The World Ship Society

Southend Branch

News and Views

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NOTES

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

At the WSS meeting on 19 th August Stuart Emery gave a presentation entitled Working craft of the River Thames" which I have been putting together

Which included craft owned by the PLA, Woolwich ferry, Gravesend ferry, Port Health, Pilot , Fire floats and Customs launches, Magdeburg collision, HMS Worcester, and Colliers,

Coli Paynter' s mobility and dementia has meant that he is now going into Kathryn Court Care Home at Shoebury Colin actively supported the branch since its founding some 50 years ago. We sincerely wish Colin and Sandra the best

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Shenandoah

USS Boston

Quiz Answers

NEWS

Royal Caribbean orders fourth Icon-class ship from Meyer Turku

Finnish shipbuilder Meyer Turku is to build a fourth Icon-class vessel for Royal Caribbean Group, scheduled for delivery to Royal Caribbean International in 2027.

Royal Caribbean Group had a longstanding history with Meyer Turku, as the Finnish shipbuilder has constructed 21 ships for the cruise company in the past 28 years.

The agreement between Meyer Turku and Royal Caribbean Group also includes the option to build two more Icon-class ships.

Century Cruises launching new Yangtze River vessel in September

Chinese river cruise company Century Cruises is launching a new river cruise ship for the Yangtze River, Century Voyage, in September.

The 15,000-ton ship is nearly 150 metres and over 21 metres wide and will feature 236 cabins, each of which will offer more than 26 square metres of space. The ship will also include the Sisi Lounge, a two-deck venue at the front of the vessel where guests can view the passing scenery of the Yangtze River. Local cuisine will be prepared onboard by international chefs, as well as locally-influenced entertainment and cultural activities.

Each of Century Voyage's 236 cabins will offer more than 26 square metres of space

Century Voyage will also feature technologies such as an electronic propulsion system, a rudder propeller, and emission reduction systems. The ship has been designed to meet China Classification Society standards for vibration and noise comfort.

Century Voyage will set sail on its inaugural voyage on 24 September, offering cruises upstream and downstream along the Yangtze.

First of three hybrid ferries for the Port of Hamburg commissioned

The first of three new type 2030 ferries has been commissioned by Hamburg ferry operator HADAG Seetouristik und Fährdienst AG.

The type 2030 hybrid ferry was developed by Voith alongside SET Schiffbau- u. Entwicklungsgesellschaft Tangermünde – a member company of the Heinrich Rönner Group – and Flensburg ship designers at naValue GmbH.

The new ferry is larger than all of HADAG's previous ferries, measuring 33 metres in length and eight meters in width. It has additional space for multi-functional areas and up to 250 passengers while requiring less energy to operate. The increased size of the vessel has been enabled by the optimisation of the ship's hull, which was carried out by Voith.

The ferry will have a maximum speed of up to 13 knots, with propulsion provided by two newly developed, five-blade 9X5/100 electric Voith Schneider Propellers (eVSPs), which are fitted with integrated permanent magnet electric motors from ELIN Motoren, a subsidiary of Voith Turbo. Experts from Voith also held several advance training sessions with HADAG captains, enabling them to familiarise themselves with the eVSP.

Windstar Cruises Releases Sneak Peek Of New Ship Star Seeker

Rendering of new Star category ships Star Seeker and Star Explorer [Photo Credit: Windstar Cruises

Windstar Cruises has released a sneak peek of its newest ship, the 224-guest Star Seeker, set to launch in January 2026. The cruise line has shared artist renderings of its deck plan, its suites and exterior views of Star Seeker and its sister ship, Star Explorer. Both vessels are currently under construction in Portugal

Once Star Seeker is launched in 2026, the vessel will sail across the Atlantic to Miami, where Windstar Cruises hosts its headquarters. Star Seeker will spend the summer sailing in Alaska before heading out to Japan. At that stage, the new vessel will head to Southeast Asia.

Of almost all the ship's 112 suites, 30 will offer floor-to-ceiling infinity windows that slide down halfway from the top. Moreover, 72 suites will have large verandahs. Windstar Cruises will also debut the new sister ship, Star Explorer, in December of 2026.

Viking takes delivery of newest Egypt river cruise ship

Viking has taken delivery of its newest ship for the Nile River, Viking Hathor, in a delivery ceremony at Massara shipyard in Cairo, Egypt.

Viking Hathor will host up to 82 guests in 41 staterooms and features a design inspired by Viking's river and ocean cruise vessels, with a square bow and the returning indoor/outdoor Aquavit Terrace. It joins identical sister ships Viking Osiris and Viking Aton in the Egypt fleet, alongside Viking Ra and MS Antares.

Viking Hathor will sail Viking's 12-day 'Pharaohs & Pyramids' itinerary roundtrip from Cairo.

Meyer Werft floats out Disney Treasure in Germany

The Disney Cruise Line ship is scheduled to set sail on its maiden voyage from Port Canaveral, Florida, in December 2024

German shipbuilder Meyer Werft has floated out the newest Disney Cruise Line ship Disney Treasure at its shipyard in Papenburg, Germany.

A group of spectators gathered to watch the construction milestone, which was marked with fireworks, musical fanfare and an appearance by Disney character Voyager Minnie Mouse.

Disney Treasure was guided out of its construction dock on 3 August 2024

The ship will move to a dock where the finishing touches will be completed on its interior venues, which will introduce the attractions of Disney's theme parks to sea for the first time. The 1,256 staterooms onboard are expected to feature custom artwork and design elements from Disney films, including Aladdin, Pocahontas, Up and Encanto.

It is scheduled to sail its maiden passenger cruise, a seven-day Eastern Caribbean roundtrip, on 21 December 2024.

The ship will homeport at Port Canaveral in Florida from December 2024

Chantiers de l’Atlantique builds world’s largest sailing ships

Chantiers de l’Atlantique has chosen a marine compressed air system from Norwegian firm TMC Compressors (TMC) for two cruise ships it is currently building for Orient Express.

The 220-metre-long newbuilds are expected to become the world’s largest sailing ships and will each have three sail masts taller than 100 metres, according to the French shipbuilder. Each ship will feature 54 cabins.

Carnival Corporation orders three new ships for Carnival Cruise Line

The agreement with Fincantieri provides for the design, engineering and construction of the 230,000 GRT LNG-powered ships, which will be delivered in the summers of 2029, 2031 and 2033, respectively.

The ships will be the largest in Carnival Corporation’s fleet, with capacity for almost 8,000 guests in over 3,000 staterooms. When delivered, Carnival

Corporation will have 16 LNG-powered ships in its fleet, almost 30 per cent of its capacity.

The new order means that there have now been five new ships ordered for Carnival Cruise Line in 2024, adding to the two further Excel-class ships that will be delivered by Meyer Werft in 2027 and 2028. Carnival Corporation has also previously announced that five vessels will be transferred from sister brands to the Carnival Cruise Line fleet between 2023 and March 2025.

Rauma Marine Constructions floats out TT-Line Company's new Spirit of Tasmania V

Finnish shipyard will now begin interior outfitting on the ferry which, once complete, will operate an open sea route from Australia to Tasmania

Rauma Marine Constructions (RMC) and Tasmania-based TT-Line Company have floated out Spirit of Tasmania V at the Rauma shipyard in Finland.

RMC will now begin work on the final stage of construction, the interior outfitting, which it hopes to complete by spring 2025.

ABB to provide propulsion for five new Washington State Ferries vessels

The hybrid-electric ships are pivotal to WSF's goal of operating a zero-emission fleet by 2050

Swiss technology provider ABB will supply the propulsion system for five new hybrid-electric vessels for US operator Washington State Ferries (WSF), which aims to modernise its fleet and reduce emissions.

ABB will supply hybrid electric propulsion systems for five, 500-passenger, 160-vehicle hybrid electric ships. The systems will include ABB's Onboard DC Grid power distribution, energy storage, advanced energy management, and integrated marine automation solutions.

The five hybrid-electric ships will be the first of 16 new vessels delivered as part of WSF's $3.98 billion Ferry System Electrification plan by introducing these five new hybrid ferries to its fleet of 21 auto-passenger ferries across 10 routes,.

American Cruise Lines takes delivery of American Liberty

The new Costal Cat vessel was completed ahead of schedule by Chesapeake Shipbuilding

American Liberty is the third of 12 Coastal Cats to be built as part of American Cruise Lines' Project Blue

The 100-passenger ship is the latest in American Cruise Lines' Project Blue series of 12 small ships for river and coastal cruising in the USA. Several ships of the series are also currently under construction, including the fourth Coastal Cat American Legend, which is set to begin cruising in November 2024.

American Liberty will depart on its inaugural cruise on 15 August, sailing roundtrip from Providence, Rhode Island, on the company's 'New England Islands' itinerary.

Like its sister ships American Eagle and American Glory, American Liberty has four decks and features a catamaran bow. It offers both single and double-occupancy staterooms as well as suites, along with amenities such as a fitness centre, casual café, main restaurant and indoor and outdoor lounges.

Uber Boat running from Essex pier this summer - dates

Uber Boat by Thames Clippers will be sailing from Tilbury on Saturday, taking only 60 minutes to reach North Greenwich Pier.

Passengers will be able to disembark anywhere up to the London Eye Pier,

It also gives day-trippers the unmissable chance to sail under Tower Bridge.

The service will be running almost every weekend until Sunday, September 29. Adult singles start from £18.60 - or £24.50 return - with child singles from £9.30 or £12.25 to return.

First Steel Cut for Four Fully Electric Ferries Destined for Canada

Dutch shipbuilder Damen has cut the first steel for four fully electric ferries, being constructed for Canada-based BC Ferries at its Romanian shipyard.

On July 16, the yard cut first steel on the first two of four, fully electric Island Class Ferries, which will be the first fully electric vessels to operate in the BC Ferries' fleet.

The vessels will carry up to 47 vehicles and 390 passengers.

The vessels are based on Damen's double-ended RoRo 8113 E3 model.

The ferries will operate services connecting Nanaimo with Gabriola Island, and Campbell River with Quadra Island. They are scheduled to start operations by 2027.

Scottish Government to Tender for Seven New Electric Ferries

The Scottish government is set to tender for a series of seven new electric ferries for the Clyde and Hebrides network.

The first stage of the competitive tender process will assess if shipyards interested in bidding for the contract meet the financial and technical criteria to take on the project, Caledonian Maritime Assets Limited (CMAL), the government-owned entity that owns ferries, ports, harbours and infrastructure for ferry services on the west coast of Scotland and the Clyde Estuary, and the Northern Isles.

Estimated costs for Phase 1 of the Small Vessels Replacement Program (SVRP) are around £175 million, for the seven new vessels as well as port improvements and shore power upgrades,

Ponant adds vessel to fleet

Ponant has partnered with pearling company Paspaley to add a 30-guest expedition ship, Paspaley Pearl, to its fleet in January 2025.
Paspaley Pearl will sail with a crew of 21, including four naturalist guides, to destinations in the Asia Pacific region including the Kimberley and north of Australia, Eastern Indonesia and Papua New Guinea.

The ship has recently undergone an extensive refit to add private balconies for each guest, while other features include the Sunset and Sun Deck lounges, an eight-person Jacuzzi, and regionally inspired cuisine.

The Ritz-Carlton Yacht Collection takes delivery of second ship

Ilma will sail its maiden voyage from Monte Carlo, Monaco, on 2 September 2024

Ilma, named after the Maltese word for “water,” is 241 metres long and can accommodate up to 448 guests in its 224 suites. It features interiors designed by London-based firm AD Associates and lighting designer DPA, while exteriors were created by Helsinki-based design firm Aivan. The ship includes five restaurants, seven bars, a wine vault, The Ritz-Carlton Spa and an expanded Marina with a mezzanine feature, along with three distinct fitness spaces.

The superyacht is powered by four dual-fuel engines using LNG as its main fuel source. Ilma is additionally equipped with an advanced water treatment system and energy efficiency technologies

Baleària introduces world’s second fast ferry with dual gas engines

Baleària has introduced the world’s second fast ferry with dual gas engines, Margarita Salas, to its Barcelona-Alcudia-Ciutadella route.
The catamaran can carry up to 1,200 passengers and 425 vehicles, increasing Baleària’s passenger capacity on the route by 50 per cent and doubling its vehicle capacity

Margarita Salas’s four dual gas engines allow it to sail using a range of fuels, including LNG. They will allow the ferry to reach a cruising speed of 35 knots, 10 per cent faster than the first ship in the series. The ship is also equipped with two liquefied natural gas tanks, enabling it to sail up to 400 miles on gas

The ferry has two passenger decks, with three classes of accommodation.

Margarita Salas will provide sailings between Barcelona, Alcudia and Ciutadella seven days a week, three of which will call first at Ciutadella and four of which will begin at Alcudia. Each trip will last three and a half hours.

VISITORS

Msc Mia Summer II Built 1999 22519 GRT Liberia

Current Location Antwerp

Ardmore Gibraltar Built2017 29685 GRT Singapore

Current Location En route Mongstad

Datillo M Built 2006 12671   GRT Italy

Current Location Antwerp

Yangze 6 Built 2014 36426 GRT Liberia

Current Location En route Algeciras

Cameroun Express Built 2024 13287 GRT Singapore

Current Location Antwerp

Stiklestad Built 2022 26614 GRT Liberia

Current Location En route Antwerp

Msc Natasha XIII Built 2011 141489 GRT Liberia

Current Location West Africa en route India

Rich Harvest Built 2021 29654 GRT Panama

Current Location Brofjorden

Maersk Hamburg Built 2018 153773 GRT Singapore

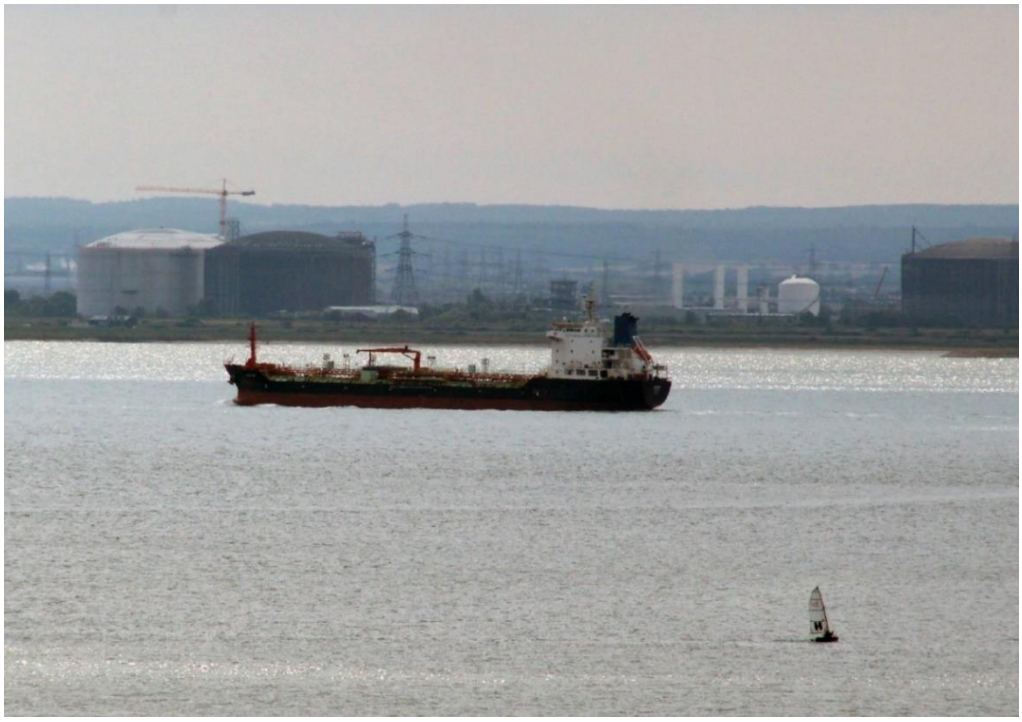
Current Location West Africa en route Abu Dhabi

Ping Hai Wai Built 2009 5565 GRT Panama

Current Location En Route Port Jerome

HMS Falken Built 1947 220 GRT Swedish

Current Location Brest



Mentor Built 2007 8539 GRT Marshall Islands

Current Location En route Limnos Greece

K Sukret Built 2014 22977 GRT Liberia

Current Location En route Hereke Turkey

Eco Revolution Built 2016 24061 GRT Marshall Islands

Solway Fisher

Current Location En route Lavera

Montrose

Namrata Built 2008 57144 GRT Malta

Current Location En route Skawgen

Viking Destiny Built 2017 62105 GRT Marshall Islands

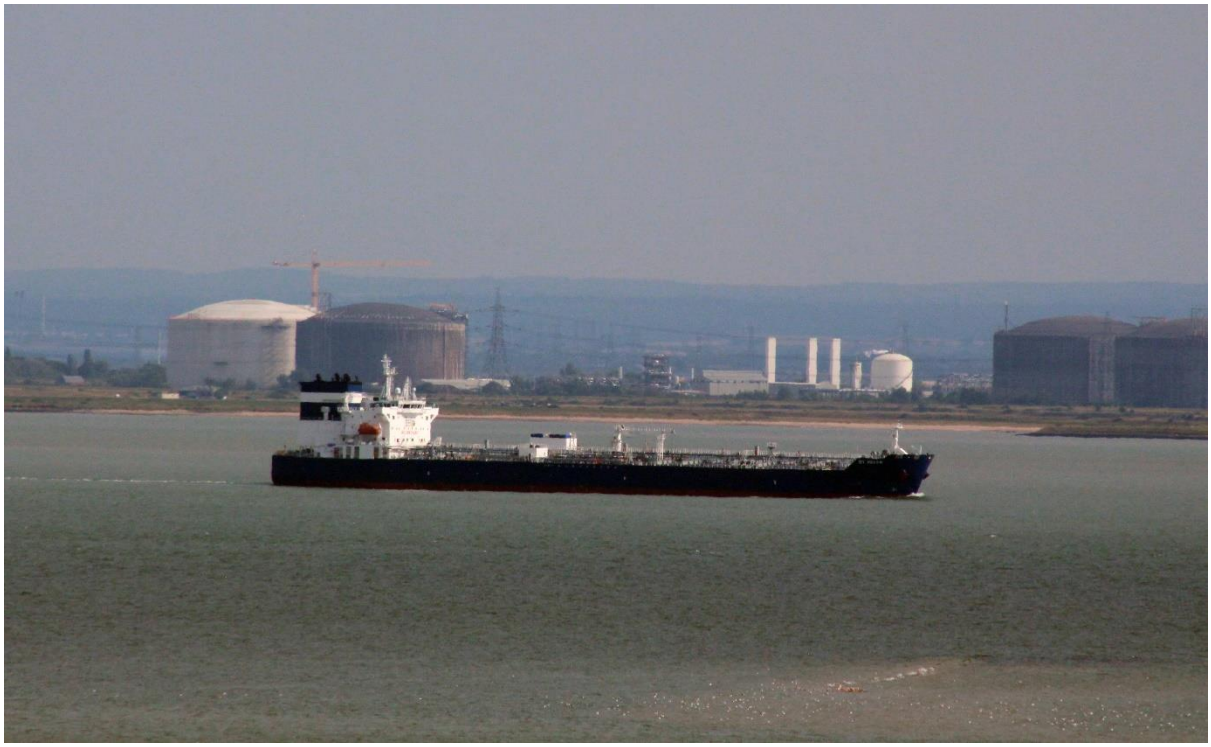
Current Location En route Turkey

Solar Alice Built 2021 28335 GRT Liberia

Current Location Baltic Sea

Ripley Prosperity Built 2008 39373 GRT Liberia

Current Location US East Coast



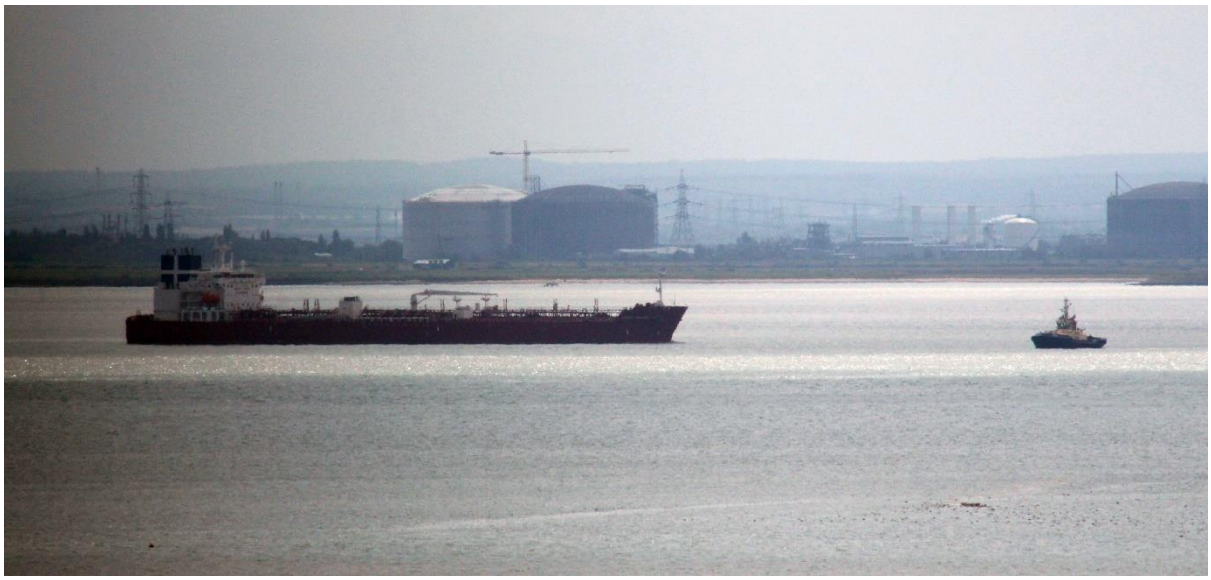
St Helen Built 2022 29 874 GRT Malta

Current Location En route to Ghana

Chemstrans Baltic Built 2005 41994 GRT Marshall Islands

Current Location En route to Turkey

INS Tabar Indian Frigate F44 Built 2004



Lucky Trader Built 2022 29472 GRT Malta

Current Location En route Samalaju

Nacc Kingdom Built 1996 14006 GRT Panama

Current Location East Mediterranean En route Sheerness

Hafnia Amazonite Built 2015 23676 GRT Marshall Islands

Current Position West Africa En route to Gibraltar

Sealegend Built 2021 62476 GRT Marshall Islands

Current Position West Africa en route Antwerp

Seaspan Hudson Built2015 112967 GRT Hong Kong

Current Position Off Angola

MSC Mara Built 2023 152000 GRT Liberia

Current Position Indian Ocean En route India

Maersk El Palomar Built 2024 127832 GRT Singapore

Current Position West Africa En route to Santos

Otto H Built 2016 17858 GRT Marshall Islands

Current Location En route Newark

Vayenga Maersk Built 2018 34882 GRT Denmark

Current Position Thames

Zim America Built 2003 74656 GRT Liberia

Current position En route to Thames

Solar Nesrin Built 2020 17915 GRT Marshall Islands

Current Position En route Donges France

Bow Caroline Built 2009 15463 GRT Norway

Current position En route Rio Grande off W Africa

Maria M Built 2006 25373 GRT Italy

Current Location Aegean

Moning Built 2018 23232 GRT Panama

Current Position En route Brazil

HMM Nuri Built 2021 153150 GRT Liberia

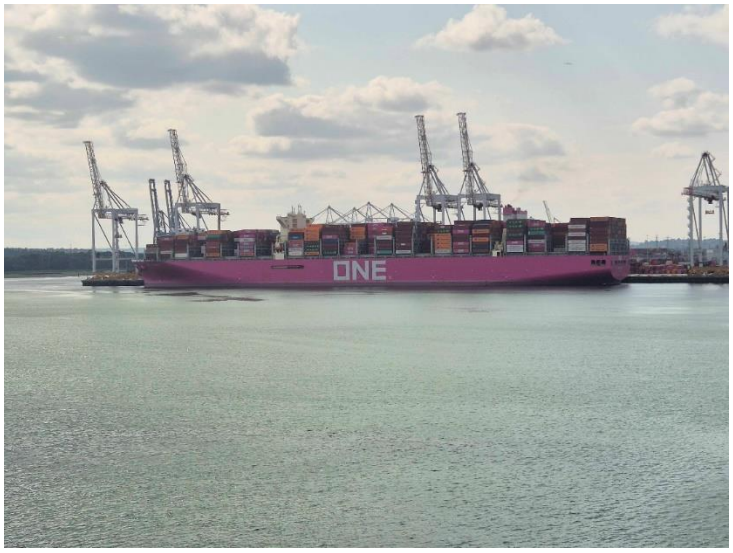
Current Position S E Asia En route Singapore

SOLENT VISITORS

AURORA TO ICELAND

Wendy and Andrew sailed from Southampton to fulfil Wendy's long held ambition to visit Iceland

Independent Quest



One Tribute

Also there! anchored off Osborne beach to see Aurora off (by coincidence) was Ron on Gladys . We get everywhere !

On the next day Andrew reported

“Hello Mary and Richard On Saturday we caught up with Prince of Wales in Irish Sea we were doing 15.3 knots and she 15. After a couple of hours of combined steaming she did a 360 degree turn then came up doing 16 knots and then on to Faslane. We are in Greenock today

In 1968 I was ,as part of BP Tanker apprenticeship, working in Barclay Curle shipyard Scotstoun my mate was working at Scott’s shipyard here in Greenock. On Sundays I would, having bought M&S biscuits on Saturday ride my BSA Bantam 175 to the Seaman’s mission where Chris stayed here to share the biscuits. As it was Winter I would put the Sunday Times including supplements underneath my duffle coat to try and stop getting too cold. We were up here for 7 months. Off to Iceland arriving on Wednesday.”

NEWS FROM PEMBROKESHIRE

FERRIES OF THE SOUTHERN IRISH SEA AND FROM SOUTH OF IRELAND

Although the main ferry routes in the Irish Sea are well to the north of Pembrokeshire, there are quite a number that use the southern Irish Sea or emanate from the south of Ireland.

There are two direct ferry services across the southern Irish Sea between Ireland and Britain, namely Rosslare-Pembroke and Rosslare-Fishguard. These have been impacted greatly in recent years, particularly as a result of Brexit and COVID-19. The increased documentation requirements, and associated potential delays, resulting from Brexit has meant that the 'landbridge' freight route from Ireland across Britain to Continental Europe has been far less attractive than direct services from Ireland to the Continent. The COVID-19 epidemic compounded this decline in traffic by bringing passenger numbers to a standstill for many months.

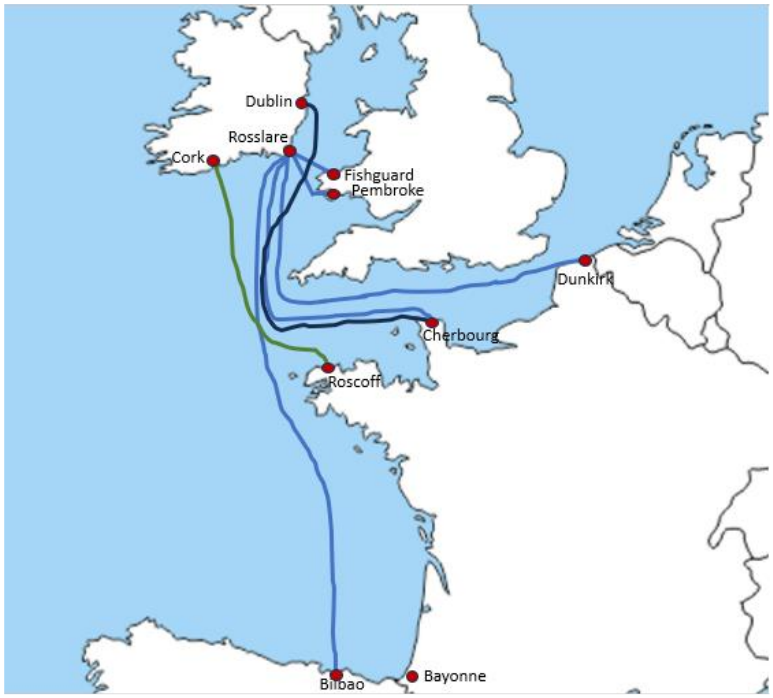
The ferry service from Rosslare to Pembroke is operated by Irish Ferries. It is a twice daily service carrying both passengers and freight (i.e. road vehicles and trailers) with a transit time of about 4 hours. The current ferry on this route is the 'Isle of Innisfree' (built 1992 by Boelwerf, Belgium; 28,833 gross tons; 1,140 passengers). This replaced the larger and newer 'James Joyce' (ex 'Oscar Wilde'; built 2007 by Aker Finnyards, Finland; 36,249 gross tons; 2,080 passengers) which was transferred to an Ireland-Continental Europe service (see below) in June 2024, probably reflecting the downturn in vehicles transiting Britain.

‘Isle of Innisfree’ at Pembroke Dock

The competitor service from Rosslare to Fishguard is operated by Stena Line, again a twice daily service carrying both passengers and freight. The ‘Stena Nordica’ (built 2000; 24,206 gross tons; 699 passengers) replaced the older ‘Stena Europe’ (built 1981; 24,828 gross tons; 1,400 passengers) in July 2023. Interestingly, the ‘Stena Europe’ was registered in Fishguard itself and therefore flew the red ensign but she is now under the Cyprus flag, as is the ‘Stena Nordica’. This is a regular service although the ferry on this route has sometimes been called on to replace unserviceable ferries on other routes and has sometimes itself broken down with no replacement being provided – in both scenarios the service being suspended for short periods.

‘Stena Nordica’ at Fishguard

Whilst there has been a reduction in traffic on these Ireland-Britain routes, there has been a surge in ferry services connecting Ireland directly with Continental Europe. For example, Rosslare reported freight movements with Britain declined about 30% in 2021 compared to the previous year whereas movements with Continental Europe increased by 370%. There are now combined passenger/freight services from Rosslare to a range of continental ports, namely Bilbao, Cherbourg and Dunkirk.



Passenger/freight ferry services in the southern Irish Sea and from the south of Ireland

Brittany Ferries operate services from Rosslare to both Bilbao and Cherbourg. These tend to use larger ferries than the ones previously mentioned such as the ‘Galicia’ (41,671 gross tons; 1,015 passengers) on these and other routes, the ‘Cotentin’ (33,500 gross tons; 176 passengers) on the Cherbourg run and the ‘Santona’ (41,671 gross tons; 1,015 passengers) on the Bilbao run. The ‘Commodore Clipper’ (14,000 gross ton; about 400 passengers) has recently been chartered from Condor Ferries to add extra freight capacity on the Rosslare-Cherbourg route and to increase frequency to three times per week. This is stated to be in preparation for a through ferry/train service from Rosslare via Cherbourg to Bayonne in France next year. This will enable a road trailer (or trailer, tractor and driver) to be transported by ferry and then by

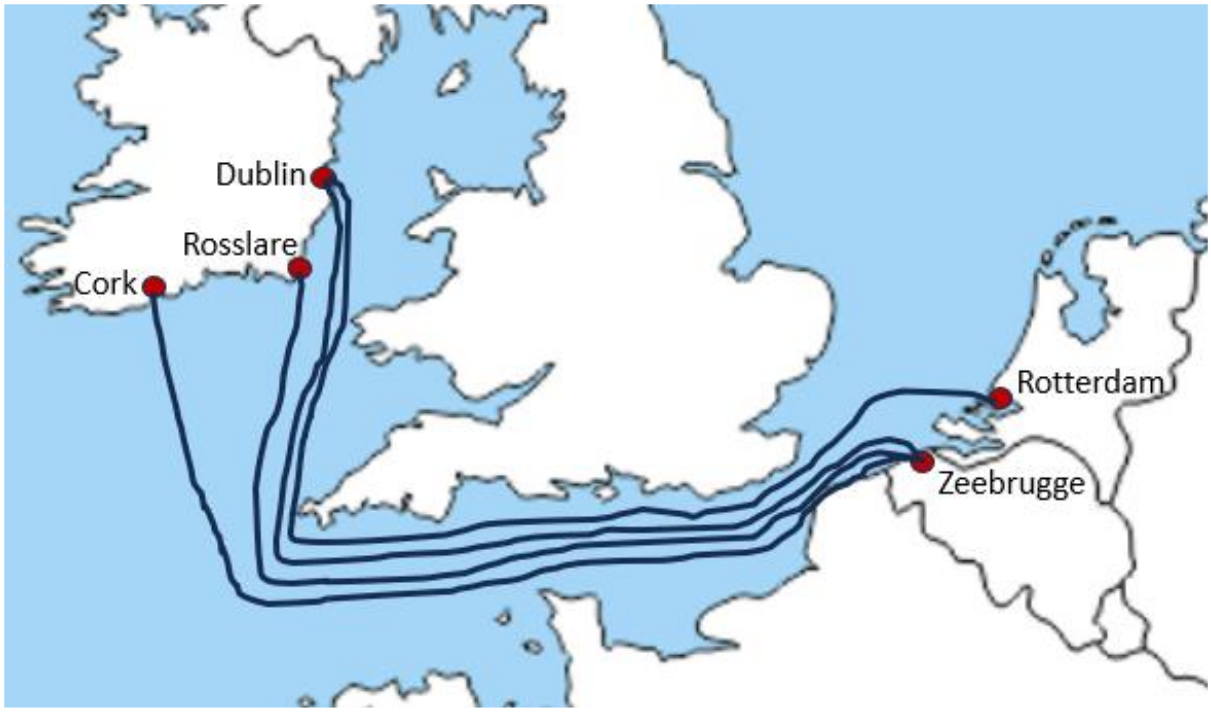
train through to the border with northern Spain, thus saving on greenhouse gas emissions and overcoming some of the problems associated with the restrictions on drivers' hours.

Stena Line also operates a Rosslare to Cherbourg service, but six times per week, utilising the 'Stena Vision' (39,191 gross tons; 1,300 passengers) and 'Stena Horizon' (27,522 gross tons; 970 passengers). This voyage takes about 17 hours.

Also out of Rosslare, DFDS operates a passenger/freight service to Dunkirk five times per week using the 'Athena Seaways' (26,141 gross tons; 1,000 passengers) and 'Optima Seaways' (25,623 gross tons; 324 passengers). This is a longer sailing taking about 23 hours but delivers trailers near to the industrial heartlands of Europe.

Other passenger/freight services from Ireland to Continental Europe run from Cork to Roscoff and from Dublin to Cherbourg. The Cork to Roscoff service is operated by Brittany Ferries using the 'Pont Aven' (40,859 gross tons; 2,400 passengers) and the 'Armorique' (29,468 gross tons; 1,500 passengers). The Dublin to Cherbourg service is run by Irish Ferries using the 'W. B. Yeats' (51,388 gross tons; 1,885 passengers) and the 'James Joyce' (36,249 gross tons; 2,080 passengers), the latter having been transferred from the Rosslare-Pembroke service.

In addition, there are freight-only services operating through the southern Irish Sea. Such a service is the Rosslare to Zeebrugge route operated by Finnlines twice per week using the 'Finnwave' (33,816 gross tons; 12 passengers). The small number of passengers reflects the tendency for longer routes to carry a greater proportion of unaccompanied trailers (i.e. articulated vehicles without the tractors or drivers). The trend towards using unaccompanied trailers to/from Ireland has been very marked since Brexit (as previously a tractor and driver would be used for the 'landbridge' route across Wales and England). In addition, this method helps to relieve the problem of driver shortages that are being widely experienced in the road transport industry.



Regular freight-only ferry services in the southern Irish Sea and from the south of Ireland

Another freight-only operator is CLdN which operates services through the southern Irish Sea from Dublin to Rotterdam and Zeebrugge (two to three times per week on each route). The biggest vessel used on these services is typically the 'Celine' (built 2017 by Hyundai, South Korea; 74,273 gross tons) – in fact, one of the largest roll-on/roll-off ferries in the world. Cargo capacity on such a vessel is usually measured in 'lane metres' which is the length of 2m-wide lanes available for carrying vehicles. The 'Celine' has 8,000 lane metres and can thus carry about 400 to 500 articulated trailers (each of about 14m length and with a space between). In fact, normally a mix of roll-on/roll-off freight can be carried including earth-moving and other wheeled equipment, plus containers (double-stacked) and project (out-of-gauge) cargoes on MAFI-type trailers (i.e. low wheeled platforms). Three of the line's H5 class ships are also regularly used on the Dublin services: 'Laureline', 'Sixtine' and 'Seraphine'. These three vessels were built between 2019 and 2022 (also by Hyundai, South Korea), are 50,445 gross tons and have 5,000 lane-metres of cargo capacity. As these ships take mainly unaccompanied trailers and other cargo, they have very limited accommodation for their size – just 12 cabins for drivers.

In addition, CLdN regularly operates out of Cork to Zeebrugge using a smaller vessel the 'Melusine' (built 1999; 23,987 gross tons). This service operates twice per week. It was on this route that another ship, the 'Mazarine', hit the

headlines in July 2023 when she ran aground next to the Wolf Rock lighthouse off the Isles of Scilly. She was subsequently towed to Falmouth for repair and can now be seen on the River Thames serving their Purfleet-Zeebrugge route.

‘Mazarine’ undergoing repair in dry dock at Falmouth

BRAUNSCHWEIG F260

Arriving in London on 16th August and berthing alongside the Belfast was the German corvette Braunschweig. She was the lead ship in a class of 10 vessels, with a possible 5 further being considered. The design is based on Blohm & Voss’s successful MEKO A100.

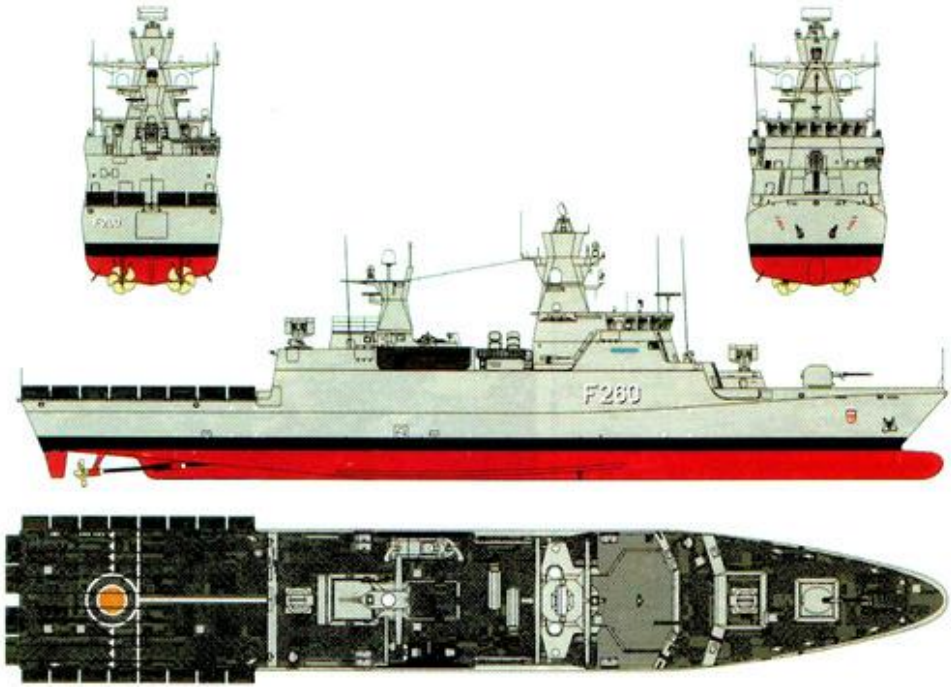
The contract for the first batch of 5 ships was let in December 2001. In September 2017, in view of worsening relations with Russia, an order was placed for a second batch of ships, with slightly upgraded equipment. The German government are currently considering ordering a third batch, retiring the first five as the new ships came on stream.

ERFURT F262

ERFURT F262

The first five ships were commissioned between 2008 and 2013, although major problems with their gearing caused a three-year delay in their operational capability. The first ship of the second batch is currently undergoing sea trials.

The Braunschweig was assembled by Blohm & Voss, being laid down on 3rd December 2004, launched on 19th April 2006 and commissioned on 16th April 2008. Because of various defects, however, she was deactivated for three years, and did not achieve operational capability until 2011.



The class have a full load displacement of 1840 tons, and dimensions of 89.12m x 13.28m x 3.4m. They are propelled by twin MTU 20V 1163TB93 diesels giving 14,800 kW driving twin controllable pitch propellors giving a top speed of 26 knots and a range of 4000 nautical miles at 15 knots. They were retrofitted with bow thrusters to improve their manoeuvrability in ports. They have a high level of automation, resulting in a complement of only 65.

Armament consists of an OTO Melara 76mm gun, two Mauser BK-27 cannons, 4 No. RBS-15 Mk3 anti-ship missiles, two RAM Block 11 launchers, 21 missiles in each. They have a mine laying capability with 2 mine racks of 34 naval mines Mk 12. They have a helicopter pad together with a hangar for two Drones. There is no anti-submarine sensors or weapons capability.

As the first couple of Batch 1 vessels were completed, a number of technical problems became apparent. These included the new Swiss-made lightweight engine gearing system, the air conditioning system, toxic fumes given off by the water level engine exhaust system, and the missile capability Of these problems, the gearing was the most far reaching, with the first two ships de-activated between 2008 and 2011 and the other three suffering three-year commissioning delays.

QUIZ SEPT 2024 ANSWERS

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

1. CERVIA
2. CRC WALRUS
3. ULTRA GALAXY
4. PRESTIGE FALCON
5. RESOLUTE and REBELLE
6. MAERSK FRANKFURT
7. HAFNIA NILE and CERES 1
8. B237 ROSTOV ON DON
9. SERAFINA
10. ISLE OF ISLAY
11. I.N.S. TABAR
12. HELIGOLAND
13. YM MOBILITY
14. MAERSK COMPTON and MAERSK CANDOR
15. RED OSPREY

SOUTHEND BARGE TRADE

By the time that Graham became interested in sailing barges, Peters, the Southend owner was down to their last sailing barge, the Ashingdon and it was not long before I found her for sale on the River Medway and destined to become a houseboat on the Upper Thames. There was, however, then a brisk trade in coal to Southend gasworks, handled by River Lighterage, using motor barges, with names ending in 'Brook' e.g. Beverly brook. These very often towed a dumb lighter behind them, containing additional coal. Trade continued to Southend loading jetty, using, among others motor barges owned by Theobald of Leigh and units of the London and Rochester Trading Co.

But things were very different in the 19th century. Like most seaside towns, Southend was largely supplied by hoy vessels, many of which were sailing barges, carrying many of the towns wants, including groceries, household goods ,beer (predominantly) and even passengers. They tried to sail to a schedule, whatever the weather and required very able vessels and crews. Prominent in this trade were the Vanderveer family who were also great supporters of the Southend barge Match.

During this period loading and discharging of barges took place at a number of jetties on Southend's seafront and also overside with horses and carts travelling over the mud to service barges at low tide. The Grays firm of E.J &W. Goldsmith handled so much Southend traffic that they established an office on the seafront. Their cargoes involved much building material, including timber, cement and ballast for road making as well as whiting, which, as the name implies, was used for whitening doorsteps.

In the early 1920s it was decided to accommodate all commercial traffic in two adjacent spots, the gasworks jetty to handle coal for the gasworks own use and a loading jetty for everything else. Southend Loading Jetty opened in 1923 and was used largely by the fleets of Goldsmith and Peters, which had been established in 1893. Old film has survived from the Jetty's early days showing a small fleet of lorries, bearing the name Peters, queueing, presumably for ballast to be taken on the last leg of its journey. The film also shows a notice, presumably within the jetty, saying 'Sailing Barge Office' thus implying some sort of order.

Most cargo discharged at the Loading Jetty was building material, but there

was also some coal. This was mainly for Southend's tram system, whose depot was towards the back of the town. A special carriage was constructed out of a tram chassis to convey this coal across the town.

The jetty proved a tricky place for sailing barges to lie, as the tide, at that point tended to run along the shore. This meant that vessels on the upside of the jetty were pushed against it , while, on the other side they were pushed away. Then, when the tide changed at high water the position was reversed. This meant several changes to mooring ropes while the tide was in. This came as something of a shock to the competitors in a Southend barge match when they laid at the Jetty for the post Match celebrations.

The firm of Peters never bought 'new' barges, preferring to purchase second hand redundant barges which had become too old for their original trades. One old bargeman could recall seeing old man Peters set out across the mud with an auger 'to let the water out of some of his older barges' which had not been used for some time.

Nevertheless, at least one of these old timers went to Dunkirk in 1940. This was the 'Haste Away', formerly owned by the Haste family of Ipswich. She was part of a group of six barges from Peters and Theobalds of Leigh which set out under tow. The idea was to sink them to form a pier from which soldiers could embark in small boats to leave the beaches of Dunkirk before they were overrun by the Germans. They encountered many difficulties, including several breakages of the towline and eventually returned with hungry and disappointed crews.

One regular visitor to the Jetty was Southend Council's dredger 'Prittlewell'.

This vessel gave many years useful service and was sold to West country interests. She was still working in recent years.

The firm of Peters ceased its barge ownership with the sale of 'Ashingdon' and continued for a while as a yacht builder, still using the Jetty, which also handled some cargo brought in by motor coaster. There followed a period of the Jetty being used for ship breaking. When that, too, came to an end, the Jetty stood derelict for many years.

When the Halfway Yacht Club lost its premises, there was a suggestion that it moved to the Jetty. But this fell through, the yacht club was disbanded and the Jetty demolished. What a waste! The sites of the loading jetty and the gas works jetty are now simply beaches.

G.E.D.

THE SCILLY FERRIES SAGA

Without wishing to get into Scillonian politics, the long-established Isles of Scilly Steamship Group (ISSG), have in the last few years, been woken up from their slumber by a new rival, Harland & Wolff (Scilly Ferries) Ltd., which is owned by the Harland & Wolff group. H & W initially tried to buy ISSG outright, but when this did not succeed, they decided to set up a rival shipping service for both passengers and freight running between Penzance and St Mary's. After chasing around, Scilly Ferries chartered two ships, one for passengers and the other for freight. In the longer term, they are proposing to build two further vessels, the passenger carrying PRIDE OF St. MARY'S and the freight carrying PRIDE OF PENZANCE.

ARTIST'S IMPRESSION OF PRIDES OF St MARY'S AND PENZANCE

Scilly Ferries have chartered the Spanish fast ferry AQUABUS JET 1 for a passenger service in competition with ISSG's SCILLONIAN 111. The Aquabus Jet 1, which is to be renamed ATLANTIC WOLFF, is at present in Portsmouth being

given the new Scilly Ferries livery. It is due to enter service shortly once certification etc has been resolved with the UK authorities. Next year, she should operate between April and early October.

ATLANTIC WOLFF STILL IN SPANISH LIVERY

The Atlantic Wolff is a standard Damen 4212 High Speed aluminium catamaran, built in 2015 by Damen, probably in Vietnam, as the MAGALANG. She is of 590 gt with dimensions 42.2m x 11.6m x 1.5m. She is powered by four MTU 16V2000 M72 engines totalling 5760 kW, driving 4 waterjets giving a cruising speed of 28 knots. She can carry 423 passengers.

Going by my personal experience on the trial service of the similar vessel HIGHLAND SEABIRD on the Mersey and Irish Sea many years ago, the very uncomfortable motion in rough seas will dissuade potential passengers. Apparently though, the Atlantic Wolff will have a “seastate motion control system” consisting of “T” foils forward and variable interceptors aft, so this may overcome the problem.

HW TEAN

HW TEAN AS NAOMI JENNIFER

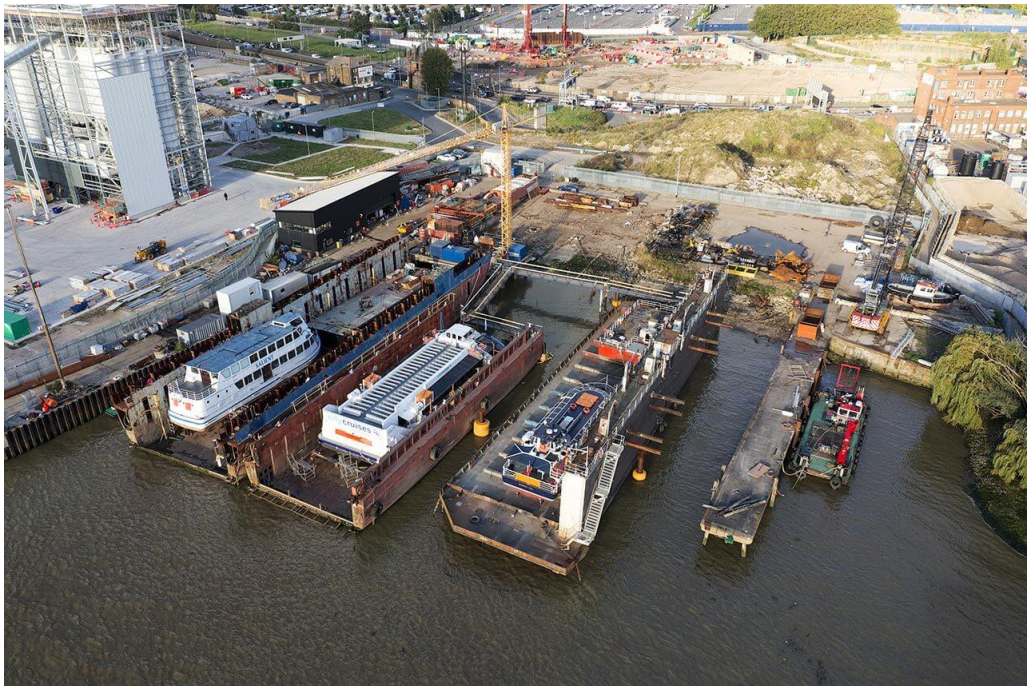
The other vessel now working for Scilly Ferries is the HW TEAN, which was built by Alexander Noble of Girvan in 2011 as the LADY CATHERINE, she later became the fish farm work vessel NAOMI JENNIFER for Inverlussa Marine. Her dimensions are 25m x 7m x 2m, and she is powered by twin Doosan MD 196T1 diesels of 640 hp, which gives a cruising speed of 10 knots. She also has an 80 hp bow thruster. She is currently serving as a vehicle ferry between Penzance and the Scilly Isles, having recently been bought by Scilly Ferries.

HW TEAN SHIPPING IT GREEN

It remains to be seen whether there is enough work for the two rival operators, as the ISSG are having built some larger vessels abroad, for delivery in 2026.

FOOTNOTE: On 1st August 2024, Harland & Wolff announced the closure of its Scilly Ferries subsidiary, following a rescue funding deal with its lenders. H & W will focus on its four main shipyards in Belfast, Appledore, Methil and Arnish.

THAMESCRAFT DRY DOCKING SERVICES



Just upstream of the Victoria Deep Water Terminal on the west side of the Greenwich peninsular is Bay Wharf. Within the bay are three floating dry docks which form the nucleus of Thamescraft Dry Docking Services.

CURRENT SITE PLAN

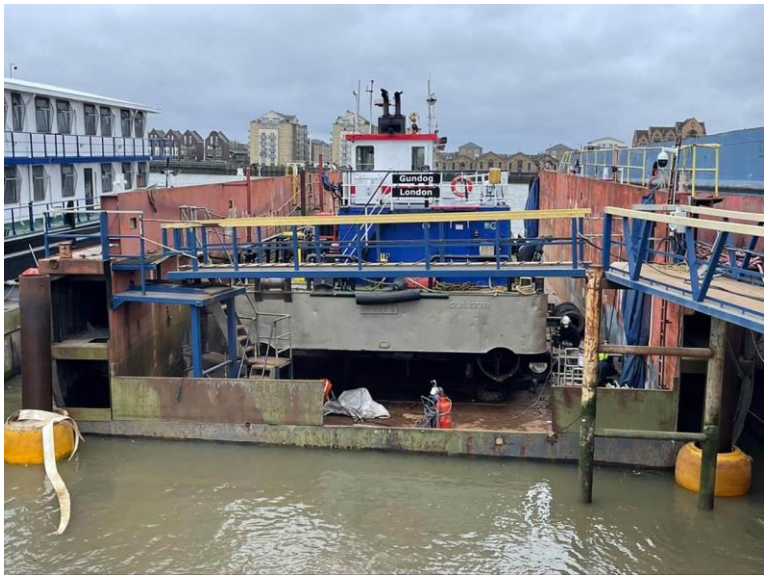
PAUL DEVERELL

IN ONE OF THE DRY DOCKS

The company was set up by Paul Deverell in the early 1980s as a small-scale ship repair contractor, and it was incorporated in 1984. In the 1990s, Paul bought his first floating dry dock and located at the old Pipers shipyard some way upstream of Bay Wharf. The company expanded into the routine and emergency repairs to piers, pontoons and vessels. A second floating dry dock was acquired in 2004.

Starting in 2005, Thamescraft were involved in a long drawn out dispute over the Piper's site. The area was to be redeveloped for large-scale housing, and it was not until 2013 that a deal was reached involving the relocation of the whole of Thamescraft's operations to a site at Bay Wharf, Greenwich. By the time that the deal was signed, Thamescraft had acquired yet another floating dry dock. Following the relocation, operations began from Bay Wharf in 2015. The dry docks can handle vessels up to 57.5 metres overall length, 14.5 metres beam, 4 metres draught and about 1600 gross tonnage.

Over the last forty years or so, Thamescraft have been involved in numerous marine construction projects including Fulham F.C's Riverside Stand development, the London City Airport extension and the Thames Tideway Tunnel Project. They also carry out ¾ of the boat refitting and maintenance work required by the Maritime & Coastguard Agency accreditation. They are also involved in waste handling and tourist traffic.

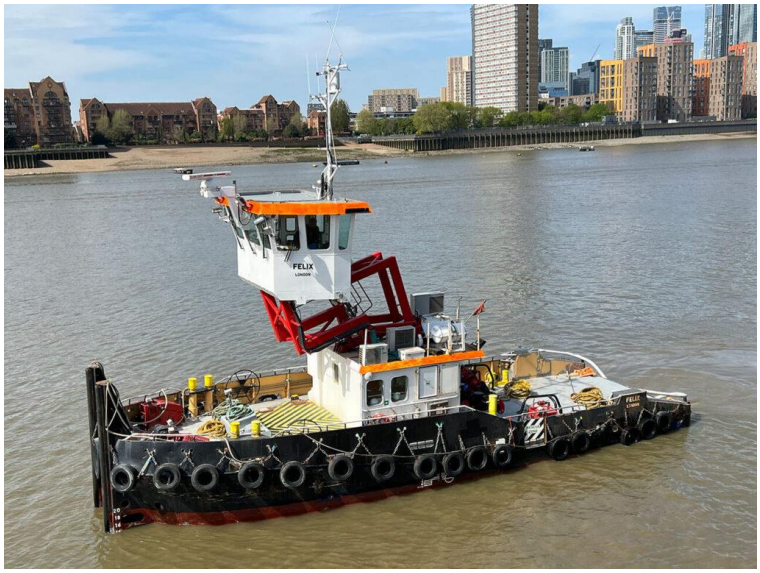


Thamescraft's current fleet comprises tugs (VALOUR, DEVOUT, SOPHIA D and FELIX), Multicat work boats (JENNY D and JACK D) and the working platform EMILIA D.

DEVOUT BUILT 2009 MULTI PURPOSE TUG

MTS VALOUR BUILT 2006 SHOALBUSTER 230

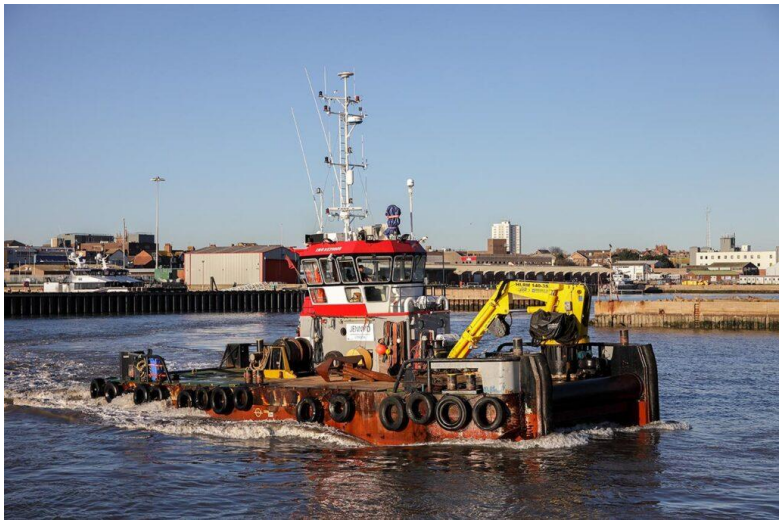
EMILIA D BUILT 1995



FELIX

JACK D

SOPHIA D BUILT 1994



JENNY D BUILT 2009

HARBOUR DEFENCE MOTOR LAUNCH

MEDUSA RECENT IMAGE

The 72 Foot HDML was designed by W.J. Holt at the Admiralty in early 1939. 486 of this type were built during WW2, mainly by UK boat builders but also by several Allied countries. Holt also designed the larger Fairmile B motor launch. Unlike the Fairmile boats, yards building the HDMLs were required to use standard procedures in the construction rather than prefabricated kits of parts. With the exception of fittings, such as steering gear, shaft brackets and rudders, HDML builders were required to provide the whole of the hull fittings and material.

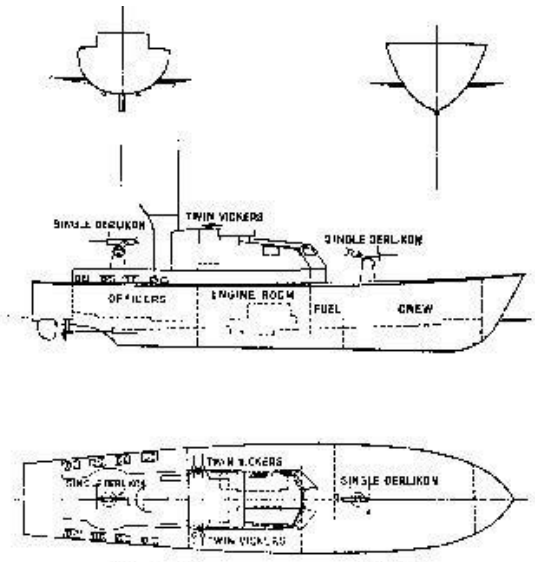
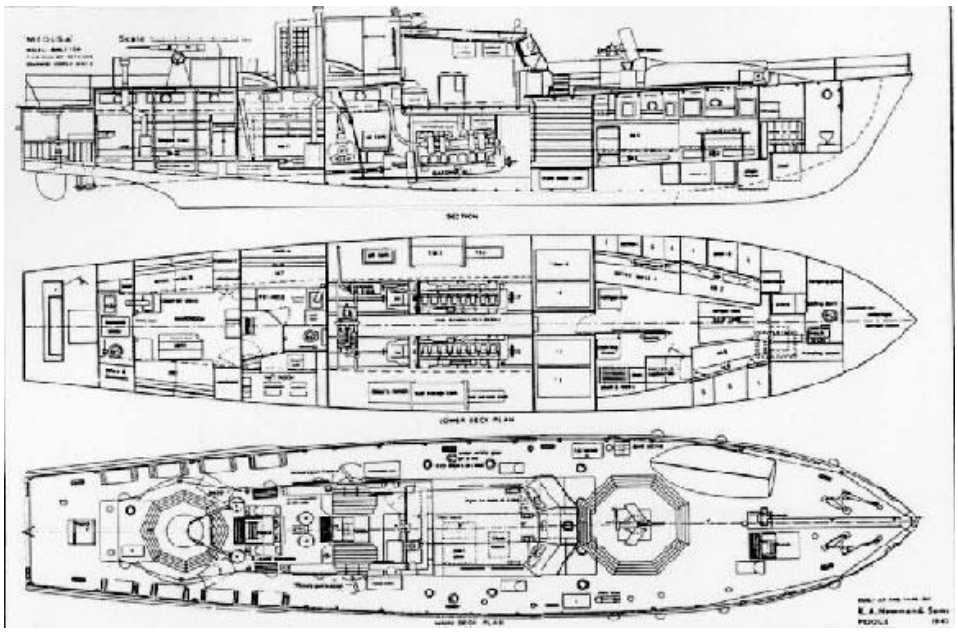


FIG. 3.—OUTLINE OF H.D.M.L. (72 FT.)

EARLY DRAWINGS

They were designed to be carried aboard merchant ships, which meant the 72-foot overall length. They were originally designed for the defence of estuary and local waters, but they proved to be so seaworthy that they were used in every theatre of operations. They were round bilge heavy displacement boats which had very large twin rudders for manoeuvrability. They rolled badly in any rough sea due to the semi-circular cross section amidships.

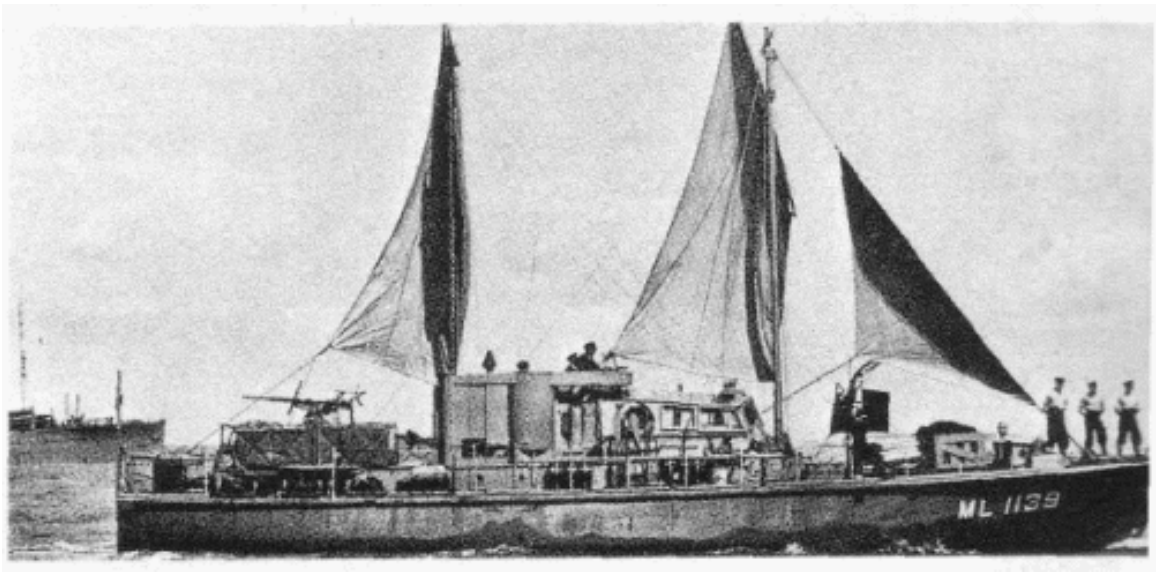


They had double diagonal opposed skins with oiled calico between them. Most boats were planked in Mahogony, but for a while, shortages of that timber resulted in the use of Larch, which caused leaky boats. Decks were also double diagonal planked, but in softwood. Timber frames and longitudinal stringers stiffened the hull and wooden bulkheads divided them into six watertight compartments.

The boats had a full load displacement of 54 tons with dimensions 72’ x 16’ x 5’. The were powered by twin diesels driving two screws. Most had Gardner 8 cylinder diesels of 150 bhp each, but some had 130 bhp Thornycroft, 160 bhp Gleniffer or 150 bhp Henty engines. The Gardners, at least, had direct saltwater cooling, so corrosion must have been a big problem. Top speed was about 12.5 knots and range was1700 nautical miles.

HDML OF THE SINGAPORE NAVY

Armament varied, but typically consisted of a 2-pounder gun forward, a 20mm Oerlikon aft and Vickers machine guns on each wing of the bridge. They were equipped with a small Asdic and carried 6 to 8 depth charges. Ship's complement was 2 officers, 2 petty officers and 8 ratings. Normally they were crewed by RNVR officers and "hostilities only" ratings.



HDMLs served all over the world. It was originally intended that for longer delivery voyages they would be carried by merchant ships. Because of the high rate of losses in the merchant fleet, however, they mainly travelled under their own steam. Those in tropical waters were copper sheathed below the waterline. 8 were to go to the West Indies, and were given masts and sails, but orders changed, and they went to the Mediterranean, instead.

After the war, most boats were sold, but a few were retained for hydrographic surveying, for search and rescue and for training. The last boat to serve in the Royal Navy was HDML 1387, “MEDUSA” which was used for surveys until November 1965. A few went to HM Customs & Excise, the last being sold in

1976. 

SARINDA (ex HDML 1392)

A few survive, including HDML 1301, which is privately owned; HDML 1321, which was Australian built, sank in Darwin Harbour in 2016 and salvage funding is being sought; HDML 1348, now called KUPARU, built in the USA and is privately owned and being rebuilt there, HDML 1387 “MEDUSA” which has been restored and is part of a museum near Portsmouth and HDML1392 which is now named SARINDA and is privately owned and is being restored.

KAPURA (ex HDML 1348)

HDML 1301

MEDUSA (ex HDML 1387)

GLEN SANNOX

An article on the GLEN SANNOX was featured in a News & Views edition over two years ago, but the saga has moved on (a bit) during the intervening period, so an update seems a good idea.

The Glen Sannox is a dual-fuel car and passenger under construction at Ferguson Marine in Port Glasgow. She and a sistership, GLEN ROSA, are being built for Caledonian MacBrayne Assets Limited (CMAL) for leasing to CalMac Ferries Ltd (CMF), both intended for serving the Ardrossan to Brodick crossing. Her designed capacity is 1000 passengers and 127 cars or 16 HGVs, although recent requirements from the Maritime and Coastguard Agency for extra staircases have reduced the passenger capacity to 852.

THE GLEN SANNOX LAUNCH WITH PAINTED WINDOWS ON THE BRIDGE AND DEFECTIVE BULBOUS BOW

She is of 7040 gross tonnes with dimensions 102.4m x 17.5m x 3.4m. Her hull is of steel and her superstructure is of aluminium. She is powered by twin Wartsila 4-stroke 6-cylinder turbocharged 34DF diesels rated at 920 kW each driving two controllable pitch propellors giving 16.5 knots. She also has 3 bow thrusters. She can operate on LNG or marine gas oil, and therein lies the root of the problems experienced over the last nine years or so.

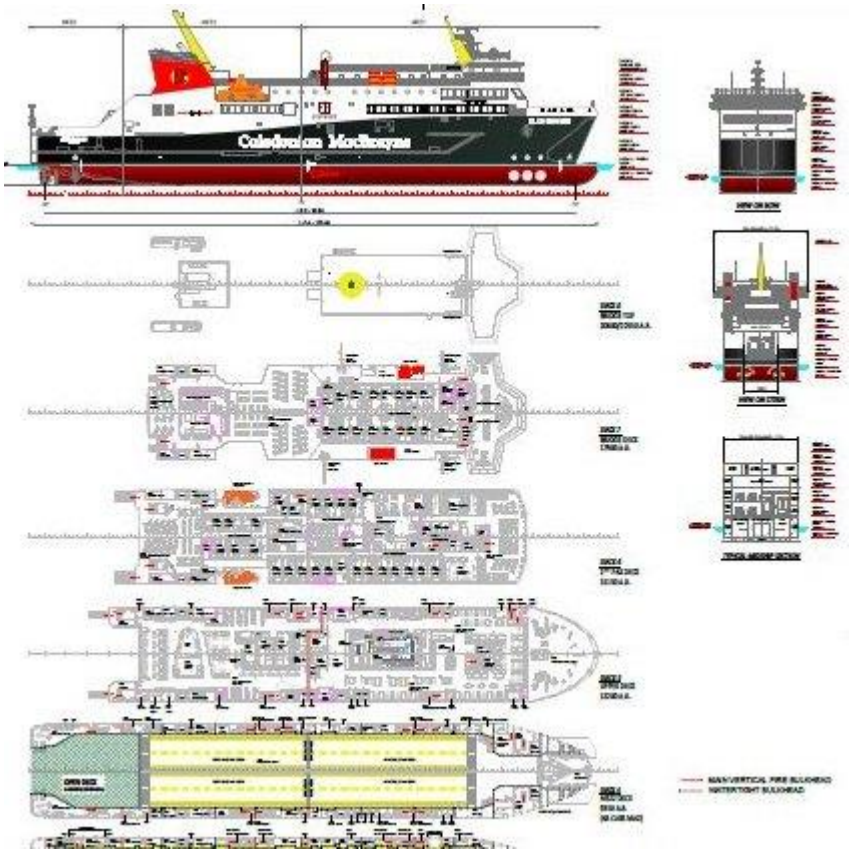
She is the first LNG powered ferry to be constructed in the UK. The LNG has to be kept at minus 162 degrees Celsius to remain in its liquid form, requiring a special insulated fuel tank and cryogenic pipework. The shipyard had to rely on

specialist contractors for much of this work. The ship is extremely complex, with 16 different propulsion options, 12500 pipes and 186 miles of cables.

Ferguson Marine were announced as the preferred tenderer for the two vessels on 31st August 2015. In October 2015, the contract for the design and build the new vessels at a combined fixed price of £97 million, or £48.5 million each, was signed.

The first ship, later being named as GLEN SANNOX, was laid down on 17th February 2017, and launched on 21st November 2017. After a long saga of delays and cost over-runs, it is reported that she will be delivered to CMAL on 19th August 2024, at a cost of between £145.5 million and £149.1 million. The second ship, to be named GLEN ROSA, was launched on 9th April 2024, and is programmed for delivery some time in 2025.

Unbelievably, after all this time, it has been realised that the ferry terminals will need modifications before they can handle the two sisters. These modifications are still to be carried out, so the ships will be put on other routes in the short term.



There seem to be numerous reasons for the delays and cost overruns, which with hindsight, could have been foreseen and largely accommodated.

First, FMEL were desperate for orders at the time of tendering and they clearly underestimated the potential problems associated with LNG systems.

Second, the original specifications, to which they had to work, had been drawn up in a hurry and had several major faults.

Third, the client, CMAL and/or CMF, made over 71 changes to their requirements after construction had started, causing significant delays, adding to the costs and lowering the morale of the workforce.

Fourth, there was ongoing interference into progress and the contract generally from the Scottish Government.

Fifth, arguments over progress caused cash flow problems for FMEL, which went into administration in August 2019. Following Nationalisation of the shipyard, a whole new set of senior managers, designers and engineers, unfamiliar with the work carried out to that date, took over the project. The shipyard received 2700 drawings by the new Romania-based designers during

lockdown, when few staff were available to catalogue them, let alone check them.

Sixth, Covid hit the project, causing further delays and additional costs. Inflation over some nine years, instead of the originally anticipated three to four years, also added significantly to the headline cost figures. There is a further snag in that the delays have caused equipment on the ship to be no longer covered by their respective warranties. There will be no manufacturers' support when the vessel is commissioned, making any issues the full responsibility of CMAL.

GLEN ROSA ON THE BUILDING SLIP

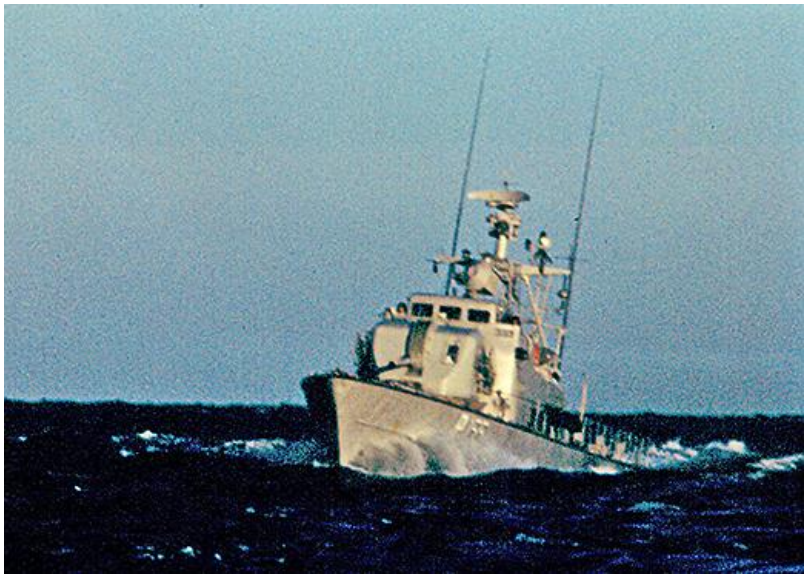
To summarise the current situation, on the plus side, Scotland will have two eco-friendly ferries that should give many years of service, numerous successful apprenticeships will have been completed, local experience of LNG systems should be useful in the future, and the shipyard has survived (so far). On the negative side, A lot of Scottish taxpayers money has been expended, the reputations of Ferguson Marine, the SNP, CMAL and CMF have all been trashed and the islanders have suffered long delays in getting acceptable ferry services.

GLEN SANNOX BERTHED AT FERGUSON MARINE

HMS VALE

DEBEN CAFÉ/RESTAURANT

An image on Facebook recently caught my eye. It was of what is now the Deben Café Bar at Melton Boatyard at Woodbridge on the River Deben. The ship was originally the Swedish fast missile attack craft HSwMS VALE. She was built by Westermoen at Mandal in Norway for the Swedish Navy, being one of 16 ships of the HUGIN class. She was launched on 30th October 1978 and commissioned on 22nd April 1979. She was decommissioned by the Swedish Navy on 22nd September 1995 after a relatively uneventful service career.



She was of 120 tonnes standard displacement with dimensions 36.6m (over all length) x 6.3m x 1.7m. She was powered by twin 20-cylinder MTU diesels MB20VV developing 3700 hp each driving two screws and giving a top speed of 36 knots and a range of 550 nautical miles. Surprisingly, the engines were reconditioned units previously serving the PLEJAD class patrol boats. Ship's complement was 18 to 20.

Her original armament consisted of a Bofors 57mm cannon, 6 Robotsystem 12 (AGM-119 PENGUIN) anti-ship missiles, 2 x 533mm torpedo tubes for heavy-weight torpedoes, 4 x ELMA ASW-600 (9 tube anti-submarine grenade launchers) plus depth charges or mines.

TS LORD NELSON

She was decommissioned in 1995. In 2003 she was converted into a headquarters ship for the Norwich Sea Scouts and renamed TS LORD NELSON. Most of her interior was stripped out except for bunks and seagoing doors. She served as their HQ ship in a berth on the River Wensum at Norwich until2018, when she was decommissioned once again. She was saved from the scrap heap by Melton Boatyard, and the long tow to Woodbridge began. The fact that the ship had no power or steering made the tow difficult, hence the two tugs. For the tow, a £5 million insurance cover was required by the authorities.

TUGS WITH TOW WAITING

UNDER TOW AT WOODBRIDGE

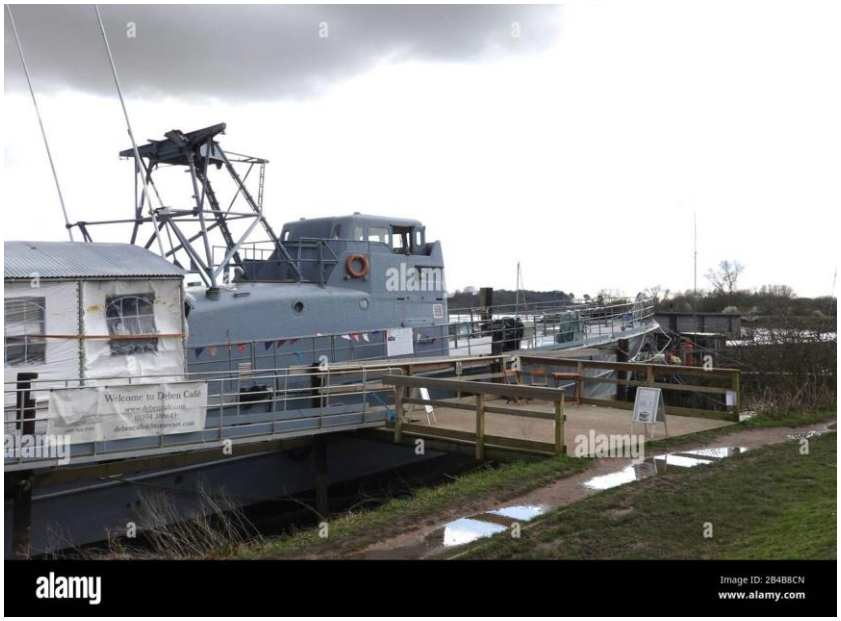
BEN MICHAEL

FURY

The two tugs involved were Tam Grundy Marine Contractor's BEN MICHAEL and FURY and the tow immediately hit snags as two river bridges in Norwich had to be lifted, one of which had not been lifted for years. Then similar difficulties arose with the Haven Bridge in Great Yarmouth, which caused a delay of 8 days. Once through, she was lifted out in Yarmouth for an inspection, repairs and painting before the tow continued as far as Felixstowe. Once past the tricky Deben Bar, they had to wait for a spring tide before the voyage to Woodbridge could be concluded.

The ship, now named HMS VALE again, is serving as a community café, coffee shop, bar and clubhouse and an education centre is envisaged.

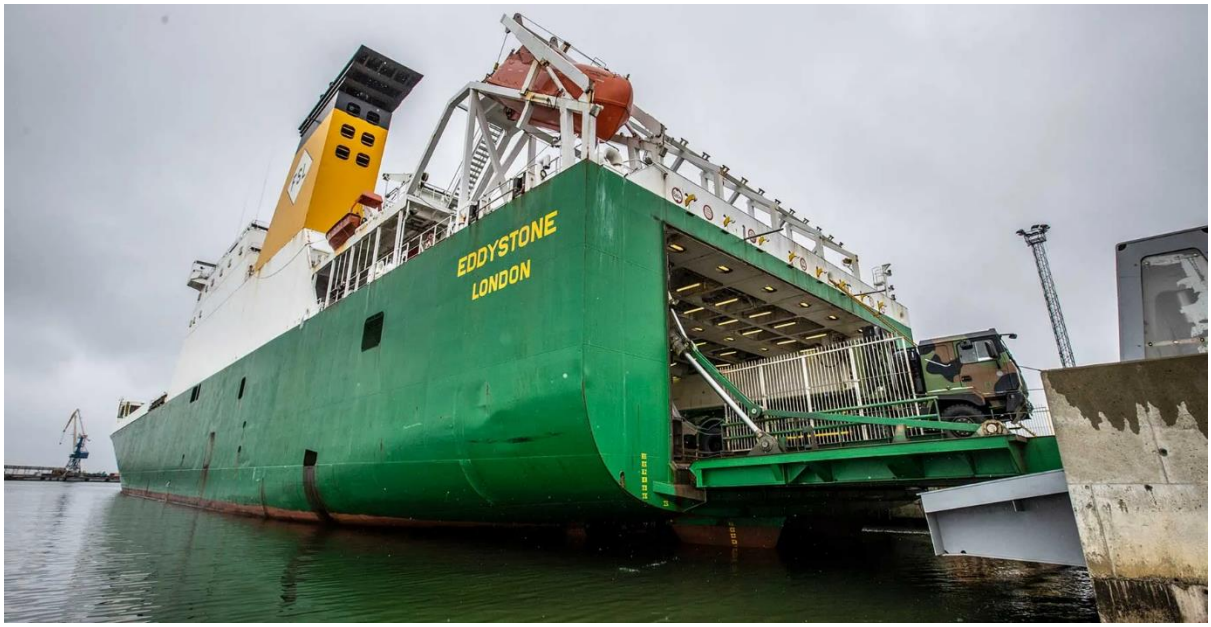
BERTH AT WOODBRIDGE



DEBEN CAFÉ/BAR

THE POINT CLASS

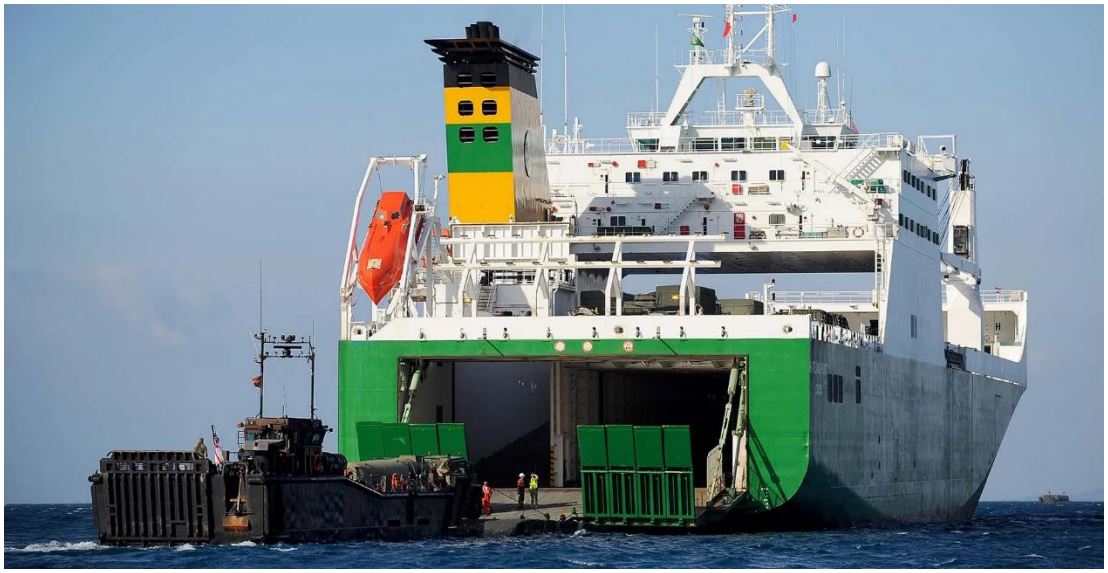
THE FSL/MoD STRATEGIC SEALIFT Ro-Ro CLASS



In late 2002, the MoD signed a contract with Foreland Shipping Limited (FSL), for the provision, maintenance, operation and crewing of 6 new-build Ro-Ro vessels for 22 years under a PFI deal. In November 2022, FSL were awarded a second contract to continue the service (by now only covering 4 ships) until

December 2031.  ANVIL POINT

Under the contract, four of the six were to be available at very short notice for military service but could be used commercially at other times. The final two ships were on longer notice (30 days) for use by the MoD. The ships are also nominally available to the 11 nation NATO Sealift Consortium. Normal complement per ship is 18 to 22, the crew being civilian but eligible to be called up for military service if required.



HARTLAND POINT

Foreland Shipping, formerly AWSR Shipping, was a consortium specially formed for this PFI contract, consisting of Andrew Weir, Houlder Offshore Engineering Ltd., James Fisher & Son and Bibby Line Ltd. Foreland Shipping is now wholly owned by the Hadley Shipping Group.

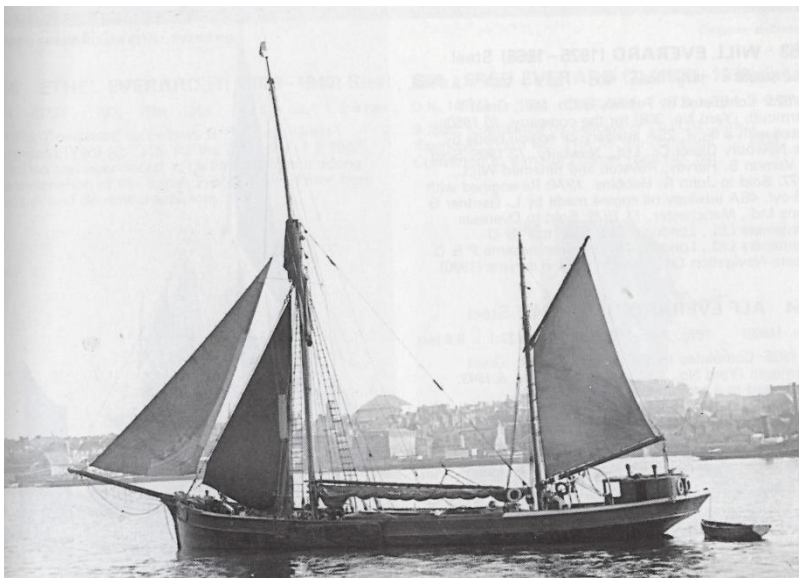
The six vessels were named HARTLAND POINT, HURST POINT, ANVIL POINT, EDDYSTONE, LONGSTONE and BEACHY HEAD. They were based on the well-established Flensburger Ro-Ro 2700 series design, but with upgraded deck and stern ramp load capacities. Hartland Point and Anvil Point were built by Harland & Wolff, with the remainder built by Flensburger Schiffbau – GES. They were all UK flagged.

HURST POINT

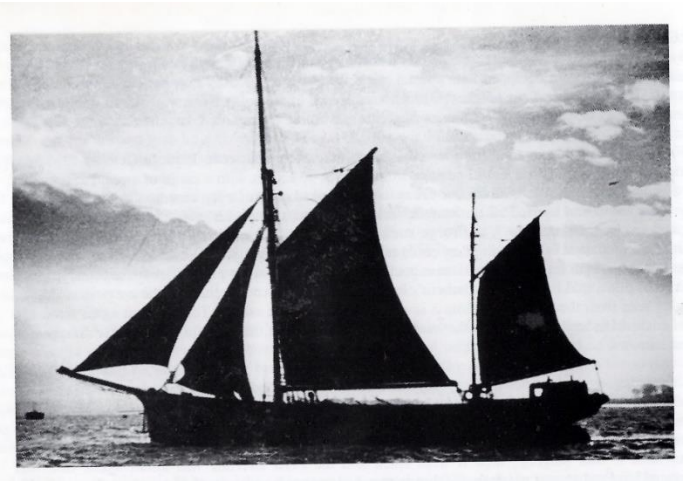
The ships have a gross tonnage of 23,235t with dimensions 193m x 26m x 6.6m. Hartland Point, Hurst Point and Anvil Point were powered by twin MaK 7M43 engines of 12,600 kW total driving 2 propellors and giving 18 knots. The other three had twin MaK 9M43 engines of 16,200 kW driving 2 propellors and giving 21.5 knots. All six were completed in 2002 or 2003. They all had 2650 lane metres cargo capacity. Typically, a vehicle load might comprise up to 220 of all types, including Challenger 2 tanks, Warrior infantry fighting vehicles, Spartan and FV432 armoured personnel carriers etc. etc. The ships can carry 4 helicopters up to Chinook size.

As a cost-cutting measure, in 2013 the two ships on 30 days readiness, Longstone and Beachy Head were sold. Longstone is trading commercially under the Dutch flag as the NEW AMSTERDAM whilst the Beachy Head is serving with the Republic of Singapore Navy as the MENTOR. The four remaining ships have been almost constantly busy for the MoD since 2003.

MARTINET OF GOOLE



On 27th February 1941, the Martinet sank off Orfordness, having struck an underwater object the previous day near the Hook Whiting Buoy off Aldborough. She was on passage from Swanscombe for Norwich with carrying 200 tons of cement. She had been the last “Boomie” barge to trade commercially under sail alone.



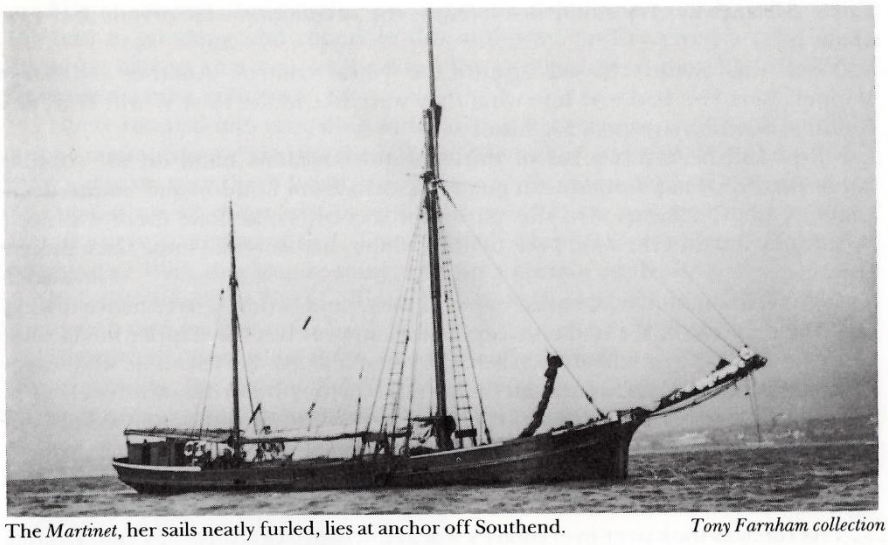
Boomies were large sailing barges with a conventional gaff ketch rig instead of a spritsail. The gaff rig was rather better “deep-sea” than a spritsail, but required a larger crew. According to Bob Roberts, Martinet’s last skipper, she was as fast as a “sprittie” reaching and running, but unable to point anywhere near as high as them when beating. By the time of Martinet’s demise, the few remaining barges built as boomies had been converted into spritsail rig, for economic reasons. The HYDROGEN and the THALATTA are still active as “spritties”.

Martinet on the London river *(M. R. Bouquet)*

The Martinet was built by George & Thomas Smith Ltd. at Rye in 1912. She was one of the last few boomies to be built, the very last being built was the MOULTONIAN in 1919 by Harvey at Littlehampton. The Martinet was launched on 25th October 1912 and completed in that November. She was of 126 grt and 101 nrt with dimensions 95.2’ x 22.8’ x 8.0’.

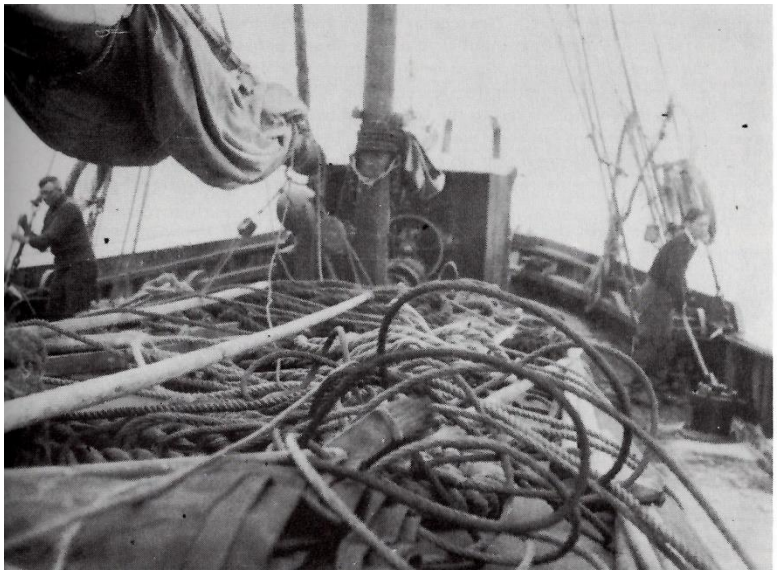
OFF SOUTHEND

She was built for a consortium led by R. Earnshaw of Goole. She was built in wood with an oversized stern post to allow for a propellor shaft in the future, but an engine was never installed. She was sold in 1917 to another Goole consortium, this one led by Frederick Fish, and sold again in June 1923 to Frederick T. Everard & Sons of Greenhithe, although she remained registered at Goole.



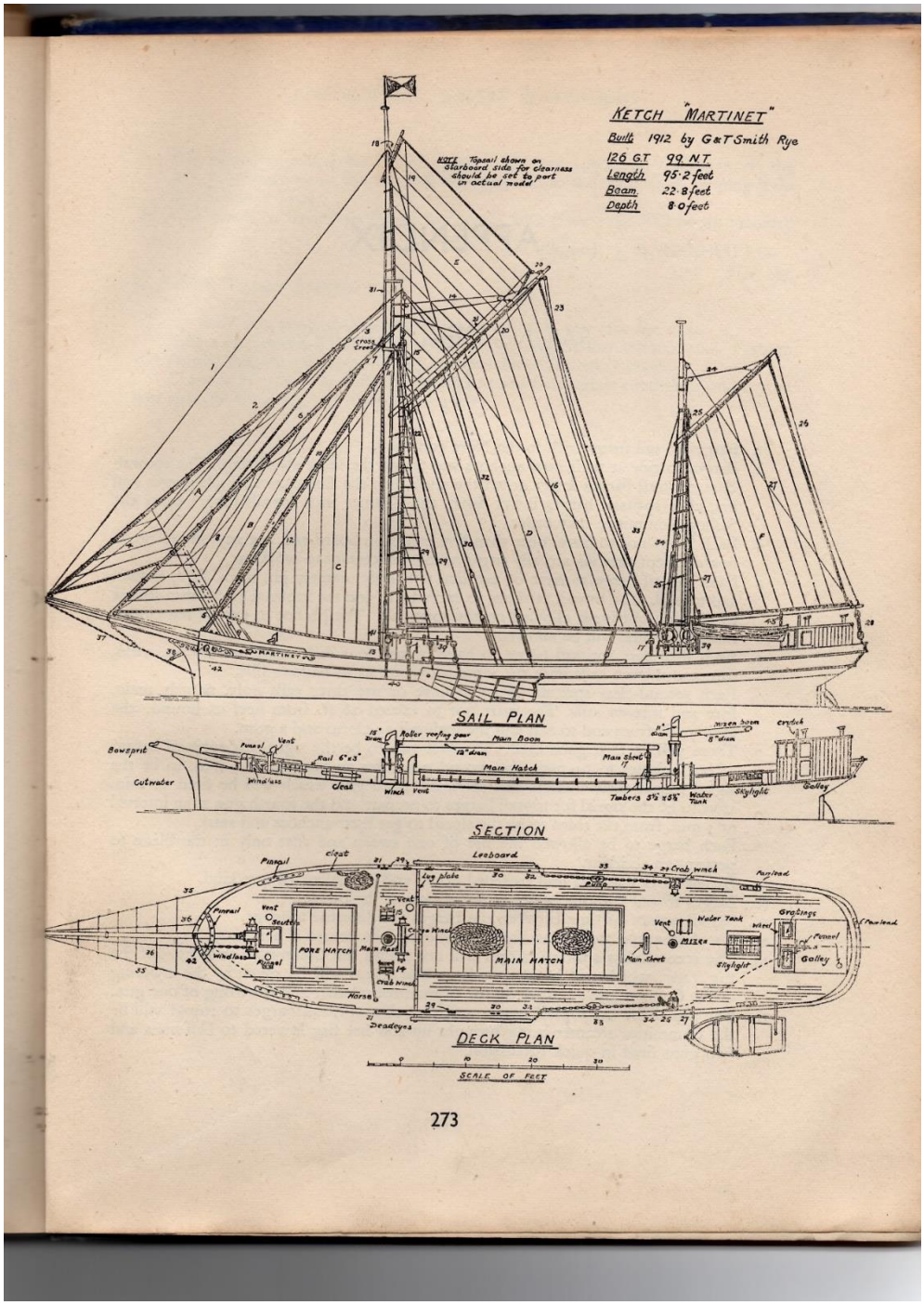
The *Martinet*, her sails neatly furled, lies at anchor off Southend. *Tony Farnham collection*

She continued to trade for Everards, but she had the reputation of being an unlucky ship, and skippers and crews were hard to find. Consequently, when Bob Roberts became her new captain in 1939, she had been idle for some time, and her gear was poor with patched sails and a leaky hull.



PUMPING

She was reasonably profitable in Bob's hands, although she was beginning to wet her freight if she was fully loaded. More and more time was needed on her hand pumps. On the evening of 26th February 1941, she anchored off Orfordness, as sailing at night was forbidden by navy regulations. As the night wore on, the wind changed direction and increased in strength. The leaks became too much for the pumps, so distress flares were sent up. Bob and his crew of two were saved in the following morning by the Aldeburgh No.2 lifeboat. Martinet sank in shallow water as her, topmast remained visible right through the following summer, a sad end to a beautiful old ship.



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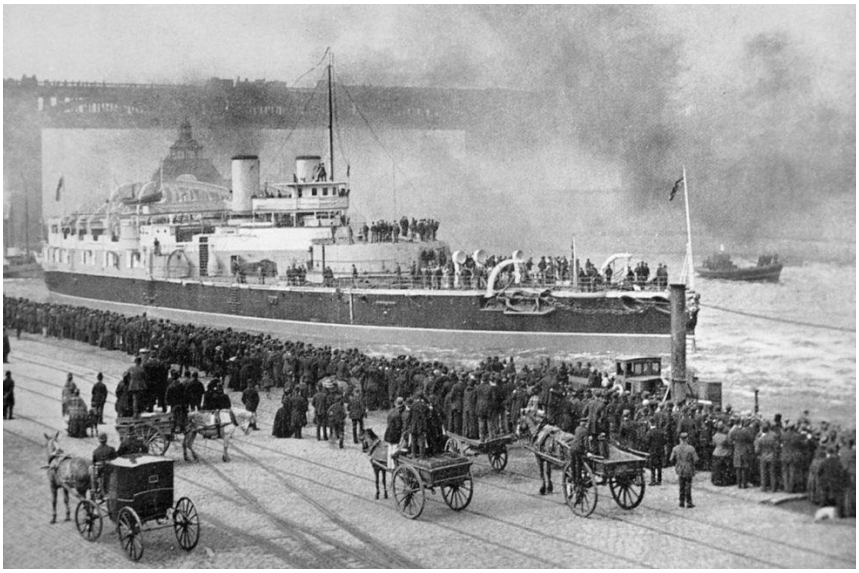
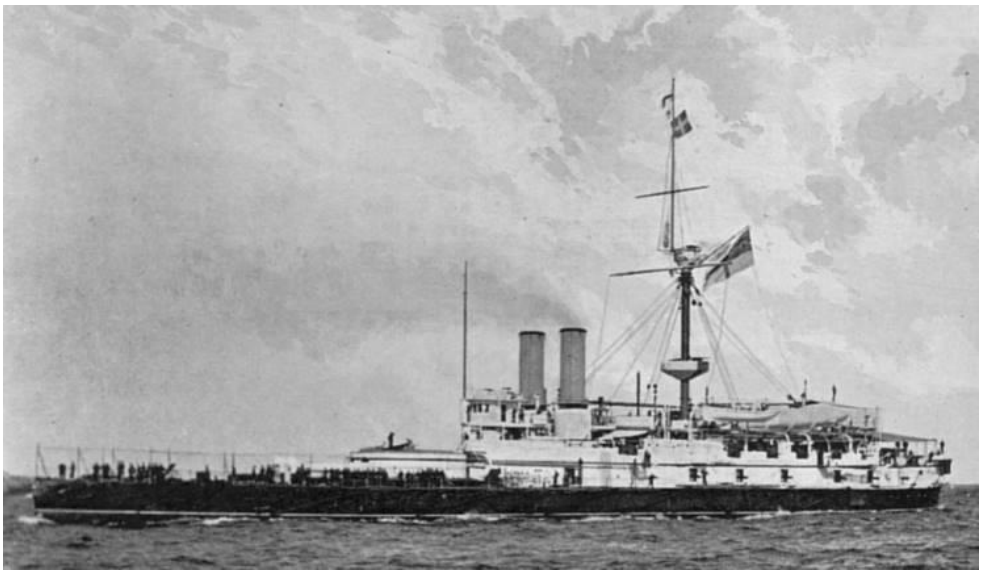
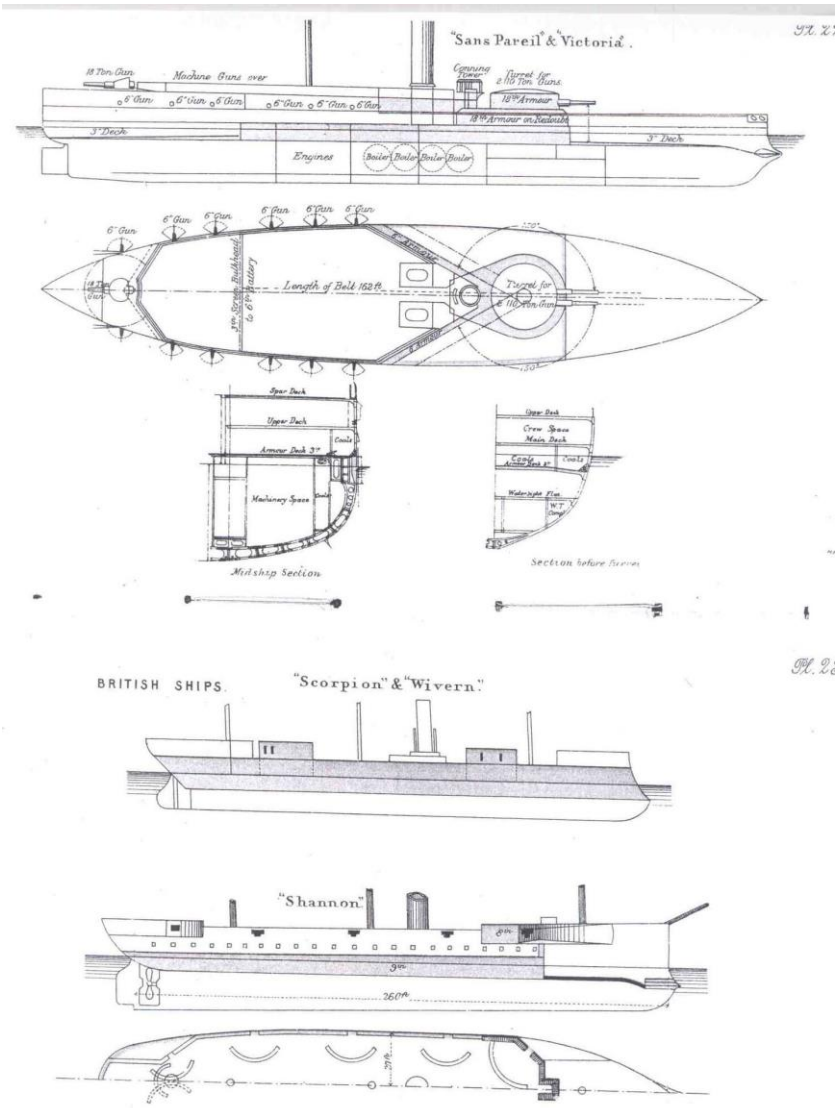
HMS VICTORIA OF 1887



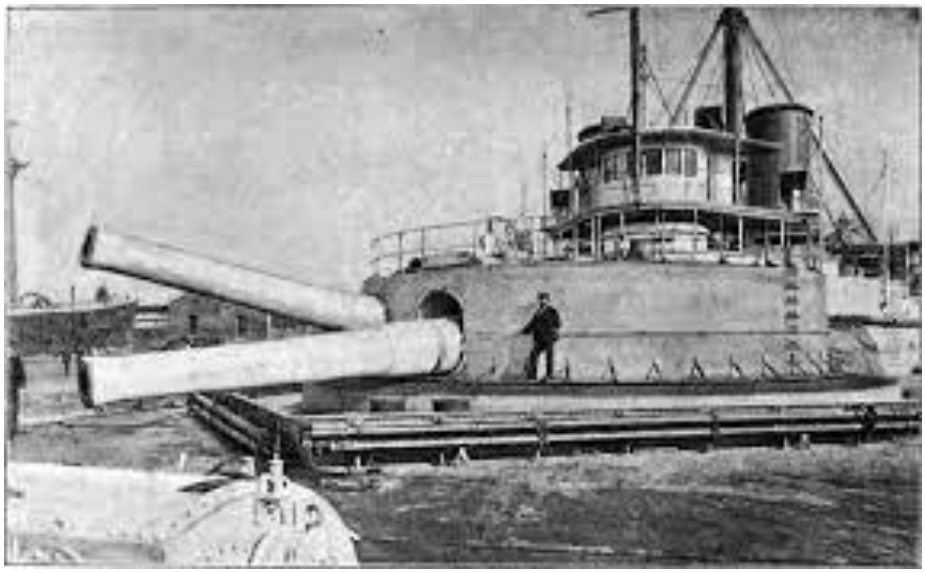
One of the worst peacetime disasters in the history of the Royal Navy was the collision in 1893 between the British battleships VICTORIA and CAMPERDOWN off Tripoli in what is now Lebanon. The accident rivals the loss of the Royal Nav fleet led by Admiral Sir Cloudesley Shovell off the Scilly Isles in 1707.



HMS VICTORIA was a Sans Pareil class battleship, state of the art when she was launched in 1887 by Armstrong, Mitchell & Co. at Elswick, Newcastle upon Tyne. She was to be named RENOWN, but the name was changed to honour Queen Victoria's Golden Jubilee. She was to be the largest, fastest and most powerful ironclad afloat, with the heaviest guns.



The two ships of the class were nicknamed “The Slippers”, because of their appearance, with the very low freeboard forward, twin funnels and the large superstructure aft. The low freeboard was dictated to maintain lateral stability despite the very heavy turret.



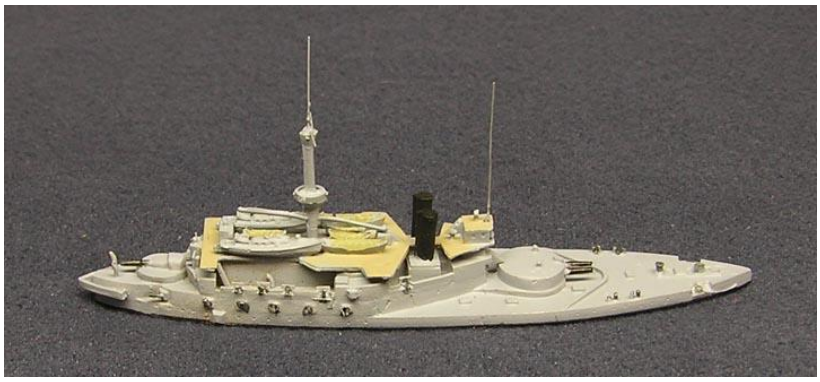
She was laid down on 13th June 1885, launched on 9th April 1887 but not commissioned until 19th March 1890. She was of 11,020 tons standard displacement, with dimensions 340' x 70' x 26' 9". She was the first battleship to be propelled by triple-expansion steam engines. Steam was provided by 8 coal-fired boilers. She had two Humphreys & Tennant triple-expansion engines of 8000 indicated horse power (natural draught) and 14,482 ihp (forced draught) driving 2 screws and giving 16 knots (natural draught) and 17.3 knots (forced draught).

The engines for her sistership SANS PAREIL were also built by Humphreys & Tennant, but the ship was built by Thames Ironworks. The ships were also the first battleships to carry a steam turbine, used as a dynamo. They carried 1200 tons of coal, which gave a range of 7000 miles at 10 knots.

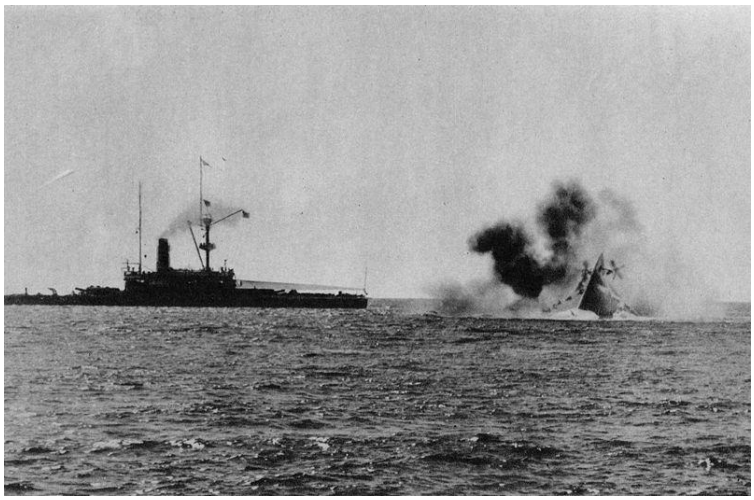
Their armament was centred on a huge turret forward housing twin 16.25" guns. They also carried a 9.2" gun aft protected only by a gun shield. Also provided were twelve 6" and twelve 6 pounders together with six 14" torpedo tubes. Ship's complement was 430, but rather more when acting as flagship.

Completion of the Victoria was delayed mainly by problems with the 16.25"guns. They had a droop which was only partially cured, which meant that each gun could only fire 75 rounds before wear on the barrel became excessive. It also turned out that the main guns could only fire one round every 4 or 5 minutes.

The two ships were good steamers and steady gun platforms, but they were very wet in any kind of sea. The lack of shear forward, to enable the main armament to fire directly forward almost horizontally made the lack of freeboard forward problem in a seaway even worse. The Royal Navy continued this requirement right up to the King George class battleships launched around 50 years after the two Sans Pareil ships. Ironically, it was found that recoil from the 16.25" guns caused the ships' decks to buckle, if they were fired directly forward.

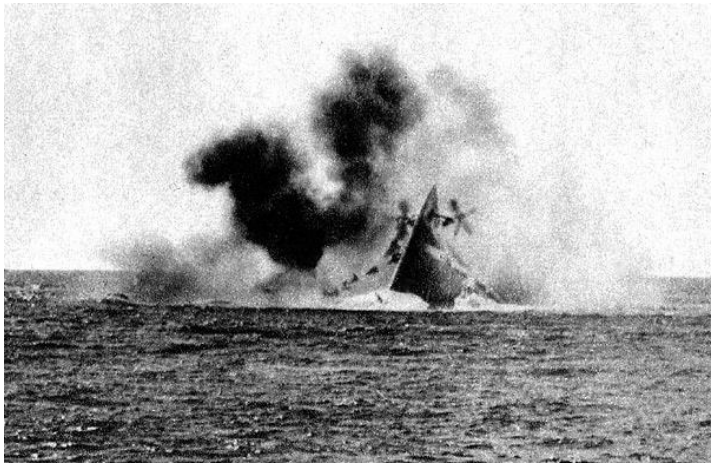


The Victoria spent all her service life in the Mediterranean. In January 1892 she grounded off the coast of Greece, needing several tugs and other warships, as well as lightening her by 1253 tons in order to pull her off. Her leaks were patched with timber and/or concrete and temporary bulkheads fitted, and she was taken to the newly opened Hamilton Dock in Malta for permanent repairs. The work was completed in time for her to take part in the summer fleet exercises that May.

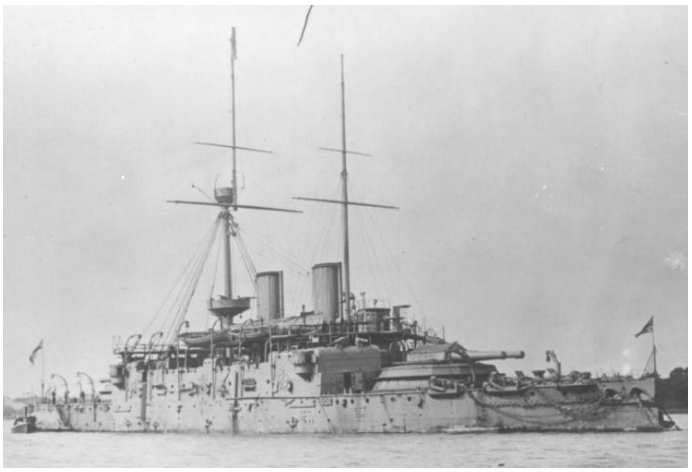


HMS VICTORIA SINKING with HMS NILE on the left

On 22nd June 1893, HMS Victoria was leading a column of Royal Navy battleships and cruisers in the Eastern Mediterranean. On board was Vice Admiral Sir George Tryon, in command of the fleet, which he had organised into two parallel columns. Tryon ordered the two columns to turn inwards towards each other to arrive at a reciprocal course. Unfortunately, the two columns were only 1200 yards apart, too close for this manoeuvre to be carried out. HMS CAMPERDOWN, the lead ship in the second column, collided with the Victoria, her ram bow striking Victoria's starboard side forward and penetrating 9 feet into the ship.



As the Camperdown reversed, a hole below the waterline of the Victoria of 100 square feet was caused. Many of Victoria's watertight doors could not be closed in time, and in hot weather, numerous vents and valves had been open to ventilate the ship. She sank in about 10 minutes, taking Tryon and 357 others with her.



HMS CAMPERDOWN

The wreck of the Victoria was located in 2004 in 100 metres of water off Tripoli. Her bows had dug deep into the seabed, and the ship was very nearly vertical. The weight of that huge turret had probably caused her to go down to her watery grave in this very unusual fashion.


THE WRECK

HMS SANS PAREIL survived until Admiral Fisher's purge of elderly and reductant tonnage of 1904. She was scrapped in 1907.

HARDY, A GENTLEMAN'S YACHT


AT MALDON AUGUST 2024

Tony was enjoying lunch recently at the Queen's Head on the Maldon waterfront recently, when he became interested in a yacht in a mud berth nearby. Her hull was of wood, and her wooden mast was stepped although all her other spars were either on trestles for varnishing or stowed on deck forward.

I had a brief chat with the owner, Noel Probyn, who explained that she dated from 1910, and that she was on the National Historic Ships Register (Reg. No. 755). He was preparing the main boom and companionway hatch for varnishing. A little surfing when I got home established that she was built by Summers & Payne in Southampton as a cruising yacht.

She was designed by A.E. Payne Junior and was rigged as a gaff cutter, apparently a descendant of the Itchen fishing boats, although it was thought that she was built for an East-coast yachtsman.

Her dimensions are 48.98’ x 10.98’ x 6.26’. Her lines are traditional, harking back to the “cod’s head and mackerel tail” era. She has never had an engine. Her rig is a gaff cutter, with a large mainsail, a staysail, jib and flying jib and her crowning glory is her jackyard topsail. Her 55’ long hollow mast and 37’ long boom and her bow sprit are of Douglas Fir, whilst her hollow gaff is of Spruce.

The present owner’s father bought her in 1969 as a houseboat. He began a long-drawn-out programme of restoration in 1981, and her first voyage post-restoration was to Denmark in 1997. Noel has continued with the restoration and maintenance of the boat started by his father.

The restoration has meant the complete renewal of the deck beams and Teak planking, stem, rails, hatches and skylight as well as all her spars except the two topsail spars which came from an aborted restoration project. There was no proper information on her original rig, so the team followed the Clyde 20-ton One Design Class which was designed by Milne in 1899.

HARDY WITH KISMET

THE CASCO CLASS IRONCLADS

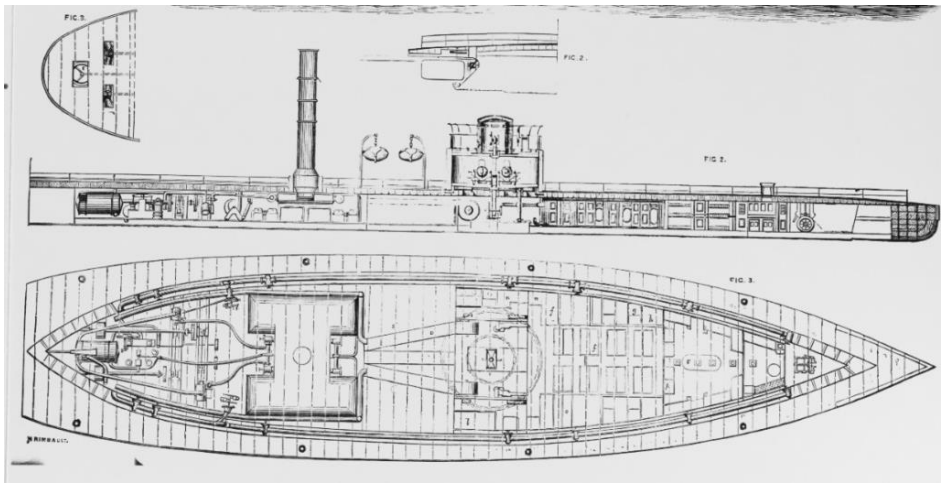
After the success of the USS MONITOR, the US Navy issued a requirement for similar shallow draught ironclads for operation in coastal waters and the Mississippi. John Ericsson, the designer of the Monitor, produced a design of what became the CASCO class. He kept things simple to allow construction by small shipyards and for speed of construction. 20 were ordered early in 1863.

They were designed to have a displacement of 1175 tons with dimensions 225’ x 45’ x 6’, They were powered by two Stimers irect-acting inclined steam engines driving two 9 foot screws. They were armed with a turret housing one 11”and one 150 pounder guns.

Numerous changes to the design were made by the new “Monitor” Office, including reducing the draught from 6 feet to 4 feet as well as increased protective armour. The freeboard dropped from 15” to just 3”. Ericsson resigned in protest about the alterations.

The first two ships were put through trials in mid-1864, but they leaked badly, and their decks were almost constantly awash, whilst their sterns were permanently submerged. They were designed to give a top speed of 8 knots, but they could only manage 3.5 knots. These trials were carried out in “light

displacement" conditions, without fuel, water, ballast, stores or ammunition, so tended to underestimate the problems.



The Monitor Office was scrapped, and Ericsson reinstated as designer, but even the reduction in the armament to a singe 11" gun without a turret failed to remedy the problems. Very few of the class were completed before the Confederate surrender and they were quickly laid up. All 20 were scrapped by 1874.

The programme was a costly failure ($10 million then or $203 million now) and a huge embarrassment for the then government. The lawsuits from the shipyards for all the alterations and extras with the US Court of Claims lasted until the first decades of the 20th century.

MTB 208

IN HER PRIME DURING WW2

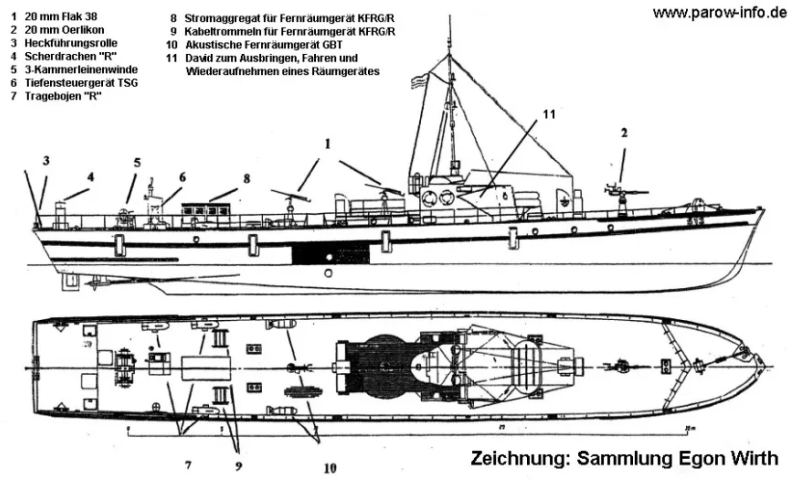
There is at Port Hampton on the upper Thames is MTB 208, one of the few surviving WW2 Motor Torpedo Boats. She is on the National Historic Ships register, but otherwise has received very little interest in the media.

She is one of only two remaining "White 73 Feet Type" boat, being one of thirty-eight similar craft built by J. Samuel White at Cowes. She was ordered on 20th May 1940 and commissioned on 13th August 1942. She was of 33 tons standard displacement with dimensions 72.0' x 16.0' x 8.0', and of hard chine timber double diagonal construction.

The type was a development of the Vosper 73 feet design, which White's had been building under a subcontract to Vosper. They were powered by triple Sterling Admiral petrol engines of 1120 hp each driving 3 propellors giving a maximum speed of 39 knots. The Sterling Admiral was a rather poor substitute for the Isotta Fraschini engines for which they had been designed and were much heavier. As a result, their endurance was 30% less than the Vosper boats, presumably because they could carry less fuel to keep the over all weight down. They were armed with a twin 0.5" mount, 2 single 0.33" guns and two 21" torpedo tubes. Ship's complement was normally 17.

During the war, MTB 208 was part of the 13th MTB Flotilla, which was based at Portland, Dover, Newhaven and Portsmouth. She saw action several times, including: 23/24th May 1944 when the squadron was vectored to attack 5 torpedo boats and 3 minesweepers in the Channel. A torpedo from MTB 208 hit a torpedo boat which then sank; June/July 1944 when she was involved in

Operation Neptune, ferrying troops and supplies; and 18/19th August 1944 in the squadron engaging minesweepers and R boats. A torpedo from MTB 208 hit and sank R boat 218.



R 218

She was sold out of the navy in December 1944 and served as a motor cruiser in Dorset until the 1960s. In the mid-sixties she was bought for £500 and towed from Chichester round to Teddington, where she was dry docked, surveyed, cleaned and painted and her engines were removed. She was then towed to D'Oyly Carte Island near Weybridge and served as a houseboat for a time under the name HOTSPUR. In 1970, she was a houseboat at West Moseley named NONSUCH 2, but externally, she very much resembles her Royal Navy appearance.


RESTORATION PROCEEDING AUG 2016


AUGUST 2016

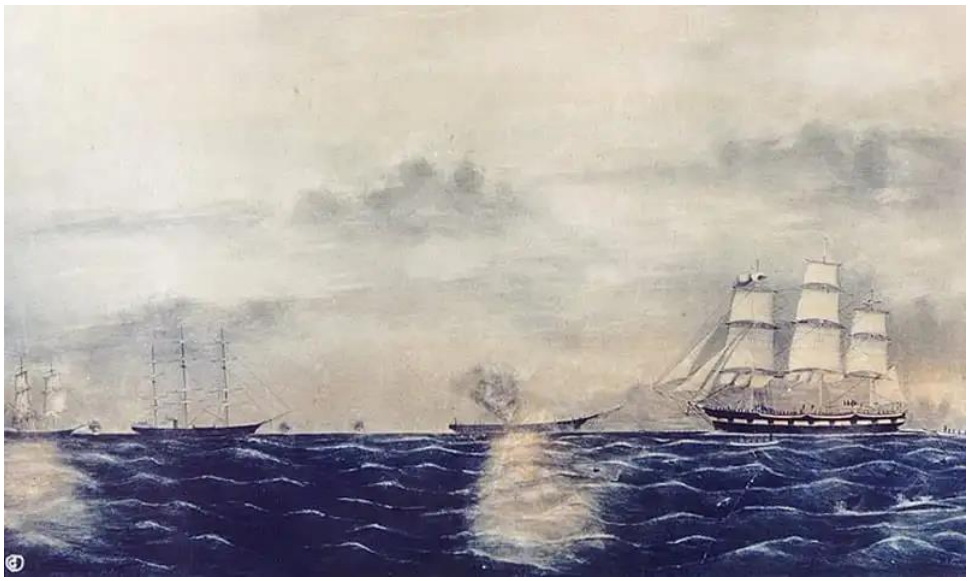
She was bought by her present owner James Battison in the first years of this century. She is now at Port Hampton, and is being slowly restored, having been renamed MTB 208 again.

RECENT

ONE FACT WONDER

SHIPS OF CONFEDERATE NAVY

SHENANDOAH



The Shenandoah was a Confederate commerce raider, second in terms of disruption to American shipping only to the better known CSS ALABAMA.

She was built by Alexander Stephen & Sons on the Clyde as the troop transport cum tea clipper SEA KING, being launched on 17th August 1863. She was a three-masted full rigged ship with auxiliary steam power, with an iron framed and teak planked hull.

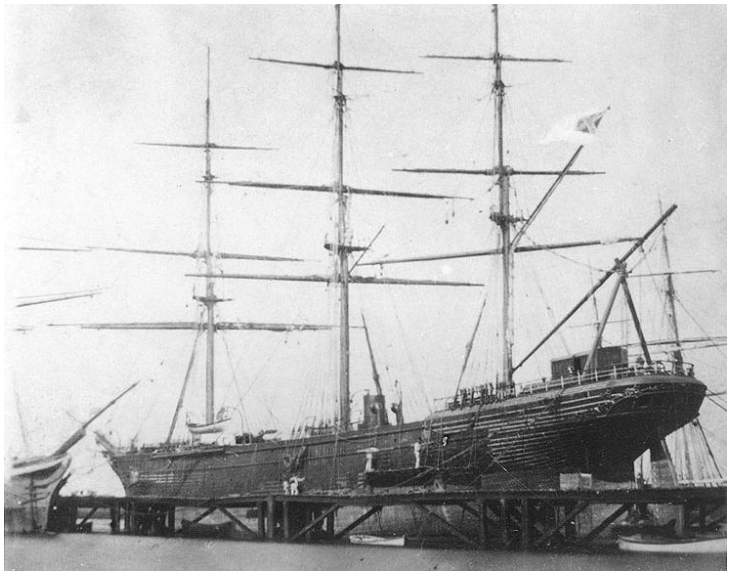
She was of 1018 gross and 790 net tonnage, with dimensions 230’ x 32.5’ x 20’ 6”. She had a 850 indicated horse power coal-fired steam engine built by A & J Inglis driving a 14 feet diameter bronze propellor giving a speed under power of 8 knots. The propellor could be raised when the ship was under sail alone. Her design was ahead of its time, as the finest of the tea clippers, such as the Cutty Sark and the Thermopylae were still to be built.

STERN SHOWING RETRACTABLE PROP

As Sea King, she made one voyage from Woolwich to Aukland, New Zealand carrying troops and then to Hankow for a cargo of tea

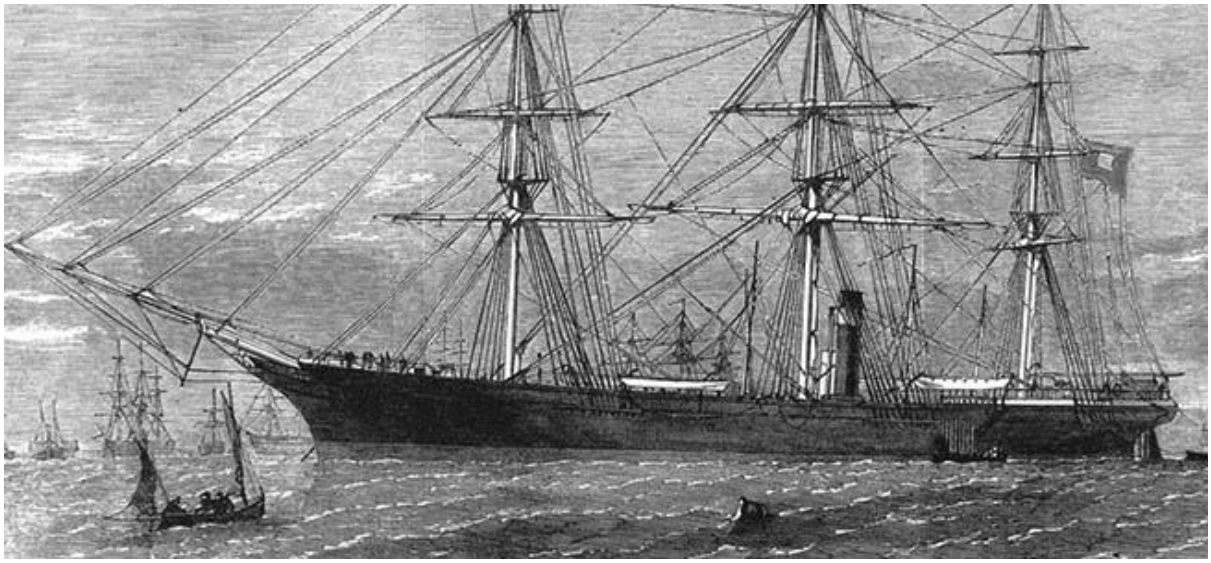
returning to London. Whilst she was at sea, she was secretly acquired by agents on behalf of the Confederate navy. She sailed from London on 5th October 1864 and liaised with the transport LAUREL off Funchal, Madeira and was commissioned into the Confederate navy as CSS SHENANDOAH. She took on supplies, arms, munitions and more crew and set sail again. She was very undermanned, and lacked fighting bolts and gun tackles, so most of the guns taken on board could not be used.

She rounded the Cape of Good Hope and went on to Australia. With problems with her propellor shaft, she was dry docked at Williamstown in Victoria for repairs and stores. She then started a programme of raiding American merchant ships, burning 32 ships and sold a further 6 and took almost 1100 prisoners of war. The majority of these were whalers in the northern Pacific



IN DRY DOCK AT WILLIAMSTOWN, AUSTRALIA

It was there off the Aleutian Islands in August 1865 that her commander, Lieutenant James Waddell learnt that the civil war had ended. The Shenandoah was responsible for the last shot of the war, a blank fired across the bow of a whaler off the Aleutian Islands on 22nd June1865, over a month after the Confederates had surrendered. Waddell learnt in August 1865 that the war had ended, and he decided to sail to Liverpool, as he was unsure about their reception in America. In all, the Shenandoah sailed over 58,000 miles.



On 6th November 1865, the Confederate flag on board was lowered for the last time whilst moored in the Mersey, as the ship surrendered to the British, some six months after the Confederate surrender. The ship was then berthed in the partly completed Herculaneum Dock in Liverpool Docks, whilst waiting for the many formalities to be resolved. Her officers and crew were paroled, and later released unconditionally.

In an important development in international law, the U.S. government pursued claims against the British government, and following a court of arbitration, won damages of £820,000 for letting the Shenandoah use the port facilities at Williamstown.

After the crew had surrendered to the British government, the ship was handed over to the US government. She was sold by the Americans to M. Isaac Wilson of Liverpool. In 1867, Wilson sold her to Majid Bin Said, the first Sultan of Zanzibar, who had her renamed EL MAJIDI.

Photo # NH 42280 CSS Shenandoah. 19th Century artwork

On 15th April 1872, she was blown ashore in a hurricane, but her crew was rescued. She was refloated on 7th July after temporary repairs, and on 10th September she sailed from Zanzibar to Bombay with 130 passengers and crew on board. She started taking on water and sank. Once again, she was raised and repaired, but in November 1879 she foundered in the Gulf of Aden off Socotra in the Aden Governate, with few survivors.

USS Boston

The first USS Boston was a gundalow built at Skenesborough (present day Whitehall), New York, in 1776, with a crew of 45 for General Benedict Arnold's short-lived Lake Champlain Fleet. She took part in the Battle of Valcour Island that delayed the British invasion. She was probably commissioned sometime early in August 1776, with a Captain Sumner in command.

Early in October, she moved north with the other 14 ships of the American squadron. On the 11th, they met the vastly superior British squadron off Valcour Island in the northern reaches of the lake. The British discovered them in a shallow bay south of the island and moved in to begin a bombardment. By 11:00 that morning, the schooner Carleton and some gunboats had rowed to within gun range to open the shelling. The wind prevented the larger British vessels from getting into the fray.

By 5:00 that afternoon when the British withdrew for the night, two of the larger American vessels were severely damaged and a third had to be run aground, burned, and abandoned. That night, Boston joined the remainder of the Americans in stealing away toward Crown Point to the south. The British discovered their flight on the morning of the 12th and struck out in pursuit. They did not finally catch the Americans until the morning of the 13th at a point just below Split Rock nearly halfway to their goal. A two-hour running fight ensued. Severely pressed, General Arnold took Congress and four of the gondolas into Buttonmold Bay on the eastern coast of the lake. There he unloaded small arms and destroyed the vessels by fire to prevent their capture. Boston was destroyed there on 13 October 1776.

ANSWERS

QUIZ 83 SEPTEMBER 2024 – QUESTIONS

1. CERVIA: An appeal has been launched for a memorial granite tablet at Anchor Cove, Gravesend, to honour the five local tegmen who died on 25th October 1954 at the accident at Tilbury with the SS ARCADIA. Early July
2. CRC WALRUS: She is the world's first amphibious crew transfer vessel. She was built by Diverse Marine on the Isle of Wight in 2023 to transfer men and up to 1000 kg to shallow and drying

wind turbines. To date she has been working on the Scroby Sands wind farm in East Anglia.

3. ULTRA GALAXY: A Panama flagged general cargo vessel of 13,800 dwt built in 2008. She grounded and is on her side north west of Cape Town. Efforts are ongoing to remove her cargo of bagged fertilizer as well as low sulphur and lubricating oils. Early July
4. PRESTIGE FALCON: A 7056 sdwt Comoros flagged oil products tanker built in 2007 as the ZHONG YE 6 capsized off Oman. All 16 crew missing. Early July
5. RESOLUTE and REBELLE: Two new Damen tugs for Cory Environmental. The Cory tug fleet is being expanded due to the new Riverside 2 Waste to Energy facility at Belvedere.

   Mid July

6. MAERSK FRANKFURT: A Panama flagged new container ship of 76,507 sdwt chartered by Maersk suffered a major fire forward some 100 nautical miles southwest of Goa. The Indian Coastguard are carrying out a fire-fighting operation.

   Mid July

7. HAFNIA NILE and CERES 1: A collision occurred near Singapore between the 74,200 dwt Singapore flagged Hafnia Nile built in 2017 with a cargo of naphtha and the anchored 300,000 dwt Ceres 1, built in 2001 and Sao Tome & Principe flagged Ceres 1. Both ships were on fire, but all crews accounted for. Ceres 1 is one of the “dark fleet”, being used to circumvent trade sanctions. On 22nd July, Malasian authorities located the Ceres 1 under tow off Malasia’s east coast with her AIS switched off. An oil sill covering 17 square kilometres reported.
8. B237 ROSTOV ON DON: A Russian diesel electric attack submarine was sunk by Ukraine whilst docked in Sevastopol. She had been damaged by Ukraine last September and repaired

since. An improved Kilo class submarine, built in 2014. Early August

9. SEREFINA: A Palau flagged dry cargo vessel was detained by Israeli maritime authorities because of “severe inhuman conditions on board”. 29 defects were found, including improper food storage, bug infestation and broken toilets. Late July
10. ISLE OF ISLAY: A CalMac ferry being built in Turkey. It was announced that completion would be delayed from mid-October until late December, due to global supply difficulties. She is of 3830 tons displacement with capacity for 450 passengers and 107 cars, so is smaller than the GLEN SANNOX and is of conventional diesel electric propulsion. Ferguson Marine are clearly not the only yard experiencing supply problems. Early August
11. I.N.S. TABAR: A Talwar class Indian frigate made a courtesy visit to London, mooring alongside the BELFAST. She was built in Russia in 2004 and her displacement is 3620 tons. Early August
12. HELIGOLAND: Tests are being carried out by the snappily named Eggers Kampfmittellergung company for the automatic discovery and retrieval of WW2 munitions in the Baltic. She is a jackup rig and is working with the workboat EUROCARRIER 2409 DUNE. There is concern that corrosion is causing toxic chemicals are leaching out.
13. YM MOBILITY: A Liberian flagged container ship of 81,145 sdwt, built in Taiwan in 2011, suffered a major explosion whilst docked at Ningo Zhoushan in China. The explosion occurred in a container loaded with hazardous goods and was towards the front of the ship. The explosion involved organic peroxide material and led to the terminal to be closed until further notice. Mid-August

14. MAERSK CAMPTON and MAERSK CANDOR: 15,400 sisterships accused of carrying containers of illegal hazardous material. Both vessels are allegedly carrying a total of 160 containers of Albanian electric arc steel furnace dust for dumping in Thailand. Maersk, the charterers, assert that the claims are based on completely wrong information. They loaded the containers in good faith in Trieste. A spokesman for Maersk said the containers would be handed over to the shipping line responsible for them. Mid-August.
15. RED OSPREY: A jet skier from Southampton has received an official caution from the MCA under a new water safety law. The skier went directly across the path of the ferry at the entrance to Cowes Harbour, causing the ferry to take drastic evasive action. Since March 2023, the Merchant Shipping (Watercraft) Order 2023 allows for “the prosecution of individuals who endanger others by operating powered watercraft in a dangerous manner”. Early August.