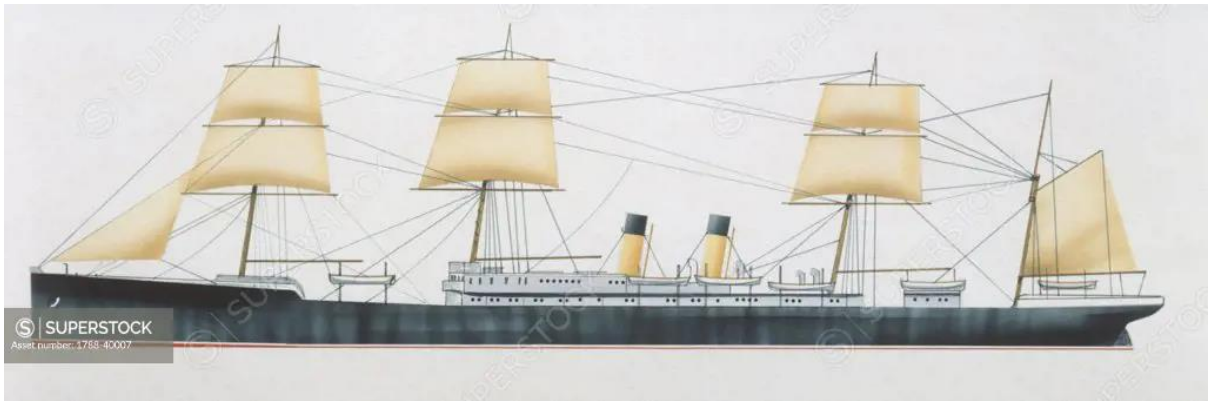
Some ocean liners had extraordinarily long lives. Two come to mind from the recent past, the ASTORIA and the wonderful MARCO POLO. The Astoria was built as the STOCKHOLM way back in 1948 and, as we speak, she is still afloat in Rotterdam awaiting her fate, some 76 years after completion. The Marco Polo was built in 1965 as the ALEXSANDR PUSHKIN and lasted until 2021, 56 years after her completion. The RMS PARTHIA appears to hold the record, being completed in 1870, and not finally being broken up until 1956, 86 years after completion. She will be the subject of a future article. The RMS GERMANIC, the subject of this piece, was built in 1875 and was not scrapped until 1950, 75 years after her completion.



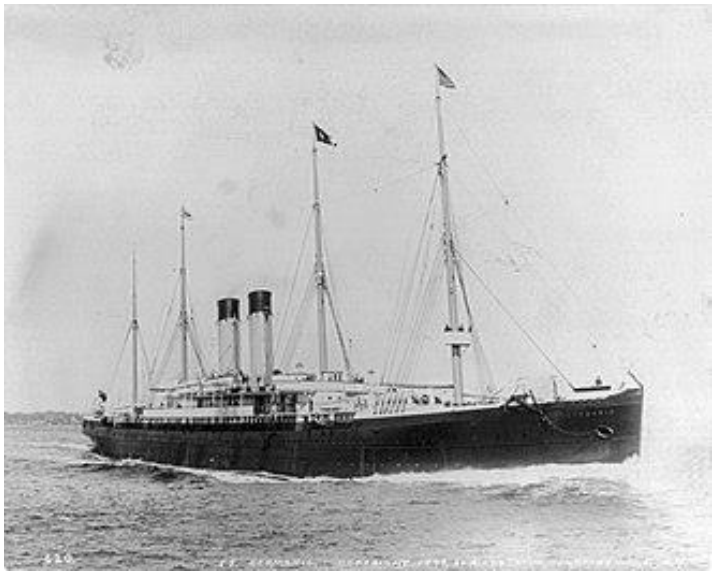
BEFORE HER 1895 REFIT

The Germanic was built by Harland and Wolff in Belfast for the White Star Line, as were most White Star vessels, including her sistership, the BRITANNIC, which was completed in 1874. The two ships were designed by Sir Edward Harland. The Germanic was launched on 15th July 1874 and completed on 24th April 1875. Germanic was of 5008 grt with dimensions 455’ x 45’ 2”. She was the last iron hulled vessel built for the White Star Line.

As built, she had 8 elliptical multi-tubular coal-fired boilers providing steam for twin 2-cylinder compound inverted engines of 4970 indicated horsepower driving a single fixed screw and giving a maximum speed of 15.5 knots. The machinery was manufactured by Maudslay, Sons & Field of Lambeth, London. She initially was rigged as a four-masted barque. Her capacity was 220 First class and 1500 Third class.



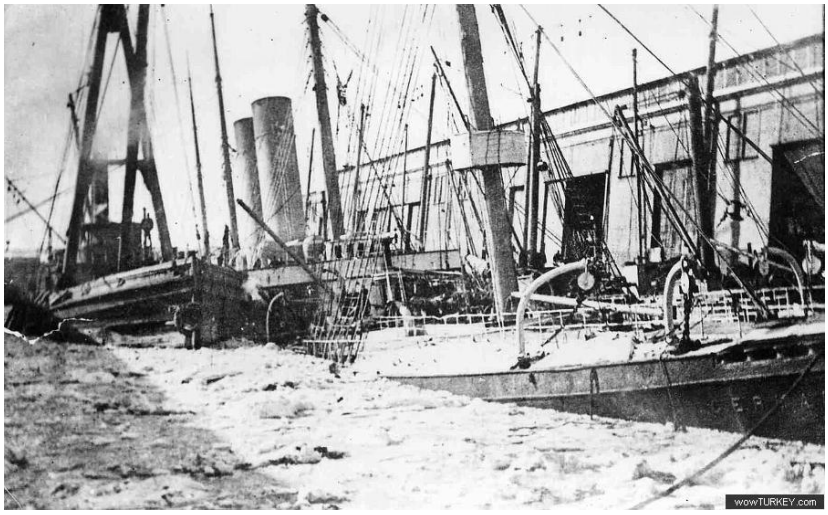
She served, with the Britannic, on the regular Liverpool to New York run. In February 1876 she broke the record for the eastbound crossing, winning what would later become the Blue Riband of the Atlantic. In April 1877 she broke the westbound record. On 7th November 1880, she collided with the SS SAMARANG of 2291 grt off Sandy Hook, New Jersey whilst on a voyage from Liverpool to New York. Germanic was undamaged, but the Samarang had to be beached. In January 1883 on an eastbound crossing, her prop shaft sheared whilst at sea, so she made the rest of the voyage under sail.



POST 1895 REFIT

In 1895, the ship was 20 years old. She was taken to Harland & Wolff for a major refit to extend her service life. New higher-pressure boilers were installed together with new triple expansion steam engines manufactured by Harland & Wolff. New taller funnels were fitted, and the superstructure was enlarged by adding an extra deck which increased her tonnage to 5066 gross. Her interiors were extensively remodelled. Most of her rigging was removed despite the experience of 1893. The new machinery added to her speed (Queenstown to Manhattan in 6 days 21 hours and 38 minutes compared to 7 days 10 hours and 50 minutes).

Soon after she resumed her Transatlantic service, on 11th December 1895 she left Liverpool in thick fog and collided with the 900-ton SS CUMBRAE, which quickly sank. Germanic returned to port with a damaged bow. All 28 people on board the Cumbrae were rescued.



SUNK IN NEW YORK HARBOUR

On 11th February 1899, she docked in New York with her upper decks and rigging laden with ice and snow, which gave her a list to starboard. On 13th February whilst taking on coal, another blizzard added an even heavier coating of ice and snow. Now top-heavy, she listed to port so much that water began to enter low-level doors open for coaling. Germanic sank and settled on the shallow harbour bottom.

She was pumped out and raised and was returned to Belfast for a refurbishment that took three months. The salvage and refurbishment cost White Star £40,000, equivalent to £5,690,000 in today's currency. On 23rd September 1903, she left on her final crossing as a White Star Liner after 28 years of service and was laid up for the winter. By now, White Star was owned by International Mercantile Marine Co. (IMM)

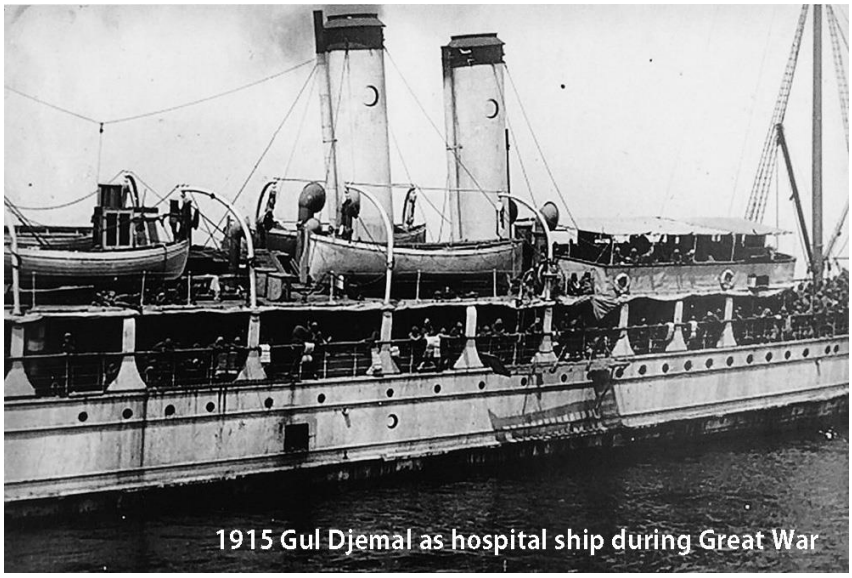
OTTAWA

In April 1904 she was transferred to the American Line, one of White Star's sister companies, and made several trips on their Southampton to New York service. That October, she was transferred again to Dominion Line, yet another of IMM's companies, for their Canadian service. On 5th January 1905 she was renamed OTTAWA. In winter, she ran from Liverpool to Halifax NS, and in summer, Liverpool to Quebec City and Montreal. After the summer season of 1909 she was laid up, ready for the scrap heap.

GULCEMAL

In 1910, however, she was bought by the Government of the Ottoman Empire for use as a troop transport. She left Liverpool for the last time on 15th March 1911 for Constantinople. She operated as part of the Ottoman Navy under the

Administration de Navigation a Vapour Ottomane of Istanbul. Within a few months she was carrying Turkish soldiers to war duty in Yemen to quell an uprising. She was also used to carry thousands of Muslim pilgrims to Jeddah, the nearest port to Mecca, for the annual Hajj pilgrimage.



GUL DJEMAL AS HOSPITAL SHIP

When WW1 broke out, she served as a hospital ship for a while and then again became a troopship, ferrying soldiers to the Gallipoli Peninsular for the Gallipoli Campaign. On 3rd May 1915, whilst carrying 1600 soldiers, she was torpedoed by the British submarine E14. She was damaged, but was assisted back to Istanbul for repairs, with German assistance. She then was based in the Black Sea as a naval auxiliary. In November 1918 she was used to repatriate 1500 German troops, via Dover.

After the collapse of the Ottoman Empire in 1920, she became a Turkish ship and went to work for the Ottoman American Line, running a service from Istanbul to New York City, carrying Immigrants. She was one of the ships involved in transporting Turks from Crete to Turkey during the population exchange between Greece and Turkey after the Turkish War of Independence. After this she went back to regular services along the Black Sea coast.

In 1928 she was transferred to the Turkye Seyrisefain Idaresi, and the spelling of her name changed to GULCEMAL. In January 1931 she grounded in the Sea of Marmara but was refloated and returned to service. In 1937 she was retired from regular service and thereafter rarely left port.

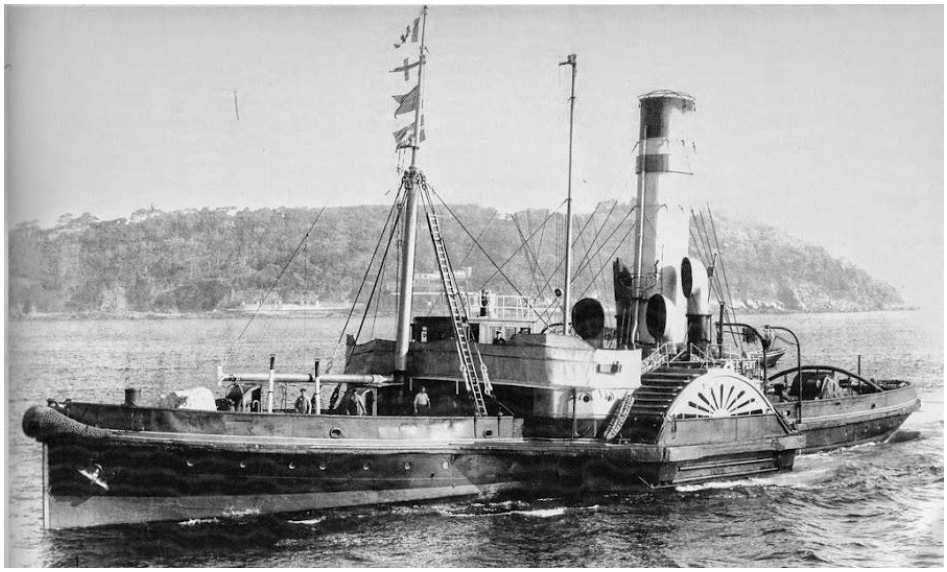
GULCEMAL IN ISTANBUL POST 1928

She survived WW2 and by 1949 she was being used as a floating warehouse in Istanbul. On 29th October 1950 she was towed from Istanbul to Messina for breaking up, arriving on 15th November, about 75 years from her maiden voyage. A pretty good result for her builders, Harland & Wolff all those years previously.

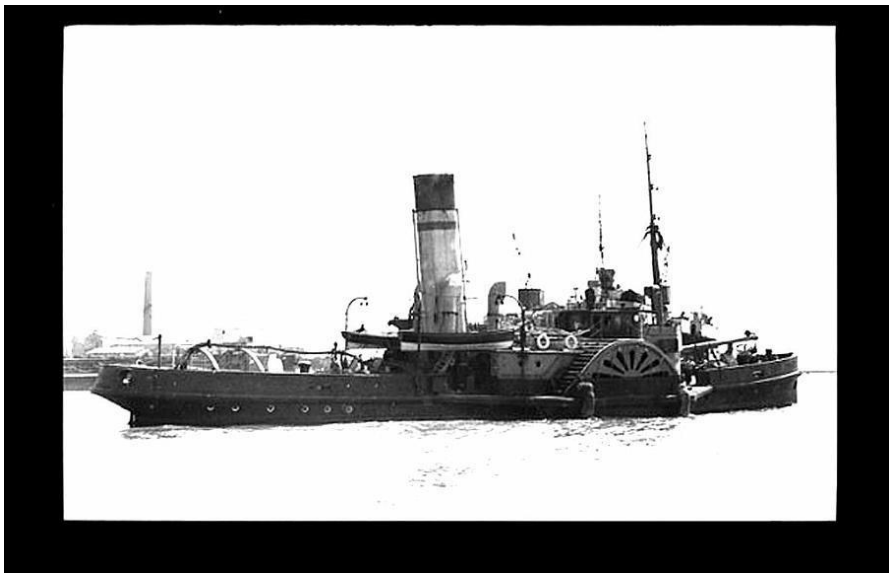
HMS PERT

HMS Pert was a steam paddle harbour tug built by J.I. Thornycroft at Woolston for the Admiralty. She was launched on 4th April 1916 and completed that July.

She was the largest coal-fired tug ever built for the Royal Navy and was at first operated by the civilian Yard Craft Service on behalf of the Captain of the Dockyard, Devonport.



She was an enlarged member of the ROBUST class of tugs, her displacement being 1023 tons and her dimensions 178’ (over all) x 36’ x 12’. She was powered by three coal-fired boilers providing steam for the twin reciprocating two-cylinder double expansion engines of 2000 indicated horsepower giving a free top speed of 13 knots. Her paddles were independently controlled and had feathering blades. It was claimed that she could tow three destroyers at once. She was, however, too insignificant to be included in any of my naval history books.

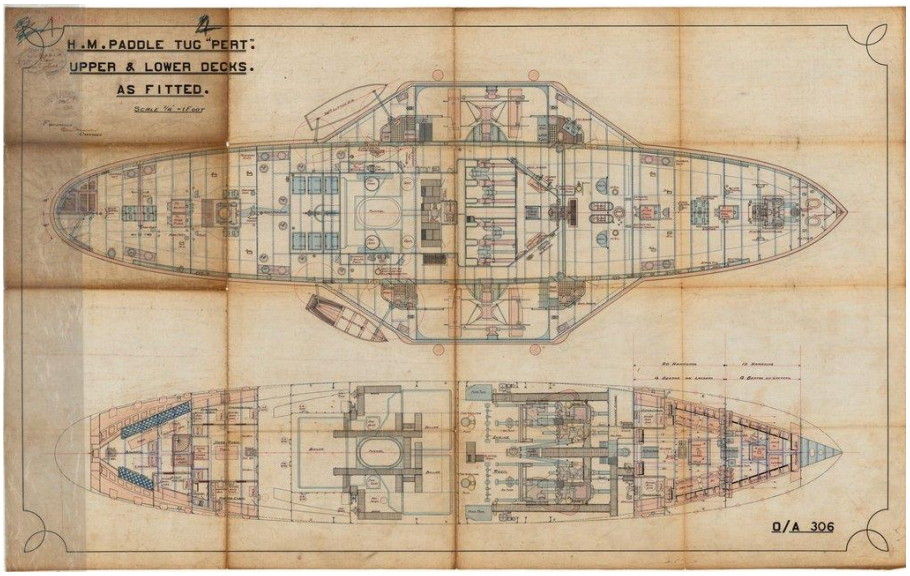


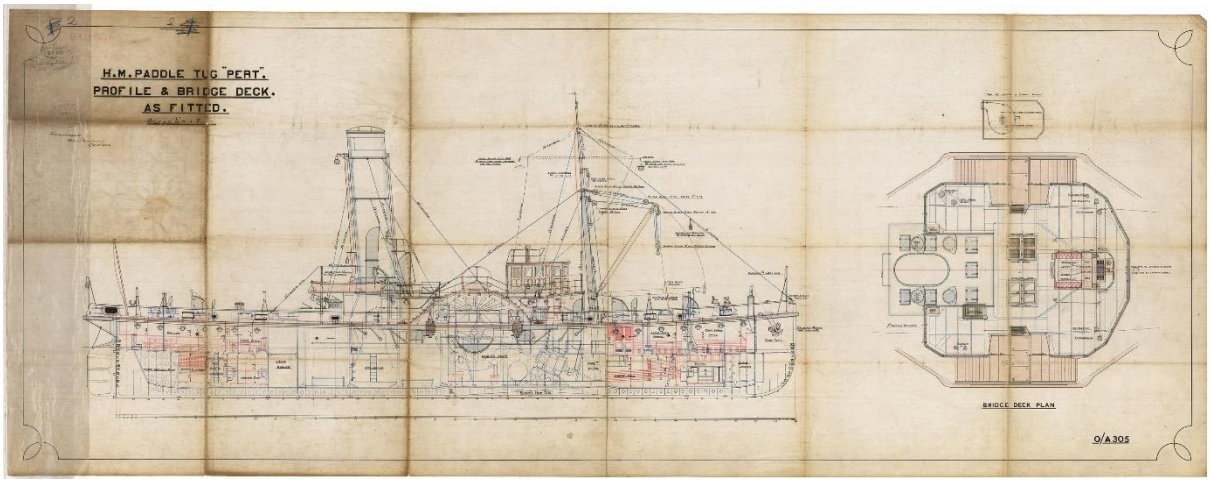
In the First World War, Royal Navy warships and auxiliaries received Salvage Money for saving ships, cargoes and ship's boats. Together with other small vessels, the London Gazette recorded that the Pert was awarded Salvage Money for the steamships POONA and PANNONIA in 1916, the OLDFIELD GRANGE, KEELUNG, ZENO and LA PEROUSE in 1917 and the DUNKERQUOISE, PETINGAUDET , INDIA, FIR TREE and ST LOUIS in 1918. By the end of the war Pert's crew would have become quite well off.

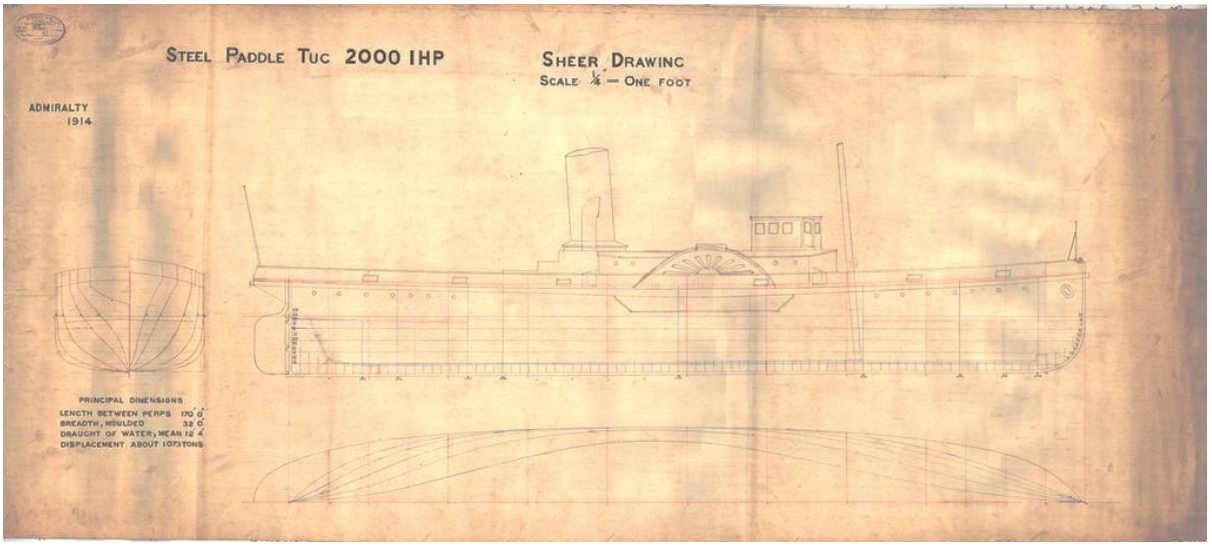
AT DEVONPORT IN 1953

She seems to have spent most of her time with the Navy (actually the RFA) based at Devonport, assisting large warships in their manoeuvring within the port. She had a long service life, not being withdrawn until 1961. I have found no evidence that she was ever re-engined, or even converted to run on oil fuel. She was broken up in 1962 in Rijsdijk in the Netherlands.

The Admiralty seem to have liked paddle tugs, the last series, the Director class, albeit diesel electric powered, being built in the mid-1950s. The last of these was not discarded until 1981. Presumably, the independent paddles made them particularly manoeuvrable and only the introduction of Voith Schneider and Azimuth units in tugs in recent years provided equivalent facilities.


H.M.PADDLE TUG "PERT".
UPPER & LOWER DECKS.
AS FITTED.
O/A 306


H.M.PADDLE TUG "PERT".
PROFILE & BRIDGE DECK.
AS FITTED.
BRIDGE DECK PLAN
O/A 305


STEEL PADDLE TUG 2000 IHP
SHEER DRAWING
SCALE ¼ — ONE FOOT
ADMIRALTY
1914
PRINCIPAL DIMENSIONS
LENGTH BETWEEN PERPS 170' 0"
BREADTH, MOULDED 32' 0"
DRAUGHT OF WATER, MEAN 12' 4"
DISPLACEMENT ABOUT 1073 TONS

ANSWERS TO QUIZ 87

MARITIME QUIZ JANUARY 2025 – QUESTIONS

1. NOVOCHERKASSK: Russian Large Landing Ship severely damaged by Ukrainian forces on 26th December 2023 in Feodosia. Parts now being salvaged from the Black Sea floor for re-use.
2. BEN-MY-CHREE: Trials of Isle of Man Steam Packet Company ship for CalMac running on Brodick to Arran route aborted as the ship was too big to berth at Brodick.
3. HMS TROOPER: Wreck found of WW2 "T" class submarine sunk by a German mine in the Aegean Sea between Greece and Turkey. Sinking occurred on 17th October 1943. She lies in 830 feet of water. Late Oct.
4. SOUTHERN PUMA & LOUISA BOLTEN: Liberian tanker of 26,100 dwt and Marshall Islands flagged bulker of 30,800 dwt collided in the Strait of Gibraltar. Southern Puma leaked 500 cubic metres of paraffin. No casualties reported. Early Nov.
5. MAERSK HALIFAX: Ceremony for completion in China of the conversion of a dual-fuel methanol vessel. Built in 2017 as the MAERSK HONAM, which had a major fire in 2018. The stern was re-used but with a new bow section. This time, as well as the conversion of her diesel, she was lengthened by 15 metres, increasing her capacity from 15000 TEU to 15690 TEU. Early Nov.
6. TARTASTAN & DAGESTAN: Russian frigates reported to be damaged in early November by Ukrainian drones in Kaspiysk.
7. HMS CHIDDINGFOLD: A series of letters and postcards from the previous Hunt class destroyer during WW2 rediscovered on board the present Hunt class minehunter on its 40th birthday.

8. SOUNION:163,759 dwt Greek Tanker was set on fire following a Houthi drone attack, spilling crude oil into the Red Sea. Towed by the Grek tug AIGAION PELAGO, still burning from area in September. It is at present in a safe location near Suez, but still burning. Ship to ship removal of her cargo of 150,000 tons of crude oil began in November, but this could take several weeks.
9. GPS BATTLER: A new 170 gt tug built by the Neptune Shipyard at Aalst in the Netherlands for GPS Marine Contractors Ltd, Rochester.
10. AIVIQ: American icebreaking anchor handling tug supply vessel (12,892 gt built in 2012) owned by Edison Chouest Offshore to be converted for the US Coast Guard and renamed STORIS. Completion in 2026 programmed at a total cost of $125 million.
11. NORBANK: Dutch flagged P & O Ferries vessel of 17,464 gt now on Tilbury to Zeebrugge / Rotterdam routes, having taken over from sistership NORBAY, which is now on the Teesport to Rotterdam service.
12. MARLIN LUANDA: A Marshall Islands flagged tanker of 109,991 dwt with a cargo of naphtha hit by a Houthi missile off the coast of Yemen in January this year. The captain and crew received an award from the IMO for “exceptional bravery at sea” for not abandoning the ship but carrying on fighting the fire until it was extinguished, averting a possible environmental disaster.
13. SOFIA: Swedish dry cargo ship of 1800 dwt suffered an explosion and fire in the Baltic. It was sailing light from Poland to Ellenholm in Sweden. All 5 crew were evacuated by helicopter. The Swedish owner hired tugs to salvage the vessel. The cause of the explosion remains under investigation.
14. CAPITAN CANEPA: 230 gt Argentinian research vessel sank on 4th December a few days before it was due to become an artificial reef. It was built in Argentina in 1964 as the fishing

vessel EOLO. It was bought in 1979 by the Argentine National Fisheries Institute.

15. SHANG DE WU YI SHAN: 26,502 dwt Chinese heavy lift vessel completed in 2024 lost its cargo of two large ship to shore cranes overboard in heavy seas off the coast of Spain. The ship had left Bremen en-route for Thailand when the incident occurred. The ship suffered minor damage and there were no fatalities. Mid-December

MYSTERY SHIPS 87

TARQUIN TRADERIMO **8716514** LPG Tanker
3,595g 4,320d Length: 98 Breadth: 15 Depth: 7.5 Draught: 6.3 (m)

1988: Completed by Ishikawajima-Harima Heavy Industries Co Ltd (IHI), Kure as TARQUIN TRADER.
2002: Renamed HAPPY HARRIER.
2013: Broken up in Turkey.

STEFAN STARZYNSKI IMO **7900053** Container/Ro-Ro
29,259g 27,893d 1,270 TEU Length: 199.7 Breadth: 31.7 Depth: 19
Draught: 10.5 (m)

1981: Completed by Chantiers de l'Atlantique, St-Nazaire as STEFAN STARZYNSKI.
1993: Renamed GERDT OLDENDORFF.
1994: Renamed SAUDI RIYADH.
2001: Renamed JOLLY ORO. Fitted with vehicle decks, container intake reduced to 1,040 TEU.
2012: Renamed ORO. Broken up in India.

OBRONCY POCZTY IMO **7900053** Bulk carrier
19,971g 32,196d Length: 202 Breadth: 24.4 Depth: 15 Draught: 10.7 (m)

1981: Completed by Stocznia Szczecinska im A Warskiego, Szczecin as OBRONCY POCZTY.
2000: Broken up in India.

Nedlloyd Zeelandia at Antwerp

NEDLLOYD ZEELANDIA IMO **7811484** Container ship
30,175g 23,678d 1,548 TEU Length: 206 Breadth: 30.8 Depth: 18.8
Draught: 10.2 (m)

1980: Completed by van der Giessen-de Noord BV, Krimpen a/d IJssel as ZEELANDIA.
1980: Renamed BENATTOW.
1982: Renamed NEDLLOYD ZEELANDIA.
1983: Renamed JAVA WINDS.
1984: Renamed ZEELANDIA.
1986: Renamed NEDLLOYD ZEELANDIA.
1998: Renamed P&O NEDLLOYD LOS ANGELES.
2005: Renamed MAERSK VUNGTAU.
2006: Renamed VUNGTAU. Renamed MSC TOGO.
2009: Broken up in India.

Faial, Ponta Delgada, 28.8.1991

FAIAL IMO **7521194** General Cargo ship
2,417g 3,717d Length: 90.5 Breadth: 13.5 Depth: 7.2
Draught: 5.8 (m)

1977: Completed by Maritima del Musel S.A., Gijon as AMINA.
1985: Renamed FAIAL.
2009: Broken up in India.

Arcturus, Helsinki, 5.7.1988

ARCTURUS IMO **8020599** Ro-ro cargo ship
20,381g 13,030d Length: 155 Breadth: 25 Depth: 16.9 Draught: 8.5
(m)

1982: Completed by Rauma-Repola Oy, Rauma as ARCTURUS.
1991: Renamed AURORA.

2012: Renamed VIKINGLAND.
2019: Renamed AKRITAS. Still in service.

ANNA ULYANOVA IMO **7042411** General Cargo ship
10,048g 13,150d Length: 151.5 Breadth: 20.3 Depth: 11.9 Draught: 9 (m)

1971: Completed by VEB Warnowwerft Warnemuende, Rostock as ANNA ULYANOVA.
1994: Renamed BLUE OCEAN.
1995: Broken up in India.