The World Ship Society

Southend Branch

News and Views

Edition 89 - LOCAL

3rd MARCH 2025

Next Edition 1st APRIL 2025

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NOTES

The first edition of News & Views appeared in March 2020 and thanks go to all who have contributed over the years

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

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NEWS

First passengers call at MSC Cruises' new terminal in Barcelona

MSC Cruises' MSC Fantasia has become the first ship to call at the brand's new cruise terminal in Barcelona, Spain.

The terminal, developed by Ricardo Bofill Taller de Arquitectura, will serve ships from both MSC Cruises and its luxury brand Explora Journeys, and has been designed to combine "elegant and innovative" design with an enhanced guest experience. The new terminal will be officially inaugurated in the coming months.

Norwegian Cruise Line Holdings (NCLH) has confirmed a €2 billion order for four new cruise ships with Italian shipbuilder Fincantieri,

Fincantieri's Monfalcone yard will build four 226,000gt vessels for NCLH's Norwegian Cruise Line brand, which will delivered in 2030, 2032, 2034 and 2036. Each ship will feature over 5,100 berths and accommodate more than 8,300 passengers and crew, making them the largest in the Norwegian Cruise Line fleet to date..

There are also three other ships in various stages of design and construction.

Insolvent FSG and Nobiskrug shipyards to be taken over by new operators

Heinrich Rönner Group will operate FSG in Flensburg, while the Lürssen Group will take over Nobiskrug in Rendsburg

Two German shipyards, Flensburger Schiffbaugesellschaft (FSG) and Nobiskurg, are to be taken over by new owners after the opening of insolvency proceedings**.**

FSG, based in Flensburg, will be operated by the Heinrich Rönner Group after it agreed to buy the shipyard. Nobiskrug in Rendsburg, which had been a part of FSG since 2021, will be taken over by Lürssen and operated as part of the neighbouring Lürssen-Kröger shipyard after the shipbuilder submitted a notarised offer for the yard.

However, significant investment is required to bring both shipyards back into operation. Preparatory work such as obtaining certifications, renovating buildings and procuri

Damen Shipyards delivers Germany's first all-electric catamaran ferry

Damen Shipyards has delivered Germany's first all-electric catamaran (E-Kat) ferry to operator AG Reederei Norden-Frisia.

Constructed at Damen's shipyards in both Poland and the Netherlands, the 150-passenger E-Kat has an aluminium superstructure and twin hulls with a 1.2 metre draft to ensure it is lightweight and able to operate in the shallow waterways between Norddeich and Norderney on the East Frisian Wadden Sea.

The 32-metre vessel is driven by two propellers, each powered by a 600-kilowatt electric motor, and has been designed to complete the 30-minute crossing at speeds of up to 12 knots. The ferry will remain in each port for 28 minutes to disembark and embark passengers.

The E-Kat, which is part of AG Reederei Norden-Frisia's zero emission strategy, will be carbon neutral when operating and use electricity from onshore solar panels to recharge its batteries.

Bibby Marine has announced the signing of a new shipbuilding contract with shipyard Armon, to build its innovative electric Commissioning Service Operation Vessel (eCSOV).

The eCSOV will feature a battery system complemented by dual-fuel methanol engines offering alternative green operating solutions. Saving thousands of tonnes of CO2 over its lifespan, whilst reducing daily operational costs. Bibby Marine is working closely with Seaplace ship design on the basic design of the vessel, building on the original concept design, completed by Longitude.

With the capability to operate solely on battery power for a typical full day of operations, the range of the vessel will allow for passage from field to port and return. The vessel is primed for efficient in-field operations, setting a new standard in the offshore wind industry. Integrating digitalisation and AI into the vessel's design are key to maintaining and improving its efficiently over its life.

Fourth U.S. Training Ship Floated at Hanwha Philly Shipyard

MARAD's program to build the first modern training ships for the U.S. merchant marine marked another milestone with the floating of the fourth vessel of the class. The future Lone Star State which has been assigned to Texas A&M Maritime College took to the water for the first time on Friday, January 24, and was towed to the outfitting berth.

Lone Star State afloat for the first time (Texas A&M Maritime Academy)

The future Lone Star State joins NSMV III, the future State of Maine, which is entering the final stages of her outfitting. She is due to be delivered to Maine Maritime earlier in 2025 and the Lone Star State is tentatively scheduled for delivery in late 2025. Work has also commenced on the fifth and final vessel of the class, the future Golden State, which is assigned to Cal Maritime and scheduled for delivery in 2026.

The U.S. Congress approved $325 million in funding to construct the NSMV in December 2020 for Texas A&M. The 524-foot state-of-the-art ship will feature instructional spaces, a full training bridge, and space for up to 600 cadets to train at sea. In addition, each ship of the class will have modern hospital facilities, a helicopter pad, and the ability to accommodate up to 1,000 people in times of humanitarian need. The NSMVs can also provide needed roll-on/roll-off and container storage capacity for use during disaster relief missions.

The first of the vessel, Empire State was delivered to SUNY Maritime College in New York and has completed its first training cruises. The second vessel, Patriot State, was delivered in September 2024 to Mass Maritime.

New $2.6B Containership Order in Korea Linked to CMA CGM

The boom in containership construction and the transition to alternative fuels continues with South Korea's HD Korea Shipbuilding & Offshore Engineering reporting its first order of 2025. The shipbuilder which is part of HD Hyundai booked an order valued at approximately $2.58 billion which is being widely linked to French shipping giant CMA CGM Group.

Reports from South Korea reported a letter of intent was in place and the industry was broadly reporting the order as a follow-on move by CMA CGM which continues to be at the forefront of the move to LNG dual-fuel vessels. KSOE provided few details other than the order is for 12 "mega" containerships which will be delivered by December 2028.

It follows CMA CGM's order in the second quarter of 2024 order for a dozen

Celebrity Cruises Expands to River Cruising

Royal Caribbean Group announced, that it will be entering the fast-growing river cruise segment through its upper premium brand Celebrity Cruises. The company was attracted to the river segment which it sees as highly fragmented by its strong growth rates, high return on invested capital, and profitability.

Celebrity reported an initial order of 10 “transformative” ships that it says would be innovative and elevate the river cruise experience. The initial order went to the Netherlands’ TeamCo.

VISITORS

Easterly Canyon Built2009 23573 GRT Marshall Islands

Current Position North Sea

Sider Miramare Built 2019 24382 GRT Marshall islands

Current Position En route

Ruma Built 2013 16088 GRT Portugal

Current Location Tilbury

Reestborg Built 2013 14141 GRT Netherland

Current Location Tilbury

Precious Adelaide Built 2024 29797 GRT Liberia

Current Position En route to Tema Ghana

Hafnia Languedoc Built 2023 **65145** GRT

Current Position En route to Arzew

BW Monsoon Built 2015 46943 GRT Marshall islands

Current Position En route Houston

Northern Jamboree Built 2010 94419 GRT Portugal

Current Position Off coast of west Africa en route to Mauritius

Msc Bianca Silvia Built 2023 149944 GRT Liberia

Current Position En route India off coast west Africa

Ellie Lady Built 2009 62491 GRT Liberia

Current Location En route Vlissingen

Msc Vita Built 2015 96331 GRT Portugal

Current Position En route

Al Bateen Built 2020 65262GRT Liberia

Current position Baltic Sea

HMM Algeciras Built 2020 228 283 GRT Korea

Current Position En route

Msc Taerim Built 2024 21579 Liberia

Current position En route Sines

AS Penelope Built 2018 63338 GRT Marshall Islands

Current Location West Africa en route to Lome

Bro Nuuk Built 2005 26611 GRT Liberia

Current Position En route Rotterdam

Lotus Built 2004 2956 GRT Sweden

Current Location Baltic Sea

Amazonberg Built 2007 7864 31239 GRT Netherland

Current Position En route Trois Rivieres Canada

QUIZ 89

MARITIME QUIZ MARCH 2025 – ANSWERS

Here are the answers to this month's Ships in the News Quiz, but what were the questions?

1. DEVOUT
2. MAELYS 11
3. VEGA DREAM
4. LEONINE
5. NOVOROSSIYSK
6. HMS TRIUMPH
7. HMS AGINCOURT
8. QING DIAN TUO 1
9. HMS WELLINGTON
10. CUMBRIAN FISHER
11. VOLGONEFT-212 and VOLGONEFT-239
12. SHAHID BEHESHTI
13. KILDIN
14. RADIENCE OF THE SEAS
15. EMDEN

MYSTERY SHIPS 89

Uruguay Express 06 93

United S…..20 06 93

Torch Harwich

Rosa D 20 0-6 90

Friston Down

Fauro 03 09 93

Cranach

Angelino La

LONDON THAMESPORT AND THE ISLE OF GRAIN TERMINALS

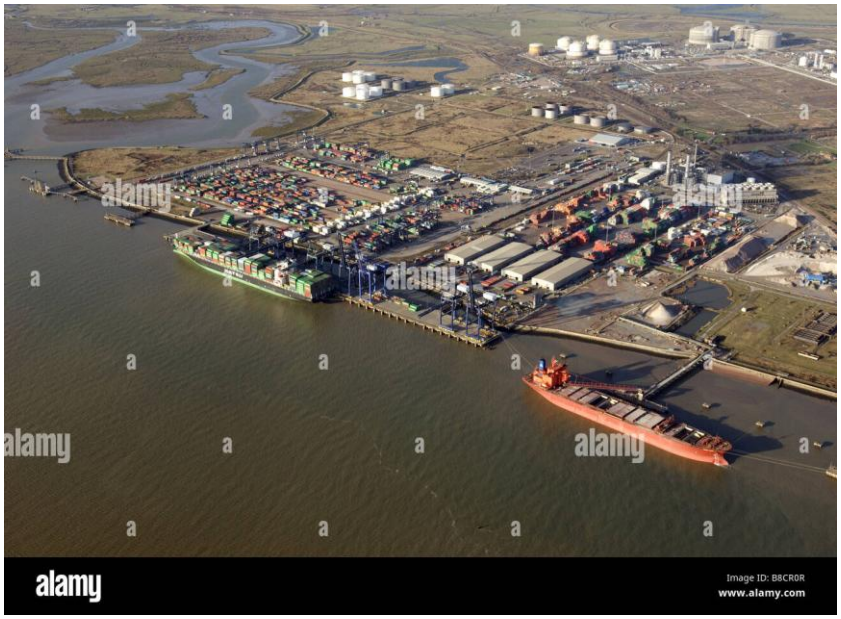
Despite the name, London Thamesport is neither in London nor on the Thames. Instead, it is located on the north bank of Saltpan Reach of the River Medway, on the Isle of Grain. Its ship to shore cranes and huge LNG storage tanks are visible across the Thames from Leigh on Sea.

The Thamesport container operation itself covers some 85 hectares in the southwest corner of the 400 hectare former BP oil refinery site which closed in August 1982. The site was taken over by British Gas after the closure, who developed part of it as the Grain LNG Terminal.

In 1987, British Gas submitted plans for 88 hectares of the refinery site for development as a container port, to be known as THAMESPORT. Construction began in 1989, and by March 1990 the facility had a capacity of 360,000 TEU per year. By 1992 the rail connection to the site had been reopened. In 1995 the container capacity was increased to 635,000 TEU per year.

UPSTREAM END OF SITE SHOWING BP OIL TERMINAL

In 1998, ownership of the container facility was acquired by the HongKong-based Hutchison Whampoa Group, the owners of Felixstowe and Harwich ports. In 2001 a programme of dredging was undertaken, giving the two berths 15.5 metres at MLWS with the approaches 12.5 metres at MLWS. There are 655 metres of quay served by 4 ship to shore container cranes with 5400 TEU of open storage capacity on the site. Physical restraints limit the maximum possible length of quay to 750 metres.



LARGE CONTAINER SHIP ON UPSTREAM BERTH AND YEOMAN BRIDGE DISCHARGING AT FOSTER YEOMAN BERTH

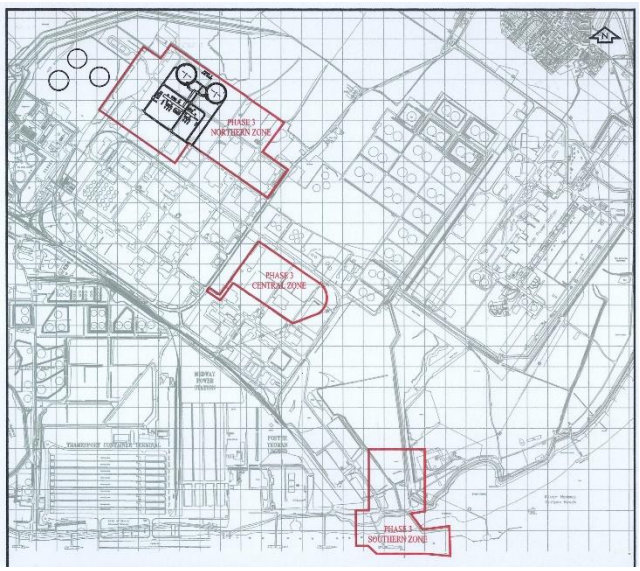
Despite the improvements of the site, it has been eclipsed by the London Gateway Port, and throughput recently has been way below its capacity, and no container trains have left since 2020. The A2B Line currently run 4 services per week between Thamesport and Moerdijk in the Netherlands using small 508 TEU feeder ships such as the A2B ENERGY and the A2B FUTURE. The other regular operator is WEC Lines, which is owned by MSC. They run a twice weekly service between Thamesport, Rotterdam, Antwerp, Montour, Bilbao, Vigo, Leixoes, Setubal, Casablanca and Figuera a da Foy. They use 800 TEU feeders including the WEC VAN GOGH, WEC FRANS HALS and the WEC VERMEER. Another regular visitor is the German flagged RAGNA. The downstream berth of the container port is also sometimes used for the import of dredged sands and gravels, the ARCO DIJK being a caller in late January.

Upstream of the container port is a jetty and pipeline leading to the BP Oil Terminal to the north, which handles aviation fuel and recently, Sustainable Aviation Fuel. The fuel leaves the site partly by pipeline and partly by rail. The import jetty gives a depth of 14.0m at MLWS and can cater for tankers of up to 105,000 tons displacement. A recent caller was the SEYCHELLES PROGRESS with aviation fuel.

Downstream of the container port is an aggregate importing terminal. This was developed by Foster Yeoman for bringing in stone from their super quarry

at Glensanda in Scotland. Foster Yeoman are now part of Aggregate Industries. The jetty gives 13.1m at MLWS and can cater for self-discharging bulkers of up to 100,000 sdwt. Material is exported from the site by road and rail.

UPSTREAM LNG BERTH



THE MOST RECENT PHASE OF THE LNG TERMINAL DEVELOPMENT

Further downstream from the container port is the Grain LNG Terminal, which is the largest in Europe. Two jetties cater for the import of liquified natural gas from the USA, Russia and the Middle East in large, specialised vessels of up to 266,000 cubic metres and 14.5 m draught. The LNG is pumped in liquid form along a 4.5 km cryogenic pipeline system into a series of huge, insulated storage tanks with a total capacity of some 1.2 million cubic metres. The majority is delivered into the high-pressure gas National Transmission System,

but some is re-gasified and used to power a gas fired combined cycle gas turbine power station nearby.

REGULAR CALLERS:

A2B ENERGY

A2B ENERGY: She is a Dutch flagged 508 TEU container ship built in 1998 by J.J. Sietas in Hamburg as the CORSA. She is of 5356 dwt with dimensions 101.1m x 18.2m x 6.6m. She is powered by a MWM-Deutch 645L9 engine of 3825 kw.

A2B FUTURE: She is also a Dutch flagged 508 TEU container ship built in 1995 by J.J. Sietas in Hamburg as the DETTE G. She is of 5315 dwt with dimensions 101.1m x 18.2m x 6.6m. She is powered by a Deutch 645L9 engine of 3825 kw.

WEC VAN GOGH: She is a Cyprus flagged 868 TEU container ship built in 2004 by J.J. Sietas in Hamburg as the JUDITH BOUCHARD. She is of 11,408 dwt with dimensions 134.4m x 22.5m x 8.7m. She is powered by a MAK 9M43 engine of 6263 kw.

WEC FRANS HALS: She is a Madeira flagged 862 TEU container ship built in 2005 by J.J. Sietas as the PASSAT. She is of 11,209 dwt with dimensions 135m x 24m x 7.8m.

WEC VERMEER

WEC VERMEER: She is a Cyprus flagged 868 TEU container ship built in 2001 by J.J. Sietas as the MIRIAM BOUCHARD. She is of 11,391 dwt with dimensions 134m x 22m x 8.7m. She is powered by a MAK 9M43 engine of 8400 kw.

RECENT VISITORS:

RAGNA

RAGNA: She is a German flagged 508 TEU feeder containership built by J.J. Sietas in 1998 as the BAUMWALL. She is of 5202 dwt with dimensions 101m x 18.2m x 6.5m. She is powered by a MaK 9M32 4-stroke 9-cylinder engine of 3825 kw. She is owned and managed by Ohle Jurgen Reederei of Drochtersen, Germany.

SEYCHELLES PROGRESS

SEYCHELLES PROGRESS: She is a Seychelles flagged oil products tanker built in 2005 at the Lindenau Shipyard in Kiel, Germany. She is of 37,557 dwt with dimensions 185m x 28m x 11m.She is powered by a MAN B & W 6L58/64 engine of 8340 kw which gives a speed of 15.1 knots. She is owned by Seychelles Progress Ltd of Bremen, Germany. She berthed at the BP Oil Terminal jetty in mid-January and discharged aviation fuel.

ARCO DIJK

ARCO DIJK: She is a Bahamas flagged trailing hopper suction dredger built in 1992 by IHC Dredgers of Kinderdijk in the Netherlands as the CAMDIJK. She is of 9823 dwt with dimensions 113m x 20m x 7.7m. She is powered by a Mirrlees

8MB275 engine of 1900 kw. She is owned and managed by Hanson Aggregates Marine Ltd.

BONTRUP AMSTERDAM AT THE FOSTER YEOMAN GRAIN TERMINAL

BONTRUP AMSTERDAM: She is a Bahamas flagged self-discharging bulk carrier built in 1984 as the AL AMIR by Hyundai Heavy Industries in Ulsan, s. Korea. She is of 59,960 dwt with dimensions 224.4m x 32.2m x 12.6m. She is powered by a B & W engine of 9039 kw which gives a speed of 13 knots. She is owned by Vulica Shipping of Stafford, Texas, USA. She called at the Aggregate Industries berth in late January with stone from Glensanda.

GORDON WATERS KNUTSEN

GORDON WATERS KNUTSEN ON BERTH 8 LNG TERMINAL

GORDON WATERS KNUTSEN: She is a French flagged LNG tanker built by Hyundai Heavy Industries in 2023. She is of 95,501 sdwt with a capacity of 174,000 cubic metres of gas. Her dimensions are 299m x 46.4m x 13m and she is powered by a MAN MEGA 2-stroke “Otto-cycle” LNG dual fuel engine. She is owned by the Norwegian Knutsen Group and chartered to the French Engie Global Management & Sales. She called at the LNG Terminal in mid-January with LNG from Corpus Christie, Texas, USA.

PORT CHICAGO

On July 17, 1944, a massive explosion jolted the San Francisco East Bay area, shattering windows and lighting up the night sky. At Port Chicago Naval Magazine, approx. 30 miles North of San Fransico,320 men were killed instantly when two ships loading ammunition for Pacific troops exploded, resulting in the worst home front disaster of WWII. The aftermath illuminated the issues of segregation and racial inequality in the military the majority of the casualties being African American

The naval magazine was constructed in 1942, shortly after the attack on Pearl Harbour, and named after the nearby town of Port Chicago. The naval magazine quickly grew to become the Navy's largest ammunition shipment facility on the West Coast, playing a crucial role in the success of US armed forces in the Pacific Theatre

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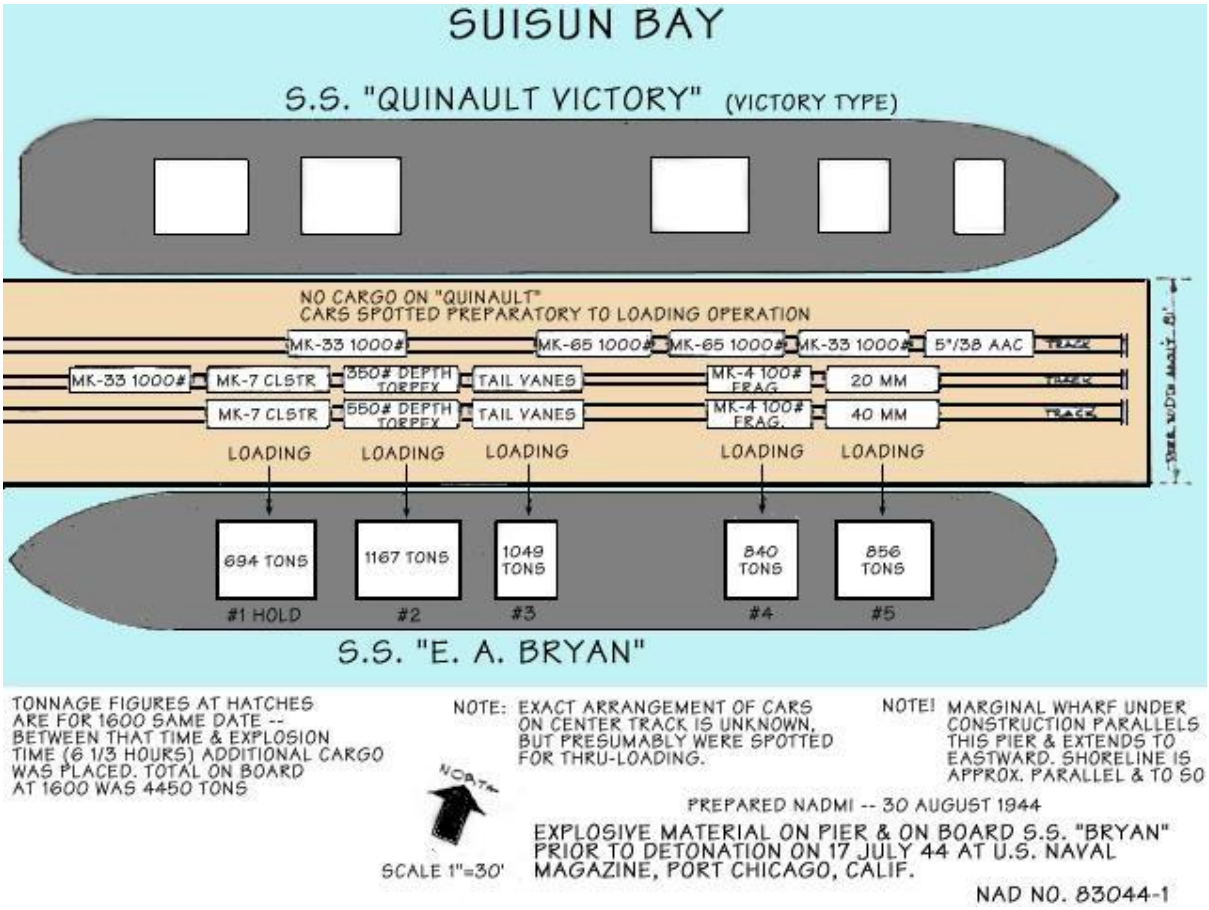


Position of the vessels being loaded on 17 /7/1944

What follows is an abbreviated account as to the circumstances leading up to the disaster

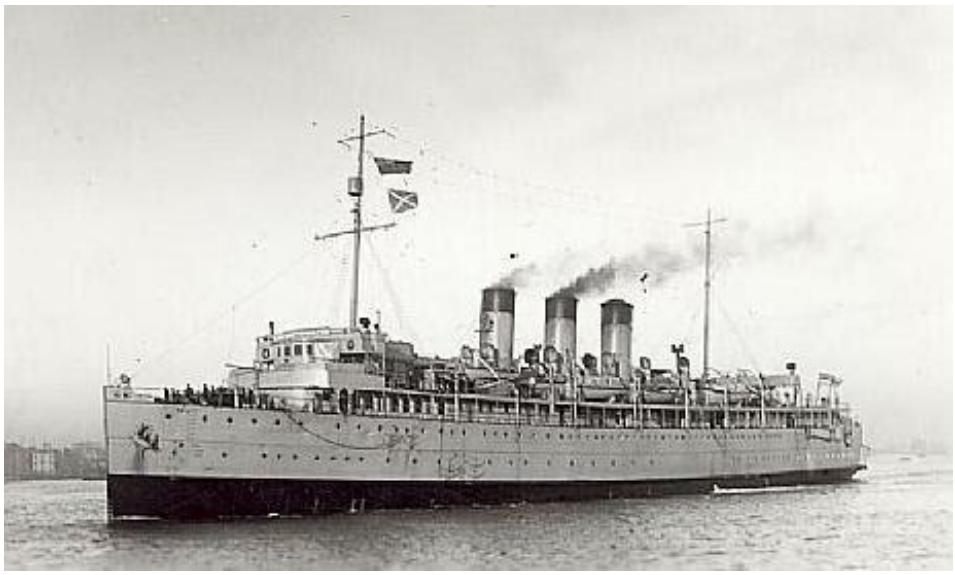
Most of the enlisted men working as loaders at Port Chicago were African-American.[7] All of the enlisted men had been specifically trained for one of the naval ratings at Naval Station Great Lakes (NSGL), but the men were instead put to work as stevedores at Port Chicago.[8] None of the new recruits had been instructed in ammunition loading.[9] At NSGL, the enlisted African Americans who tested in the top 30% to 40% were selected for non-labour assignments. Port Chicago was manned by workers drawn from those remaining. The Navy determined that the quality of African American petty officers at Port Chicago suffered because of the absence of high-scoring black men, and that overall levels of competence were further reduced by the occasional requirement for Port Chicago to supply drafts of men with clear records for transfer to other stations. The Navy's General Classification Test

(GCT) results for the enlisted men at Port Chicago averaged 31, putting them in the lowest twelfth of the Navy.[10] Officers at Port Chicago considered the enlisted men unreliable, emotional, and lacking the capacity to understand or remember orders or instructions

Black enlisted men at Port Chicago were led by black petty officers who were regarded by some workers as incompetent and ineffective in voicing their men's concerns to higher authority.[11] Petty officers were seen as having aims fundamentally different from those of their men—they were described later as "slave drivers" and "Uncle Toms".[11] They and their men sometimes had an antagonistic relationship.[11][10]

In April 1944, when Captain Kinne assumed command of Port Chicago, the loading officers had been pushing to load the explosive cargoes quickly—10 short tons (9.1 t) per hatch per hour.[10] The desired level had been set by Captain Nelson Goss, Commander Mare Island Navy Yard, whose jurisdiction included Port Chicago Naval Magazine.[13] Most loading officers considered this goal too high.[10] On a chalkboard, Kinne tallied each crew's average tonnage per hour.[12] The junior officers placed bets with each other in support of their own 100-man crews—called "divisions" at Port Chicago—and coaxed their crews to load more than the others. The enlisted men were aware of the bets and knew to slow down to a more reasonable pace whenever a senior officer appeared.[14] The average rate achieved at Port Chicago in the months leading

HMS PRINCESS IRENE

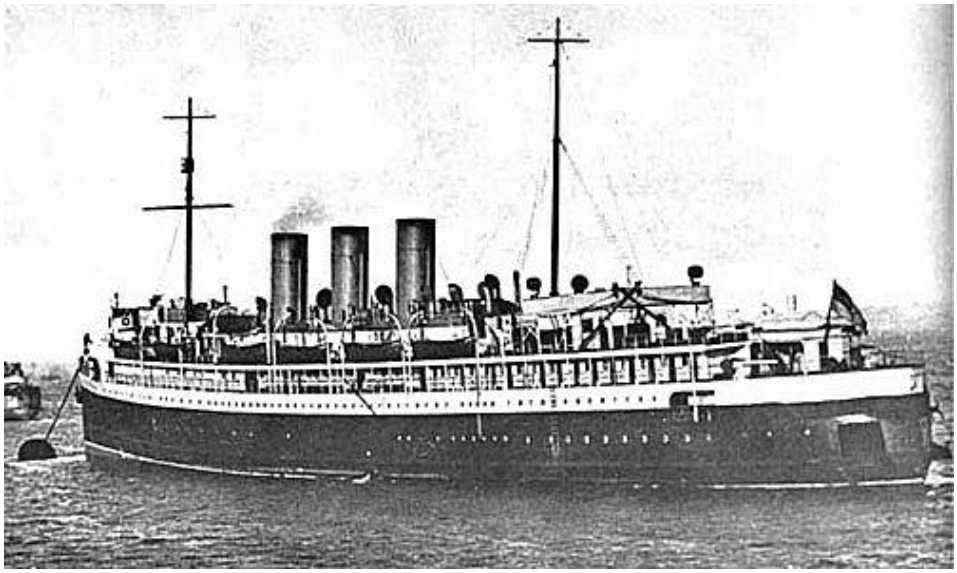


HMS PRINCESS IRENE

Regular readers of News & Views may recall the feature a couple of years ago on the loss of the pre-dreadnought battleship HMS BULWARK on 26th November 1914 in Kethole Reach in the Medway. Some 741 lives were lost in a catastrophic ammunition explosion.

On 27th May 1915, just 6 months after the Bulwark disaster, the minelayer HMS PRINCESS IRENE blew up in Saltpan Reach, about one nautical mile downstream of the Bulwark wreck site. This explosion was larger than that of the Bulwark, but the loss of life was, at 352, thankfully much less.

The Princess Irene and her sister ship PRINCESS MARGARET were ordered in May 1913 from William Denny & Brothers Ltd. of Dumbarton by the Canadian Pacific Railway Company. They were intended to serve on the Vancouver-Victoria-Seattle route, but neither ship was ever to do so.



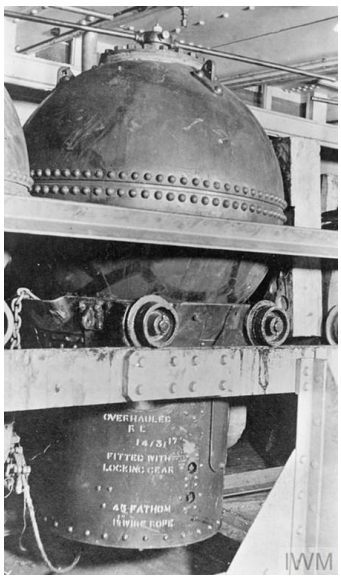
PRINCESS IRENE

The Princess Irene was of 5394 grt with dimensions 395’ 0” x 54’ 0” x 17’ 0”. She was powered by 10 oil-fuelled Babcock & Wilcox water-tube boilers which provided steam at 202 pounds per square inch to 4 geared steam turbines totalling 15000 shp driving 2 shafts and giving 22.5 knots.

She was launched on 10th October 1914 but chartered by the Royal Navy on 26th December 1914, and she was commissioned as HMS Princess Irene on 26th January 1915. The conversion, which was carried out on the Clyde, involved stripping out all fittings before fitting mine launching rails and defensive guns She was armed with two 3” and two 4” guns and could carry 400 mines. On completion she left for Sheerness on 18th March 1915.

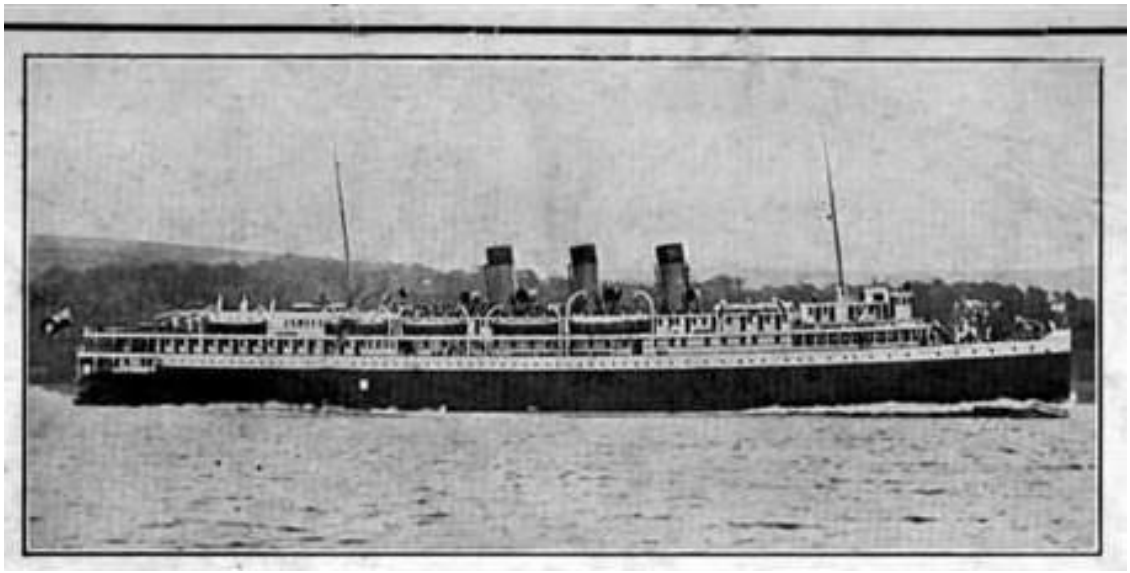
H.M.S. Princess Margaret, minelayer.

In late April 1915 she laid 280 mines in the English Channel. In early May she laid mines to the northwest of Heligoland. On 25th May she moved to a quiet anchorage in Saltpan Reach in preparation for another minelaying operation. A new load of mines was ferried out to her in barges, with loading starting in the morning of 26th May, when each mine was lifted aboard and stowed on the rails. Once all the mines were stowed then the priming operation began.



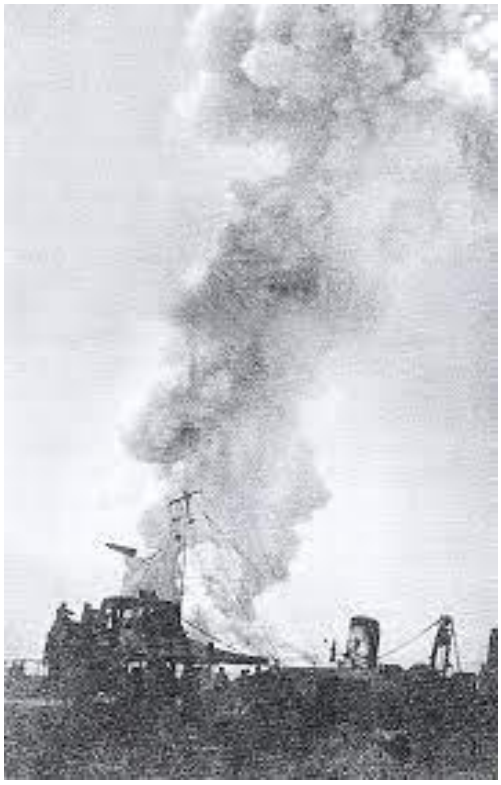
IWM A MINE ON ITS RAIL

To prime the mines a cover plate was removed and the detonator and primer were fitted. The navy used the Heneage pistol which required the striker pin to be “cocked” by a compression spring before inserting into the mine. The task of cocking and fitting should only have been entrusted to well-trained and experienced men.



PRINCESS IRENE

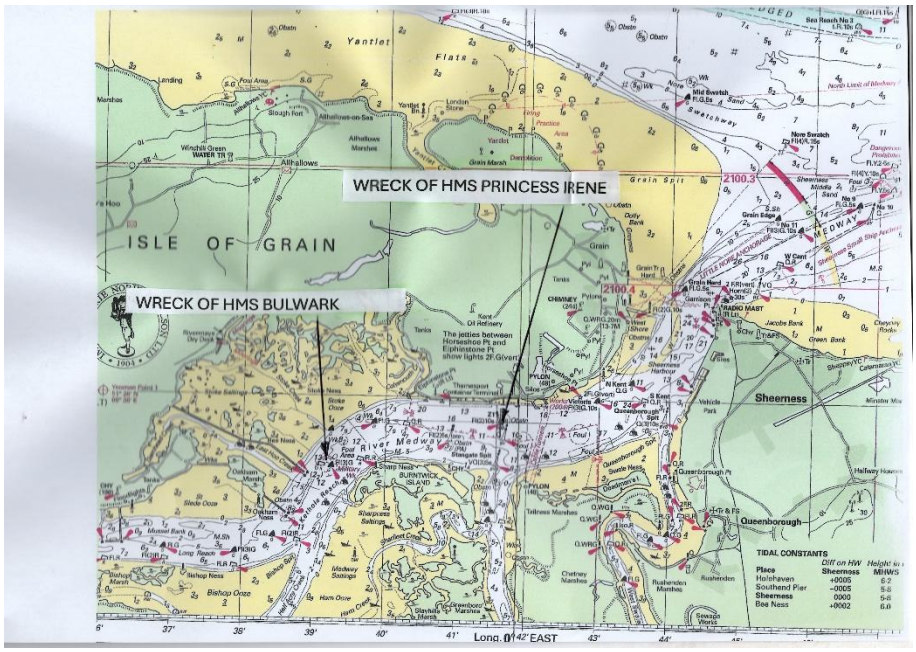
On 27th May a party of Sheerness Dockyard workers went on board to increase the mine capacity and strengthen her decks. There were also 89 men from Chatham Dockyard to help with priming the mines. At 11.14 there was a huge explosion on the ship. A column of fire shot up 300 feet followed by a second. The pall of smoke rose to 1200 feet. Debris including body parts landed for miles around. Lighter objects were found 11 miles away. Presumably debris would have reached Leigh on Sea and Southend.



THE EXPLOSION

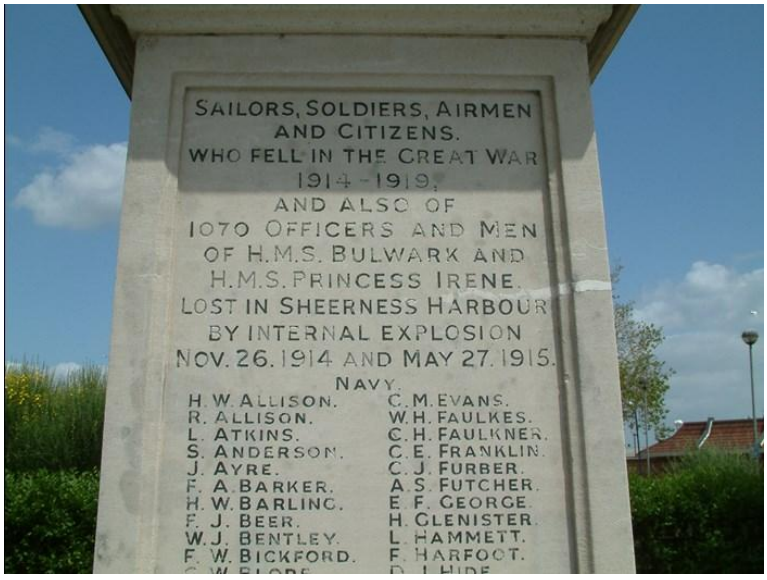
Buildings in Sheerness 3 miles away were badly shaken. On the Isle of Grain four Royal Navy oil storage tanks were ruptured and the associated pumping station and main pipeline were damaged by pieces of the ship's hull steelwork. Part of a boiler landed on a collier half a mile away, knocking a crane off its bearings.

An inquiry held soon after concluded that a faulty priming pistol had been hurriedly fitted by poorly trained personnel probably setting off a mine causing a chain reaction. Accidental explosion was the final verdict.



EXTRACT FROM IMRAY CHART

The wreck lies in about 10 metres of water at low tide. It is marked as a hazard to shipping, especially to vessels using Thamesport. A memorial to those lost on both the Bulwark and the Princess Irene was erected in 1921 at the Dockyard Church at Sheerness.



MEMORIAL AT SHEERNESS

MEMORIAL TO THOSE LOST ON HMS BULWARK AND HMS PRINCESS IRENE IN GILLINGHAM

The HMS Princess Margaret was chartered and converted at the same time as the Princess Irene. She survived the war, probably laying more mines than any other Royal Navy warship. She was purchased outright in 1919 and remained in service with the navy until being sold for scrapping in May 1929.

HMS WARRIOR

In the Historic Dockyard at Portsmouth, you can visit *HMS Warrior* which is part of the National Historic Fleet and managed by the National Museum of the Royal Navy. *HMS Warrior* is a 40-gun steam-powered armoured frigate built for the Royal Navy between 1859 and 1861. *Warrior* and her sister ship *HMS Black Prince* were the first armour-plated, iron-hulled warships. As an operational warship she had a short life, but her history is nonetheless interesting.

What led to the ship's development? In 1859, France launched the first ocean-going ironclad warship, the wooden-hulled Gloire, and this upset the balance of power with the UK's wooden ships. Queen Victoria asked the Admiralty if the navy was adequate for the tasks that it would have to perform in wartime. *Warrior* and her sister were ordered in response.

Warrior was ordered in May 1859 from Thames Ironworks and Shipbuilding Company in Blackwall. Thames Ironworks is perhaps best known today for their football team which subsequently became West Ham United! Full-scale

production of the ship's iron began in August, and the construction probably began in mid-August. Indecision by the Admiralty and frequent design changes caused many delays and nearly drove her builders bankrupt before a grant of £50,000 was awarded to keep them solvent. Her launch on 29 December 1860 was during the coldest winter for 50 years. She was frozen to her slipway and required the use of hydraulic rams, additional tugs, and dockworkers running from side to side on the upper deck to rock her free. *Warrior* was commissioned in August 1861 to conduct her sea trials and was completed in October for £377,292, almost twice the cost of a contemporary wooden ship. Between March and June 1862, defects exposed during her trials were rectified, and damage repaired.

The ship was initially assigned to the Channel Squadron. In mid-1863 the Channel Fleet toured British ports for 12 weeks; the ship received 300,000 visitors, including as many as 13,000 a day in port.

Warrior began a refit in November 1864 during which its' Armstrong guns were removed, and her armament was upgraded to the latest rifled muzzle-loading guns. She was recommissioned in 1867, and she and her sister ship participated in a Fleet Review held in July. After working at Spithead, she sailed to join the Channel Squadron in September. At the end of the year, she was deployed to Osborne Bay to guard Queen Victoria at Osborne House on the Isle of Wight. A rebellion against British Rule in Ireland had started, and there was intelligence suggesting that the Queen might be in danger from Irish nationalists. The ship was part of a squadron that escorted the royal yacht to Dublin in April 1868 for an official visit by the Prince of Wales, the future King Edward VII.

In July 1869, Warrior, with Black Prince and the wooden paddle frigate HMS Terrible, towed a specially built floating drydock, large enough to accommodate ironclads, 2,700 nautical miles across the Atlantic from Madeira to Bermuda. After a refit, Warrior rejoined the Channel Squadron and she undertook trips to the Mediterranean.

The rapid evolution of warship design meant that she started to become obsolete only ten years after she had been launched. In 1871 the Royal Navy commissioned its first mast-less capital ship, HMS Devastation. Warrior began

a refit that lasted until 1875; it added a poop deck and steam capstan, a shorter bowsprit, and replacement boilers. In April 1875, the ship was recommissioned, and served as a guardship at Portland. During the Russo-Turkish war in 1877–1878, she was mobilised due to concerns that the victorious Russians might be about to attack Constantinople, forcing Great Britain to intervene, but nothing transpired, and Warrior cruised to Bantry Bay instead. In April 1881 she was transferred to the Clyde District in Scotland, where she served as a guardship until 31 May 1883. Two of her masts were discovered to be rotten and with no replacements available, the ship was decommissioned and the masts removed.

Warrior was considered for modernization as late as 1894, but this was rejected as uneconomical after at least one new boiler was installed. She was struck off the effective list at Portsmouth and classified as hulk in March 1900. She was used as a storage hulk from May 1901 to July 1902 and then as a depot ship for a flotilla of destroyers, having her engines and boilers removed and part of her upper deck roofed over. In March 1904, she was assigned to the Portsmouth-based Vernon, the Royal Navy's torpedo-training school. Six new boilers and four electric generators were installed so that she could supply steam and electricity to the neighbouring hulks that made up Vernon. Most of the upper deck was roofed over to form classrooms for radio training, and her fore and mizzen masts were reinstalled. In October 1923, the school was transferred to a newly built shore installation, rendering Warrior redundant. The Royal Navy declared her redundant six months later.

The mass scrapping of obsolete ships after World War I had caused a downturn in demand for scrap iron by the time the Navy decided to sell off Warrior on 2 April 1925. There was no commercial interest in scrapping her, and she remained at Portsmouth for another four years. She was modified into a mooring jetty beginning on 22 October 1927. This entailed the removal of all of her equipment and masts other than her boilers and generators, and the installation of two diesel-driven emergency pumps. She was towed to her new home, Pembroke Dock in Wales, in March 1929 where she served as a floating oil jetty. For the next fifty years, the ship lay just offshore from an oil depot at Llanion Cove. The ship's upper deck was covered with a thick layer of

concrete during one of her maintenance dockings before World War II. In the war, she served as a base ship for coastal minesweepers.

Preservation

Restoring Warrior was discussed in the early 1960s, but nothing developed. In 1967, the Greater London Council proposed to restore the ship as an attraction in London, but Warrior was still required in Pembroke by the Royal Navy and the scheme went no further. In 1968 the Duke of Edinburgh chaired a meeting that discussed preserving and restoring Warrior and other historic vessels, and a year later The Maritime Trust was established to save Warrior and other historic ships. In 1976 the Royal Navy announced that the Llanion Oil Depot would close in 1978, and funds were sought to restore her. With the promise of financial support for restoration, the Royal Navy donated the ship to the Trust in 1979. The Ship's Preservation Trust acquired ownership of the ship in 1983; it became the Warrior Preservation Trust in 1985.

Restoration

In August 1979 Warrior began her journey to her temporary home at Hartlepool for restoration. She arrived on 2 September 1979 and began the £9 million restoration project. The Maritime Trust decided to restore Warrior to her 1862 condition with the aim that no further major work would be necessary for the next 20 years. The first two years of the restoration were generally devoted to safely removing material added after her first commission, like the poop deck and the 200 tons of concrete decking.

Work on carving a replacement for Warrior's figurehead, which was destroyed in the 1960s, began in 1981 using photographs of the original as a guide. Before it was finished in mid-1983, the figurehead appeared on the children's television programme Blue Peter. It was eventually mounted on the ship in February 1985.

***Warrior*'s figurehead in 2023**

Replacement of the ship's lower masts in wood was not feasible (they were 86 feet high and 42 inches wide). Instead, they were made of steel tube cut and welded to shape, with a ladder inside each mast to allow access to the platforms on the masts. The three masts and the bowsprit were put in place between September 1984 and February 1985. *Warrior*'s engines, boilers and auxiliary machinery were considered too expensive to rebuild, so replicas were built from sheet steel with a few components made from cast iron to duplicate the look of the real equipment. The replica engines can rotate slowly, using electrical power, to allow visitors to imagine how they might have looked in operation.

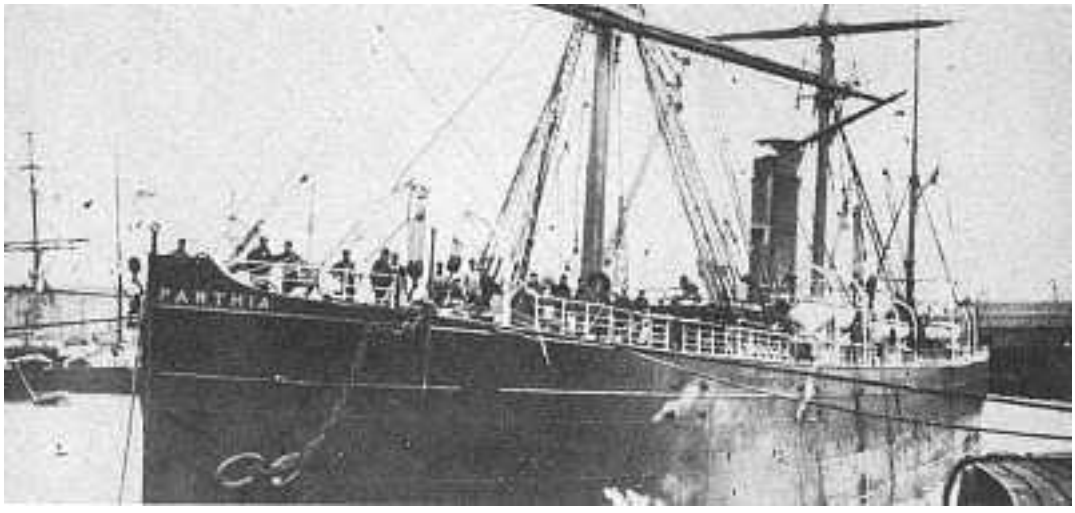
The Woolwich Rotunda Artillery Museum and the States of Jersey lent examples of *Warrior*'s original primary guns, the muzzle-loading 68-pounder and the breech-loading 110-pounder, which were used as moulds for fibreglass replicas. The Armstrong guns were built with working breeches. Little information was available on the wooden gun carriages despite extensive research, and a prototype had to be developed and tested before they could be built.

The reproduction captain's day cabin

Museum ship

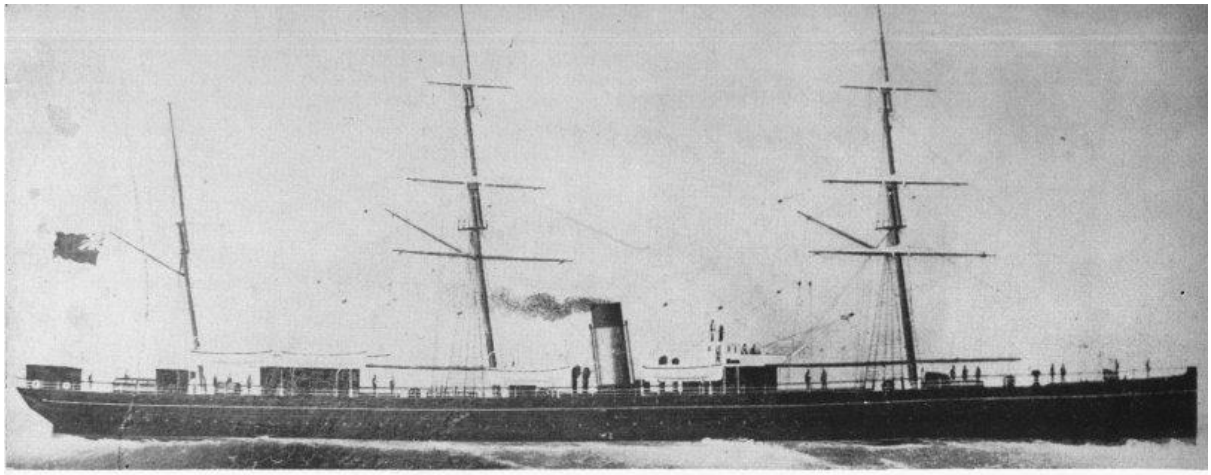
In 1985 a new berth beside Portsmouth Harbour railway station was dredged, and a new jetty constructed in preparation for *Warrior*'s arrival in Portsmouth. The ship left Hartlepool on 12 June 1987 and was towed to the Solent in four days. She opened as a museum on 27 July 1985.

S.S. PARTHIA



The PARTHIA was an iron passenger liner built for the Cunard Line by William Denny & Brothers at Dumbarton. She was one of a trio of liners built for Cunard, the other two, the ABYSSINIA and the ALGERIA, being slightly larger. They were built for Cunard's Liverpool to New York City service. They were the first Cunard ships to have bathrooms, one on the port side and one on the starboard.

The Parthia was of 3167 grt with dimensions 360.5' x 40.3' x 19.0'. She was powered by coal-fired boilers providing steam at 60 pounds per square inch for a 2-cylinder compound steam engine developing 450 hp driving a single screw and giving 13 knots. The machinery was made by Denny & Co. at Dumbarton. She was also rigged as a 3-masted barque. She was rated for 200 First class and 1050 Third class passengers, with the immigrant trade from Ireland to New York and Boston in mind.

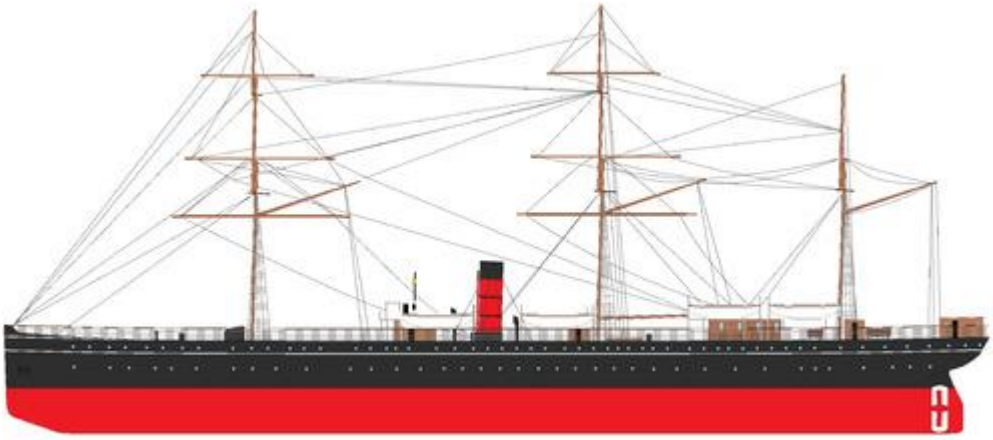


VICTORIA AS SHE LOOKED IN 1870 when she was the Cunard Line's first **Parthia,** above. Her heavy iron hull gave her a big advantage in bucking her way through Arctic ice.

She was laid down on 2nd February 1870, launched on 10th September 1870 and began her maiden voyage on 17th December 1870. Her compound engine was much more efficient than the simple steam engines powering the Abyssinia and Algeria, using only half the amount of coal for a given speed. Although not particularly fast, the Parthia was a popular and profitable ship for Cunard, but within a few years she became outmoded.

In 1881 she made a trooping voyage to Alexandria to assist in the Egyptian Campaign, but by November 1883 she was laid up in Liverpool. In1884 she was transferred to the ownership of John Elder & Company in part payment for the

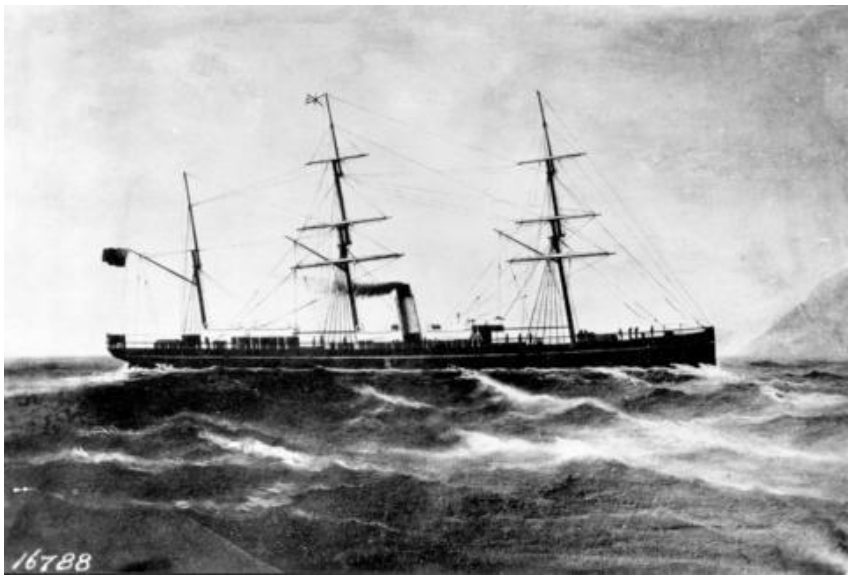
UMBRIA and ETRURIA, which Elder & Co. were building for Cunard. These two ships were featured in an earlier News & Views edition.



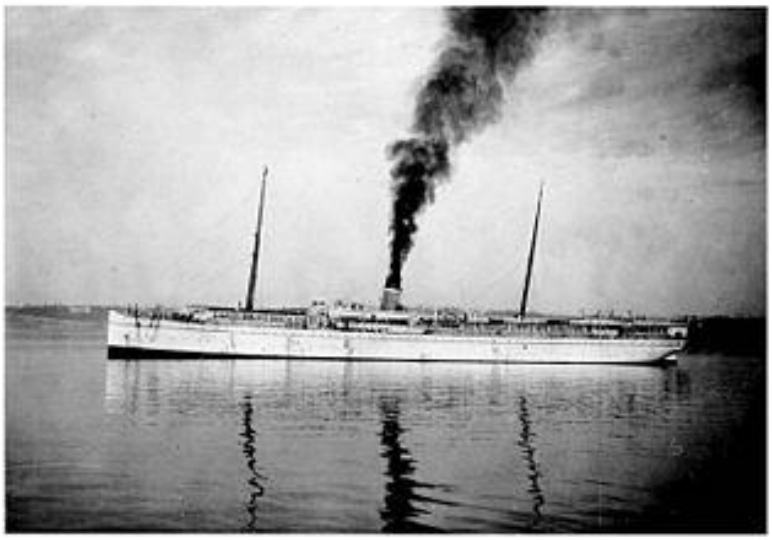
John Elder & Co. also owned the Guion Line, so the Parthia was transferred to Guion Line ownership. She was fitted with new boilers able to provide steam at 150 pounds per square inch and a new 500 hp 4 - cylinder triple expansion engine manufactured by John Elder & Co. This reduced her coal consumption from 47 tons to 25 tons per day. When the refit was completed in 1885, she was again chartered as a troopship to Egypt trying to save General Gordon. With the Guion Line she made runs to Australia, the Hebrides and South America.

VICTORIA AT VANCOUVER IN 1887

In 1887 she was chartered by the Canadian Pacific Railway Company for their trans-Pacific service. On 20th August 1891 she was returned to the Guion Line who modernised her and renamed her VICTORIA. She returned to the Pacific in September 1892, working on the Vancouver, Victoria, Tacoma to Hong Kong route under the ownership of the North Pacific Steamship Company. In 1898 she was sold to the North American Mail Steamship Company and transferred to American registry. She served as a troopship in the Philippine-American War carrying troops to Manila.

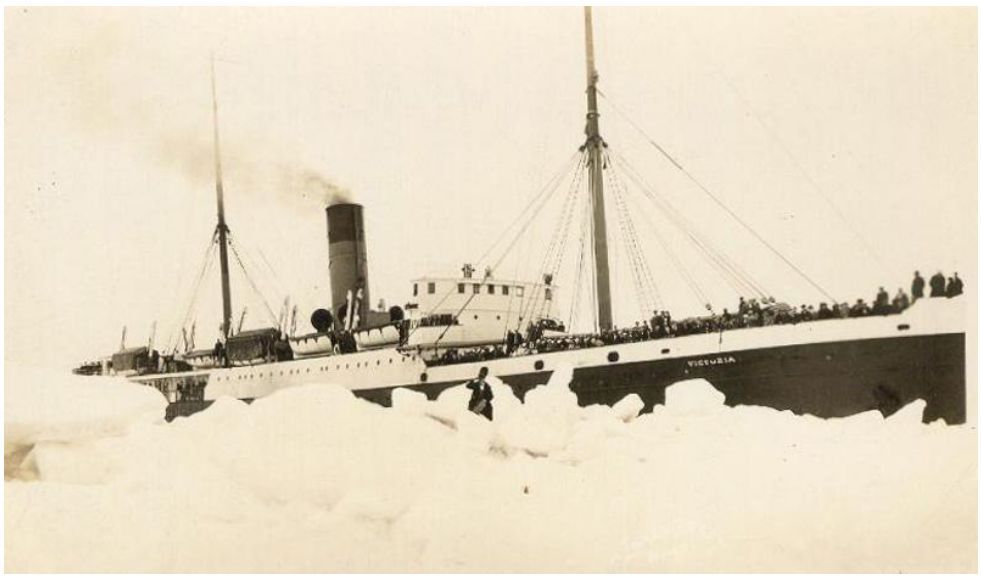


She served under various ownerships between 1900 and 1908 on the route between Puget Sound and Nome, Alaska. In 1908 she was acquired by the Alaska Steamship Company, operating between San Francisco and Nome via Seattle. Her hull plating was reportedly of I inch thick wrought iron, which stood up well against ice conditions at sea.



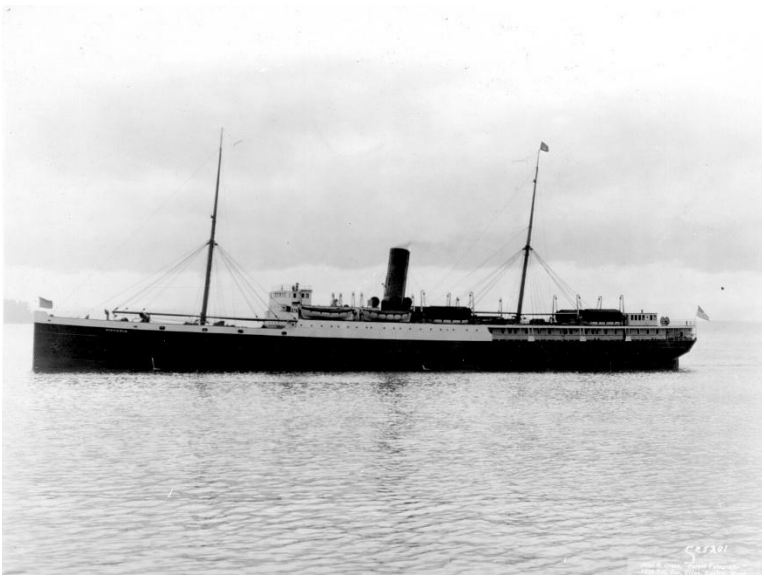
VICTORIA

During WW1, she earned very large freights on the trans-Pacific run, and the profits were used for another modernisation. In 1924 she was again refitted, and her boilers were converted to oil firing, her decks raised, her superstructure was lengthened, and she was given an enclosed bridge. Her gross tonnage was increased to 3817 and her passenger capacity increased. She was put back on the San Francisco-Seattle Nome service.



In 1934 she inaugurated the first Alaskan cruises for her owners, but the following year she was laid up in Seattle. Her lay-up went on for three years. New regulations meant that a lot would have been needed to be spent on the old ship to keep her operating as a passenger vessel, so she was converted to cargo only in 1941. She was employed during WW2 on the Alaskan trade,

operating until 1947 on the Alaska service with war supplies under the War Shipping Administration.



VICTORIA OF THE ALASKA STEAMSHIP COMPANY (AFTER 1924)

In 1952 she was sold for scrapping to Dulien Steel Products, but instead she was converted to a barge and used by the Straits Towing & Salvage Company as STRAITS No. 27 until 1956. Later in 1956. Later that year she was renamed STRAITS MARU and towed by the tug SUDBURY to Osaka, where she arrived on 16th October for breaking up.

TUG SUDBURY

The Sudbury herself is an interesting ship. She was built by Kingston Shipbuilding in Ontario as the RCN Flower class corvette HMCS Sudbury in

1941. She was converted into a salvage tug in 1948. She was of 802 gt with dimensions 193.6’ x 33’ x 16.7’. She was powered by two Scotch marine boilers which provided steam for her 4-cylinder triple expansion engine of 2750 hp. In 1956 she was owned and operated by Island Tug & Barge. A boiler explosion in port in 1966 caused her to be declared a total loss.

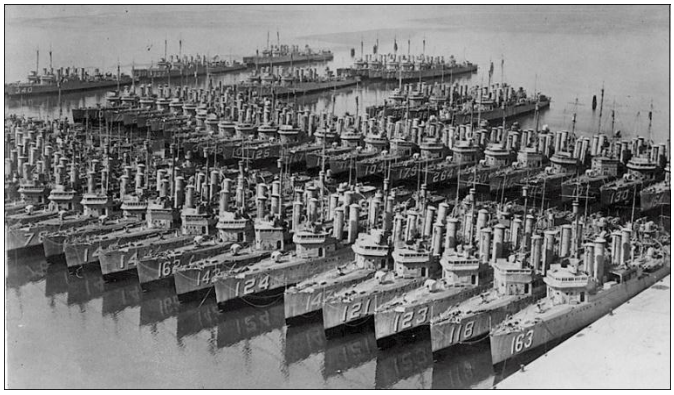

STRAITS MARU

86 years is not a bad innings for a seagoing ship, whether of wrought iron or otherwise.

THE TOWN CLASS “FOUR STACKERS”


HMS LEAMINGTON

A total of 279 destroyers, known as “Flush Deckers” or “Four Stackers”, were built in the Unted States under an emergency programme between 1917 and 1922. They were mostly completed for active service in WW1, and the majority were quickly mothballed. Many were decommissioned in 1930 and scrapped as part of the London Naval Treaty.

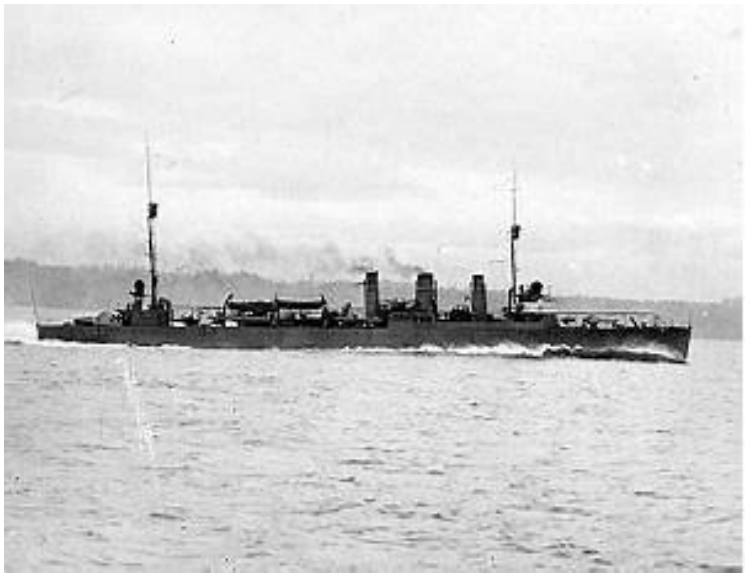


ART OF THE US RESERVE FLEET OF DESTROYERS

By the time America entered WW2, there remained119 in the U.S navy, after 50 of those, mostly in the poorest state, had been transferred to the Royal Navy and the Royal Canadian Navy in autumn 1940 in exchange for 99-year leases on British bases in the Caribbean, Bermuda and Newfoundland. The vessels transferred to the Royal Navy were steamed to Halifax Nova Scotia by American crews who trained the new operators on their use, before the crossings of the Atlantic under their new RN crews.

HMS GEORGETOWN - A WICKES-CLASS DESTROYER

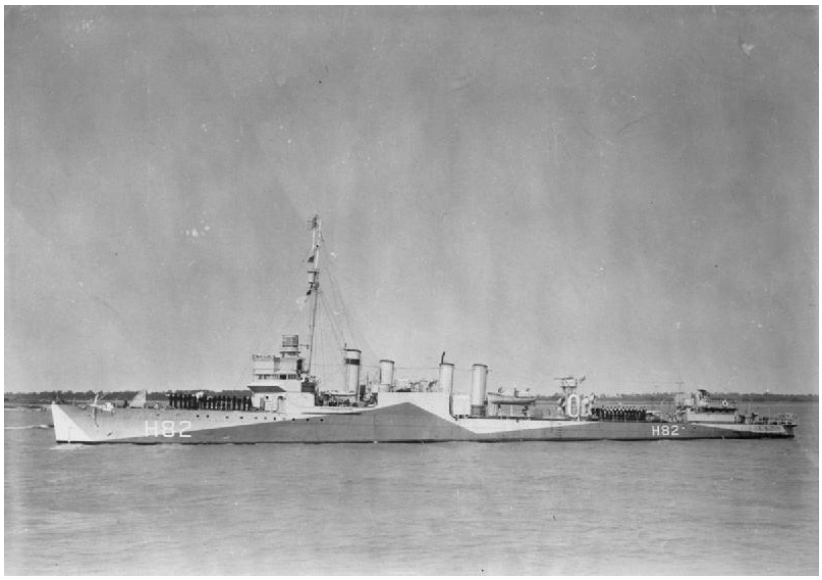
The 43 ships passed to the RN were renamed after towns common to both UK and the USA. The 7 vessels passed to Canada were renamed after Canadian rivers. Despite being referred to as the Town class (and Canadian River class), the ships were of three distinct destroyer classes, the Caldwell class (3 ships), the Wickes class (27 ships of 2 sub-classes) and the Clemson class (20 ships).



HMS LUDLOW - A CALDWELL CLASS DESTROYER

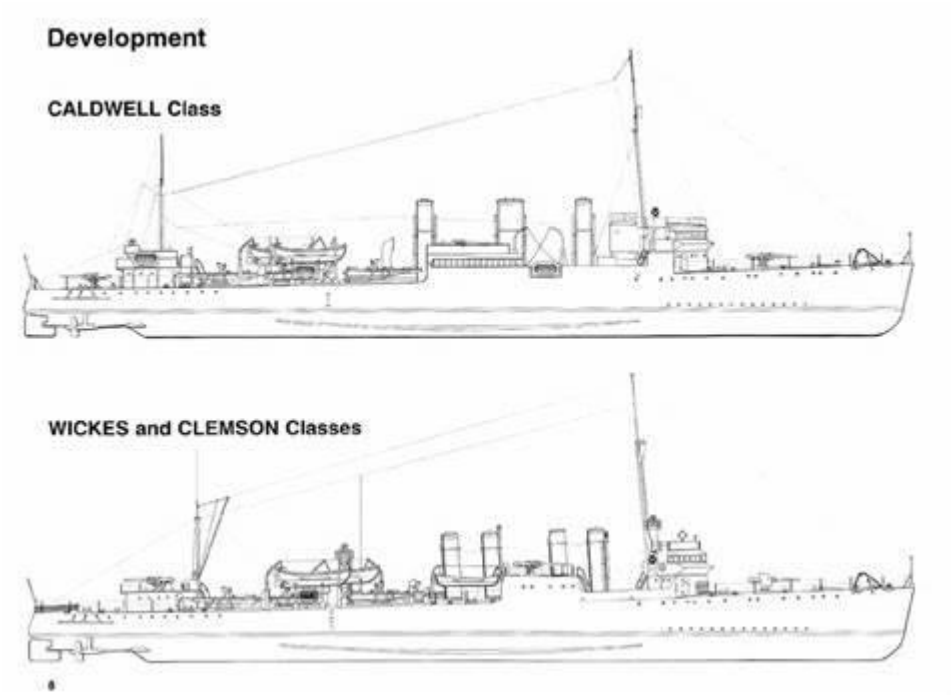
The Caldwells were the oldest design and were of 1020 tons standard displacement. They had direct drive turbines but only three stacks. The Wickes were slightly larger at 1060 tons and geared turbines, with a slightly improved range. The Clemsons were slightly bigger still at 1190 tons, again with geared turbines and a better range. All the ships had four 4” guns, a 3” AA gun and either 6 or 12 torpedo tubes.

WICKES CLASS



HMS BURNHAM - A CLEMSON CLASS SHIP

Once the ships were taken over, significant modifications were carried out, converting them from fleet destroyers into convoy escorts. Guns and torpedo tube mounts were removed to improve stability, making space for depth charge racks, rails and throwers as well as Asdic and later, radar. The anti-aircraft armament was also increased.



The ships were obsolete and compared badly even with the elderly V & W classes of RN destroyers. They were uncomfortable and wet and rolled terribly. Both propellors turned the same way making handling difficult at times, and their turning circle was similar to that of a battleship, not ideal for chasing U-boats. They were, however, better than nothing and they filled a gap until more specialised corvettes, sloops and frigates came into service in large numbers from 1942 onwards.

HMS CAMPLETOWN ASTRIDE THE GATE AT SAINT_NAZAIRE

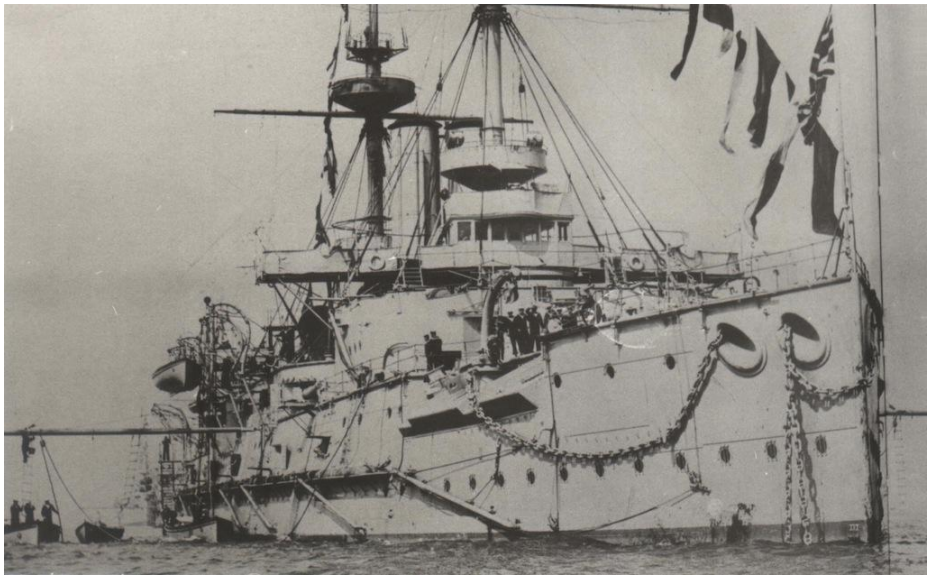
In March 1942, HMS CAMPLETOWN, a Wickes class vessel, was modified to resemble a German torpedo boat, and was used to attack the main drydock lock gates at Saint- Nazaire. This was to deny the use of the drydock to the TIRPITZ as it would have enabled the Tirpitz to range over the Atlantic. The dry dock was put out of action for the rest of the war, so the raid achieved its purpose, although at the cost of many lives on both sides.

From 1944 they were mainly relegated to secondary duties, such as training. A number were transferred to other navies, notably Norwegian and Russian. All were scrapped within a few years of the end of the war.

HMS PRINCE GEORGE

REMAINS VISIBLE UNTIL 2014

HMS Prince George was a Majestic class pre-dreadnought, one of nine sister ships forming perhaps the most successful battleship design of the late Victorian era. The other eight vessels were: CAESAR, HANNIBAL, ILLUSTRIOUS, JUPITER, MAGNIFICENT, MAJESTIC, MARS and VICTORIOUS.



HMS PRINCE GEORGE IN HER PRIME

The Prince George was built by Portsmouth Dockyard, being laid down on 10th September 1894, launched on 22nd August 1895 and commissioned on 26th November 1896. Her displacement was 16,320 tons and her dimensions 421' x 75' x 27'. Her complement was 627 officers and men.

Her 8 coal-fired cylindrical Scotch Marine boilers, each with 4 furnaces, provided steam for her two 3-cylinder vertical inverted triple expansion engines totalling 10,000 indicated horsepower. Her twin 4-bladed propellors gave 16.5 knots under natural draught, or 17.5 knots under forced draught. Her range was 7000 nautical miles at 10 knots.

Her armament consisted of four 12", twelve 6", sixteen 12 pounder and twelve 3 pounder guns plus five 18" torpedo tubes. Her armour was a 9" belt, 2.5" to 4.5" deck, 14" barbettes and 14" conning tower.

The Majestics were good sea boats but suffered from high fuel consumption. The new 12" guns were superior to the 13.5" fitted to the previous class of battleships, the Royal Sovereigns. The Majestics' armour was from Harvey steel, giving the same degree of protection but lighter than the steel used previously, the weight saved enabling an increased number of the 6" gun secondary armament.


1895


1896

Prince George was initially allocated to the Channel Fleet. In October 1903 she was damaged in collision with her sister Hannibal at night off Spain, and after temporary repairs in Spain, she went to Portsmouth for permanent remediation. She was re-boilered in 1907/08 for mixed coal and oil fuel. By the start of hostilities in 1914, the Majestics had been downgraded effectively to secondary duties, such as protecting the Channel crossings of the British Expeditionary Force in late 1914.

OFF ANZAC COVE 1915

In February 1915 she was transferred to the Dardanelles to assist in the Gallipoli Campaign. She was used initially as a “mine bumper”, with timberwork and netting etc suspended over her bow to detonate/clear mines. The idea was a failure, as the equipment collapsed in any sort of a sea.

She took part in attacks on Ottoman forts in March 1915, and in July supported the landings of French troops. In December 1915 she covered the evacuation from Suvla Bay and in January 1916 the evacuation from West Bank. That month she was hit by a torpedo off Cape Helles, but it failed to detonate.

In February 1916 she returned to the UK and in March she was paid off at Chatham Dockyard, as her crew were needed for more urgent duties, such as anti-submarine work. She remained at Chatham in care and maintenance status until February 1918.

In May 1918 conversion into a destroyer depot ship began, and she emerged as HMS VICTORIOUS 11 in September and was sent to Scapa Flow as a depot ship for destroyers in the Grand Fleet .In February 1919 she transferred to Sheerness with her name reverting to Prince George.

SOON AFTER STRANDING 1922

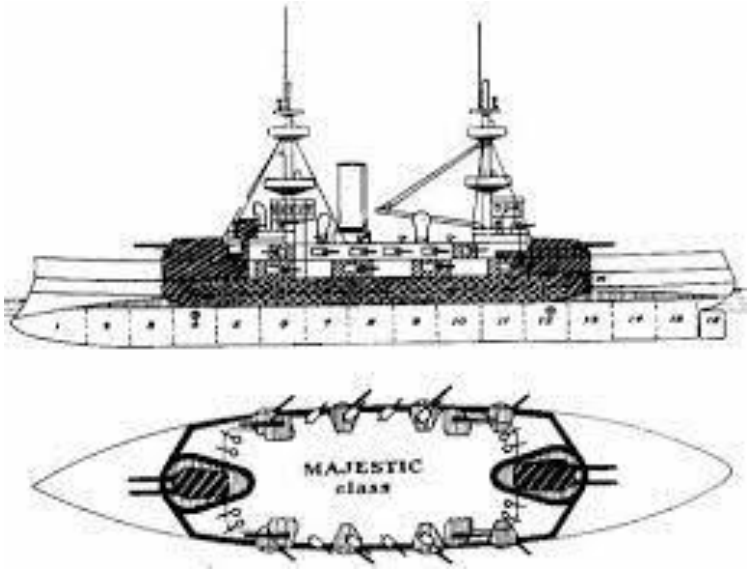
A TOURIST ATTRACTION

She was placed on the disposal list on 21st February 1920 and sold for scrap to a British firm on 22nd September 1921. She was resold to a German shipbreaking firm in December and left for Germany under tow. She ran aground on 30th December off Camperdown in the Netherlands during a storm. She was stripped of all valuable materials and left as a breakwater. In 2014 the wreck was buried in sand as part of a beach replenishment programme.

2014

SEA DEFENCE WORKS

Apart from the Majestic, which was torpedoed and sunk in the Dardanelles by a U-Boat in May 1915, the rest of the class were all scrapped in the early 1920s, leaving the remains of the Prince George, at least until recently, as the only visible reminder of an important class of Royal Navy battleships.



VISTAFJORD

The Vistafjord was built by Swan Hunter in Newcastle for the Norwegian America Line at a cost of £20 million. She was the last passenger ship to be built in the Uk and was a combined liner and cruise ship. She was an improved and enlarged version of Norwegian America's successful SAGAFJORD.

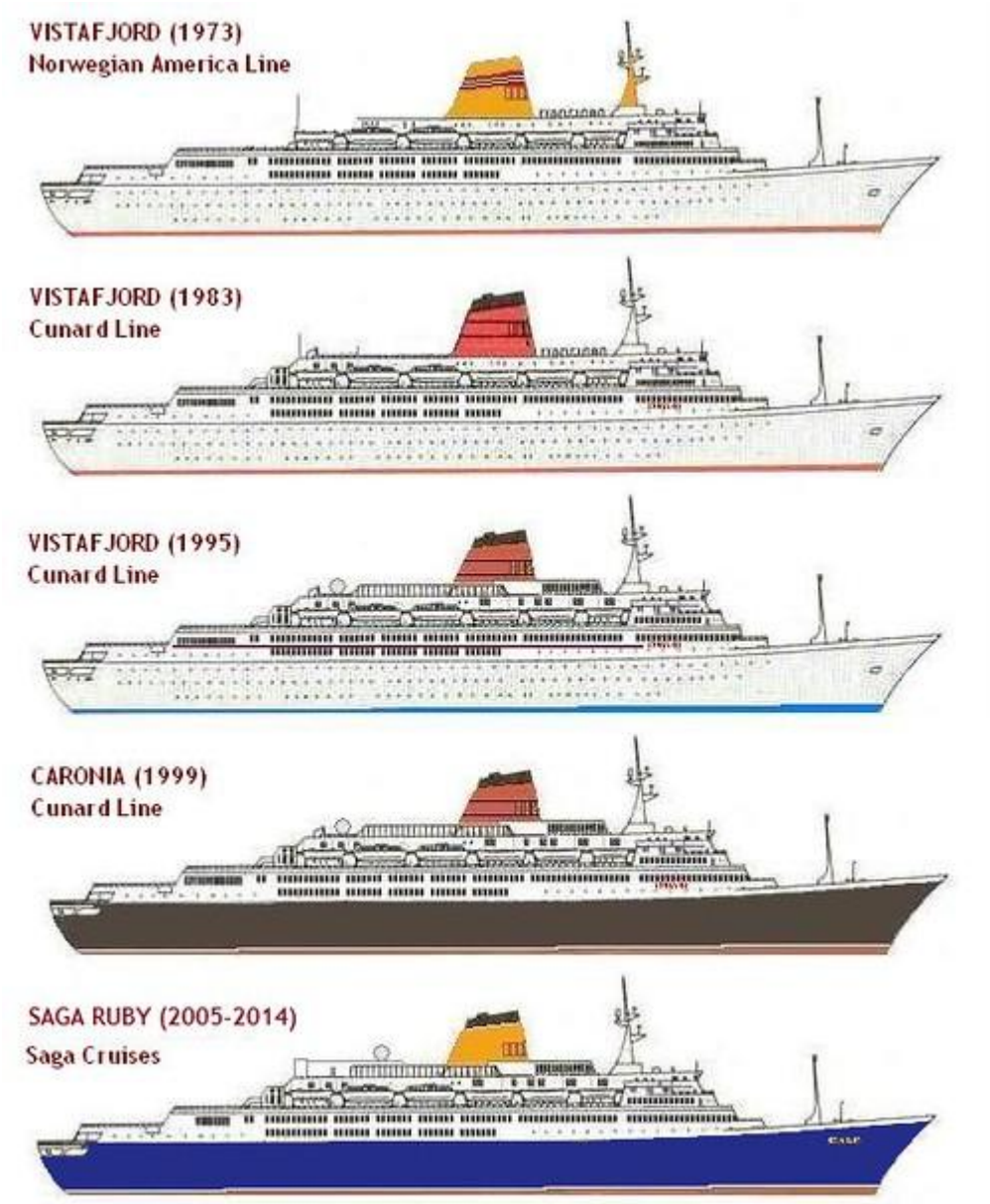
She was launched on 15th May 1972 and completed in April 1973. She was delivered to her N.A.L. on 15th May 1973 and began her maiden voyage from Oslo to New York on 22nd May 1973. From then on, she was used for cruising on the New York to the Bahamas route.

She was of 24,292 grt with dimensions 191.1m x 25.0m x 8.2m. She was powered by twin Sulzer 9-cylinder 2SA oil engines (9RD68) of 17,650 kw combined driving 2 screws and giving 20 knots. On Atlantic crossings her capacity was 830 passengers, but for cruising, it was reduced to 550 passengers.

CARONIA

In 1983, Trafalgar House, the then owners of Cunard, purchased Norwegian America Lines. The Vistafjord was registered in the Bahamas, but continued cruising under the same name for Cunard. On 10th December 1999, when the previous Caronia had been sold and renamed, Vistafjord was renamed CARONIA by Cunard and UK flagged. During her time with Cunard, additional structures were added to the rear and top of her superstructure.


SAGA RUBY



In November 2004 she was sold to Saga Cruises and renamed SAGA RUBY. She joined her former running mate at NAL, the Sagafjord, now serving as Saga's SAGA ROSE. She underwent a £17 million refit, emerging in March 2005, upgraded to the latest SOLAS requirements in Malta. The update increased her gross tonnage to 24,492, her draught was increased to 8.23m and her passenger capacity revised to 677.

AT TALLIN AUG 2013

SAGA RUBY AND MARCO POLO AT TALLIN AUG 2013

SAGA RUBY AND MARCO POLO

SAGA RUBY

In January 2014, after various technical problems due mainly to her age, she was sold to a Malaysian concern, Millenium View. They had plans to use her as a stationary hotel ship in Myanmar. After some minor work had been carried out on her at Gibraltar, she sailed for the Far East in February 2014, having been renamed OASIA, ending up in Thailand. She was laid up there for 3 years, but her owners went bankrupt.

 AT ALANG

 AT ALANG

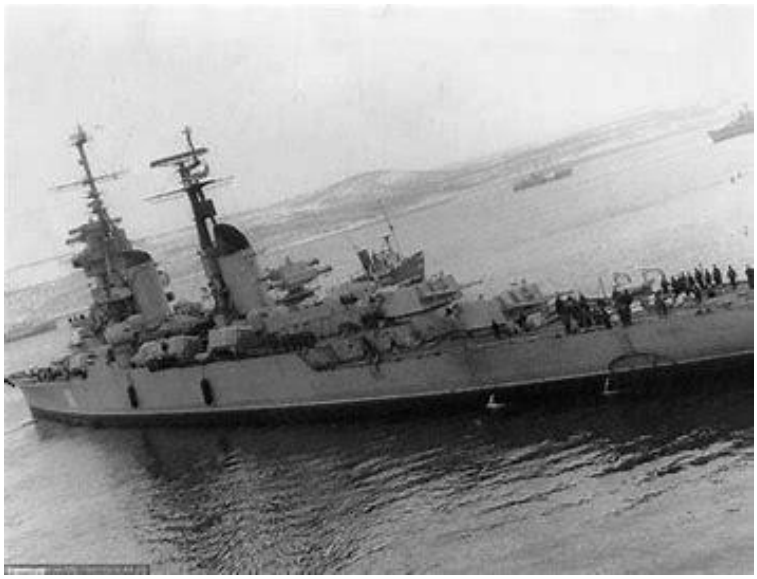
In March 2017, she sailed under the flag of St. Kitts & Nevis as the OASIS to Alang, where she arrived that April, was beached and broken up. A sad end for such a pretty little ship as a lot of money had been spent to keep her compliant with the latest SOLAS regulations.

THE MURMANSK OF 1955

A major building project of the post-war Soviet Navy was the construction of cruisers. Project No. 68 bis, designated the Sverdlov class by NATO, was perhaps the biggest class in terms of numbers. It was the first class of Soviet cruisers designed after the war and It turned out to be the last class of Soviet conventional gun cruisers. It was originally intended in the late 1940s to build 40 vessels, but only 14 were ever completed, between 1952 and 1955.

The MURMANSK was the last to be built. She was constructed by Shipyard 402 at Severodvinsk, being laid down on 18th January 1953, launched on 24th April 1955 and commissioned on 22nd September 1955. Her standard displacement

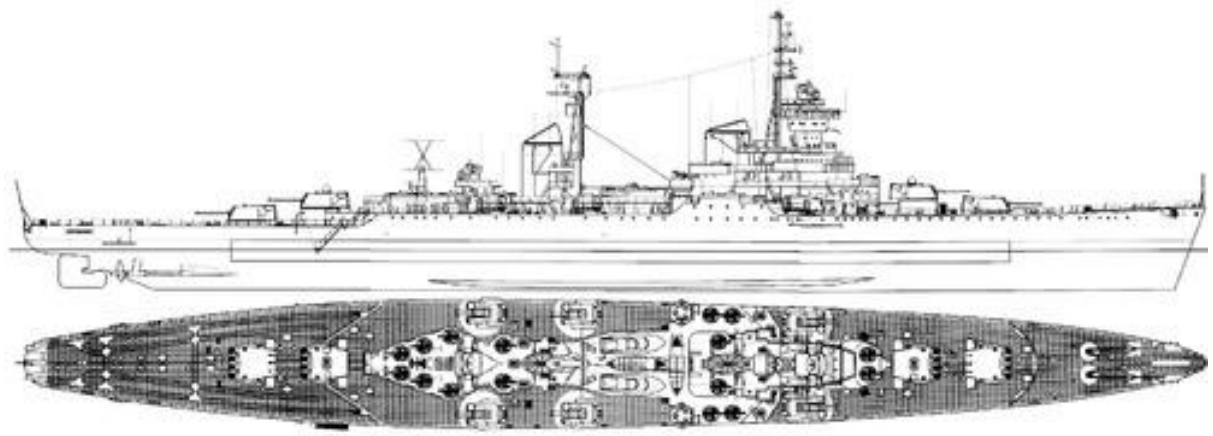
was 13,600 tons with dimensions 210m x 22m x 6.9m. Her 6 boilers provided steam for 2 geared turbines totalling 82,000 kw driving 2 screws giving a maximum speed of 32.5 knots. Her range was 10,000 nautical miles at 18 knots. Her complement was 1250 officers and men.



Her armament consisted of twelve 6” guns in triple turrets; twelve 3.9” guns in twin turrets; thirty two 37mm guns and ten 21” torpedo tubes. Armour was 100mm on her belt, 50mm on her deck, 175mm to 60mm on her turrets,

130mm on her barbettes and 100 to 120mm on her bulkheads.

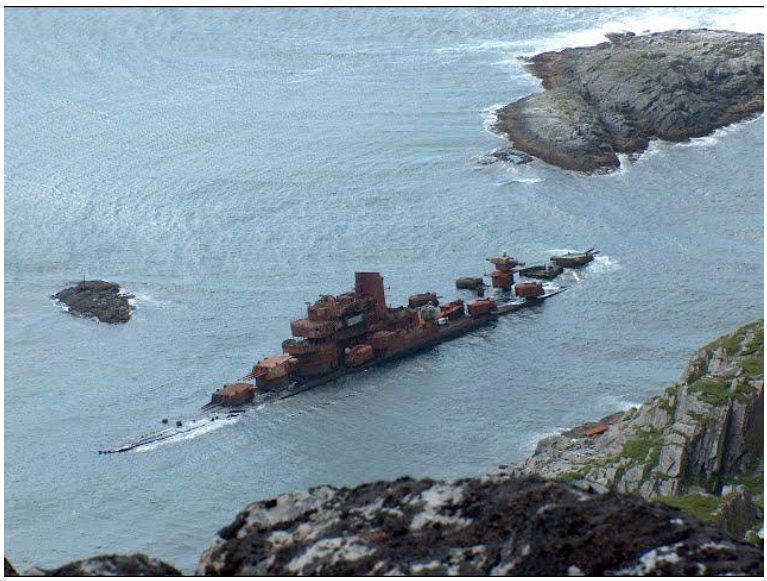
THE WRECK



The Sverdlov design was based on Soviet, German and Italian experience and concepts prior to WW2 but with an improved hull design that gave better sea

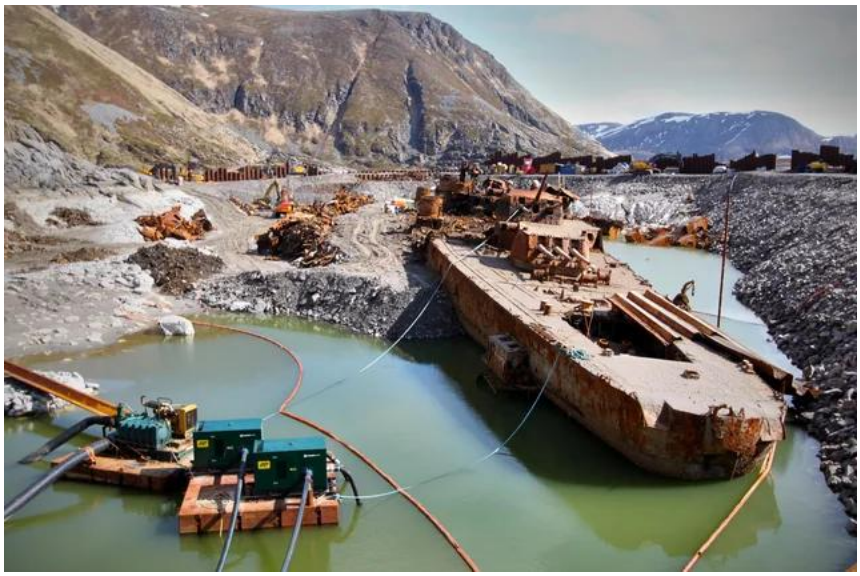
keeping capability. The ships had modern radar and anti-aircraft gunnery. The class remained in service through the 1970s, during which time they underwent a limited modernisation programme. They finally were retired in the late 1980s and early 1990s.

The Murmansk was decommissioned on 3rd July 1992 and stricken in 1994, being sold to an Indian shipbreaking firm. The long tow from her home port of Sayda Bay to India began, but on 24th December 1994, the towline broke in heavy seas and she went ashore dear the north Norwegian Sorvaer Island in the Hasvik municipality of Finnmark .

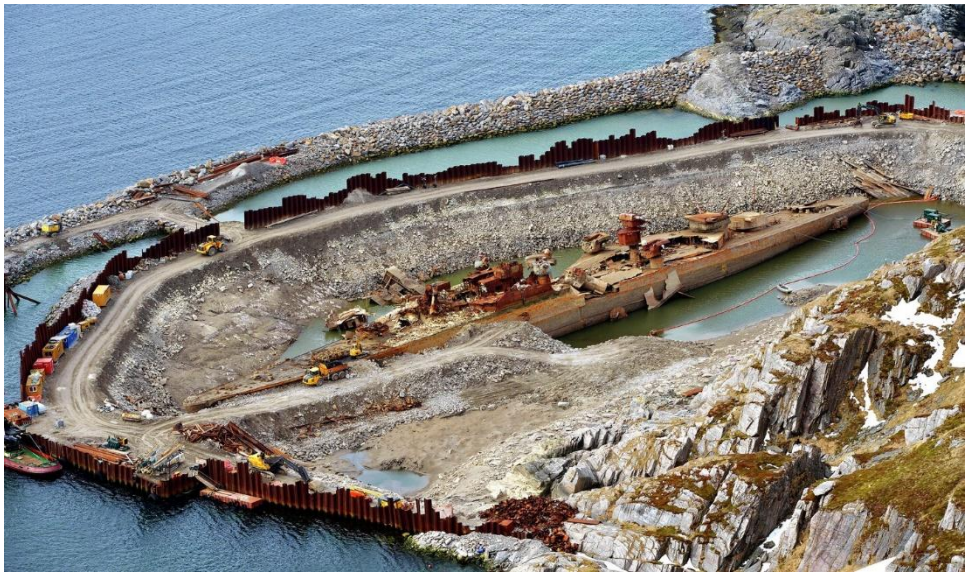


It was thought for a time that the majority of the wreck would quickly disintegrate during storms, but this did not happen, and she remained for many years slowly corroding away. Following years of argument of what was to be done and who was going to pay for it, investigations in 2007 found as well as several hundred tons of heavy fuel oil, the ship contained heavy metals, PCBs, brominated flame retardants and other hazardous substances. By now the hull was in too poor a state for towing away to be an option, and dismantling on the spot was the only alternative.

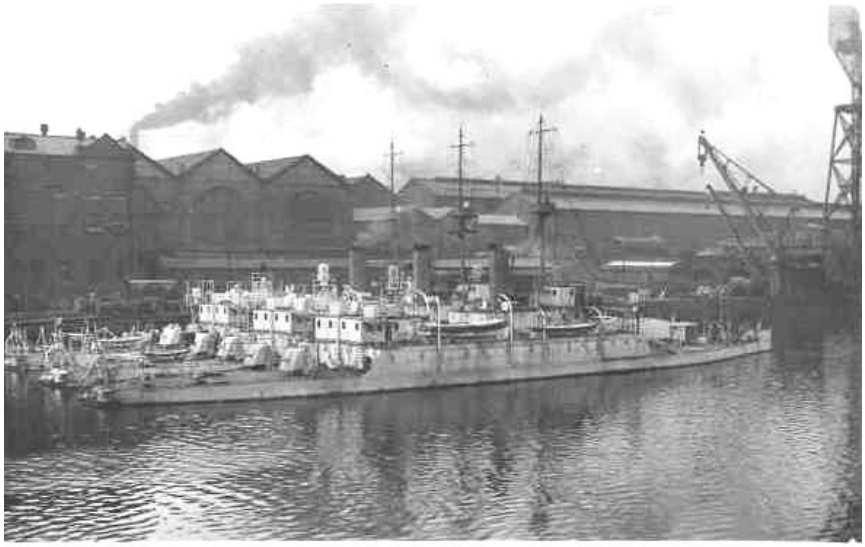
In 2009, funding was allocated by the Norwegian Government to pay for the dismantling of the ship. A proposal from A.F. Decom AS was accepted and work started in 2010 to build an earth coffer dam which was watertight by April 2012. Most of the sea water inside the coffer dam had been pumped out by mid-May and the shipbreaking was able to start using conventional land-based construction plant. Elements of the wreck were cut up and then sorted into various waste fractions. These were transported by ship to waste recycling facilities. The dismantling section by section was completed in 2013. The contract price was in excess of £17 million.



COFFER DAM COMPLETED AND DOCK PUMPED OUT



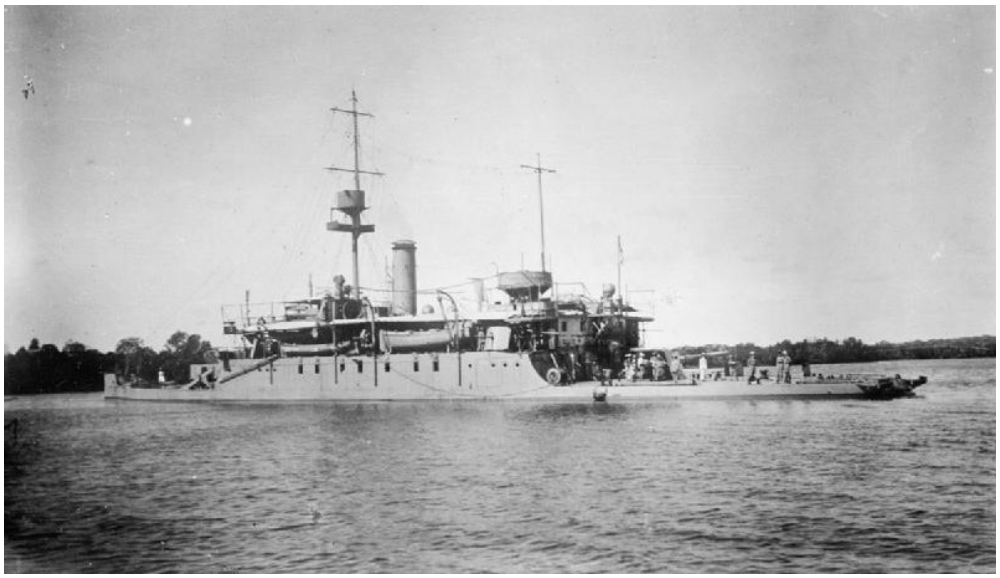
HUMBER CLASS MONITORS



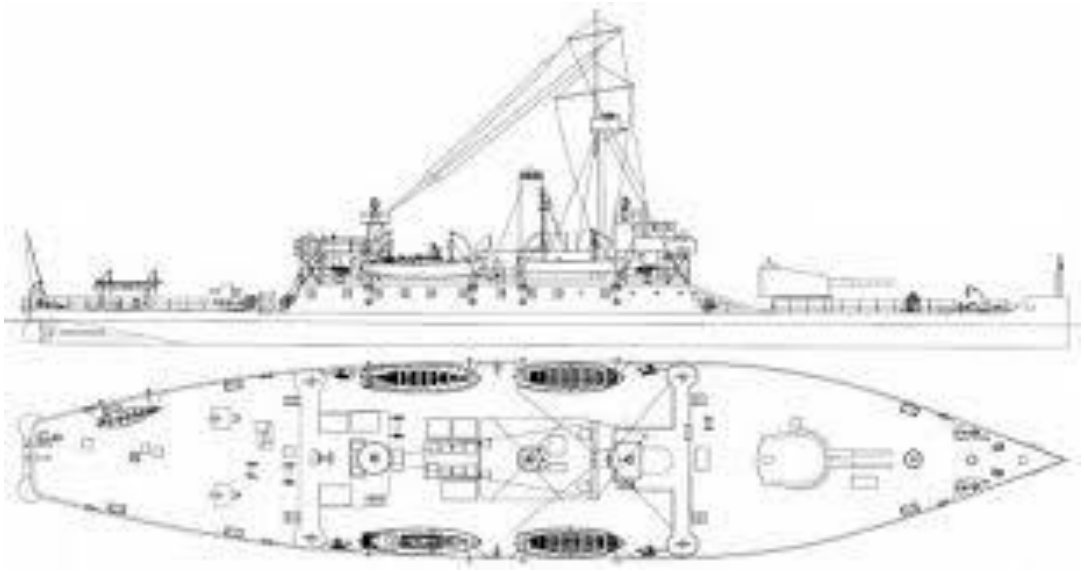
BRITISH MONITORS. MERSEY HUMBER AND SEVERN

THE THREE SHIPS AWAITING SALE AT BARROW IN 1914

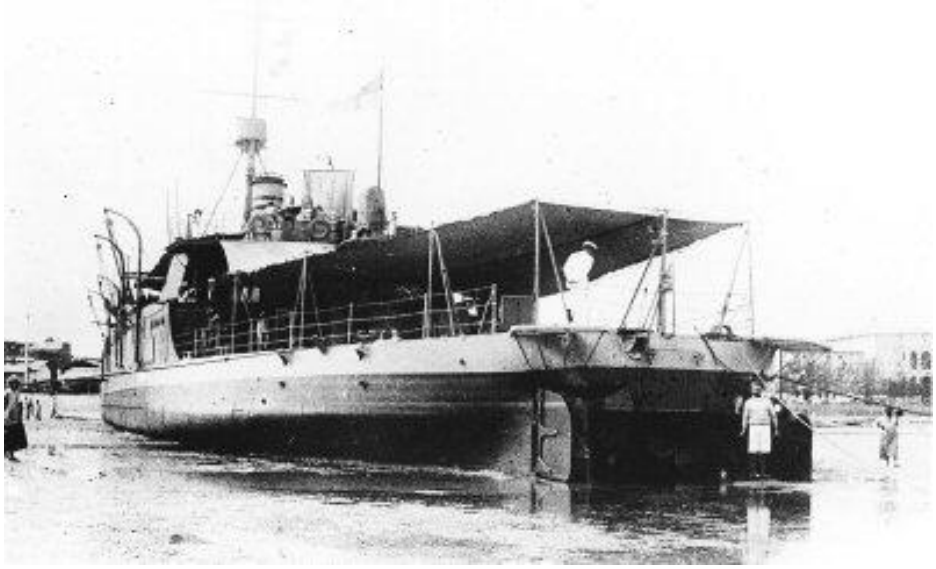
Three light monitors were ordered by Brazil from Vickers at Barrow in Furness in 1912 for patrolling duties on the Amazon River. They were the JAVARY, the MADEIRA and the SOLIMOES and all three were laid down on 24th August 1912. The three were launched on 17th June 1913, 30th September 1913 and 19th August 1913 respectively, with completion November 1913, February 1914 and January 1914 respectively. All three undertook sea trials, but because Brazil was unable to pay for them, they were laid up in Barrow.



HMS SEVERN IN 1915



The Admiralty purchased the three, mainly to prevent them getting into “the wrong hands”, and on 3rd August 1914 they were commissioned as HMS HUMBER (Javary), HMS MERSEY (Madeira) and HMS SEVERN (Solimoes).



HMS SEVERN

They were of 1280 tons displacement with dimensions 266’ 9” x 49’ 0” x 5’ 7.2”. Two Yarrow boilers provided steam for two triple expansion engines totalling 1450 indicated horsepower giving 9.5 knots in service. They were armed with two 6” guns in a turret forwards, two 4.7” howitzers aft plus four 3 pounders and a single 3 pounder anti-aircraft gun. Their armour consisted of 3” to 1.5” belt, 1.5” bulkheads, 3.5” barbettes and 4” turret.

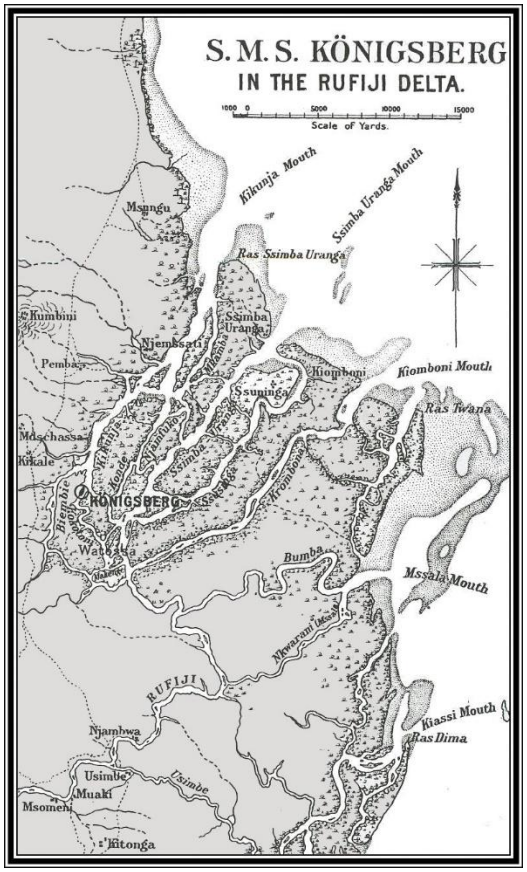
Because of their lack of draught, they were difficult to manoeuvre, and with only about 3 feet of freeboard, they were unseaworthy in anything over Force

5 in open sea. Their shallowness, however, was very useful in being able to get close inshore for bombarding enemy positions. On commissioning they were stationed at Dover attached to the Dover Monitor Squadron.

HMS SEVERN SHOWING THE AFT 6” GUN

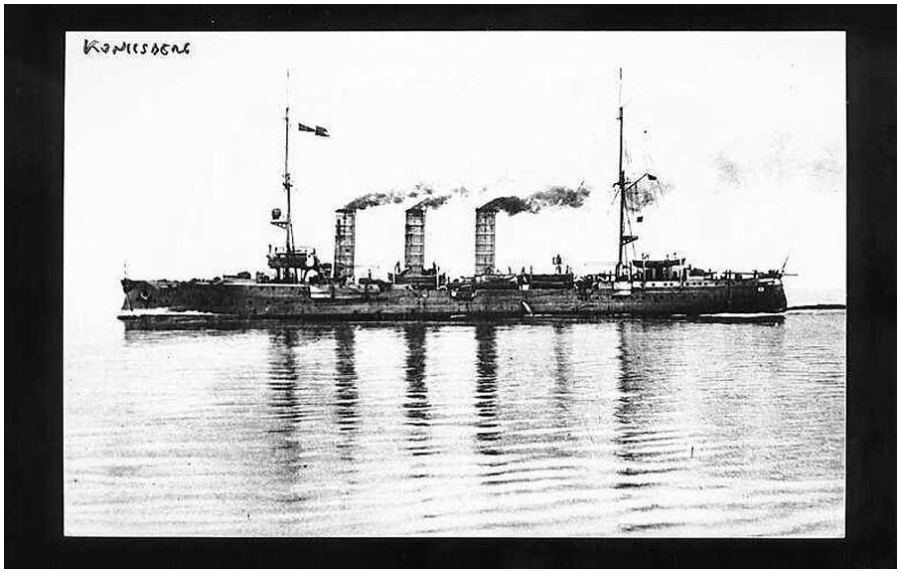
All three took part in heavy fighting on the Belgian coast during October and November 1914 during the Battle of Yser. The 6” guns of the Mersey and Severn soon were worn out, and both ships were re-armed with single 6” guns (mounted fore and aft) salvaged from the battleship MONTAGU, which had been wrecked on the Isle of Lundy in 1906. The Humber retained her twin 6” turret throughout the war.

Early in 1915, all three were sent to the Mediterranean, a difficult journey because of their lack of draught. In June, Humber reached Gallipoli and took part in the fighting before becoming a guardship.

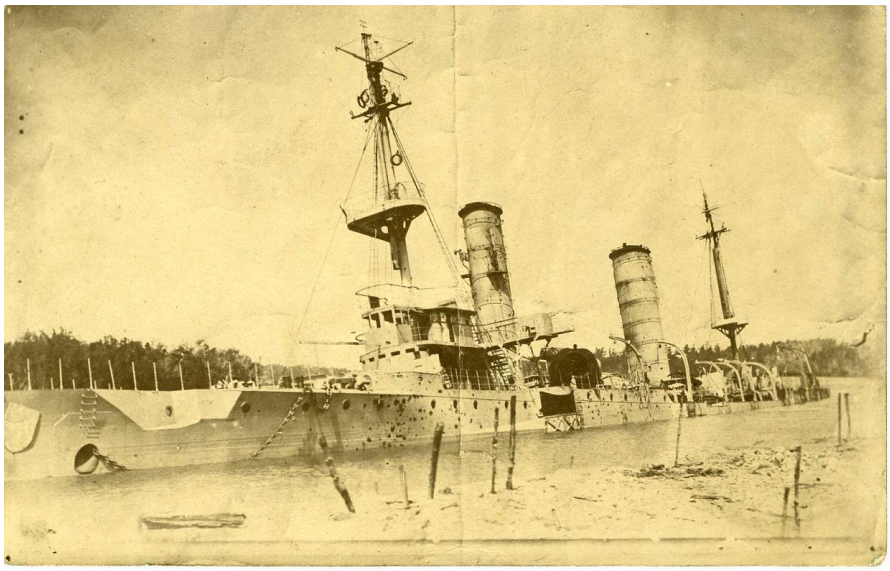


The Mersey and Severn were diverted from the Mediterranean to the coast of East Africa to take on the German cruiser KONIGSBERG. The Konigsberg was hiding upstream in the Rufiji delta in waters too shallow for British cruisers to navigate. She was of 3450 tons displacement and had been commissioned in 1905. She carried ten 4.1” guns but suffered from intermittent supplies of coal etc.

The Mersey and Severn were towed by tugs some 5000 miles, leaving Malta on 28th April, crossing the Mediterranean, the Suez Canal and the Red Sea and on to Mafia Island, arriving on 3rd June. On 6th July the two ships left Mafia Island under their own steam and headed up the Rufiji delta.



SMS KONIGSBERG

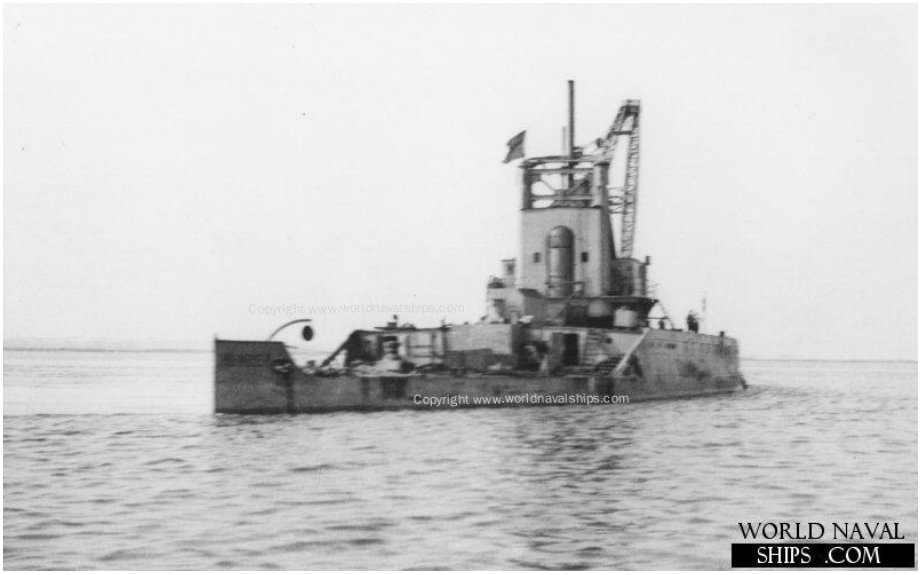


KONIGSBERG AFTER THE ACTION

Between 6th and 11th of July, with the help of a couple of spotting aircraft, the Konigsberg was reduced to a burning wreck. The range was about 10,000 yards and the ships had to be ballasted to get enough elevation of the guns. The Konigsberg had suffered many casualties and was almost out of ammunition and was scuttled by her crew. The Mersey had been damaged by shells from the Konigsberg, but was able to return down to the sea. Salvage on the wreck began in 1924 and carried on intermittently until 1966 when the wreck collapsed and finally sank into the riverbed. Three of Konigsberg's 4.1" guns remain in museums at Pretoria, Mombasa and Jinja in Uganda..

Both vessels remained on the East African coast until 1918. By October 1918, all three ships were back in the Mediterranean at Mudros, passing through the Dardanelles at the end of the war. All three returned to Britain in March 1919. The Humber was towed to the White Sea in May 1919 to support the White Russian offensives

The Mersey and Severn were sold for scrapping in May 1921. The Humber was sold in September 1920 to the Dutch shipbreaking company Rijsdijk for conversion into a crane barge in the Medway. In 1925 she was sold to Upnor Shipbreaking Company for use in the disposal of the wreck of HMS BULWARK. In 1939 she was sold to a French company to assist in breaking up the battleship FRANCE, which had been wrecked off the coast of Brittany in 1922. It is probable that she was broken up some time after 1945.

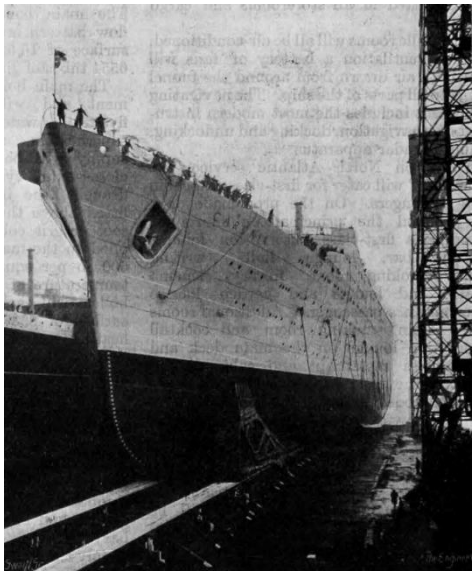


HUMBER AS CRANE BARGE

THE RMS CARONIA "THE GREEN GODDESS"

RMS CARONIA IN HER ORIGINAL HULL LIVERY

The RMS Caronia was ordered in late 1945 from John Brown & Co on Clydebank by Cunard White Star and she was laid down on 13th February 1946, launched on 30th October 1947 and completed in December 1948. She was of 34,183 grt with dimensions 217.9m x 27.8m x 9.66m.



LAUNCH DAY

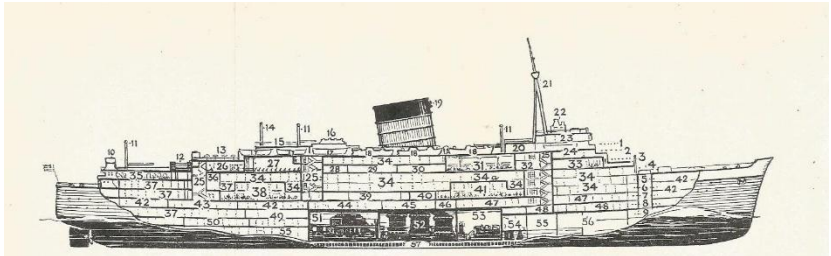
She was powered by six Yarrow side-fired 5-drum water-tube boilers which provided steam for her two Parsons geared turbines (High Pressure double

reduction and Medium and Low Pressure single reduction) of 35,000 shp driving 2 screws and giving 22 knots. Her single funnel was one of the largest ever installed on a ship.

She was the first Cunarder to be designed for a two-class transatlantic service plus a first-class cruising role. With cruising in mind, she had an outdoor swimming pool, lido deck and a bathroom/shower room facilities in every cabin.


THE FUNNEL

For her first few years she operated mainly on the transatlantic service, cruising only in the winter. After her first 111-night world cruise in 1951, however, she began cruising for most of the year, only doing the transatlantic runs in August and September. In November/December 1956, during a refit in Liverpool, air conditioning was installed to all passenger and crew accommodation.



SECTIONAL PLAN OF THE *CARONIA* SHOWING INTERIOR ARRANGEMENTS OF A MODERN ATLANTIC LINER

1. Sports Deck.
2. Sun Deck.
3. Promenade Deck.
4. Main Deck.
5. "A" Deck.
6. Restaurant Deck.
7. "B" Deck.
8. "C" Deck.
9. "D" Deck.
10. Docking Bridge.
11. Derrick Posts.
12. Swimming Pool and Lido.
13. Open Terrace.
14. Wireless Receiving Aerials.
15. Verandah Café.
16. Engine Room, Hatch and Engineers' Wardroom.
17. Lifeboats.
18. Three 45-ft. Motor Launches.
19. Navigation Lights.
20. Officers' Wardroom.
21. Tripod Mast and Crow's Nest.
22. Radar House.
23. Chart Room and Wheel House.
24. Captain's and Officers' Cabins.
25. Staircase and Lifts.
26. Cabin Lounge.
27. Theatre.
28. Library.
29. First Class Smoking Room.
30. Reading Room.
31. Main Lounge.
32. First Class Entrance Hall and Shop.
33. First Class Observation Lounge and Cocktail Bar.
34. First Class Bedrooms.
34a. First Class Suite Rooms.
35. Cabin Cocktail Bar and Smoking Room.
36. Shop.
37. Cabin Class Bedrooms.
38. Sandringham Restaurant.
39. Main Kitchens, Scullery and Stores.
40. Private Dining Room.
41. Balmoral Restaurant.
42. Crew.
43. Hospital and Dispensary.
44. Baker's Shop and Stores.
45. Printer's Shop, Waiters' Mess Room and Pantry.
46. Engineer Officers' Mess Room.
47. Engineer Officers' Accommodation.
48. Stewards' Accommodation.
49. Stores.
50. Gymnasium and Medical Baths.
51. Main Engineroom.
52. Boiler Room.
53. Turbo-Generator Room.
54. Auxiliary Machinery Room.
55. Oil Fuel Tanks.
56. Refrigerating Machinery and Refrigerated Stores.
57. Double Bottom.

By the sixties, she was becoming too expensive to operate as a cruise ship. After turbine trouble at Cape Town in February 1965 and a fire after her annual overhaul in Southampton that December, she was held at Southampton for three weeks in June 1966 because of a seamen's strike. In October 1967 it was announced that she was to be retired.

Early in 1968, she was sold to Star Shipping, a Panama – based and American-owned startup, and renamed COLUMBIA and refitted in Greece. During the refit, Star Shipping was taken over by A. Konstantinidis, a Greek businessman, who renamed her CARIBA, and registered her in Panama. In February 1969 she started her first cruise from New York to the Caribbean, but there were problems with her waste system. On her second cruise there was an engine room explosion in which one crewman was killed, so she limped back to New York after 20 hours without power.

In 1974, after being laid up in New York for some time, she was sold for scrapping in Taiwan. A West German tug, the HAMBURG, was commissioned to tow her from New York to Breakers in Kaohsiung, Taiwan. The tow, which was programmed to take100 days, involved fuelling stops at Panama and Hawaii. The two ships sailed into Typhoon Mary near Guam. On 12th August, Hamburg's generators failed and her crew had to cut the towline to save the tug. The high winds drove the Caribia against Apra Harbour's breakwater, where she broke up into three sections.

The stern of the wreck blocked the entrance to Apra Harbour, the only port serving Guam, so clearance was a matter of urgency. There was a five month's delay, however, because beneath her was the wreck of a Korean War LST loaded with tons of munitions. The munitions had to be carefully removed before work on breaking up the Caribia could start. By January 1975, her stern section had been dismantled, and the harbour was operational again. By late 1975, the rest of the wreck had been cleared.

For such a trend-setting ship, 20 years seems a very short service life, but the pace of change in ocean cruising etc at that time was dramatic.

SHORT HISTORY OF A LINE -BIBBY LINE

Bibby Line Group Limited, can be traced back to John Bibby who founded the company in 1807. The company along with the group is based in Liverpool.

1807 John Bibby began trading as a shipowner in Liverpool with his partner John Highfield. By 1836 the Bibby fleet consisted of 18 ships and John had moved the business forward independently of his partner.

1840

By 1840 Bibby was attacked and murdered on the 19th July 1840. John's death left his sons with a prosperous business and together John and James took the helm of the Bibby Line.

1859

In 1859 Bibby Line's Venetian was the first vessel built by the Belfast shipyard Harland & Wolff. Of the first 23 ships built by the yard 18 were for the Bibby Line. In total the Harland & Wolff shipyard built 37 ships for Bibby Line, the last of them in 2003.

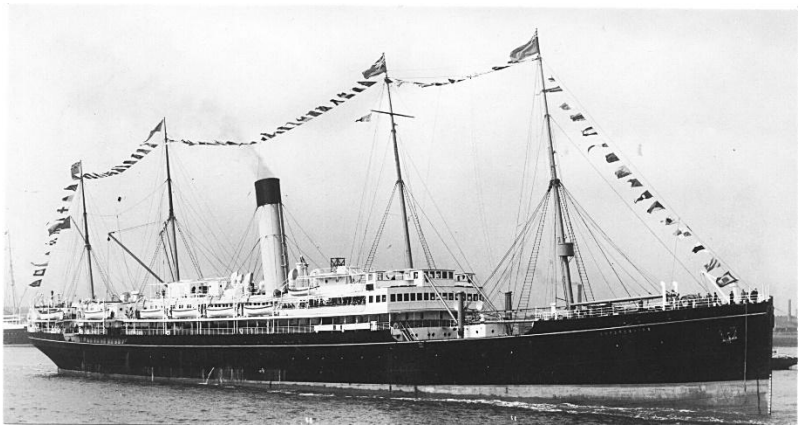

Danube Built 1856

1891 In 1891 Bibby Steam Ship Co. was established under the management of Bibby Bros & Co The Lancashire recorded the best time for the run to Burma in 23 days and 20 hours,

1897 Derbyshire

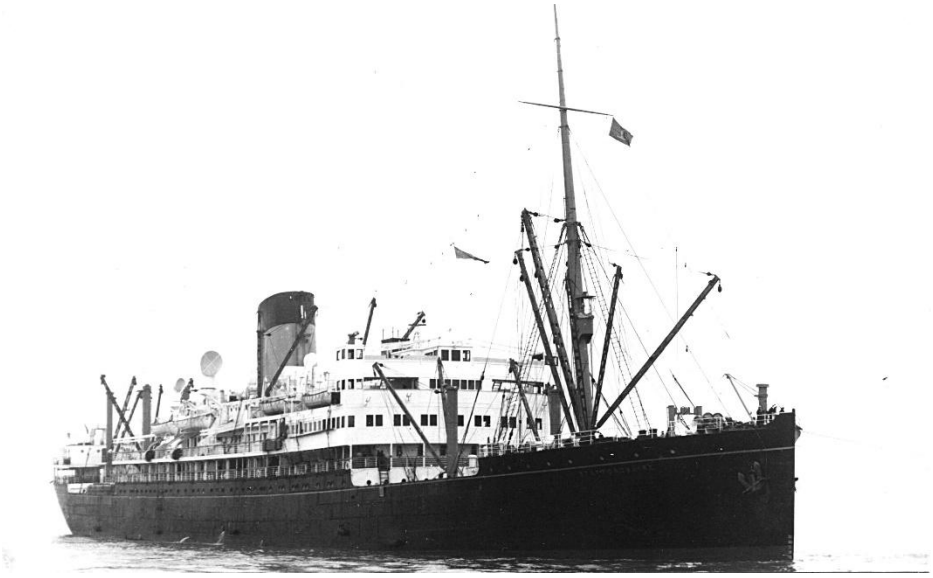
1902 with Arthur Wilson Bibby at the helm Bibby Line became one of the "Four Bs" and was voted by the Trade Unions as "the ideal type of employer. The

other three were Birchalls, Blue Funnell and Booth Line – Bibby Line had the distinction of being the longest established of the four

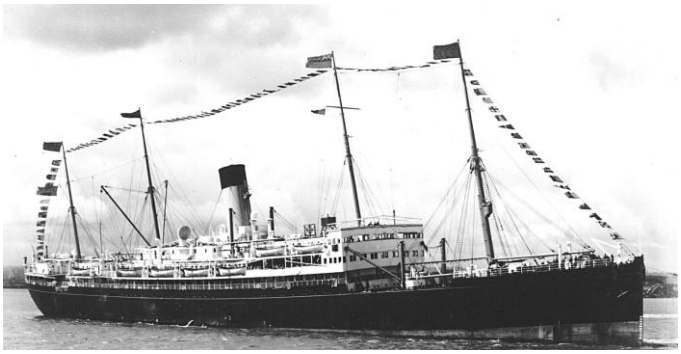


Oxfordshire Built 1912

1914 At the outbreak of WWI the Bibby Line ships supported the war effort by acting as hospital ships, troop ships and armed merchant cruisers. Oxfordshire alone carried 53,000 wounded during the war. By the end of the war Bibby Line had carried over 200,000 British and 25,000 American troops. The Worcestershire became a casualty of the war.

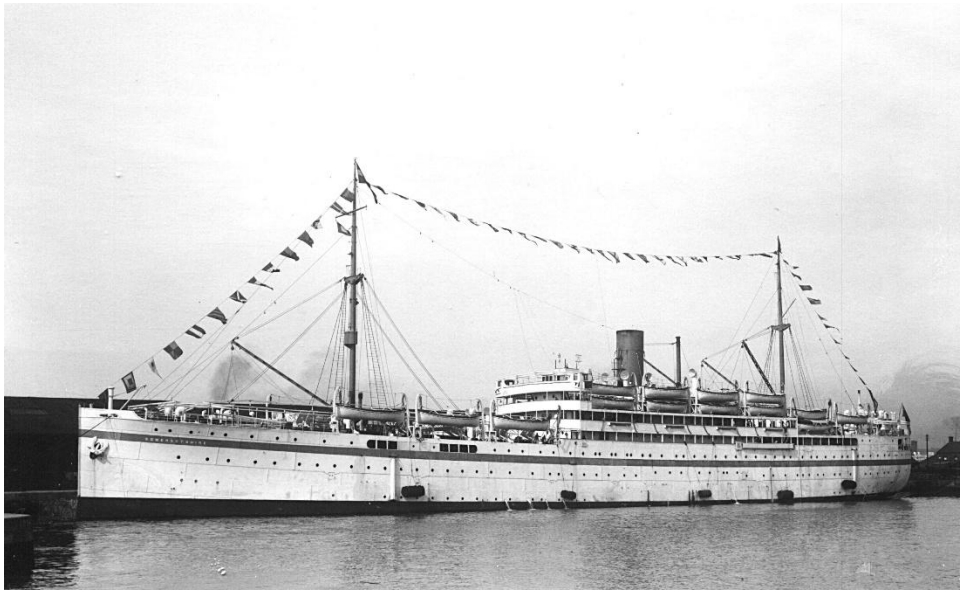


1926 Staffordshire



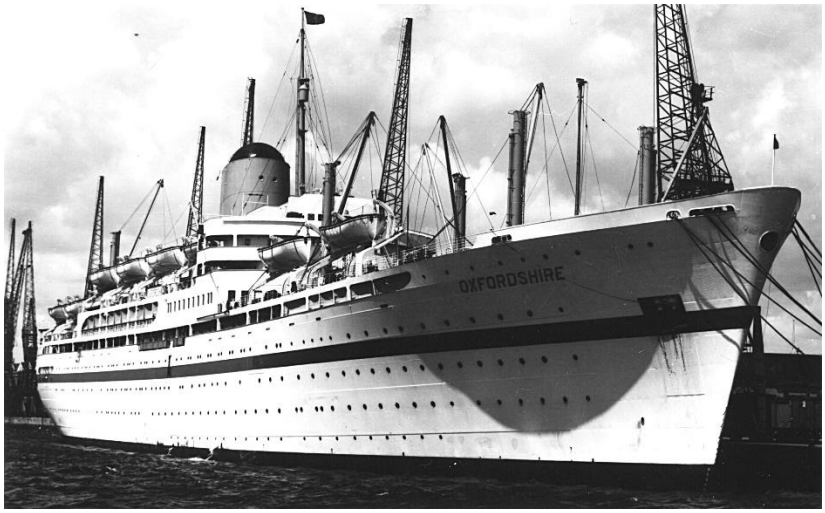
1926 Shropshire

1926 Shropshire

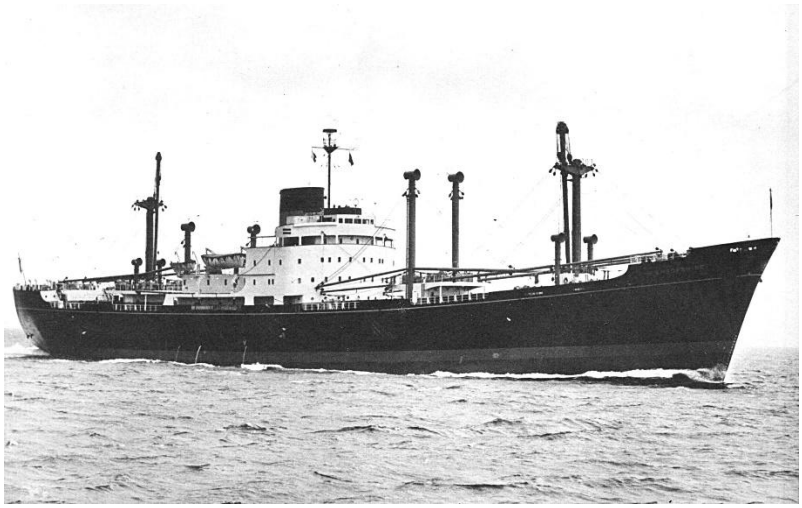


1926 Somersetshire

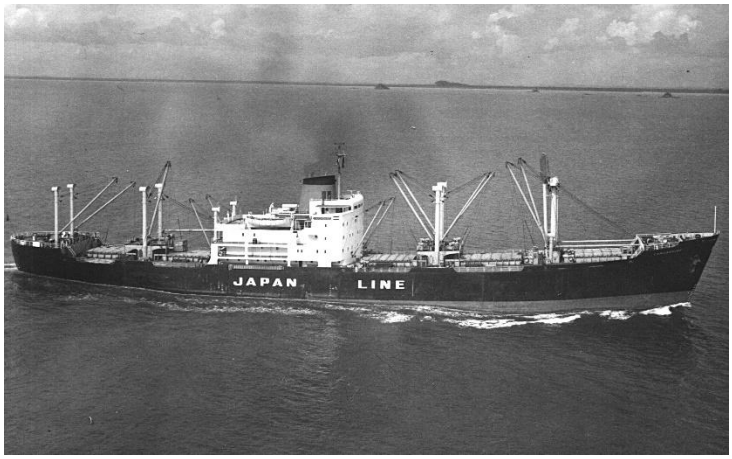
1939 Now under the leadership of Sir Harold Bibby at the outbreak of WWII, Bibby Line consisted of 11 ships, all of which were requisitioned for the war. The Yorkshire and The Shropshire were both torpedoed while on duty. On D-Day, four of the vessels operating as troopships, the Cheshire, Devonshire, Lancashire and Worcestershire carried 10,000 men.



1957 Oxfordshire seen



1959 Shropshire



1967 Lancashire

1969 Northamptonshire

1970 the company more than trebled its overseas earnings and the total tonnage of the Bibby Line in the 1970s exceeded one million tons

Along with other British ship owners, it endured hard economic conditions in the 1970s and 1980s, but survived through diversification into floating accommodation.

1976 Derbyshire

1980 **I**n September 1980 came the loss of the oil-bulk-ore carrier Derbyshire (formerly known as The Liverpool Bridge) with all hands. She was overwhelmed by a typhoon in the South China Sea. This remains to this day Britain's biggest peace time loss at sea.

1976 Bibby Stockholm

Converted 1992

1981 Bibby Line became involved in 'factoring' in 1981. For the first couple of years the factoring business was run from Bibby Line's accounts department, then it migrated to its own department, and in 1985 became Bibby Financial

Services Ltd. Today it operates worldwide with thousands of clients globally. In 1982, Bibby Line began to diversify its maritime business to include interests such as Coastals and jack up platform

1985 Bibby Distribution (BDL) was also formed this year, which now operates 2,300 trucks and trailers, with 90 depots around the UK, and more than two million square feet of warehousing accommodation.

2003 The Bibby Offshore business began trading as a division in its own right in 2003. With a base in the oil and gas capital of Aberdeen; Bibby Offshore became a global provider of dive support services to the industry.

2005 Bibby Saphire is a diving support vessel built in 2005

In 2008, the Bibby Line Group continued to diversify with the purchase of the construction asset hire company Garic UK. Bibby Line Group's investment enabled Garic to remain a key market player, in a competitive sector

ONE FACT WONDER

The Manchester Ship Canal

Construction started in November 1887 and took seven years to complete, with Queen Victoria opening the canal in 1894. The canal runs for 36 miles from Eastham on the Mersey estuary to Salford in Greater Manchester.

Construction of the Manchester Ship Canal was overseen by contracting engineer Thomas Walker. He divided the 36 mile (58km) route into 8 sections, putting an engineer in charge of work on each. Up to 17,000 labourers (also known as navvies) worked on digging the canal.

The canal was a response to Liverpool port authorities increasing charges for handling goods. Manchester businesses backed the scheme as they wanted to cut their costs.

Navvies were paid the equivalent of around £19 for a 10-hour working day. Walker also provided living accommodation, meeting halls and hospital facilities for the workforce.

Thomas Walker, the project engineer contracted to build the canal, thought of the idea to build the temporary tracks to transport the soil from the site and also to carry workers to different sections. When Walker died on 25 November, 1889 the build suffered numerous setbacks such as flooding

Engineers laid more than 200 miles (320km) of temporary rail track and used 180 locomotives and over 6,000 trucks and wagons to transport building materials along the canal route. Some 41million cubic metres of soil and sandstone were excavated

Other equipment included 124 steam powered cranes and 97 steam excavators, all these consumed coal at the rate of 10k tons a month.

Figures for the number of labourers who died digging the canal range from 200 - estimated by insurers for the company - to 1,200 gleaned from records kept by workers groups.

Construction firsts along the route included the Barton Swing Aqueduct near Barton-on-Irwell in Greater Manchester.

The aqueduct was the first of its kind in the world. Designed by Edward Leader Williams, it's a kind of swing bridge that rotates on a pivot to let big ships pass along the canal.

The company building the canal ran out of money after 4 years and had to borrow £3m (about £354m today) from Manchester corporation (now Manchester city council) to finish the project.

The canal was officially opened by Queen Victoria in May 1894 at final cost of £15 million It was constructed during a global recession it ran at major losses for the first 19 years of its life - unable even to keep up with the interest on the capital loans

Despite being some 40 miles from the sea, the Manchester Ship Canal allowed the newly-founded Port of Manchester to establish itself as the third busiest port in Britain. At its peak in 1958, the amount of freight carried by the canal was almost 20,000,000 tons.

It was necessary that a surgical and hospital staff should be appointed to look after the health of 20,000 men with their wives and families in the hutments along the canal. Only a surgeon with a wide experience of accidents amongst manual workers could organise such an undertaking. While upon holiday in Norway, in 1884, Robert Jones attended a case in the hotel where he was staying with such success that he aroused the interest of the English people staying there. Amongst these was Mrs. Garnett, head of " The Navy Mission."

By her influence his name was put forward for the post of Surgeon-Superintendent of the Canal. With the exception of Hugh Owen Thomas, no one had the qualifications of Robert Jones for handling emergency work upon so consider able a scale. So early as the late 'eighties, Robert Jones was evidently regarded as an orthopaedic specialist, although he remained a general surgeon for nearly twenty years afterwards.None to keen on anaesthesia by all accounts

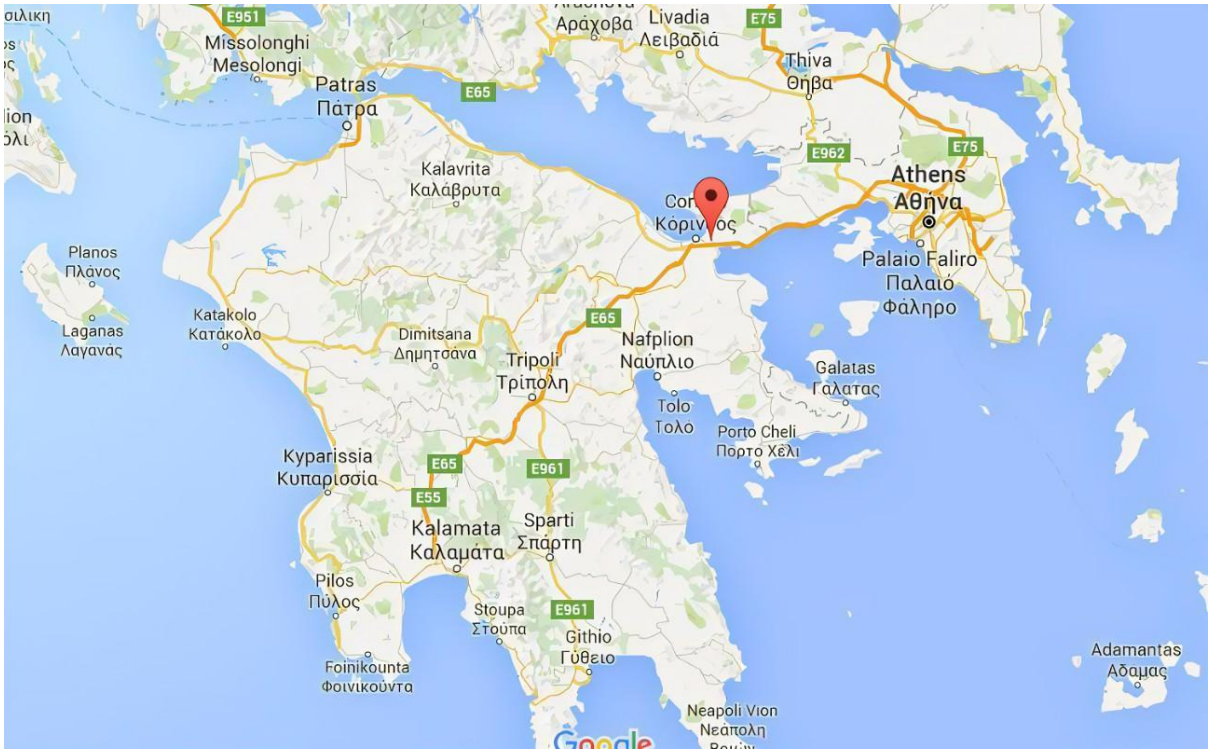
A local journalist remarks in 1889—" Dr. Robert Jones, who has just been appointed to the honorary surgeonship of the Southern Hospital, is one of the best liked medical men in town. . . . When the Ship Canal works were commenced, Dr. Jones was offered the position of surgeon to the works, the salary, I believe, being £3,000 a year. As the

acceptance of the office, however, would have necessitated Dr. Jones giving up his private practice, he refused it, ultimately being appointed a kind of medical superintendent over the other practitioners engaged."

The Yacht Norseman flagship of the Company at the opening ceremony

Corinth Canal, Greece

The Corinth Canal is an artificial canal in Greece that connects the Gulf of Corinth in the Ionian Sea with the Saronic Gulf in the Aegean Sea. It cuts through the narrow Isthmus of Corinth and separates the Peloponnese from the Greek mainland, making the peninsula an island.



The canal consists of a single channel 8 metres (26 ft) deep, excavated at sea level (thus requiring no locks), measuring 6.4 kilometres (4 miles) long by 24.6 metres (81 ft) wide at sea level and 21.3 metres (70 ft) wide at the bottom. The rock walls, which rise 90 metres (300 ft) above sea level, are at a near-vertical 80° angle. The canal is crossed by a railway line, a road and a motorway at a height of about 45 metres (148 ft). The narrow width makes it impassable for many modern ships and it is currently mostly used by smaller tourist ships - around 11,000 ships per year travel through the canal. Ships can pass through the canal only one convoy at a time on a one-way system. Larger ships exceeding 800 tonnes have to be towed by tugs.

The canal operates 24 hours, 7 days per week except on Tuesdays from 06.00 to 18.00, when regular canal maintenance is carried out.

History

The Corinth canal concept originated in the 7th century BC, but construction of a canal finally began under Roman Emperor Nero in 67 AD, using Jewish prisoners captured during the First Jewish-Roman War. However, the project ceased shortly after his death. In subsequent centuries, others were interested but there was no construction.

The idea of a canal was revived after Greece gained formal independence from the Ottoman Empire in 1830. A French engineer was asked to assess the feasibility of the project but had to abandon it because of the estimated cost. Fresh impetus was given by the opening of the Suez Canal in 1869, and, the following year, the government passed a law authorizing the construction of a Corinth canal. French entrepreneurs were put in charge but, following the bankruptcy of the French company that had attempted to dig the Panama Canal, French banks refused to lend money, and the company went bankrupt as well. A fresh concession was granted to the Société Internationale du Canal Maritime de Corinthe in 1881, which was commissioned to construct the canal and operate it for the next 99 years. Construction was formally inaugurated on 23 April 1882

After eight year's work, the company ran out of money and went bankrupt. Construction resumed in 1890, when the project was transferred to a Greek company, and was completed on 25 July 1893 after eleven years' work.

The canal experienced financial and operational difficulties after completion. The narrowness of the canal makes navigation difficult. Its high walls funnel wind along its length, and the different times of the tides in the two gulfs cause strong tidal currents in the channel. For these reasons, many ship operators were unwilling to use the canal, and traffic was far below predictions. Annual traffic of just under 4 million net tons had been anticipated, but by 1906 traffic had reached only half a million net tons annually. By 1913, the total had risen to 1.5 million net tons, but the disruption caused by World War 1 resulted in a major decline in traffic.

Another persistent problem was the heavily faulted nature of the sedimentary rock, in an active seismic zone, through which the canal is cut. The canal's high limestone walls have been persistently unstable, resulting in landslides from the start. It was soon found that the wake from ships passing through the canal undermined the walls, causing further landslides. This required further expense in building retaining walls along the water's edge for more than half of the length of the canal. Between 1893 and 1940, it was closed for a total of four years for maintenance to stabilise the walls. In 1923 alone, 41,000 cubic metres of material fell into the canal, which took two years to clear out.

Serious damage was caused to the canal during World War 2. On 26 April 1941, German parachutists and glider troops attempted to capture the main bridge over the canal. The bridge was defended by British and Anzac forces and had been wired for demolition. The Germans surprised the defenders with a glider-borne assault in the early morning and captured the bridge, but the British destroyed the structure. The bridge was replaced by a combined rail/road bridge built in 25 days by Italian army engineers. Following the Axis occupation of Greece the Allies made several attempts to block the canal but without success.

In October 1944, as German forces retreated from Greece, the canal was put out of action by German "scorched earth" operations. German forces used explosives to trigger landslides to block the canal, destroyed the bridges and dumped locomotives, bridge wreckage and other infrastructure into the canal to hinder repairs. US Army engineers began to clear the canal in November 1947 and reopened it for shallow-draft traffic by 7 July 1948, and for all traffic by that September.

In 1988, submersible bridges were installed at sea level at each end of the canal, providing two additional crossings for road traffic.

In October 2019, with over 900 passengers on board, Fred Olsen's MS Braemar (22.5 metres (74 ft) wide and 195 metres (640 ft) long) successfully traversed the canal to set a new record for longest ship to pass through the canal.

The canal closed at the beginning of 2021 after a landslide. It re-opened in June 2022 until October 2022. After further safety measures, it reopened on June 1, 2023.

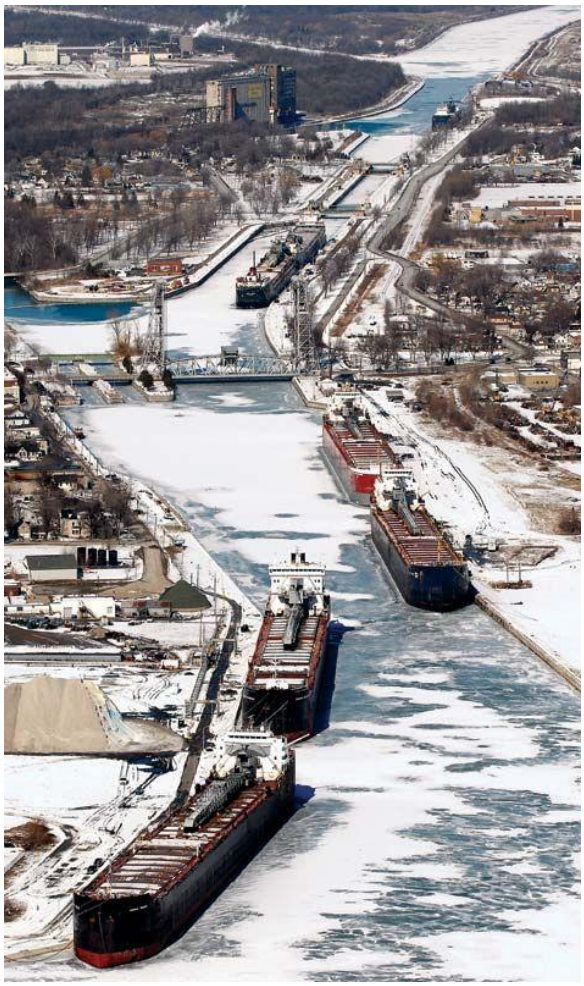
Distances saved using the canal

What distance can you save by using the canal? Here are a few examples comparing the distance in nautical miles via the canal with the distance via the Peloponnese:

Routes	Via the Canal	Via the Peloponnese	Amount of reduction
Straits of Messina to Piraeus	403	477	74
Venice to Piraeus	721	851	130
Corfu to Piraeus	237	370	133
Patras to Piraeus	100	295	195

THE WELLAND CANAL


WELLAND CANALS
Lake Ontario
Port Weller
Port Dalhousie
St. Catharines
St. Catharines Museum
Thorold
Niagara Falls
Chippawa
Port Robinson
Welland
Welland River
Feeder Canal (1829)
Port Colborne
Historical and Marine Museum
Buffalo
Lake Erie



The Welland Canal canal traverses the Niagara Peninsula between Port Weller on Lake Ontario, and Port Colborne on Lake Erie, and was erected because the Niagara River was unnavigable due to Niagara Falls. The Welland Canal enables ships to ascend and descend the Niagara Escarpment, and has followed four different routes since it opened.

The Welland Canal[passes about 3,000 ships which transport about 40 million tonnes of cargo a year. The original canal and its successors allowed goods from Great Lakes ports such as Cleveland, Detroit, Milwaukee, and Chicago, as well as other heavily industrialized areas of the United States and Ontario, to be shipped to the Port of Montreal or to Quebec City, where they were usually reloaded onto ocean-going vessels.

The Welland Canal in use today is the Fourth Welland Canal. The First Welland Canal was excavated from 1824–1829 with forty wooden locks and commenced operation on November 30, 1829.

The Second Welland Canal began excavation in 1841 larger locks made of stone to replace the wooden locks. It was completed in 1845 and remained in operation for before closing permanently in 1935.

The Third Welland Canal was designed to follow a straighter and thus shorter route than the first two and began construction in 1872 through 1887. with 26 masonry locks lined with wood to protect ships rubbing against the sides or bottom. The Third Canal locks operating from 1887 until 1935 along with the still operating Second Welland Canal.

The Fourth Welland Canal began construction in 1913 and was completed in 1932 The Fourth Canal Three years after the Fourth Canal began operating in 1932 the government of Canada closed the Second and Third canals. The

Fourth Canal is equipped with just eight locks compared to the forty locks needed by the First Welland Canal.

The southern, Lake Erie terminus of the canal is 326 feet higher than the northern terminus on Lake Ontario. The Garden City Skyway passes over the canal, restricting the maximum height of the masts of the ships allowed on this canal to 116 ft.

All other highway or railroad crossings of the Welland Canal are either movable bridges or tunnels. The maximum permissible length of a ship in this canal is 740 feet. It takes ships an average of about eleven hours to traverse the entire canal

ANSWERS TO QUIZ 89

QUIZ FOR MARCH N & V – QUESTIONS

1. DEVOUT: A 46 gt tug built in 2009 sold by Thamescraft Dry Docking to the Port of Jersey Marine Services. Late Dec.
2. MAELYS 11: 139222 sdwt Togo flagged Ro-Ro ship capsized in Port – au – Prince in Haiti. 7 dead and 17 injured. Late Dec.
3. VEGA DREAM (175,000dwt) and YANGZHE (82,000 dwt) : These two ships collided in the Yangtze River causing some oil pollution.
4. LEONINE: A new Ro-Ro ship launched at Hyundai Mipo Dockyard for Cobelfret. Has 2 conventional main engines and 2 shaft generators. It is estimated to significantly save CO2 emissions against the CELINE and DELPHINE but with the same cargo capacity. Delivery due in first half of 2025.

5. NOVOROSSIYSK (B-61). The last Russian submarine in the Mediterranean left its base at Tartus and passed through the Strait of Gibraltar. Early Jan.
6. HMS TRIUMPH: The last Trafalgar class nuclear submarine was decommissioned at Portsmouth. Mid. Jan.
7. HMS AGINCOURT: The 6th Astute class nuclear submarine is to be renamed HMS ACHILLES, reportedly at the king's request. Late Jan.
8. QING DIAN TUO 1 was launched on 25th January at Jiangsu Zhenjiang Shipyards. She is the world's first hybrid hydrogen-battery tug. She will have a hydrogen fuel cell and a liquid-cooled lithium battery system and azimuth stern drive.
9. HMS WELLINGTON: She has secured a £225,000 grant from the National Lottery Heritage Fund to help in her preservation. Mid Jan.
10. CUMBRIAN FISHER: Oil/chemical tanker in James Fisher fleet (built 2004 and 12,921 dwt) sold to Turkish interests, renamed CUMBRIAN and Barbados flagged.
11. VOLGONEFT-212 and VOLGONEFT-239: Both small oil product tankers wrecked in the Kerch Strait in a storm. Between the two ships, some 4300 tons of oil was carried, most of which has already washed ashore or is still in the submerged parts of the wrecks. Both were over 50 years old and the ships were not designed for sea passages.
12. SHAHID BEHESHTI: Iran's Revolutionary Guards have taken delivery of Iran's first Drone Carrier. She has been converted from a container ship and has a 180-metre-long runway. She can launch and retrieve larger drones, such as the Qaher, and also can operate fast-attack craft and unmanned submarines.
13. KILDIN: 55-year-old Russian Moma class spy ship caught fire off the Syrian coast and lost engine power. Assistance from

a NATO ship was refused. The blaze was brought under control after about 4 hours.

14. RADIENCE OF THE SEAS: Completed in 2001 and 90,090 GT. 89 passengers fell sick after a gastrointestinal outbreak whilst on a cruise in the Gulf of MEXICO. Royal Caribbean has increased cleaning of the ship.
15. EMDEN: A new Braunschweig class corvette at Blohm & Voss in Hamburg has had “several dozen kilograms” of metal shavings dumped into its engine system. Sabotage by Russia is suspected.

MYSTERY SHIPS 89

Uruguay Express 06.93

URUGUAY EXPRESS IMO **7711567** Container ship – B463 type 28,060g 28,153d 1,630TEU Length: 204 Breadth: 31 Depth: 15.6 Draught: 11 (m)

1978: Completed by Stocznia Gdanska im Lenina, Gdansk as ALEMANIA EXPRESS.
1992: Renamed URUGUAY EXPRESS.
1996: Renamed ANGELA.
1997: Renamed OREGON STAR. (Blue Star Line charter)
1998: Renamed ANGELA.
1999: Renamed ZIM BEIJING.
2001: Renamed ANGELA. Renamed INDFLEX SCI. Renamed MSC ALPANA.
2011: Broken up in Bangladesh.

United Spirit, 20 06 93

UNITED SPIRIT IMO **6819831** General Cargo
10,835g 14,340d Length: 159 Breadth: 21 Depth: 12.6 Draught: 9.7 (m)

1968: Completed by Brodogradiliste '3 Maj', Rijeka as SULEYMAN STALSKIY.
1991: Renamed UNITED SPIRIT.
1994: Broken up in India.

Torch Harwich

TORCH IMO **772465** Torpedo recovery vessel
559g 174d Length: 48 Breadth: 9.6 Depth: 5 Draught: 3.5 (m)

1980: Completed by Hall, Russell & Co. Ltd., Aberdeen as TORCH – Pennant No. A141.
2015: Broken up in Belgium.

Rita D 20.06.90

RITA D IMO **6912243** General Cargo
4,643g 6,459d Length: 122 Breadth: 17 Depth: 8.3 Draught: 7 (m)

1968: Completed by Sudostroitelnyy Zavod im. "A.Zhdanov", Leningrad as VYTEGRA.
1990: Renamed RITA D.
1996: Renamed ZIZI.
2000: Renamed STAMY WAVES II. Broken up in India.

Friston Down

FRISTON DOWN - Tug
96g Length: 24.3 Breadth: 8 Depth: - Draught: 2.7 (m)

1964: Completed by R. Dunston Ltd., Thorne as FRISTON DOWN.
2013: Renamed GPS ANGLIA. Still in Service.

Fauno - Naples, 03.09.93

FAUNO IMO **7717315** Passenger/Ro-ro ship
1,386g 573d Length: 70 Breadth: 14 Depth: 4.8 Draught: 3.6 (m)

1981: Completed by Cant. Nav. "Luigi Orlando", Livorno as FAUNO. Still in Service.

Cranach

CRANACH IMO **8208036** General Cargo/Container ship
18,800g 24,900d 1,316TEU Length: 169 Breadth: 25.9 Depth: 15.5 Draught: 10.2 (m)

1983: Completed by Howaldtswerke-Deutsche Werft AG (HDW), Kiel as CRANACH.
1991: Renamed MSC LAURA.
1992; Renamed TRADE WEALTH.
1997: Renamed WESTWIND.
2003: Renamed THOR CONFIDENCE.
2011: Renamed NEPTUNE. Broken up in China.

Angelino Lauro – Naples, 03.09.93

CRANACH IMO **7911143** Passenger/Ro-ro ship
844g 390d Length: 70 Breadth: 12.5 Depth: 4.3 Draught: 3.7 (m)

1983: Completed by NMA SpA, La Spezia as ANGELINA LAURO. Hull built by Nuovi Cantieri Liguri SpA, Pietra Ligure.
2004: Renamed ROSA D'ABUNDO. Still in Service.