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## EDITORIAL

Editor • Nicholas Leach  
sm.ed@kelsey.co.uk  
Art Editor • Mark Hyde

## ADVERTISEMENT SALES

Talk Media • 01732 445325  
shipsmonthly.ads@kelsey.co.uk  
Production • 01733 363485  
Kelsyspecialist@atgraphicsuk.com

## MANAGEMENT

Managing Director • Phil Weeden  
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Overseas subscription orderline:  
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Kent, TN16 3AG, United Kingdom

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# WELCOME



## The summer is on its way

Readers will notice that this issue of Ships Monthly is dated Summer 2018. However, it is not an extra issue, but has been inserted into the schedule so that subsequent cover dates are more accurate. The next issue will be the August one, and will be published on the third Friday of July, so will be on sale during August itself. This change will mean that future cover dates will match the months during which they are on sale, and is in response to readers which are unsure which issue is the current one.

With the summer comes the opportunity to visit and indeed travel on a few ships, and paddlers, as featured on pages 20-21, offer good opportunities to get on the water for a day trip. The best known, Waverley,

continues her summer programme of trips, and remains as popular as ever, especially on the Clyde and west coast of Scotland.

Few people will get the opportunity to travel on a cargo ship or tanker. But Ian Buxton did, and his interesting voyage report on Shell Marketer, from the 1980s, can be found on pages 58-61, while Richard Webber visited the cargo vessels supplying the island of Alderney, as recounted on pages 54-57.

Whatever ship you board this summer, I hope you enjoy fine weather and fresh air.

Nicholas Leach  
Editor  
[sm.ed@kelsey.co.uk](mailto:sm.ed@kelsey.co.uk)



## Contributors this month

### Russell Plummer



Russell Plummer has been contributing to Ships Monthly

for 40 years. He has travelled on and written about hundreds of ferries, cruise ships and excursion vessels.

### Ian Buxton



Ian Buxton is a naval architect who taught at Newcastle

University. His interests span ships past and present, naval and merchant, as well as shipbuilding.

### Alan Moorhouse



Alan Moorhouse's interest in ships began with a cruise on Canberra in 1964. He has been photographing and writing about ships for over 25 years.

### Jim Shaw



Jim Shaw is a retired mechanical engineer who

has worked around the world; he has always had a deep interest in ships and shipping.



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### REGULAR CONTRIBUTORS

Andrew & Donna Cooke •  
Roy Cressey • Gary Davies •  
Roy Fenton • William Mayes •  
Russell Plummer • Jim Shaw •  
Conrad Waters

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Royal Caribbean's Independence of the Seas has returned to Southampton for the summer season with a host of new bars, restaurants and entertainment facilities following a multi-million dollar refit. The new features, such as the 'Sky Pad' virtual reality bungee trampoline experience, are to be rolled out on nine other ships in the fleet as part of the company's 'Royal Amplified' programme. MARITIME PHOTOGRAPHIC



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COVER Silver Cloud, one of Silversea Cruises ships, which, along with Silver Muse, is featured on pages 33-37.

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## VISITOR TO LONDON

### TALL SHIP

The historic 1911-built brigantine rigged sailing ship Eye of the Wind arrived at Gravesend on 21 May, and sailed to dock at HMS President the following day to celebrate the 40th anniversary of a round-the-world trip the ship made following the route taken by Sir Francis Drake. The voyage took two years, from 1978 to December 1980, and among the crew was HRH Prince Charles. Since 2009 she has been under the ownership of the Forum Media Group, Germany. FG



▲ The classic tall ship Eye of the Wind departs Gravesend pier on 22 May to head for London. FRASER GREY

## HISTORIC GATHERING AT GIRVAN

### NEW LIFEBOAT

On 5 May 2018 a new era opened at Girvan lifeboat station with the naming and dedication of the new 13m Shannon class lifeboat Elizabeth and Gertrude Allan. Hundreds of guests, families and supporters lined Girvan harbour for the ceremony, with the lifeboat moored on a pontoon nearby and her volunteer crew in attendance.

The £2.1 million lifeboat was funded by the John and Elizabeth Allan Memorial Trust, which was set up in 1998 by Professor James Allan in memory of his parents. Alan Reid, the donor's representative, handed the lifeboat into the care of the RNLI and the station, and named the boat at the end of the service of dedication.

The new lifeboat left the harbour and was piped back in, leading three all-weather

lifeboats and forming a unique gathering. Troon's 14m Trent class Jim Moffat and Portpatrick's 16m Tamar class John Buchanan Barr were supporting their neighbouring station, while the 17m Severn class Edna Windsor from Barra Island made up the flotilla of all four of the RNLI's 25-knot all-weather lifeboats. Edna Windsor was in Girvan after completing a refit at the local boatyard.



▲ The unique sight of four all-weather lifeboats together at Girvan: the new Girvan lifeboat, Elizabeth and Gertrude Allan, on the left, was joined by the Barra Island, Portpatrick and Troon lifeboats. NICHOLAS LEACH

The Panama Canal Authority has increased daily transits for its new Neopanamax locks. PCA



## PANAMA CANAL COMPLAINTS

### SHIP CANAL

The Panama Canal Authority (PCA) has increased the maximum beam allowable for vessels using its new Neopanamax locks by more than two metres, with the new maximum beam set at 51.25m (168.14ft). The PCA has also added an additional daily reservation slot for the locks, bringing the total available ship slots to eight daily.

However, tug captains who escort vessels through the 427m (1,400ft) by 55m (180ft) chambers have been complaining that the PCA has not been providing sufficient staffing and equipment for the transits, which puts worker safety at risk. Unlike the Canal's original locks, where electric locomotives guide ships, the new locks require the use of at least two tugs. The new locks opened in June 2016. JS

## HANSEN DESIGNS FOR GRIMALDI

### NEW RO-RO

Having worked on several ro-ro and ro-con projects around the world, the Knud E. Hansen design group has signed a contract with Nanjing Jinling Shipyard, China for the development of the basic design of various large ro-ro vessels, based on Grimaldi/ Knud E. Hansen designs.

The new vessels, the first of which is expected to be delivered in 2020, will measure 238m by 34m and have a gross tonnage of 64,000. They will be able to transport over 7,800 lane metres

of rolling units, equivalent to approximately 500 trailers. The design has been developed by the Technical and Energy Saving Department of the Grimaldi Group with Knud E. Hansen, and in close cooperation with the shipyard. The new ro-ros are known as the Grimaldi Green 5th Generation (GG5G).

The vessels will use electricity in port, through large lithium batteries, guaranteeing zero emissions while at berth. The batteries will be recharged during navigation with the aid of 600m<sup>2</sup> of solar panels.

A new design of ro-ro ship has been developed by Grimaldi and Knud E. Hansen.





An artist's impression of the new P&O Cruises ship Iona.

## NAME ANNOUNCED BY P&O

### P&O CRUISES

The first steel for the latest ship for P&O Cruises was cut at the Meyer shipyard in Papenburg on 25 April, and a month later the name of the new ship was announced. She will be called Iona and, when delivered in 2020, will be the largest passenger ship ever operated by the company.

Iona is not, however, purpose built for the UK market, as both Oriana and Aurora were more

than 20 years ago, in the same yard. Instead she is the first of a pair of ships for P&O, part of a series of eight ships based predominantly on a design for Aida Cruises, which the company will take, the other two being built at Papenburg. Four more of these 180,000gt, 5,200-passenger vessels will be constructed at Meyer's Turku yard in Finland, two each for Costa and Carnival Cruise Line. This series of eight ships will be the first for Carnival

Corporation fleets to be powered exclusively by LNG. P&O Cruises' second ship will arrive in 2022.

In a competition held last year, over 30,000 people put forward suggestions for the name of the new 180,000-ton ship, from which a short-list was then drawn and one name was chosen. The name was unveiled by TV presenter Stephen Mulhern on Iona, which is protected by the National Trust for Scotland, where he was joined by several of the islanders.

## NEW PASSENGER SERVICE

### FERRY SERVICE

India's Sea Eagle Cruises plans to inaugurate coastal passenger ship sailings between Mumbai and Goa later this year using the former Japanese ferry Ogasawara Maru, which has now been renamed Angriya. Built in 1997, the 6,700gt ship had been sent to Indian breakers in 2016 when she was replaced on the Ogasawara

Islands run by a 11,035gt newbuilding.

However, she was saved from demolition and purchased by Sea Eagle, who have since had her reconditioned and fitted out to carry 400 passengers. The last passenger service between Mumbai and Goa, using the post-war built ferries Konkan Shakti and Konkan Sevak, was terminated in 1991. JS



▲ The 1997-built Japanese ferry Ogasawara Maru has been reconditioned and renamed Angriya to operate a new passenger service along the Indian coast between Mumbai and Goa. SEA EAGLE CRUISES

## HAWAII SERVICE ON HOLD

### BOXBOAT

Seattle-based TOTE Maritime, which had announced plans to inaugurate a new container service between the US West Coast and Hawaii using two and possibly four new ships to be built by the Philly yard in Pennsylvania (see SM, May), has put its plans on hold while it makes a technical review of the project.

TOTE said its decision was based on its review of the needed reconstruction of Piers 1 and 2 in Honolulu Harbor, which had been allotted to it by the Hawaii Department of Transportation. The company added that the scope of the required upgrades influenced its decision, but said it is still open to working with the Department. The construction of the new TOTE ships has also been placed on hold, although orders for all major long-lead items for the first two vessels have been made. JS

### BRIEF NEWS

**SOUTH KOREA FERRY FLEET** • As part of South Korea's plan to renew its domestic ferry fleet after the Sewol disaster of 2014, domestic builder Dae Sun SB&E will deliver a new 160m ferry to Hanil Express Company in October. The 19,000gt Silver Cloud will have capacity for 1,200 passengers and 150 cars. She will operate between the mainland and Jeju island, the route operated by the lost Sewol. JS

**PAMPA CRUISES** • The 1975-built Delphin has been linked to yet another South American start-up cruise line. Pampa Cruises, intending to serve the markets of both Brazil and Argentina from October, plans to offer 64 departures on the 640-passenger vessel in its first season. WM

**DREDGER** • China's COSCO Dalian Shipyard has been contracted to build a new 18,000m<sup>3</sup> capacity trailing suction hopper dredger for Luxembourg-headquartered Jan De Nul, with delivery scheduled for late 2019. To measure 166.1m by 36m, the vessel will have a transit speed of 15.5 knots and will be capable of dredging to a depth of 86m.

**MAERSK ROBOTICS** • Boston-based Sea Machines Robotics has signed a contract with Denmark's A.P. Møller-Mærsk group to trial test its perception and situational awareness technology aboard one of the Danish company's new ice-class container ships. The testing will mark the first time that Computer Vision, Light Detection and Ranging (LiDAR) and Perception software have been used on a container vessel to augment transit operations. JS

**ZODIAC ORDERS SHIPS** • London-based Zodiac Maritime, which has 132 vessels in its active fleet, has ordered five 14,000TEU capacity container ships from South Korean shipbuilder Hyundai HI for delivery in 2020. The company is already awaiting delivery of five smaller 11,000TEU vessels from Hyundai. JS

## BUSY DAYS AT SOUTHAMPTON

Norwegian Bliss passing Calshot on 21 April.

### MAIDEN CALLERS

During the spring Southampton port welcomed a number of maiden calls from both container and cruise ships. The first new vessel to visit the port was the ultra-large container ship CMA CGM Antoine Saint De Exupery, which arrived 10 March. At 400m by 59m in size and with a capacity

of 20,656TEU, she became the largest container ship to visit Southampton. She is deployed on the CMA CGM FAL1 service, and will be followed by CMA CGM Jean Mermoz and CMA CGM Louis Bleriot later this year.

March and April saw no fewer than three cruise ships making their maiden calls. The first was AIDAperla, which arrived on

11 March, replaces AIDAprima, and which will be a regular visitor in 2018. The second was Norwegian Bliss, the fourth and largest of NCL's Breakaway class, which arrived on 21 April after a two-night sailing from Bremerhaven after her delivery.

The third was MSC Meraviglia, which arrived on 26 April. She was making the first of four scheduled

calls this year and was one of three MSC cruise ships which visited the port during the last week of April. MSC Magnifica had arrived on 23 April and was followed by MSC Preziosa on 24 April. Other notable callers in the last few months have been CMA CGM New Jersey and MSC Oscar on 22 February, COSCO England on 25 March, and Maersk Ahram on 16 May. AM



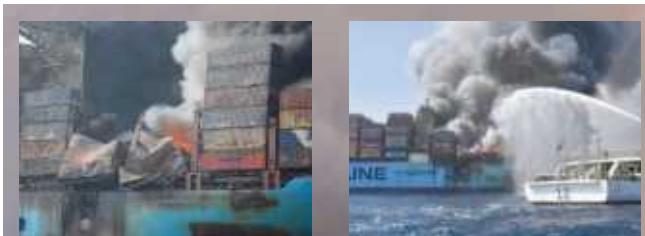
## BURNING BOXES A MAJOR DANGER

### JACK-UP VESSEL

The fire suffered by Maersk Line's 162,051dwt Maersk Honam while she was en route from Singapore to Suez in March with a cargo of 7,860 containers proved again how difficult it is to fight a fire within a load of containers.

Although it could not immediately be determined what caused the fire, there was the potential that a hazardous material, such as calcium hypochlorite, may have been involved, leading Maersk to order that dangerous goods not be loaded in areas close to living sections and machinery spaces.

The false declaration of cargo remains an important security issue for the shipping industry, as containers are not normally inspected to verify their contents. In recent years misdeclared calcium hypochlorite, which has a tendency for self-ignition, has been found to be responsible for fires on at least eight container ships, including three of Maersk Line's vessels. JS



It is thought that all containers stacked forward of the house of Maersk Line's 153,153gt Maersk Honam were completely lost due to fire damage. The fire resulted in the loss of five crew members. INDIAN CG



## MISC GROUP

### LNG CARRIERS

Malaysia's MISC Group has taken delivery of the 150,200m<sup>3</sup> capacity Seri Cemara from South Korea's Hyundai Heavy Industries as the final unit in a series of five MOSS-Type LNG carriers being long-term chartered to compatriot oil major Petronas.

The 133,612gt vessel follows sisters Seri Camellia, Seri Cenderawasih, Seri Cempaka and Seri Camar into service, which measure 290m by 49m. The ships are powered by Ultra Steam Turbine (UST) powerplants and can operate entirely on LNG for full compliance with SECA regulations. JS



▲ The new MOSS-Type Seri C Class LNG carriers use an Integrated Hull Structure (IHS) that encloses four MOSS-Type spherical tanks. MISC





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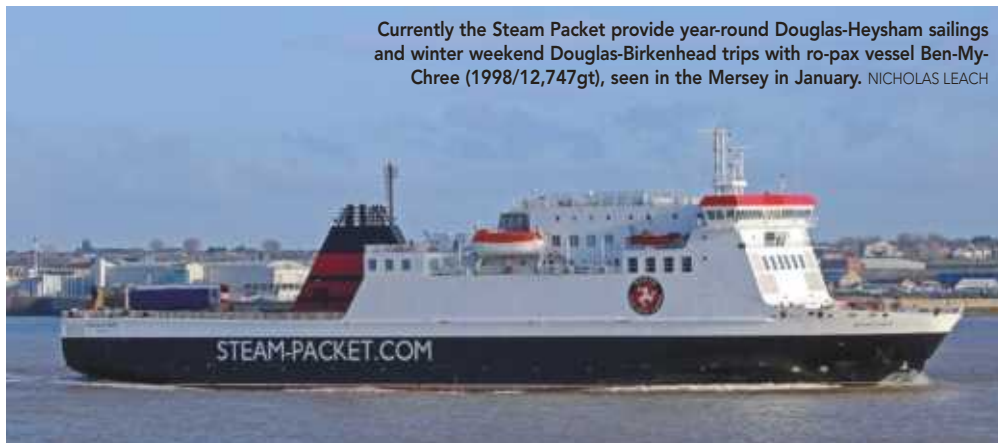


Atlantic's WM 1/700 waterline model of the RFA Wave Ruler is part of a growing range of ready painted resin models of the modern British Navy. Also available in kit form.

## NEWS IN BRIEF

**E-FLEXER** • The fifth vessel in the Stena E-Flexer ro-pax class will be delivered from China's Avic Weihai Shipyard in 2021 to begin a ten-year bareboat charter with DFDS Seaways, replacing Calais Seaways (1991/28,833gt) on the Dover-Calais route. With a capacity of 3,100 lane metres and up to 1,000 passengers, the 42,000gt vessel will become the largest DFDS ferry on the English Channel. She will be designed to the highest technical and environmental standards, and twin Caterpillar engines delivering 25,200kW will bring a 25 per cent reduction in fuel consumption compared with the ferries currently in Channel service.

**APPOINTMENT** • Captain Elwyn Dop has been named by Condor Ferries as their new Operations Director, replacing Captain Fran Collins, who left the company to take up a new position as chief executive at Red Funnel Ferries. Mr Dop, who has been working as a consultant and advisor to Condor since 2017, will direct activities across the company's fleet of four ships and five ports. He is a qualified master mariner with previous Operations Director level experience at Wightlink, and will be based in Poole. Fran Collins has spent 16 years with Condor in roles including vessel master and Director of Ports & Guest Services, before working the last four years as Executive Director of Operations.



Currently the Steam Packet provide year-round Douglas-Heysham sailings and winter weekend Douglas-Birkenhead trips with ro-pax vessel Ben-My-Chree (1998/12,747gt), seen in the Mersey in January. NICHOLAS LEACH

## TYNWALD TO BUY STEAM PACKET

### ISLE OF MAN

The Tynwald, the Isle of Man government, is set to take control of the services operated by the Isle of Man Steam Packet Co and put the operation back in the hands of islanders following the £124 million purchase of the company from present owner, the Portuguese private bank Banco Esparto Santo.

Chief Minister Howard Quayle described the potential deal as a

once-in-a-generation opportunity but stressed that day-to-day running of services will remain in the hands of the current management team with a new strategic sea service agreement to be put in place over a 12-month period.

The Steam Packet, the world's oldest passenger shipping company with a history stretching back 188 years, has been owned by banks or city hedge funds since Sea Containers sold in 2003 to Montagu Private Equity for

£142 million. Australian financial institution Macquarie Bank paid £225 million to take over in 2005, and the company passed to Lisbon-based Banco Esparto Santo in 2011 for an undisclosed fee.

Steam Packet Chief Executive Mark Woodward said: 'I am pleased to say a deal has been reached, which will consolidate the excellent relationship between the company and Government and deliver continued investment and sea services to the Isle of Man.'

## P&O ACT TO FILL FREIGHT GAP

### NORTH SEA

After DFDS Seaways closed its Rosyth-Zeebrugge service following fire damage to route vessel Finlandia Seaways (2000/11,530gt), P&O Ferries moved quickly to increase capacity on the service from Middlesbrough Teesport to Zeebrugge by 25

per cent and create a gateway to Scotland via the north-eastern port, which currently handles more than 100,000 freight units a year.

The 12-sailings-a-week service is provided by chartered vessels Bore Song (2011/25,586gt) and the Godby Shipping-owned Mistral (1999/10,471gt), both taking 12 drivers, with sailings integrated



▲ Ro-ro Bore Song at Teesport on P&O's service to Zeebrugge.

with a rail service to Mossend in Scotland, enabling freight to be moved easily from one to the other.

## FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS



**NEW NAME** • The latest addition to Canary Islands ferry specialist Lineas Fred. Olsen, the Austal Auto Express 113m catamaran Leonora Christina, will be introduced as Baganvilla Express after moving south from the Baltic in September. She was delivered by Austal in 2011 and can carry 1,400 passengers.

**HSC EXPRESS** • The 91.3m Incat, which sailed as Express for P&O Ferries on the Irish Sea North Channel routes from Larne to Cairnryan and Troon until November 2015, left lay-up in the Baltic during May for a delivery voyage to Motril, Spain after being chartered by Spanish operators Balearia/Armas. Carrying 836 passengers and 220 cars, the 1998-built craft went from P&O to Nordic HSC for an unsuccessful spell with Sweden's Golvandbolaget before spending the summer 2017 on a Viking Line high-speed Baltic service.

**SICILIA** • Seen arriving at Barcelona from Ibiza on 5 March, the 24,409gt Balearia vessel was delivered as Trinacria from Visentini in December 2002. After purchase by Stena RoRo in 2015 she was quickly chartered by Balearia and named Sicilia. The vessel was bought by Kanalion Maritime in 2017.



**CONNEMARA** • Brittany Ferries' first Ireland-Spain route opened on 6 May when the chartered Visentini-built ro-pax vessel Connemara left Santander at 1200, with a first arrival in Cork at 1500 next day. The service was to have started at the end of April, but Brittany Ferries wanted to get the vessel right for the new venture, with a dry-docking and interior upgrade package at the Astander Yard in Santander. Chartered from Stena RoRo for two years, Connemara runs under Brittany Ferries' 'Economie' brand.

# NORTHLINK TRIO CHANGE HANDS



Hamnavoe heading for Stromness, with Orkney landmark the Old Man of Hoy astern. SERCO

## NORTHERN ISLES

The three vessels currently maintaining Serco NorthLink Ferries services to Orkney and Shetland are to be bought by Transport Scotland from the Royal Bank of Scotland and will go to Caledonian Maritime Assets (CMAL) using a loan from the Scottish Government. Serco took over in 2012

following a competitive process, and their six-year contract using 2002-built 11,720gt sisterships Hjalmland and Hrossey serving Lerwick and Kirkwall from Aberdeen, along with Hamnavoe (2002/8,780gt) running between Scrabster and Stromness, has been extended by 18 months to the end of October 2019.

The Minister for Transport and the Islands, Humza Yousaf,

commented: 'This agreement is an excellent piece of business for the Scottish Government. Not only does it secure the future of the three vessels that had previously been leased, but it will also deliver savings to the public purse in the longer term.'

Transport Scotland now has to decide on the next Northern Isles ferry service contract, with unions lobbying to get the Orkney and Shetland services back in public hands. The initial contract was valued at £350 million, with the extension adding around £104 million.

The NorthLink vessels came from Aker Finnyards at Rauma, Finland. Serco brought in an all-white livery with an eye-catching Viking warrior on their hulls. Since Serco took over, services have seen an eight per cent increase.

# VETERAN ENDS HER DAYS

## LABRADOR

A move by the Regional Government of Newfoundland and Labrador to secure a new operator and a larger, modern ice-class ro-pax ferry to improve the service across the Strait of Belle Isle in Eastern Canada, looks set to spell the end of the road for one of the world's longest-serving ferries, the now 48-year-old Apollo (1970/6,480gt).

The lead vessel in a series of six built by Meyer Werft at Papenburg for Viking Line consortium companies, Apollo was sold to Olau Line in 1976 and ran Sheerness-Vlissingen as Olau Kent until 1980. She was back visiting English ports as Brittany Ferries' Benodet in 1984 and switched to British Channel Islands Ferries as Corbiere from 1995, returning to the Baltic as Linda 1 in 1990, with her original name Apollo restored in 1995.

The name was retained when Labradore Marine, part of the Woodward Group, bought the vessel in 2000 to start a long association with the St Barbe-Blanc Sablon route, for which a new vessel is wanted from March 2019.



▲ Ferry veteran Apollo in the colours of Canada's Woodward group.

# SWIFT SALE BOOSTS ICG REVENUE

## IRISH FERRIES

The departure of fast craft Jonathan Swift to a Spanish operator boosted 2018 first quarter results for Irish Ferries parent, Irish Continental Group. Consolidated revenue was €96.4 million, up 1.4 per cent compared with last year. Net cash at the end of April was €69.3 million compared with €9.6 million at 31 December 2017, including proceeds from the sale of the fast craft. For the

year to 8 May, in a seasonally less significant period for tourism, Irish Ferries transported 100,400 cars, an increase of 2.4 per cent on the previous year.



▲ Irish Ferries have boosted Dublin-Holyhead capacity with the catamaran Dublin Swift.

Jonathan Swift's high-speed service replacement, the Austal-built Dublin Swift, entered service between Dublin and Holyhead on 27 April. The 101m catamaran was bought for €13.25 million by ICG in April 2016. Her Central Corridor debut was preceded by a month with Harland and Wolff in Belfast for an upgrade programme. She can carry 820 passengers and 220 cars, and crossing at 35 knots the craft operates twice-daily return sailings.

## THE NEWS... FERRIES IN THE NEWS... FERRIES IN THE NEWS... FERRIES IN THE NEWS... FERRIES IN THE NEWS...



**ALF POLLAK** • The first of two identical 4,076-lane-metre freight ro-ros for the Siem Group, to be long-term bare-boat chartered to the Onorato Armatori Tirrenia brand, is seen after launch from Flensburger on 3 May. The 209.79m vessel is due for September delivery.

**PRINCE** • After a period laid up at Odense, Denmark, former C-Bed accommodation ship Wind Ambition is returning to ferry service in the Adriatic for a company controlled by the family of Ioannis Arkoumanis. Built as Sessan Line's Princessan Birgitta in 1974, the 13,336gt vessel was extensively upgraded before serving Norway Line's Bergen-Stavanger-North Shields link as Venus from 1975, and was later with DFDS as King of Scandinavia. As Prince, the vessel is running Igoumenitsa-Corfu Town-Brindisi until September.

**BEN WOOLLACOTT** • The new Woolwich ferry seen after float-out with sister vessel Dame Vera Lynn at the Remontowa Yard in Gdansk, Poland on 14 May and will enter service next January. Crossings will be suspended from October for berth upgrades to take the 60m diesel-electric hybrid pair.



**NEW ORDER** • Tasmania's TT-Line, has signed a contract valued at €438 million with Germany's Flensburger Schiffbau-Gesellschaft for the design and construction of two LNG-powered dual-fuel ro-pax ferries with a capacity of 1,800 passengers and 2,500 lane-metres of freight. They are due for delivery in 2021 and will replace 29,077gt/1998-built former Greek-owned sisters Superfast III and Superfast IV, which were introduced as Spirit of Tasmania I and II on the Bass Strait link with the Australian mainland in 2002.

## BRIEF NEWS

**SILVERSEA** • Hot on the heels of the order for Silver Moon, Silversea has ordered a third ship in the Silver Muse series, to be named Silver Dawn. Fincantieri's Sestri, Genoa yard will deliver the new ship towards the end of 2021. Silver Moon will be delivered from the same yard in 2020 (see p.33).

**SEABOURN** • Seabourn's newest ship, Seabourn Ovation, was christened in Malta on 11 May, during her maiden voyage, by the singer Elaine Paige. This seems to be the first time that a major passenger ship has been named in Valletta.

**PRINCESS** • In September 2018 the company's Coral Princess will undertake a historic 60-night voyage from Los Angeles to Shanghai and back, taking in about 20 other ports, a first for Princess Cruises.

**OCEANIA** • High water levels in the St Lawrence River prevented Oceania Cruises' Marina from sailing to Montreal, as she had insufficient clearance to negotiate the Laviolette Bridge. As Montreal was the ship's turn-round point, 1,200 passengers and their luggage were offloaded at Trois-Rivieres, Quebec and bussed the 140 miles to their destination. Passengers joining the ship had to complete the same journey in reverse.

**P&O CRUISES** • The main work carried out at the Damen Shipyard Brest on P&O Cruises' Ventura involved the installation of scrubbers, designed and built by Damen. Other work included maintenance of the stabilisers and propulsion systems and full hull repaint. The ship was back in service as planned on 28 March.

**DREAM CRUISES** • While returning to Singapore with 3,000 passengers, Genting Dream suffered technical difficulties resulting in the need to utilise four tugs to get her back to her terminal and delaying her arrival on 2 May by about five hours. As a result, the following two-night cruise had to be cancelled.



Pride of America was one of several ships diverted from Hilo. RICK FRENDT

## HAWAII CRUISE CALL DISRUPTION

### VOLCANO

The continuing volcanic activity of Mount Kilauea on Big Island, Hawaii has led to a number of cancelled cruise calls and ship deviations. NCL's Hawaii-based Pride of America cancelled calls

at Hilo on 15 May and at Kailua Kona on 16 May.

Pride of America, being US-flagged, is the only large cruise ship which is permitted to sail entirely within the Hawaiian Islands; others must include at least one foreign port call.

Princess Cruises cancelled the Hilo call by Sea Princess, which should have taken place on 18 May, although the Kona call still went ahead. Royal Caribbean's Radiance of the Seas had a sea day in place of the Hilo call during the previous week.

## NEW SHIP UPDATE

### MSC CRUISES

Delivery of MSC Seaview, the second of the MSC Seaside class, by Fincantieri was delayed by a few days to 4 June, resulting in a rescheduling of the naming ceremony and cancellation of a three-night preview cruise. She was named in Genoa on 9 June by Sophia Loren, rather than in Civitavecchia as planned.

Her first cruise began the following day and the 5,179-passenger ship settled into her Western Mediterranean

circuit, which incorporates turn-round calls in Barcelona, Marseille and Genoa.

The third ship in the MSC Meraviglia series, an enlarged version of the name ship, will be christened in Hamburg on 2 November 2019. This series is being built by STX at St Nazaire. Northern Europe is set to become an important market for MSC Cruises, and in summer 2018 MSC Meraviglia and MSC Magnifica are based in Hamburg, MSC Preziosa in Kiel and MSC Orchestra will cruise from Warnemünde.



Delivery of MSC Seaview was delayed by a few days.

FINCANTIERI/  
IVAN SARFATTA

## LONG CRUISE



▲ Viking Sun will undertake a 245-day world cruise

### VIKING OCEAN

On 31 August 2019 Viking Sun will sail from London on what is thought to be the longest continuous world cruise to date. Her 245-day voyage will visit 113 ports in 59 countries, spanning six continents. This voyage will be Viking Ocean's third world cruise, but will be almost twice the length of the earlier circumnavigations.

The company's sixth ship, Viking Jupiter, was floated out at Fincantieri's Ancona shipyard on 10 May. She will be delivered in 2019. Meanwhile, the fifth ship in the series, Viking Orion, will be completed and delivered in summer 2018. Viking Ocean Cruises has renewed sponsorship for a second year of National Geographic's 'Genius' TV series.



The new Mein Schiff 1 was named in Hamburg on 11 May by the German beach volleyball gold medallists Laura Ludwig and Kira Walkenhorst as part of the port's 829th anniversary celebrations. TUI CRUISES

# MARELLA AND MEIN SCHIFF

## MARELLA/TUI CRUISES

Marella Cruises' Marella Discovery 2 (1995/69,472gt) suffered engine failure while outbound from Venis on 14 May. Three tugs manoeuvred her back to a berth at the Venice Cruise Terminal, where she remained overnight for repairs.

Marella Discovery 2 joined the Marella (formerly Thomson) fleet in 2017 and prior to that was Royal Caribbean's Legend of the

Seas. Marella took delivery of Marella Explorer (1996/76,998gt) in May, following a refit at Cadiz. Previously Mein Schiff 1 for TUI Cruises, she was built as the second ship in the Century class for Celebrity Cruises but has been with TUI for about eight years.

The chartered Marella Spirit (1983/33,930gt) will be returned to her owners at the end of her 2018 season, to be replaced in 2019 by Marella Explorer

2 (1995/72,458gt), originally Celebrity's Century and latterly Skysea Golden Era.

Meanwhile, the new TUI Cruises' 115,000gt Mein Schiff 1 arrived in Kiel from her builders at the end of April and was named on 11 May. TUI subsidiary Hapag-Lloyd has now ordered a third expedition ship from Fincantieri subsidiary Vard in Norway. The first two of these 230-passenger vessels will be delivered in 2019.

## GAS POWER

### COSTA

The first of Costa Cruises' LNG ships will be named Costa Smerelda at a naming ceremony in Savona on 3 November 2019 after a 15-day maiden voyage beginning in Hamburg. Currently being built at the Meyer Turku yard in Finland, the ship is one of a series of eight such vessels, with four being built in Turku and the others in Papenburg for four Carnival Corporation brands.

The overall design is based on the Aida product, with a central three-deck Theatrium, although on the Costa ships this will be named the Colosseo. A particularly interesting feature will be the CoDe, the Costa Design Museum celebrating Italian design, generally in relation to Costa's ships.



## PROJECT LEONARDO

### NCL

Details of the next new class of NCL ships have been released. The so-called Project Leonardo comprises four ships, with options for a further pair. The current series of Breakaway Plus vessels is being built by Meyer at Papenburg, but the new ships were ordered from Fincantieri, because there were no suitable slots available at the German yard. Carrying 3,300 lower berth passengers, the Leonardo class are smaller than

the most recent builds, which have a capacity of 4,200.

The NCL vessels and the MSC Seaside class, also being built by Fincantieri, are based on a common general design. Delivery of the first of these 140,00gt ships is scheduled for June 2022, with further units arriving at yearly intervals. If exercised, the options will follow in 2025 and 2026. NCL will be utilising traditional technology in the propulsion system and will not be going down the LNG path.

The next generation of NCL ships. NCL



## NEW LIVERY AND REBRAND

Artist's impression of the new livery. ANTARCTICA 21



### ANTARCTICA 21

With the introduction of the new Magellan Explorer in 2019, Antarctica XXI has rebranded itself as Antarctica 21. The new ship will carry just 100 passengers (limited to 69 on air cruises) and a crew and expedition staff of 60.

The principal concept for the ship, which is certified to Polar Class 6, is extended Antarctic stays of up to 60 days, with

passengers being flown to and from the ship, which is based at King George Island in the South Shetland Islands.

In order to operate these itineraries, Magellan Explorer can carry 720 tonnes of fuel, and her desalination plant is capable of producing 24 tonnes of fresh water daily. Hitherto, the company has operated with ships chartered for a number of cruises each year, including Ocean Nova and Hebridean Sky.

## INTRODUCING THE NEW HMS MAGPIE

### ROYAL NAVY

The Royal Navy's newest vessel has made the journey from Cork in Ireland to Portland, Dorset for military and hydrographic equipment fitting-out ahead of joining the hydrographic squadron in early summer.

The replacement for the recently decommissioned HMSML Gleaner has been delivered by Atlas Elektronik UK via subcontracting to the Irish shipbuilder Safehaven Marine, based on their proven Wildcat 60 craft. The 18m catamaran, named HMS Magpie after the Duke of Edinburgh's only command, is bigger, has greater endurance, and is much more resilient in rough seas than her predecessor.

The new vessel will be able to maintain 20 knots in a Sea State Four with waves up to 2.5m high. She also has accommodation for up to 12 crew for seven days.



In addition to a primary role of maintaining the safety of navigation in coastal waters and around key national infrastructure in UK

ports, HMS Magpie will also be able to launch remote-controlled underwater devices to search the seabed for obstructions or mines.

▲ **Magpie conducts rough weather sea trials in the Irish Sea off the south coast of Ireland.**  
SAFEHAVEN MARINE

Two Flight III ships are currently on order with USS Louis H. Wilson, Jr (DDG 126), to be built by Bath Iron Works. HII



## POWERFUL BUT SENSITIVE

### US NAVY

Construction of the first Flight III Arleigh Burke (DDG 51) class destroyer got under way on 13 May, with the first 100 tonnes of steel being cut at the Ingalls shipyard. The future USS Jack H. Lucas (DDG 125) will look similar to the 73 ships of the class that have been built before. However, the latest version will be very different inside.

Flight III ships feature a 45 per cent redesign of the hull

and internal compartments to accommodate the extra power generation and cooling capacity required by the newly developed Advanced Missile Defense Radar (AMDR) system. This requires the installation of a fourth generator to provide an extra megawatt of power.

The AMDR, now called AN/SPY-6, is claimed to be 30 times more sensitive than the existing AN/SPY-1 it will replace as the primary radar for the Aegis Combat System installed.

## UK SEEKS SOLID SUPPORT

### RFA

The Ministry of Defence has issued an international tender for the procurement of Fleet Solid Support (FSS) ships for the Royal Fleet Auxiliary, with a requirement for two ships and an option for a third, as part of the Military Afloat Reach and Sustainability (MARS) programme. Their primary role will be to replenish surface warships and other auxiliaries with ammunition, food and solid stores, while under way at sea.

The FSS ships are to have up to 7000m<sup>3</sup> of cargo capacity and be able to sustain 18 knots. They will

also be capable of transferring single loads of up to five tonnes at 12 knots, specifically in order to support the new Queen Elizabeth aircraft carriers.

The government has come under intense political pressure to build the ships in UK shipyards after the previous MARS project order for Tide class replenishment tankers was awarded to Daewoo in South Korea. On that occasion no UK shipyard made a bid for work. This time two British companies, Babcock and Cammell Laird are among the seven shipyards that have shown interest in the £1 billion project.



▲ The RFA's new support ships will replace the Fort Austin & Fort Rosalie.

# SUB CONTRACTS SURFACE



The final Astute class SSN will be the sixth RN vessel to be named after the Battle of Agincourt of 1415.  
CROWN COPYRIGHT

## ROYAL NAVY

The Ministry of Defence has announced £2.5 billion of investment in two submarine projects, with contract awards of £960 million for the second phase of the Dreadnought SSBN programme and £1.5 billion for delivery of the seventh Astute class

SSN, to be named HMS Agincourt. The Defence Secretary announced news of the submarine building projects during a visit to BAE Systems' shipyard in Barrow-in-Furness, where he opened the new 26,700m<sup>2</sup> Central Yard Facility as part of a major infrastructure investment programme. To support the build of Dreadnought,

the Barrow site is undergoing redevelopment that will provide a range of new and upgraded capabilities, including an extension to the Devonshire Dock Hall and an 8,000m<sup>2</sup> Central Training Facility. Rolls-Royce will receive £60 million to further develop the design of the Dreadnought's PWR-3 pressurised water reactor.

## ON EXERCISE WITH THE US

### FRENCH NAVY

France's only aircraft carrier has been refloated after spending more 14 months in dry dock. FS Charles de Gaulle will undergo several more months of work at the Toulon Navy base as she moves towards completion of a €1.3 billion mid-life overhaul.

The work to make her available for another 20 years' service has included replacing fuel for her nuclear reactors and a comprehensive upgrade of her combat system, IT networks and communications systems. The flight deck has also been adapted for 'all-Rafale' operations since the withdrawal from service of the Super Etendard aircraft.

During her absence, over 300 Rafale aircrew and maintenance teams have maintained their skills operating with the US Navy, with a full French navy air wing operating from the deck of the aircraft carrier USS George H.W. Bush as part of Exercise Chesapeake 2018 off the US East coast.

## CHINA'S NEW CARRIER

### PLAN

China's first domestically produced aircraft carrier has conducted initial sea trials. The as-yet-unnamed vessel, known as Type 001A, left the Dalian shipyard on 13 May for six days of power, reliability and stability trials in the Yellow Sea, with the Chinese Maritime Security Administration closing off an area of nearly 4,000km<sup>2</sup> to all other shipping.

The newbuild is a heavily modified version of Liaoning (Type 001), which entered service in 2012 after being completed

at the same shipyard from an unfinished Soviet-era Kuznetsov class hull, acquired in the late 1990s. The 60,000-tonne half-sisters share the same basic hull design and Short Take-Off But Arrested Recovery (STOVAR) configuration. The Type 001A features updated propulsion and combat systems, along with many internal layout improvements.

China has begun construction of a much larger vessel. The Type 002 will displace 88,000 tonnes and have a Catapult Assisted Take-Off But Arrested Recovery (CATOVAR) aircraft launch system.



China's second carrier is rumoured to be named Shandong (CV 17).

## BRIEF NEWS

**BRAZILIAN NAVY** • The Marinha do Brasil has opted to rename their new helicopter carrier PHM Atlântico (A140). The choice of name for their flagship has been a hotly debated topic. With Brazil having almost 7,500km of coastline adjacent to the Atlantic Ocean, the chosen name is a fitting one for the former HMS Ocean. The PHM, which stands for Port Helicopters Multi-purpose, is due to be formally handed over at Devonport on 29 June.

**US NAVY** • The US Navy is to re-establish its Second Fleet to formally bolster command arrangements for the operation of naval forces on the East Coast and North Atlantic. The return to the Cold War posture comes in response to increasing Russian activity in the region. The US Department of Defense has also officially offered to host the proposed NATO Joint Force Command for the Atlantic at its naval facilities in Norfolk, Virginia.

**ROYAL NAVY** • The MoD's Defence Equipment Sales Authority (DESA) has invited bids for the sale of the former HMS Walney. The Single Role Minehunter has been laid up in Portsmouth since decommissioning in 2010. The GRP-hulled vessel, which has no engines and is stripped of equipment, is being offered for further use as a houseboat, restaurant, floating bar or as 'an office space packed with individuality', for a guide price of £30,000.

**FRENCH NAVY** • The French Armed Forces Ministry has announced an imminent order for the fifth Barracuda class nuclear-powered attack submarine. A draft multi-year budget that is set to run from 2019-25 also includes funding for a sixth SSN, with all the vessels already allocated names. Delivery of Suffren, the first-of-class, is now expected in 2020, three years behind schedule, with Duguay-Trouin, Tourville, Dupetit-Thouars, Duquesne and De Grasse following at two-yearly intervals.

## NEW PROP

### BULK CARRIER

On 12 May the 75,603dwt bulker Nordic Orion, built in Japan in 2011, arrived at Rotterdam with a cargo from Finland and, after discharge of cargo and ballast, proceeded to the Botlek in Rotterdam to enter dry dock for the fitting of a new propeller. Such repairs are difficult to fit in between voyages, but the task of replacing the propeller with a new one was undertaken within days and she was refloated on 19 May with the help of two tugs and departed for Norway. RC



▲ The bulk carrier Nordic Orion leaves dry dock in Rotterdam on 19 May after having her propeller replaced. ROY CRESSEY

The 81,501dwt Songa Delmar, built by South Korea's Hyundai Heavy Industries in 2011, is one of several ships moving from the Songa to Star Bulk fleet this year. RUUD MARCEL



## STAR BULK ACQUIRE BULKERS

### FLEET CHANGES

Athens-headquartered Star Bulk Carriers has signed purchase agreements for 34 vessels over the past few months as it moves towards the forefront of the dry bulk sector. It is acquiring 16 ships

from various entities affiliated with Augustea Atlantica SpA and York Capital Management, including five Newcastlemaxes/Capesize vessels, two Mini Capesize, eight Post Panamax/Kamsarmax and one Ultramax.

In addition, it has entered into

definitive agreements to acquire another 15 bulkers from Songa Bulk and three newbuilds from Oceanbulk Container Carriers. The latter ships are still under construction in China and are due to be delivered next year as Newcastlemax-sized units. JS

The 50,228gt construction vessel Aegir, pictured on the Tyne on 25 April, is to be stripped of her pipe-laying gear and transformed into a fast heavylift ship. KEN SHORT



## HEEREMA LEAVES PIPELAY

### CRANE SHIP

Heerema Offshore Contractors, which is having the world's strongest semi-submersible crane ship built in Singapore, is exiting the international offshore pipe-laying sector to focus on heavylift and platform decommissioning work.

The decision follows a review of the global pipelay market, completed earlier this year,

which found it to be 'highly competitive' and suffering from significant overcapacity. As part of its decision the company's 2013-built construction vessel Aegir, which measures 210m by 46.2m and has 48MW of installed power, will be converted into a fast heavylift ship capable of transporting and installing offshore structures while also undertaking platform decommissioning contracts. JS

## OLDENDORFF TAKES BABYCAPES



▲ The 114,751 Orient Cavalier is one of six Babycape bulk carriers involved in a purchase/charter undertaking between Germany's Oldendorff Carriers and Interorient Navigation of Cyprus. INTERORIENT NAVIGATION

### BULK CARRIERS

Germany's Oldendorff Carriers has acquired four Babycape bulk carriers from Interorient Navigation of Cyprus and taken two sisterships on time charter from the same company. All six ships were built by China's New Times Shipbuilding between 2010 and 2013, and previously operated in a pool with Denmark's Norden A/S.

The purchased ships are being

renamed Pia Oldendorff (ex-Orient Sun), Peter Oldendorff (ex-Orient Strength), Penelope Oldendorff (ex-Orient Crusader) and Patricia Oldendorff (ex-Orient Champion), while the 2010-built Orient Centaur and Orient Cavalier will be taken on charter with no name change. Babycape ships are of about 100,000dwt to 125,000dwt in capacity, and Oldendorff will now operate 40 of the ships, including 14 owned units. JS



The new container ship Ever Golden arrives at Southampton. ANDREW MCALPINE



## FIRST EVERGREEN MEGAMAX BOXBOAT

### NEWBUILD

Ever Golden, the first of Evergreen's new Megamax class container ships, arrived in Felixstowe 20 May as part of her first voyage to Europe.

Ever Golden is the lead ship in a series of 11 ultra-large container ships ordered in January 2015 by Shoei Kisen Kaisha, the ship financing arm of Imabari, with Shoei chartering the series to Evergreen. The series is being constructed in

Japan by Imabari Shipbuilding, with construction of the ships being split between the company's two yards in Saijo and its headquarters in Marugame.

The ships are the largest container ships to be built in Japan and follow two similar-sized vessels delivered in 2017 to Mitsui OSK Lines (MOL). When the orders were received, the shipbuilder had a new building dock built at Marugame, which, measuring 600m by 80m, was large enough for the new ships.

The largest container ship in the Evergreen fleet, Ever Golden, measures 400m by 58.8m and has a deadweight of 219,500 tonnes and a nominal capacity of 20,150TEU. Ever Golden has been deployed on the Ocean Alliance's NEU7 service, which calls at seven Far East ports, as well as in Europe at Antwerp, Hamburg, Rotterdam, Felixstowe and Zeebrugge. The Belgian port has just replaced Southampton as the last North European port on the service. AM

## ITALIAN FLEET AUCTIONED

### TANKERS

The 13-strong tanker fleet of Italian owners Rizzo Bottiglieri Di Carlini (RBD Armatori) is to be put up for auction by a Naples court on 24 July. Investment company Pillarstone took on a large share of RBD Armatori's debt, about US\$638 million, in July 2017 which gave them a controlling interest. However, the two parties were unable to agree on a rescue bid and the company was declared bankrupt in January. The fleet includes three Capesize bulkers, four post-Panamax bulk carriers and six Aframax tankers. Most of the tankers were built between 2010 and 2011. RC



▲ The 107,846dwt tanker RBD Gino Ferretti (2011) is part of the fleet of RBD Armatorie to be put up for auction on 24 July. SIMON SMITH

## ITALIAN OPERATOR SELLS UP

### COMPANY NEWS

Italy's Rizzo-Bottiglieri-De Carlini Armatori (RBD), which was declared bankrupt earlier this year, is to sell off a number of its ships, including four post-Panamax and three Panamax bulk carriers. These include the 75,000dwt Giovanni Batista Bottiglieri, Grazia Bottiglieri and Orsolina Bottiglieri, all built

between 1999 and 2001, and the 87,000dwt Giuseppe Mauro Rizzo, Maria Cristina Rizzo, Mariolina de Carlini and RBD Italia, all completed in 2010.

In addition, the ownership of three of the firm's Capesize bulkers will be spun off to form a new company, to be controlled by RBD, which will also retain control of six 108,000dwt tankers. JS



The 87,363dwt bulk carrier RBD Italia, built in 2010, is one of seven ships being sold by Italy's RBD Armatori to satisfy creditors. ANDY RU

## CAR CARRIER OF THE YEAR



▲ The car carrier Spica Leader has received the NK Car Carrier award.

### CAR CARRIER

The Wallem-managed vessel Spica Leader has been awarded the title of NYK Car Carrier of the Year 2017. Spica Leader was one of six vessels that were selected to receive the award, which covers the fiscal year 2017. All six were recognised for demonstrating excellence in maintaining safe operations and preventing delays.

The 41,886gt Singapore-flagged Spica Leader measures

190.03m by 28.2m. She was built in 2012 by Shin Kurushima Onishi Shipyard at Imabari, Japan, and was formerly Spica 8 and Spica, before gaining her current name.

Wallem manages a number of ships for Japanese shipowners and is fully accredited to do full technical management for Japanese-flagged vessels with Class NK. This includes the provision of crews, with Wallem Professional Seafarers meeting the stringent Japanese flag requirements.

## LIFE-SAVER IN SHEFFIELD

### PRESERVED LIFEBOAT

The former Whitby and Poole lifeboat, City of Sheffield (pictured), has been placed on display at the National Emergency Services Museum in Sheffield. After being taken out of service in 2016, the Tyne class lifeboat was taken by road from the RNLI's Headquarters in Poole to Sheffield last summer.

She was lifted into the museum to become a major exhibit there, representing the work of the RNLI. At her new home, she has had an exhibition built around her to share stories of the boat's service history with museum visitors. Guided onboard tours are provided during the school summer holidays.



▲ City of Sheffield on display.

## CHANGE OF PLAN FOR CHALLENGE



### STEAM TUG

Instead of going to Hull, as was announced last year, the steam tug Challenge now looks set to return to her old home on the River Thames, with the offer of a berth at Trinity Buoy Wharf, not far from Greenwich, where she has previously been based. A berth on the Thames is considered to be the most suitable for the

historic craft, which was built in 1931 and is the last example of a sizeable Thames steam tug of the kind which was once a common sight on the river.

The boiler has been stripped down and has passed its tests. The machinery is ready to go. All that is needed is a visit to a dry dock for survey prior to the voyage round from Southampton during the coming summer.

Challenge played her part in the Dunkirk evacuation and continued her towing career until 1971, after which she became one of the fleet of historic ships displayed by the Maritime Trust in St Katharine Docks. Challenge's fortunes subsequently fluctuated, with various periods of restoration, and trying to keep an historic steamship in operational condition proved difficult.

## UNICORN REWIRED

### HISTORIC FRIGATE

HMS Unicorn, the historic frigate on display in Dundee, has recently been rewired as part of an ongoing £1 million refurbishment programme funded largely by the Scottish Government's Regeneration Capital Grants Fund to maintain the ship. Her roof has also been extended, and enhanced facilities for her visitors provided.

Built at Chatham in 1824, HMS Unicorn incorporated features that were cutting-edge at the time, including iron straps and knees to strengthen her hull. But as the Napoleonic wars had ended, she went from building into reserve and never saw service. In 1873 she was moved to the Tay as reserve training ship and has remained in the area ever since, but has never been rigged in her career.



Unicorn's gun deck.

## STADT LUZERN TO BE REBUILT



Schiller (left) alongside and Stadt Luzern leaving Lucerne.

### LAKE STEAMER

Lake Lucerne's flagship Stadt Luzern is set to make her last cruise on the lake on 21 October prior to being withdrawn for a major rebuild, which is planned to take at least two years.

The board of directors of the SGV took the decision to undertake this work last August and have subsequently defined the scope of the project in association with the Lucerne

Dampferfreunde (steamer friends) and representatives from the local cantons, all of whom will be contributing towards the cost, which is expected to be in the region of 12.5 million Swiss francs.

Completed in 1928, Stadt Luzern is the only Swiss paddle steamer to have been built by a non-Swiss company. During her career, she has been rebuilt several times. A parade with all five Lucerne paddle steamers is scheduled for 16 September.

# WHAT FUTURE FOR BRISTOL QUEEN?



What does the future hold for Bristol Queen? She is now in a car park at Weston-super-Mare.

## EXCURSION VESSEL

There is some hope for Bristol Queen, which was withdrawn in 2009 over issues with the MCA and has since languished in a Weston-super-Mare car park. Martin Woolls, director of MW Marine, which owns the vessel, has recently started work in-house, without any external

funding, to completely replat the vessel's bottom with a view to renewing her MCA passenger certificates to return her to service to take passengers once again between Weston and Steep Holm.

The vessel was built as Leven for the Caledonian Steam Packet Co in 1938 to run trips in connection with the British Empire Exhibition in Glasgow. After the exhibition,

she remained on the Clyde and was taken over by the Sea Transport Officer, Clyde during World War II. After the war, Leven was used for the Largs to Millport and Gourock to Holy Loch ferry services. In 1965 she was sold for further service in Torbay and renamed Pride of the Bay. In 1985 she moved to Jersey and then in 1999 to Weston-super-Mare.

# BOILER RETUBED

## VIC 96

The ex-Admiralty Victualling Inshore Craft VIC 96's original upright Cochran boiler remains in satisfactory overall condition, but a survey last year identified some wasting in the boiler tubes and around some stay bars. As a result, volunteers at Chatham have removed the old tubes and are replacing them with new ones.

One of a number of similar craft built towards the end of World War II, VIC 96 spent her operational career on the Rivers Medway and Thames, serving at Sheerness Dockyard from 1946 to 1959 and then at Chatham, before being withdrawn in 1973.



▲ Skipper Derek Gransden (left) and Chief Engineer Tony Slingsby tend to the boilers on board VIC 92.

# SCRAPPED ON THE LAKE

## PASSENGER VESSEL

The sad news from Lake Lucerne is that the 600-passenger Rigi has been scrapped at a quay at Beckenried on the lake. Her owner, Schiffahrtsgesellschaft des Vierwaldstättersees (SGV), has been investing heavily in new tonnage in the last two or three years, so Rigi has been out of service for a while.

Ordered in 1951 as a replacement for the paddle steamer Winkelried of 1876, Rigi entered service in 1955 and soon became a favourite on services from Lucerne to Fluelen, Brunnen, Alpnachstad and Kussnacht. Rigi was smaller than the lake's largest vessels so, with more modest operating costs, she generally sailed over the longest season of any of the lake fleet.

Rigi has been scrapped at Beckenried.



# MY GIRL READY FOR SUMMER



The passenger launch My Girl at Weymouth.

## PASSENGER LAUNCH

Veteran Weymouth passenger launch My Girl received a £15,000 refit last winter, which included work by a local shipwright to rebuild part of her wooden hull and the gunwales on both sides.

Part of the Weymouth scene for more than 80 years, My Girl was called up for service in World

War II to ferry troops, ammunition and stores to warships anchored in the Bay and to the forts and breakwaters of Portland Harbour. After 1945 she ran trips to see the warships in Portland Harbour. Now owned by Coastline Cruises, My Girl runs a service from Weymouth to Castletown and Portland Marina, as well as offering Jurassic Coast cruises.

# PADDLERS AS POPULAR



▲ Waverley makes a magnificent spectacle at Campbeltown. She returned to service in 1975, operated by the Waverley Steam Navigation Company.

The paddler scene around Britain and Europe remains a vibrant one, and a new book by Ships Monthly ferry correspondent Russell Plummer provides a guide to all of the main paddlers in existence in Europe. While hundreds of vessels propelled by side paddles have been built since commercial operations first

began in the early 1820s, more than 60 craft remain in Europe and Scandinavia, and the new book contains details of them all.

Many have much more secure futures, with retention rather than replacement becoming the order of the day for most, as main lake or river operators have invested heavily to keep steamers running, often with support from enthusiast bodies or historical

groups. Several new diesel vessels have been brought into service in recent times, including the paddle-powered French river cruise ship Loire Princesse.

Existing steamers in areas such as the lakes of Switzerland and the rivers and lakes of Germany and Austria include around 40 vessels with over a century of service to their names, and at the top of the list is Danish steamer

Hjejlen, little changed for summer trips on the Silkeborg Lakes since 1861. Introduced even earlier in 1856 on Norway's Lake Mjøsa, Skibladner was lengthened and fitted with a new engine in 1888.

In Britain, in addition to the world's last sea-going paddle steamer, Waverley, and the 1924-built River Dart veteran Kingswear Castle, with an engine dating from 1904, two further



▲ The former Humber paddler Wingfield Castle, at her Hartlepool berth, was built for the London and North Eastern Railway.



▲ The Prague paddle steamer Vysehrad, which celebrated 80 years of service in 2018, sails on the River Vltava with funnel down for a bridge. MYRA ALLEN

# R AS EVER



steamers, Loch Lomond's Maid of the Loch, built in 1953 and last used commercially in 1981, and Dunkirk veteran Medway Queen, which came through World War II service to run on the Thames Estuary into the 1960s, are on course to eventually return to operation under steam.

A number of vessels at home and abroad have gained national historical recognition, and some

normally used in restaurant or hotel roles, particularly in Eastern Europe, are available for charters or special sailings. It is highly encouraging that a great many vessels have had large sums spent on both machinery and passenger area upgrades, and details of all these changes, and normally used in restaurant or hotel roles, particularly in Eastern Europe, are available for charters or special sailings. It is highly encouraging that a great many vessels have had large sums spent on both machinery and passenger area upgrades, and details of all these changes, and



▲ The preserved 1913-built Austrian paddle steamer Schönbrunn punching her way into the Danube flow close to Visegrad, August 2012. MYRA ALLEN

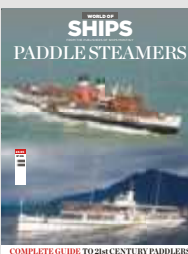


▲ The Swiss paddler Schiller, built in 1906 and looking immaculate as ever, sailing into Lake Lucerne's main basin. (Russell Plummer)



▲ The preserved German 1900-built paddle steamer Kaiser Wilhelm on one of the trips from her base at Lauenburg on the lower Elbe. MYRA ALLEN

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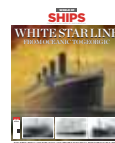
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# GUIDE TO DOMESTIC UK FERRY SERVICES 2018

Russell Plummer looks at major domestic passenger and vehicle operations where a number of operators have new vessels due to enter service during 2018 or with additional tonnage on order.

Companies providing local ferry connections have not been slow to commit to additional heavy expenditure, with four vessels due to join Scottish operators, including three for Caledonian MacBrayne, where there is also heavy investment in shore infrastructure and berth improvements. The other is

for successful independent Orkney-based operator Pentland Ferries.

Further south, Wightlink and Red Funnel have vessels on the way; the historic Woolwich Ferry on the Thames is set for transformation; and in the longer term there is talk of a new ferries for the Isles of Scilly run and the Mersey route linking Liverpool and Birkenhead.

## RIVER THAMES

### MBNA THAMES CLIPPERS

Services on the Thames through Central London were often tried but generally failed. They included a London County Council effort using a fleet of 30 new 250-passenger paddle vessels in the opening decade of the 20th century, starting in 1905, but which had stopped by the end of

1907. Things changed when Thames Clippers came on the scene in 1999 with a single catamaran. By the end of 2017 the Clipper fleet had grown to 17 twin-hull craft carrying more than four million passengers a year.

In 2017 new vessels were the Isle of Wight-built 35m twins **Mercury Clipper** and **Jupiter Clipper**, each carrying 172 passengers. Designated Hunt Class Mark 2, they joined

Mark 1 near-sisters **Galaxy Clipper** and **Neptune Clipper**, which were built at Hobart, Tasmania, by InCat. There are six 220-seat River Runner 200-type craft operating as **Aurora Clipper**, **Cyclone Clipper**, **Meteor Clipper**, **Monsoon Clipper**, **Tornado Clipper** and **Typhoon Clipper**, plus River Runner 150 pair **Sun Clipper** and **Moon Clipper**. The line-up is completed by the 28-knot River Runner

Mark 2 **Hurricane Clipper**, taking 220 passengers, while a trio of FBM Hydrocats each take 64 passengers.

A further 120-passenger vessel, the 1975-built **Twin Star**, links Canary Wharf with the Doubletree Docklands Hotel in Rotherhithe. Main routes are Putney to Canary Wharf; Battersea Power Station to London Bridge City; Battersea to North Greenwich, with some services extended to Woolwich Royal Arsenal; and the London Eye to North Greenwich for the O2. Departures are every 20 minutes in each direction from most piers.

• 0870 781 5049, [thamesclippers.com](http://thamesclippers.com)



▲ Monsoon Clipper on the Thames, departing Westminster Pier. NICHOLAS LEACH

◀ Jupiter Clipper was one of two Isle of Wight-built catamarans carrying up to 172 passengers, which were introduced by MBNA Thames Clippers in 2017.

### WOOLWICH FREE FERRY

At Woolwich is one of the world's longest established passenger and vehicle river ferry services. Remarkably, it is still free of charge, and has crossed the Thames from Woolwich to North Woolwich since the 19th century, but is soon to undergo big changes. The present Dundee-built vessels, **Ernest Bevin**, **James Newman** and **John Burns**, have been making the five-minute crossing between the south and north banks of the Thames since 1963, usually with two vessels running and the other under maintenance or in reserve, and each taking half a dozen articulated lorries and around 14 cars.

In October the service will be suspended to allow berth upgrades before the introduction of two new ferries nearing completion at the Remontowa Yard in Gdansk, Poland.





▲ Tilbury ferry Jacob Marley.

Maintaining a route tradition of naming vessels after local people, they will appear as **Dame Vera Lynn**, honouring the singing legend born in nearby East Ham, and **Ben Woollacott**, remembering a 19-year-old crew member who lost his life when dragged overboard in a 2011 mooring accident. Operated by Briggs Marine on behalf of Transport for London, the new pair have been designed by LMG Marin to carry 150 passengers and 45 cars, together with dedicated pedal cycle storage areas.

• 0208 853 9400, [www.flgov.ukwoolwich-ferry](http://www.flgov.ukwoolwich-ferry)

### GRAVESEND FERRY

For many years passengers and cars could cross the Thames between Gravesend and Tilbury, but the vehicle service was withdrawn in 1963 following the opening of the Dartford Tunnel, and in the years since there have been a succession of operators and ferries. The long-term future of the remaining passenger link has been threatened on several occasions.

Crossings are now provided on behalf of Kent County Council by Jetstream Tours using the 50-passenger trimaran **Thames Swift**, which was introduced in 2017, and 98-passenger catamaran **Jacob Marley**. Both missed sailings during April due to mechanical problems. During the same month, Jetstream announced the purchase of a 30-passenger vessel to run as **Thames Eagle** in support of the larger pair.

• 07961 892627, [jetstreamtours.com](http://jetstreamtours.com)

### SOLENT

#### WIGHTLINK

A £45 million Wightlink investment in the Portsmouth Gunwharf-Fishbourne route will be realised with the summer introduction of **Victoria of Wight**, built in Turkey at the Cemre Shipyard in Yalova. Double-deck boarding ramps have been installed at both ports, with the programme also including upper deck extensions to increase capacity



▲ Hovertravel's Solent Flyer at Ryde.

on current Wightlink flagship **St Clare** (2001/5.359gt).

**Victoria of Wight** will see the sailing pattern change from half-hourly to hourly departures in either direction, taking advantage of the £30 million new vessel's ability to take 70 more cars per crossing than the route's long-serving Saint class ships. **Victoria of Wight** is a hybrid vessel, powered by batteries as well as low sulphur marine gas oil, with environmentally friendly features, including the recycling of hot water to heat passenger areas.

The Portsmouth line-up also includes **St Faith** (1989/3,009gt), **St Cecilia** (1986/2,968gt) and 20-knot catamarans **Wight Ryder I** and **II**, which provide a passenger link from Portsmouth Harbour rail station pier



▲ Gosport ferry Spirit of Portsmouth.

to Ryde taking 20 minutes. Wightlink, owned since 2015 by Balfour Beatty Infrastructure Partners, also operate across the Western Solent with 35-minute crossings each way from Lymington to Yarmouth, Isle of Wight, served by the 2,546gt sisters **Wight Light** and **Wight Sky**, delivered from Croatia in 2008, with **Wight Sun** following in 2009; the latter has also spent time on the Fishbourne route since 2015.

• 0871 376100, [www.wightlink.co.uk](http://www.wightlink.co.uk)

#### HOVERTRAVEL

A hovercraft service dating back to 1965, now believed to be unique in Western Europe, continues to operate from Southsea Beach, close to Clarence Pier, to Ryde Transport Interchange on the Isle of Wight.

The new 88-seat Griffon craft **Island Flyer** and **Solent Flyer**, both capable of 40 knots, appeared during 2016 but have suffered with technical issues. Hovertravel still call on older craft, especially the 1990-built 98 seat **Freedom 90**. Services depart on the hour from Southsea through most of the day, with trips from Ryde leaving at half past the hour and crossings usually completed in ten minutes.

• 01983 717717, [hovertravel.com](http://hovertravel.com)

#### GOSPORT FERRY

Passenger ferries have been crossing Portsmouth Harbour to Gosport since 1875, providing a four-minute alternative to a 14-mile road journey. There are departures every seven and a half minutes in peak periods and otherwise at 15-minute intervals and all day on Sundays.

The newest vessel in a three-strong line up is **Spirit of Portsmouth** (2005/377gt), which carries up to 300 passengers and offers an extensive range of summer cruises to view cruise liners at Southampton, day trips to Lymington, Cowes and Ryde, together with two rivers trips to the Hamble and Medina. Ferry regulars



▲ Wight Sky in the Solent. NICHOLAS LEACH



Red Falcon on her hour-long passage down the Solent.



## RED FUNNEL

With origins stretching back to the 1820s, Red Funnel originally ran as the Southampton, Isle of Wight and South of England Royal Mail Steam Packet Company. Now marketed as Red Funnel Ferries, the company came under new ownership in 2017, when a consortium of UK and Canadian insurance interests

bought out the Prudential Group's infrastructure specialist Infracapital Partners for an undisclosed sum.

The three 3,953gt Raptor class ferries, which came from Ferguson Shipbuilders at Port Glasgow on the Clyde between 1994 and 1996 and maintain the Southampton-East Cowes passenger and vehicle service with hourly departures and 55

minute crossings throughout the day, have been substantially upgraded internally. **Red Falcon** and **Red Osprey** went to Remontowa in Poland in 2014 and 2015, before flagship **Red Eagle** returned to service in March after an upgrade costing £3 million.

Red Funnel also link Southampton with West Cowes using 38-knot catamarans on journeys taking just

over 20 minutes. The line-up received a boost in 2016 with the delivery of the 249 seat **Red Jet 6**, which is to be joined this year by sister craft **Red Jet 7**. Red Funnel also have a dedicated freight ferry on order from Cammell Laid, with delivery expected in 2019, to relieve pressure on the Raptor trio and make more car space available.

• 0844 844 9988, [redfunnel.co.uk](http://redfunnel.co.uk)

are **Spirit of Gosport** (2001/300gt) and **Harbour Spirit** (2015/293gt), with services from 0530 to midnight.

• 0123 9252 4551, [gosportferry.co.uk](http://gosportferry.co.uk)

## HYPHE FERRY

Blue Funnel Ferries now operate the Hythe-Southampton Town Quay passenger service, which includes up to 25 weekday crossings through to the end of September, with 30 trips on Saturdays and 16 on Sundays, after taking over from White Horse Ferries in April last year.

Regular services are covered by the catamaran **Hythe Scene** (1992/66gt), which came to the service for previous operators as **Great Expectations**, with back-up when necessary from other vessels in the Blue Funnel excursion fleet. At Hythe a free tramway dating

from 1909 takes passengers to or from the landing stage at the end of the 700-yard-long pier.

• 02380 840722, [hytheferry.co.uk](http://hytheferry.co.uk)

## SCILLY ISLES

### IoS STEAMSHIP CO

Passenger ferry **Scillonian III** (1977/1,346gt) has carried more than four million people from Penzance to St Mary's in the Isles of Scilly, and is now into a fifth decade of service. She makes daily return trips from mid-March into early November. Carrying up to 485 passengers, the Appledore-built vessel, extensively refitted in 1999 and 2013, departs Penzance at 0915 for a two-hour-45-minute journey and returns from St Mary's at 1400, with a 1645 arrival back at the Cornish port.

A year-round freight service is also provided, with **Gry Maritha** (1981/590gt) replaced in 2017 after 27 years of service by the larger **Mali Rose** (1992/968gt). There has been talk in recent times of a ro-ro vessel to succeed **Scillonian III** but to date no moves have been made.

• 01736 334220, [www.islesofscilly-travel.co.uk](http://www.islesofscilly-travel.co.uk)

## RIVER MERSEY

### MERSEY FERRIES

Still the big Mersey Ferry talking point is news of a first new vessel for nearly 60 years, with initial designs valready prepared by naval architects and a tendering process due to start later in the year to bring the



## LUNDY

### LUNDY COMPANY

The island of Lundy in the Bristol Channel is administered by the Landmark Trust and until 26 October motor vessel **Oldenburg** (1958/295gt) usually makes five sailings a week from Ilfracombe, leaving at 1000 for journeys taking a little under two hours, which

return from the island at 1400. Most weeks also include at least one Bideford-Lundy return sailing, with earlier departure times depending on tides. Built originally for German coastal traffic, **Oldenburg** offers comfortable and traditional passenger accommodation below decks, with original wood panelling and brass fittings retained.

• 01271 863636, [lundyisland.co.uk](http://lundyisland.co.uk)



▲ The Hythe Ferry sets off from Hythe on her scheduled service running every half hour between Southampton's Town Quay and Hythe Pier.

**ARGYLL FERRIES**

David MacBrayne Limited set up a new subsidiary for a passenger-only catamaran service, which replaced the former Gourrock-Dunoon car ferry in 2011. Crossings take 20

minutes using two second-hand vessels: the 277-passenger **Argyll Flyer** (2001/300gt), which served Irish operators running to the Aran Islands before purchase in

June 2011, and **Ali Cat** (1999/74gt, pictured), which was originally part of the Solent and Wight Line Cruises fleet and provides support.  
 • 01475 650100, [argyllferries.co.uk](http://argyllferries.co.uk)



ferry into service in 2021. Current services from Liverpool Pier Head to Seacombe and Birkenhead Woodside are maintained by **Royal Iris of the Mersey** (1960/464gt) and **Snowdrop** (1960/670gt), which ran as **Mountwood** and **Woodchurch** until renaming in 2002 and 2004. **Royal Daffodil** (1962/751gt), originally **Overchurch** until a name change in 1999, also survives in lay-up at Birkenhead.

The year-round service pattern sees one vessel operating morning and evening commuter connections from Seacombe Pier, Wallasey to Liverpool, with sailings every 20 minutes in either direction, then from 1000 ex-Liverpool to 1600 there are hourly departures of 50-minute River Explorer Cruises sailing towards the mouth of the Mersey, before crossing to the southern

shore for calls at Seacombe and Woodside, Birkenhead. More than 20 Manchester Ship Canal Cruises are planned for 2018, with ferry travel from Seacombe and Liverpool, and passengers returning by coach one day and usually with a Salford sailing the following day involving coach return from Liverpool.

• 0151 639 0609, [merseyferries.co.uk](http://merseyferries.co.uk)

**CLYDE AND HEBRIDES**

**WESTERN FERRIES**

Privately owned Western Ferries has operated the 20-minute crossing across the Firth of Clyde between Hunter's Quay, Dunoon and McInroy's Point near Gourrock since 1973, the route linking the central belt of Scotland with the Cowal peninsula and beyond. Four modern

roll-on/roll-off passenger and vehicle ferries provide a regular and frequent service, delivering nearly 32,000 sailings from early morning to late at night 365 days a year.

The 489gt/40-car sisters **Sound of Scarba** and **Sound of Shuna** came from the Ferguson Yard at Port Glasgow in 2001, before Western Ferries looked to Mersey-based Cammell Laird for the 497gt/40-car pair **Sound of Seil** and **Sound of Soay**, which replaced older pair **Sound of Sanda** and **Sound of Scalpay** in 2013. Initially Western Ferries competed with CalMac's Gourrock-Dunoon service until its withdrawal in 2011. Crossing time is 20 minutes each way, with departures every 20 minutes, which increase to 15 minutes during peak times.

• 01369 704452, [western-ferries.co.uk](http://western-ferries.co.uk)

**ORKNEY/SHETLAND**

**NORTHLINK FERRIES**

Since the days of the historic North of Scotland, Orkney and Shetland Steamship Company, services to the Northern Isles have changed hands on several occasions, with spells of P&O Scottish Ferries operation followed by a Northlink Ferries joint venture between Caledonian MacBrayne and the Royal Bank of Scotland.

The network was retendered in 2012, when successful bidder Serco retained Northlink branding and three vessels previously financed by the Scottish Government, 11,720gt sisters **Hjalmland** and **Hrossey** coming from Aker Finnyards at Rauma, Finland to take over the direct route from Jamieson Quay, Aberdeen to Lerwick departing at 1900 on Monday, Wednesday and Thursday with sailings via Kirkwall, Orkney leaving at 1700 on remaining evenings. The vessels received internal upgrades in 2013, with reclining seat 'sleeping pods' and a premium lounge created, and a striking new livery followed.

Northlink's shortest Orkney connection is a passenger and vehicle ferry from Scrabster, near Thurso to Stromness, maintained by **Hamnavoe** (2002/8,780gt), which was also built in Finland. She completes up to three return trips a day with a passage time of 90 minutes and sailing past the Orcadian landmark 'Old Man of Hoy' each way.

• 01845 6000449, [www.northlinkferries.co.uk](http://www.northlinkferries.co.uk)

**ORKNEY FERRIES**

Owned by Orkney Islands Council,

Sound of Soay passing Cloch lighthouse on the Clyde.





### CLYDE AND HEBRIDES

#### CALEDONIAN MACBRAYNE

By far the UK's largest ferry operation, both in fleet size and number of routes, Caledonian MacBrayne currently has a fleet of 31 vessels serving 51 ports on 48 different routes. Operations suffered disruption due to bad weather in the spring, and refit delays also hit vessels, including the Oban-based Clansman, with engine parts having to be sent to Denmark for attention.

Two expected newbuildings will

not enter service until 2019 with the company warning at the end of April of possible summer 2018 disruption due to an ageing fleet. New Arran vessel Glen Sannox is now due in early 2019 leaving the Ardrossan-Brodick route in the hands of Caledonian Isles, with support from veteran Isle of Arran, which also sails Ardrossan-Brodick-Campbeltown three times a week. The second newbuild from Ferguson Marine at Port Glasgow will take over the routes from Uig, Skye to Lochmaddy, North Uist, and Tarbert, Harris, later in 2019, and in the longer term there are also plans for a new

vessel to serve Islay.

During 2017 CalMac carried more than five million passengers, nearly 1.5 million cars, 80,000 coaches and just under a million lane-metres of freight, with its subsidy from the Scottish Government rising from £22.6 million to £8.3 million. The summer will again bring key roles for the two-ship Clyde service between Wemyss Bay and Rothesay on the Isle of Bute. In the Hebrides, Coll and Tiree, together with Colonsay, Port Askaig and Kennacraig, will be served from Oban, which also hosts the service to Craignure on the Isle of

Mull. Mallaig remains another focal point, with services to Armadale, Skye; to Lochboisdale in South Uist; and the Small Islands circuit taking in Canna, Eigg, Muck and Rum.

The current fleet ranges in size from the 8,680gt Loch Seaforth on the Ullapool-Lochboisdale run to the 11gt Carvoria, which carries one car and up to 12 passengers between Gallanach, south of Oban, and Kerra, a route taken over by Caledonian Marine Assets in 2017, when the vessel was built in Shetland at the Malakoff Yard for Cal Mac operation.

• 01475 650100, [www.calmac.com](http://www.calmac.com)

◀ Isle of Arran approaching Campbeltown.



#### CALMAC FLEET 2018

NAME	YEAR	GT
Argyll	2007	2,642
Bute	2005	2,612
Caledonian Isles	1993	5,221
Carvoria	2017	11
Catriona	2016	499
Clansman	1998	5,499
Coruisk	2003	1,599
Finlaggan	2011	5,626
Hallaig	2012	499
Hebridean Isles	1985	3,040
Hebrides	2000	5,506
Isle of Arran	1984	3,296
Isle of Cumbrae	1976	169
Isle of Lewis	1995	6,735
Isle of Mull	1988	4,719
Loch Alainn	1997	396
Loch Bhrosda	1996	246
Loch Buie	1992	295
Loch Dunvegan	1991	549
Loch Fyne	1991	549
Loch Linnhe	1986	206
Loch Portain	2003	950
Loch Ranza	1987	206
Loch Riddon	19086	206
Loch Seaforth	2014	8,680
Loch Shira	2007	1,024
Loch Striven	1986	206
Loch Tarbet	1992	211
Lochinvar	2014	523
Loch Nevis	2000	941
Lord of the Isles	1989	3,504gt



▲ CalMac flagship ferry Loch Seaforth approaching Ullapool after a crossing from Stornoway.



▲ Argyll, at Wemyss Bay, shares runs to Rothesay with her sister Bute.



▲ Hamnavoe crossing the Pentland Firth and heading for Scrabster in 2013.



▲ Pentalina, near home port St Margaret's Hope, is due to be replaced soon.

the nine-strong Orkney Ferries fleet runs to 13 island destinations. The three largest units, **Varagen** (1988/928gt) taking 144 passengers and 33 cars, and 771gt sisters **Earl Sigurd** and **Earl Thorfinn**, were delivered by McTay Marine in 1990 and carry 190 passengers and 26 cars on North Isles services linking Kirkwall with Eday, Stronsay, Sanday, Westray, Papa Westray and North Ronaldsay.

Two other larger units are **Hoy Head** (1994/358gt), running from Houton to the South Isles of Hoy and Flotta, and **Thorsvoe** (1991/385gt), serving Shapinsay and the South Isles. The remaining ferries are **Eynhallow** (1987/104gt), **Graemsay** (1996/90gt), **Shapinsay** (1989/199gt) and the passenger-only **Golden Mariana** (1973/33gt).  
 • 01856 872044, [orkneyferries.co.uk](http://orkneyferries.co.uk)

### PENTLAND FERRIES

Founded by Andrew Banks in 2001 using former CalMac vessel **Iona** as **Pentalina B** to establish a passenger/vehicle service from St Margaret's Hope, South Ronaldsay, to Gills Bay near John O'Groats in Caithness, Pentland Ferries quickly became a Scottish ferry success story, with **Saturn**, another ex-Cal Mac ferry, introduced as **Orcadia** in 2015.

A first new vessel was ordered from FBM Maritime in the Philippines and debuted as **Pentalina** in 2008, carrying 345 passengers and up to 70 cars. The Pentland Firth is crossed in around an hour, with up to three return trips a day. The efforts of managing director Banks were recognised with the award of an OBE presented by the Queen at Buckingham Palace in March 2014. The company is now awaiting delivery of a new 430-passenger/98-car catamaran

designed by BMT Nigel Gee and being built at Vung Tao, Vietnam by Strategic Marine.

• 01856 831226, [pentlandferries.co.uk](http://pentlandferries.co.uk)

### SHETLAND FERRIES

Like its Orkney counterpart, Shetland Island Council is responsible for a big ferry network, with eight different services covered by 11 vessels. The largest are 1,861gt/2004-built sisters **Dagalien** and **Daggri**, which took over the route from Toft, Mainland to Ulsta, Yell, with up to 26 crossings a day, each built at Gdansk, Poland, handling 145 passengers and 30 cars.

Three other vessels can carry up to 100 passengers, with **Hendra**

(1982/248gt) and **Linga** (2001/658gt) on the Laxo-Symbister route, while **Leirina** (1992/429gt) links Lerwick with Maryfield, Bressay. The longest sailing is four hours from Fair Isle north to Grutness, with some trips continuing to Lerwick using **Good Shepherd IV** (1986/76gt), which mainly carries agricultural vehicles and is hauled up on a marine slipway in Fair Isle after each voyage.

• 01806 244234, [shetland.gov.uk/ferries](http://shetland.gov.uk/ferries)

### RIVER TYNE

#### NEXUS

The South Shields-North Shields passenger service is the only remaining

Tyne link from river crossings which date back to 1377. Operated by Nexus, the Tyne and Wear Passenger Transport Executive, there are half hourly services taking seven minutes operated by the Swan Hunter-built 220-passenger **Pride of the Tyne** (1993/222gt) and **Spirit of the Tyne** (2006/174gt), built at South Shields by TGS, with a design based on Gosport Ferries **Spirit of Gosport** and **Spirit of Portsmouth**. She replaced **Shieldsman**, which enjoyed a 30-year Tyne career. Excursion cruises from South Shields normally operate in August and September, but 2018 details were still awaited as we went to press.

• 0191 202 0747, [www.nexus.org/ferry](http://www.nexus.org/ferry)



### JOHN O'GROATS FERRIES

Another successful independent operator, John O'Groats Ferries provides a passenger service from John O'Groats to Burwick, Orkney,

with three return trips a day until the end of August and a single circuit in September by the 250-passenger **Pentland Venture** (1987/186gt). Crossing time is 40 minutes, with

bicycles carried free of charge, and there are also coach connections between Burwick and Kirkwall, with free car parking in John O'Groats.

• 01935 611353, [www.jogferry.co.uk](http://www.jogferry.co.uk)



# MARITIME

## MOSAIC

Tugs are a small but important link in harbours, pushing and pulling ships, and keeping them on time. They are vital in allowing ports to operate safely and efficiently. The 16 members of the British Tugowners Association operate 150 tugs in over 30 UK ports, and this selection of photos shows some of those craft.



▲ Phenix (2008/643gt) is one of three powerful Voith Schneider Propeller tugs operated by Solent Towing, an Østensjø Rederi subsidiary, at the Esso refinery at Fawley on Southampton Water. They are optimised for tanker handling and escort duties, with their Voith Turbo Fin enabling very high steering forces when working fin-first in the escort role.

◀ Kotug Smit Towing's ZP Boxer (2012/299gt) was transferred from Hamburg to Southampton in 2017, where the Azimuth Tractor Drive Tug 2412 joined two other Vietnamese-built vessels operated at the port by rivals Svitzer Towing. The tugs have Damen's 'Twin Fin' technology, which provides great agility and gives them an impressive 70-tonne bollard pull despite their small size, making them ideally suited to handling large ships in confined waters.

ALL IMAGES MARITIME PHOTOGRAPHIC

► The port of Falmouth is one of the world's biggest natural deep-water harbours and home to the largest ship-repair complex in the UK. Named after a navigable tributary of the River Fal, Percuil (1968/167gt) is one of two identical Voith Schneider tractors operated by the Falmouth Towage Company, which is owned by the A&P Group, at the Cornish port.

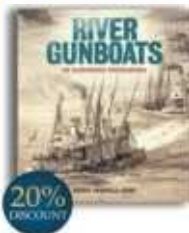
▼ The Portsmouth-based SD Tempest (2017/495gt) was custom-built in Poland by Serco Maritime Services to assist movements of the Royal Navy's Queen Elizabeth class aircraft carriers at their homeport. The powerful Damen Advanced Rotortug 80-32 tug incorporates controllable pitch propellers and has a bollard pull of 80 tonnes. She is the first of her type to operate in the UK.



▼ Dover Harbour Board's Russian-built Damen ASD 3110 tugs DHB Dauntless (2000/304gt) and DHB Doughty (2000/304gt) assist with the departure of the refrigerated cargo ship Lady Korcula (2000/11,443gt) from Dover's cargo terminal. The port's fruit-handling business will move across the harbour to new specialised facilities in the western docks in 2019, on completion of a major port development project now under way.



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Silver Muse at sea. The flagship of the ultra luxury Silversea Cruise Line will be followed by Silver Moon in 2020 and Silver Dawn in 2021.



# SILVER MUSE

## Flagship for Silversea Cruises

The expanding ultra-luxury operator Silversea Cruise Line will be celebrating its silver anniversary in 2019 and is ready to mark the milestone with its latest ship, Silver Muse, as Alan Moorhouse explains.

**S**ilversea Cruise Line operates a nine-ship fleet, with the 2017-built *Silver Muse* (40,791gt) being the current flagship. The line is presently going through significant changes, with the recent refurbishment and enlargement of Silver Spirit at Fincantieri Palermo, the transfer of the first vessel, *Silver Cloud* (16,927gt), to

the expedition side of the brand, and the order of *Silver Moon*, a sister to *Silver Muse*, from Fincantieri, which is due for delivery in 2020. Two further Muse class ships are also on order.

Silversea Cruises was founded in 1994 through a joint venture between the Rome-based Lefebvre Family, headed then by the late Antonio Lefebvre

d'Ovideo, and V Ships, who previously owned Sitmar Shipping Company. The family company, with its Headquarters in Monaco, is now headed by Manfredi Lefebvre d'Ovideo di Balsorano di Clunieres, who has a background in international shipping and maritime law, and specialises in small upmarket all-balcony boutique cruise ships with

### SILVER MUSE

<b>OPERATOR</b>	Silversea Cruises
<b>BUILT</b>	2017, Fincantieri StA, Sestri, Italy; yard no.6232
<b>FLAG</b>	Nassau, Bahamas
<b>TONNAGE</b>	40,791gt
<b>DIMENSIONS</b>	213m x 26m
<b>POWER</b>	Conventional twin-screw fixed-pitch propeller
<b>ENGINES</b>	2 x 26,100kW VEM AC Electric 8.5MW diesel electric engines
<b>SPEED</b>	19.8 knots
<b>CAPACITY</b>	Passengers 596, crew 408

# SILVER MUSE



▲ The Venetian Lounge on Deck 5. ALAN MOORHOUSE



▲ La Dolce Vita main lounge on Deck 5. AM



▲ Main pool and lido area on Deck 11 and twin funnels.

# Ships

MONTHLY



▲ Hot Rocks food outlet on Deck 10. SILVERSEA CRUISES



▲ Inside an Owners' Suite. SILVERSEA CRUISES



▲ Grand Suite. SILVERSEA CRUISES

# SILVERSEAS CRUISE SHIPS



▲ The 1995-built Silver Wind berthed at Rhodes.



▲ The 1994-built Silver Cloud is now an expedition ship.



▲ The 2009-built Silver Spirit at anchor at Mykonos prior to her lengthening.



▲ The 2000-built Silver Shadow was built by T. Mariotti, Genoa.



an all-inclusive onboard experience and a worldwide itinerary programme.

## THE FIRST SHIP

The company's first ship, the Bahamas-flagged *Silver Cloud*,

was delivered in 1994. Her hull was built by Visentini, with fitting-out by Genoa-based T. Mariotti. She was followed in 1995 by sistership, *Silver Wind*. A further pair, the larger *Silver Shadow* and *Silver Whisper* (28,258gt), were built in 2000 and 2001 respectively by Visentini and T. Mariotti.

The recently lengthened *Silver Spirit* was ordered from Fincantieri and delivered in 2009 at a cost of \$250 million. The current flagship, the newest and largest vessel in the fleet, *Silver Muse*, was built by Fincantieri at the Sestri shipyard, and will be followed by *Silver Moon* and *Silver Dawn* in 2021 followed by one further ship in 2022. The company's objective is for a fleet of 12 ships.

In 2017 *Silver Cloud* was refitted and transferred to the dark-hulled expedition brand which was established in 2011 following acquisition of the 6,072gt Rauma-built *Silver Explorer* (ex-*Delfin Clipper*, *Sally Clipper*, *Baltic Clipper*, *Delfin Star*, *Dream 21*, *World Adventurer*, *Prince Albert III*). This arm of the fleet was augmented in 2013 by the

## SILVERSEAS FLEET

**SILVER MUSE** 40,791gt, 596 guests, Fincantieri, Sestri, 2017

**SILVER MOON** 40,700gt, Fincantieri (due 2020)

**SILVER DAWN** 40,700gt, Fincantieri (due 2021)

**NEWBUILD 1** Fincantieri (due 2022)

**SILVER SPIRIT** 36,519gt, 540 guests, Fincantieri, Ancona, 2009; lengthened and upgraded March 2018 at Fincantieri, Palermo

**SILVER SHADOW** 28,258gt, 382 guests, Visentini/Mariotti, 2000

**SILVER WHISPER** 28,258gt, 382 guests, Visentini/Mariotti, 2001

**SILVER CLOUD** 16,927gt, 260 guests, Visentini/Mariotti, 1994 (now expedition ship)

**SILVER WIND** 17,235gt, 294 guests, Visentini/Mariotti, 1995

## EXPEDITION FLEET

**SILVER EXPLORER** 6,072gt, 132 guests, Rauma Yards, 1989

**SILVER GALAPAGOS** 4,077gt, 106 guests, Cantieri Navale, 1990

**SILVER DISCOVERER** 5,218gt, 124 guests, NK Tsu, 1989



▲ *Silver Muse*, accompanied by *Silver Whisper* at anchor, providing tendered access to another scenic destination.

acquisition of the 1990-built *Silver Galapagos* (4,077gt, ex-*Galapagos Explorer II*), and in 2014 by *Silver Discoverer* (1989/5,218gt, ex-*Clipper Odyssey*). The Expedition ships focus primarily on excursions to the Arctic and Antarctic Polar regions.

## ON BOARD

*Silver Muse* operates various sailings in Europe, Africa, Australia and New Zealand and the Caribbean, and in September 2017 called at Cork Harbour as she made her inaugural season maiden call en route to the Americas. The ship sailed past Spike Island and along the Cobh waterfront, which was adorned by a line of fluttering welcoming flags, before securing her moorings at the Ringaskiddy Terminal.

Contracts for the delivery of the 213m-long vessel (yard no.6226) were signed in 2014, with the first steel being cut in July 2015. Following delivery, the ship was named at Port Hercule, Monaco, by the Chairman's daughter Costanza Lefebvre d'Ovide on 17 April 2017. The inaugural

season included cruises in the Mediterranean and Northern Europe before the vessel sailed across the Atlantic via Cobh. The 2018 itineraries included North and South America and the Caribbean before *Silver Muse* returned to Europe in April.

*Silver Muse* has two fixed-pitch propellers with diesel electric drive achieving 26,100kW from four engines. Propulsion is via two VEM AC Electric 8.5 MW double-winding synchronous motors, built at VEM Sachsenwerk GmbH. The maximum cruising speed is 19.8 knots.

*Silver Muse* has 298 staterooms on eight decks (Decks 4 to 12), each with a balcony, and accommodates up to 596 guests, who are served by a crew of 411. The accommodation is primarily at the forward end of the vessel. The ship is all-inclusive, and this covers food and beverages, entertainment, gratuities and shore excursions.

The dining options include the La Grande Dame Restaurant and the Atlantide Restaurant (steak and seafood) and Indo-Chine Restaurant



## ON THE BRIDGE

Captain Alessandro Zanello grew up in the Italian village of La Serra, overlooking the Gulf Of Poets to the south of La Spezia, and comes from a family with a long seafaring tradition. His father was a sea captain and his grandfather was a chef in the Merchant Navy.

He attended the Nautical Institute Nazario Sauro in the port city of La Spezia. His first cruise experience was in 1993, when he joined Princess Cruises, where he obtained his Master's Certificate.


He also served in the Italian Navy during the 1990s. In 1999 he joined Silversea Cruises with a contract aboard *Silver Wind* (17,235gt), where he was promoted first to Safety Officer in 2000 and then Staff Captain in 2003.

He has served on all the vessels in the Silversea fleet, and has been captain on *Silver Cloud*, *Silver Whisper*, *Silver Shadow* and *Silver Spirit* prior to becoming master aboard the new flagship, *Silver Muse*, on her entry into service in 2017.

(Asian cuisine) on Deck 4. The Terrazza on Deck 7 offers casual dining during the day and Italian menus in the evening. These are supplemented by Kaiseki (sushi); Hot Rocks (deckside grill); and Spaccanapoli, serving all-day pizza. Alternatively there is the relaxed intimate environment of the Silver Note Supper Club on Deck 7.

The main entertainment venues include the large and spacious La Dolce Vita main lounge on Deck 5, which has a spacious feel and toned-down colouring and carpeting. This colour scheme is repeated throughout the ship. The other main onboard public venues, with floor-to-ceiling windows, include the Venetian Lounge,

Panorama Lounge (Deck 9), Silver Note Jazz Club and Observation Library (Deck 11). The Venetian Lounge hosts daytime lectures, films, culinary and other demonstrations, and singing and dancing shows in the evening. A single large heated pool can be found on the lido deck (Deck 11), in the shadow of the twin funnels, with adjacent Jacuzzis and deck space for sunbathing.

The small Zagara spa and Gymnasium area on Deck 6, and the Topside jogging track, provide for wellness, health and keep-fit enthusiasts. In terms of the public areas and on board layout, the other main feature is the single central corridor arrangement on the accommodation decks. 

## SILVER MUSE • FUTURE ITINERARIES

- The ship has a worldwide cruise programme ahead, and will cruise in the Western Mediterranean until October.
- October: cruising to East Africa and Indian Ocean via the Suez Canal.
- Nov to Dec: based in Singapore, cruising to Malaysia and Thailand.
- Dec to Feb 2019: Indonesia and South Pacific.
- Feb to March 2019: based in Sydney, cruising to New Zealand and South Pacific before returning to Singapore.

# A FRESH WATER SEA

## The St Lawrence and Great Lakes Seaway System

Jim Shaw examines North America's St Lawrence/Great Lakes Seaway System and some of the older vessels found there.

**T**he fresh waters of the North American Great Lakes have always offered an interesting collection of shipping, both active and on static display. Since 1959, with the completion of the various locks of the St Lawrence/Great Lakes Seaway System, oceangoing vessels measuring up to 740ft by 78ft have been able to move through the St Lawrence River locks, across Lake Ontario and on through the Welland Canal locks into lakes Erie, Huron and Michigan.

The Soo Locks, at Sault Ste Marie, give a further step up to the 602ft elevation of Lake Superior and the giant Poe Lock there, measuring 1,200ft

(370m) by 110ft (34m), allows passage of the largest Great Lakes bulk carriers. Winter weather, and the need to do annual maintenance on the lock mechanisms, sees the system shut down for two to three months each year, usually between January and March.

Two distinct trades are carried out on the Lakes: trade with the outside world and trade within the lakes. In an average year, some 2,000

commercial vessels will transit from the open ocean through the system's locks and channels to collect and discharge cargo at US and Canadian ports.

Much of the inbound freight is manufactured steel and machinery, while outbound cargo is generally bulk grain, ore and coal. The latter two commodities, along with limestone and salt, are also moved between ports within the Lakes, the first three for the regional steel-making industry and salt for winter use on icy roads.

Before the various lock

systems were built, a collection of sailing vessels, early steamers and 'package freighters', the latter fitted with side ports and 'tween decks for general cargo handling, traded on the Lakes. The discovery of iron ore in the 1840s, however, was to prove instrumental in bringing deep-draught shipping to the Lakes, with ore carriage predominating after 1888.

Iron ore today is handled in pelletised form, with the average Great Lakes ore carrier accommodating over nine billion 'taconite pellets' per voyage. Because the Soo Locks, which

Built in 1966, and operated by Algoma Central, the 28,754dwt Algosteel is one of the traditional house-forward and self-unloading gear aft bulk carriers serving the Great Lakes. DAVID RUFF





▲ Completed in 1952, and retro-fitted with a self-discharging conveyor boom in 1982, the 25,300dwt Philip R. Clarke can discharge her seven cargo holds at a rate of 6,700 tons per hour. DAVID RUFF

separate the iron ore-producing areas of Lake Superior from the steelmaking centres on lakes Michigan, Huron and Erie, can accommodate larger vessels than the other locks of the system, the captive ore and coal carriers will often carry much larger loads than visiting overseas ships.

The ore carriers, in fact, can load cargoes of nearly 75,000 tonnes to a draught of 30ft, while overseas ships, or 'salties', departing the Lakes through the lock system will be restricted to cargoes of about 27,000 tonnes on a draught of 26ft, levels that can vary between channels and ports as well as between seasons because of fresh water flow. Many of the outbound bulkers will top off their loads to a deeper draught at ports along the St Lawrence River, such as Montreal, before proceeding to the open ocean.

### THE 'LAKERS'

Some of the oldest active commercial vessels in the world can be found on the Great Lakes, although their numbers are declining. Even before World War I, more than 30 million tons of iron ore was being transported annually across Lake Superior, and a great many of what would be termed 'Lakers' were built during this period.

Because of the unique navigating conditions on the

Lakes, these ships were long and slender, their pilothouses mounted well forward and their engines located aft. This design still dominates on the Lakes today, although the development of conveyor-belt self-unloading systems, led by the retrofit of the 1888-built steamer *Hennepin* in 1902, has seen the installation of conveyor systems and rotatable booms on most Lakes ships, along with aft-positioned superstructures.

The self-discharging bulk carrier has become the key to modern dry bulk cargo handling



▲ A stern view of the ATB combination Victory (tug) and James L. Kubler (barge), discloses the latter's hull shape, once the 1953-built bulk carrier Reserve but cut down for barge usage in 2008. SCOTT BEST

on the Great Lakes, with commodities such as ore pellets, coal, limestone, aggregates and salt easily handled by the gravity-fed systems. In addition, onshore requirements for most of these commodities are minimal, requiring only an open area for stockpiling.

Because of this, a large number of elderly Lakers have gained a new lease of life with the addition of self-unloading gear. This sees hopper-type holds created in the ships which feed cargo by gravity to a conveyor system mounted on the tank top, with a second system lifting

the cargo to the discharge boom. Although a vessel's overall cargo capacity is reduced with this type of installation, the speed of discharge easily makes up the difference in quick turn-around time.

In addition to self-unloading equipment, several older Lakers have also been expanded in capacity through the addition of new mid- and fore-bodies. An example of this type of conversion was the creation of Canada Steamship Lines' *CSL Niagara* from the stern section of the 1972-built *J. W. McGiffin* in 1999. The



▲ The 20,789gt Federal Bering, seen transiting the Saint-Lambert Lock, is one of six similar Seaways ships built by Japan's Oshima Shipbuilding for Canada's Fednav during 2015. GILLES SAVOIE

## CAN NORISLE BE SAVED?

A historic Great Lakes vessel with a questionable future is the Canadian steam-powered passenger ferry Norisle, which was built by Collingwood Shipyards in 1946 as the first steamship completed in Canada after the end of World War II.

The vessel was once operated as a floating museum at the Manitowaning Heritage complex

on Lake Huron's Manitoulin Island, but access to her was terminated in 2008 because of her deteriorating condition. Over the past year the steamer has been the subject of a lawsuit between the owner, the Township of Assinack, which would like to sell the ship for scrap, and the SS Norisle Steamship Society, which would like to restore her.



▲ The 72-year-old Great Lakes steamer Norisle is slowly deteriorating on Lake Huron as her fate is being decided by a court. SS NORISLE STEAMSHIP SOC

old forebody was replaced by a new wider and deeper forebody, with the original twin Pielstick diesels retained.

By using longitudinal framing in the hold area, combined with larger measurements overall, the ship's deadweight capacity was increased to 35,500 tonnes. Retained from the original hull was the Stephens Adamson-designed lifting gear and discharge boom, which was mated to a new multi-belt conveyor system and automated cargo gate control system. This allows the rebuilt vessel to unload iron ore pellets at a rate of 5,300 tonnes per hour and coal at the rate of 4,500 tonnes per hour.

### ARTICULATED TUGS

Articulated tug/barge (ATB) units have also entered Great Lakes trading, particularly with US companies that face high shipbuilding and manning costs. One of the largest of

these is the 10,200hp tug *Joyce Van Enkevort* which was mated to the 700ft notched barge *Great Lakes Trader* in 2001 following the barge's completion on the US Gulf Coast. This resulted in an overall ATB length of 844ft with a full load displacement of 46,290 tons and a carrying capacity of 39,600 tons.

Another ATB operating on the Lakes is the tug *Victory*, originally built for Gulf Coast employment but brought to the Lakes in 2006 to be mated to the self-unloading barge *James L. Kubler*. In this case the barge had once been an active steamship, the 1953-built *Reserve*, which had been fitted with self-unloading gear in 1982 but cut down to a barge with a carrying capacity of 25,500 tons in 2008.

### NEW SHIPS

Among new ships being built for operation on the Great Lakes are Algoma Central



▲ Equipped with a stern anchor, and seen in rather cold surroundings, the Laker Herbert C. Jackson was completed as a 'straight decker' in 1959, but was converted to a self-unloader in 1975, and new diesel engines replaced her original steam turbines in 2016. DAVID RUFF

◀ Once a museum ship at Douglas, Michigan, the 1907-built former Canadian Pacific steamer Keewatin is now on display at Port McNicoll, Ontario, her longtime homeport. DAVID RUFF

▶ For many years one of the oldest ships on the Lakes, the 1904-built J. B. Ford served her final years as a stationary cement storage vessel before going to the Azcon scrapyard at Duluth, Minnesota in 2015. HURON







▲ The last remaining whaleback freighter, *Meteor*, designed by Captain Alexander McDougall and built at Superior, Wisconsin in 1896, is a museum ship today on Superior's Baker Island. JIM SHAW

Corporation's *Algoma Niagara* and *Algoma Sault*, both completed by China's Yangzijiang Shipyard. Class leader *Algoma Niagara* arrived in the Lakes last autumn, while sister *Algoma Sault* arrived this past spring, both making their delivery

voyages via the Panama Canal.

The 740ft ships have a capacity of 39,000 deadweight tonnes in ocean transit but only 29,100 tonnes while operating in the St Lawrence/ Great Lakes system. They make use of a traditional boom aft, twin belt self-unloading system, but have been equipped with modern diesel engines utilising exhaust gas scrubbing technology to make them IMO Tier II compliant. A smaller vessel, the 24,900dwt *Algoma Innovator*, which also arrived on the Lakes in the spring following completion by Croatia's Uljanik shipyard, unlike the Chinese-built ships makes use of a forward mounted boom to allow bulk cargoes to be delivered into more confined spaces.

Besides ships specifically built or modified for trading on the Great Lakes are a number of oceangoing vessels that have been kept within Seaway measurements, but which are of



▲ One of a number of US and Canadian icebreakers employed on the Great Lakes, USCGC Mackinaw (WLBB-30) was commissioned in 2006 to replace her namesake, USCGC Mackinaw (WAGB-83), which is now a museum ship at Mackinaw City, Michigan. DAVID RUFF



◀ With winter weather still in the air, the 1981-built Paul R. Tregurtha, the largest ship sailing on the Great Lakes, moves through the largest lock on the Lakes, the Poe Lock, at Sault Ste. Marie, Michigan. US ARMY CORPS OF ENGINEERS

## SOME MUSEUM SHIPS FOUND IN THE GREAT LAKES

There are various museum ships that can be visited on the Great Lakes as well as several that can be viewed externally. These include the following:

- ➔ The Canadian passenger boat Norgoma and the retired ore carrier Valley Camp at Sault Ste Marie.
- ➔ The 1905-built US ferry Milwaukee Clipper, the US Navy LST 393, the USCG cutter McLane and the

submarine Silversides at Muskegon, Minnesota.

- ➔ The submarines Cobia, Cod and U-505 at Manitowoc, Wisconsin; Cleveland, Ohio; and Chicago, Illinois.
- ➔ The 1946-built ferry Norilse at Manitowaning, Ontario.
- ➔ The 1944-built US icebreaker Mackinaw at Mackinaw City.
- ➔ The Canadian destroyer HMCS

Haida at Hamilton, Ontario

- ➔ The 1944-built US Tug Major Elisha K. Henson at Oswego, New York.
- ➔ The Coast Guard cutter Acacia and railroad ferry City of Milwaukee at Manistee, Michigan
- ➔ The US Navy destroyer The Sullivans, cruiser Little Rock and submarine Croaker, along with the 1900-built fireboat Edward M Cotter,

at Buffalo, New York.

- ➔ Also at Buffalo, although not on a permanent basis, is the 115-year-old excursion steamer Columbia, which is being restored for an eventual move to New York's Hudson River and reactivation as a working tour boat.
- ➔ A sister, the 1910-built Ste. Claire, has been laid up at Detroit, Michigan for many years.



▲ Built by the Toledo Shipbuilding Company in 1944 and decommissioned in 2006, the former USCGC Mackinaw (WAGB-83) is now the centrepiece of the Icebreaker Mackinaw Maritime Museum at Mackinaw City, Michigan. DAVID RUFF



▲ One of the latest naval ships to take up residency on the Great Lakes as a floating museum is the former USS Edson (DD-946), a Forrest Sherman-class destroyer once on display at New York's Intrepid Sea-Air-Space Museum but moved to Bay City, Michigan in 2013. CODY LAW

## THE COAL-BURNING BADGER

Still in operation on the Lakes, and still burning coal, is the ferry Badger, which maintains a seasonal route between Manitowac, Wisconsin and Ludington, Michigan between May and October. Completed in 1952 at Sturgeon Bay, Badger measures 410ft by 59ft and is powered by two Skinner Unaflo reciprocating steam engines fed by coal-burning Foster-Wheeler boilers.

Although laid up in 1990, the former rail ferry was refurbished and returned to service as a

passenger/vehicle carrier thanks to the efforts of Charles Conrad, who purchased the Michigan-Wisconsin Transportation Co in the early 1990s, renaming it the Lake Michigan Carferry Co.

The coal-fired vessel was designated a US National Historic Landmark in 2016, and over the last several years has been retrofitted so that it can store its coal ash, which amounts to about four tons a day, aboard for disposal ashore rather than over the side.



▲ A coal-burner still in operation on the Lakes is the 1952-built Badger, which is powered by two Skinner Unaflo reciprocating steam engines fed by coal-burning Foster-Wheeler boilers. JIM SHAW

superstructure-aft configuration and do not carry a conveyor-based unloading system.

Among the largest of these are a series of eight 36,000dwt bulk carriers built by Japan's Oshima Shipbuilding for Montreal-based Fednav. These geared bulkers follow an earlier class of six ships built in China in 1996-97 and are currently employed moving steel inbound and bulk agricultural products outbound. They can lift about 27,000 metric tons while meeting the 26ft draught restriction of the Welland Canal locks.

Similar in design are a series of six ships built by Japan's Mitsui Engineering and Shipbuilding for the Polish Steamship Company. These 34,000dwt vessels are also geared and have been employed on long-term contracts moving steel and grain, the latter normally to Europe or North Africa.

Another European operator trading regularly into the Lakes but with more versatile

multipurpose vessels, is Wagenborg Shipping of the Netherlands, which moves such cargoes as inbound wood pulp and outbound sugar beet pellets.

### RETIRED SHIPS

The fresh waters of the Great Lakes have enabled a large number of historic vessels to be preserved, most maintained afloat but some on land. At Duluth, Minnesota the 80-year-old bulk carrier *William A. Irvin* is moored at the city's Canal Park. Once the flagship of the United States Steel Company, the 8,240gt ship was completed in 1938 by the American Shipbuilding Co at Lorain, Ohio and retired from service in 1978.

Two more well-preserved Lakers can be found at Toledo, Ohio and Cleveland, Ohio. *Willis B. Boyer*, built in 1911 as *Col James M. Schoonmaker* for Shenango Furnace Co, is on display at the Great Lakes Historical Society's National Museum



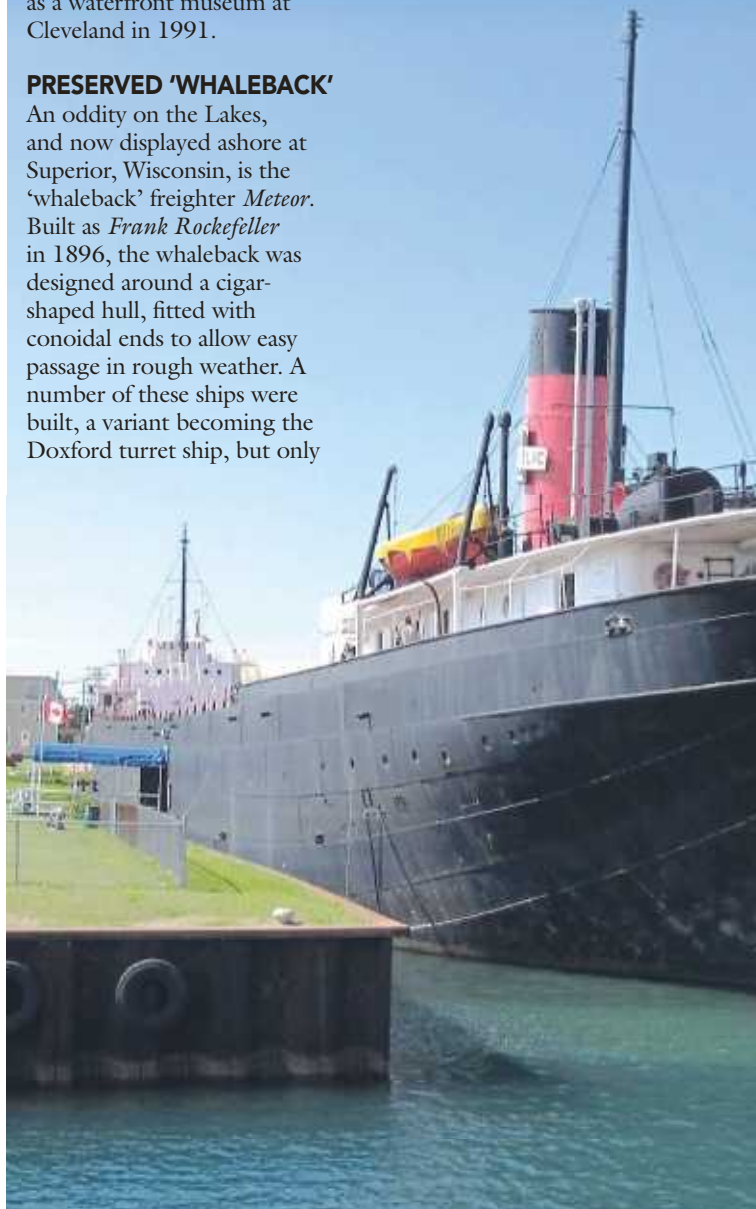
▲ Built in 1949 as the first new American-built Great Lakes vessel constructed after World War II, the 18-hatch Wilfred Sykes under an ore dock where rail wagons discharge into bins that load the ship through steel chutes. DAVID RUFF

of the Great Lakes at Toledo. Cleveland's *William G. Mather*, built in 1925, served her entire working life for Cleveland Cliffs Co, but was donated to the Great Lakes Historical Society in 1987 and after restoration was open as a waterfront museum at Cleveland in 1991.

the 122-year-old *Meteor* has survived. She was converted into a tanker during World War II, then retired in 1969 and later purchased by the City of Superior for use as a static museum at Bakers Island, where she rests today.

### PRESERVED 'WHALEBACK'

An oddity on the Lakes, and now displayed ashore at Superior, Wisconsin, is the 'whaleback' freighter *Meteor*. Built as *Frank Rockefeller* in 1896, the whaleback was designed around a cigar-shaped hull, fitted with conoidal ends to allow easy passage in rough weather. A number of these ships were built, a variant becoming the Doxford turret ship, but only



**HISTORIC TUGBOATS**

Two other interesting vessels found on the Lakes are the Canadian tug *James Whalen*, once owned by the Dominion Towing and Salvage Co, and displayed afloat at Thunder Bay, Ontario, and the American tug *Edna G*, built in 1896 and on display at Two Harbors, Minnesota. Before her retirement in 1981, *Edna G* was the last coal-fired steam-powered tug in commercial operation in North America, the boat's original fore-and-aft compound condensing engine having never been replaced.

The 180ft *James Whalen*, built in 1906 with a capability of breaking ice 40in thick, has recently been joined at Thunder Bay by the 59-year-old former Canadian Coast Guard icebreaker *Alexander Henry*, which was formerly berthed at Kingston, Ontario. **SM**

▼ On display as a museum ship at Sault Ste. Marie, Michigan since 1968, the 1917-built *Valley Camp* served the National Steel Corporation, Republic Steel Corp and Wilson Transit Co before being retired in 1966. MUSEUM SHIP VALLEY CAMP



# GREAT LAKERS

## Seen from the pierheads

Gordon Turner recalls his trips to the pierheads in the 1970s to photograph ships using the Great Lakes system.



▲ *Imperial Sarnia* (1948/4,947gt) remained in the Imperial Oil fleet until 1987, when she was sold to become *Provmar Terminal II*, a fuel storage barge. Although seen frequently on the Great Lakes, *Imperial Sarnia* sailed as far afield as the Arctic, Canada's Atlantic provinces, the Eastern United States and Europe. Photographed on 2 July 1971.

The early 1970s was a period of transition for Great Lakes fleets. Older vessels were reaching the end of their careers, and these careers were usually lengthy, often lasting for 60 or 70 years. To take advantage of the St Lawrence Seaway, many newer and much larger ships had been built in the 1960s.

Still, it was the older ones that drew photographers to the Welland Canal and there was no better location than the pierheads at the Lake Ontario end of the canal. The routine for photographers



▲ The Midland Shipbuilding Company of Midland, Ontario built the handsome *Gleneagles* (1925/8,582gt), owned by a subsidiary of Canada Steamship Lines. Her self-unloading equipment was added in 1963. She had 23 hatches but only four holds. In 1978 she became *Silverdale*, a name she held until 1984, when she was demolished at Windsor, Ontario. Photographed on 14 April 1973.



▲ The self-unloader Pinedale (1906/7,126gt) spent her first 56 years in American ownership and her last 16 in Canadian ownership as a member of the Reoch Transports fleet. The 156m ship was built by Detroit SB Co, which also supplied her 1,600ihp triple-cylinder engine. Her career ended in 1978 with demolition at Hamilton, Ontario in 1980. Photographed on 10 June 1972.



▲ Liqilassie (1943/4,207gt) was built at Duluth, Minnesota as Temblador to carry crude oil from Lake Maracaibo, Venezuela to Trinidad. She was renamed when she returned to the Great Lakes in 1961. In 1978 she was reduced to a barge; her active career ended in 1987, when she was sunk as an artificial reef in the Tonga Islands. Photographed on 2 October 1971.



▲ Canadian Progress (1968/21,436gt) of Upper Lakes Shipping is a typical modern self-unloader, with a box-like hull and a superstructure set well aft. She was built by Port Weller Dry Docks, on the Welland Canal, to the then maximum dimensions of 222.51m by 22.94m. Photographed on 17 June 1972.

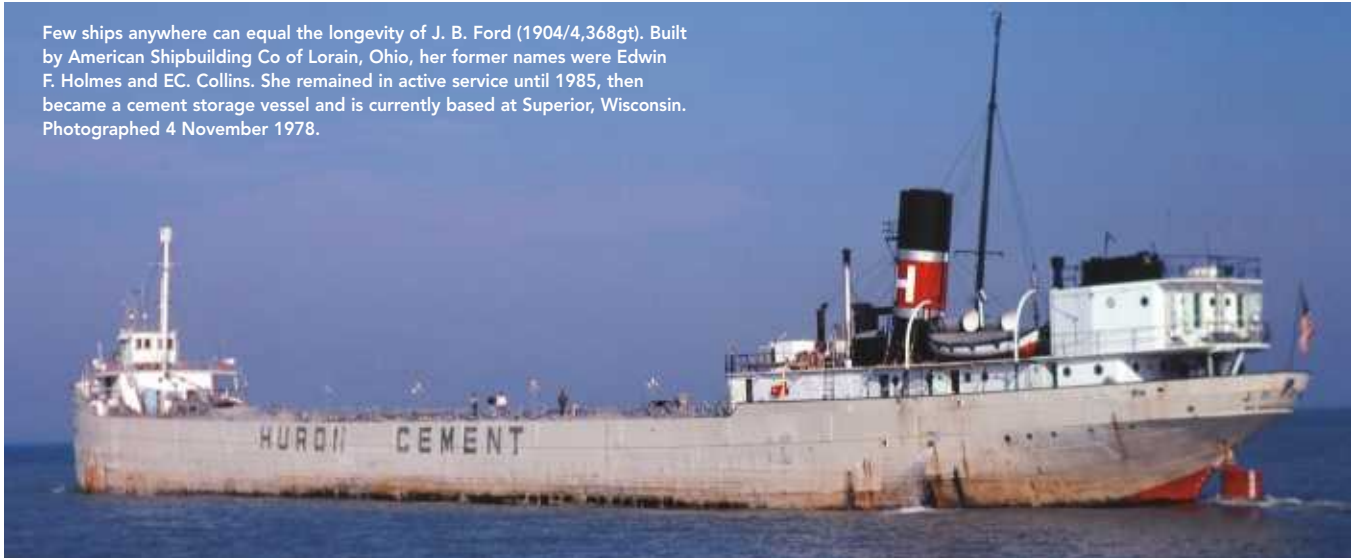


▲ Sprucebranch (1944/3,345gt) was built as Otterburn Park by Marine Industries of Sorel, Quebec. Bought in 1946 by Branch Lines, the 79m tanker was lengthened by 21m in 1960. Her career ended in 1973 and a year later she left for Vigo, Spain, where she was broken up. Photographed on 1 July 1973.



▲ Calgado (1956/2,293gt) was built at the Georgian Bay port of Collingwood for N. M. Paterson & Sons, Thunder Bay. Her Fairbanks Morse engines developed 1,280bhp. Her certificate allowed her to undertake limited coasting voyages between Belle Isle and New York. She was sold in 1975 and renamed El Salinero. On 21 September 1982 she foundered in Mexican waters. Photographed on 31 October 1971.

Few ships anywhere can equal the longevity of J. B. Ford (1904/4,368gt). Built by American Shipbuilding Co of Lorain, Ohio, her former names were Edwin F. Holmes and EC. Collins. She remained in active service until 1985, then became a cement storage vessel and is currently based at Superior, Wisconsin. Photographed 4 November 1978.



▲ Seen carrying a load of pulpwood, George M. Carl (1923/10,418gt), which measured 188m by 19.5m, was built by the American Shipbuilding Co of Lorain, Ohio as Fred G. Hartwell and became Matthew Andrews in 1951, a name she held until 1963, when she was bought by Scott Misener Steamships of St Catharines. In 1984 she arrived at Aviles, Spain, where she was broken up. Photographed on 17 June 1972.



▲ Lake Transport (1930/2,500gt) was built by Furness Shipbuilding Co. of Haverton Hill-on-Tees as Cyclo Warrior. In 1947 she became Texaco Warrior, then assumed her final name in 1969. Before the St Lawrence Seaway opened, several British yards built Great Lakes ships whose dimensions allowed them to use the old St. Lawrence canals. Lake Transport was broken up in 1978 at Sorel, Quebec. Photographed 14 July 1973.

seldom varied: the east pier in the morning, a quick lunch (often sacrificed if the arrival of a particularly interesting ship was imminent), then over to the west side, where the lightkeeper would allow access to the end of the pier, provided that we remembered to close the gate behind us.

To a casual observer the elderly bulk carriers may all have looked alike. But each was distinctive, although in some cases the differences were small. Many were coal-fired, and a plume of smoke was an added bonus for photographers. Sadly, many of the old ships have now gone and the piers are no longer accessible to the public, but 30 years on and the memories are still fresh. **NI**



▲ The easily recognisable Charles Dick (1922/2,015gt), owned by National Sand and Material Co of Toronto, spent many years as a sandsucker on Lake Erie. The 79m vessel had a triple-cylinder engine made by the Prescott Company of Menominee, Wisconsin. In November 1976 dismantling began at Ramey's Bend, an arm of the Welland Canal. Photographed on 12 April 1973.

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▲ MSC Meraviglia (2017/171,598gt) making one of several planned 2018 calls to Southampton in May. Meraviglia (wonder' in Italian) is one of the largest passenger ships in the world, exceeded in size only by RCI's Oasis class quartet. She is the lead ship of MSC's Vista Project series of 4,500-passenger ships. MARITIME PHOTOGRAPHIC

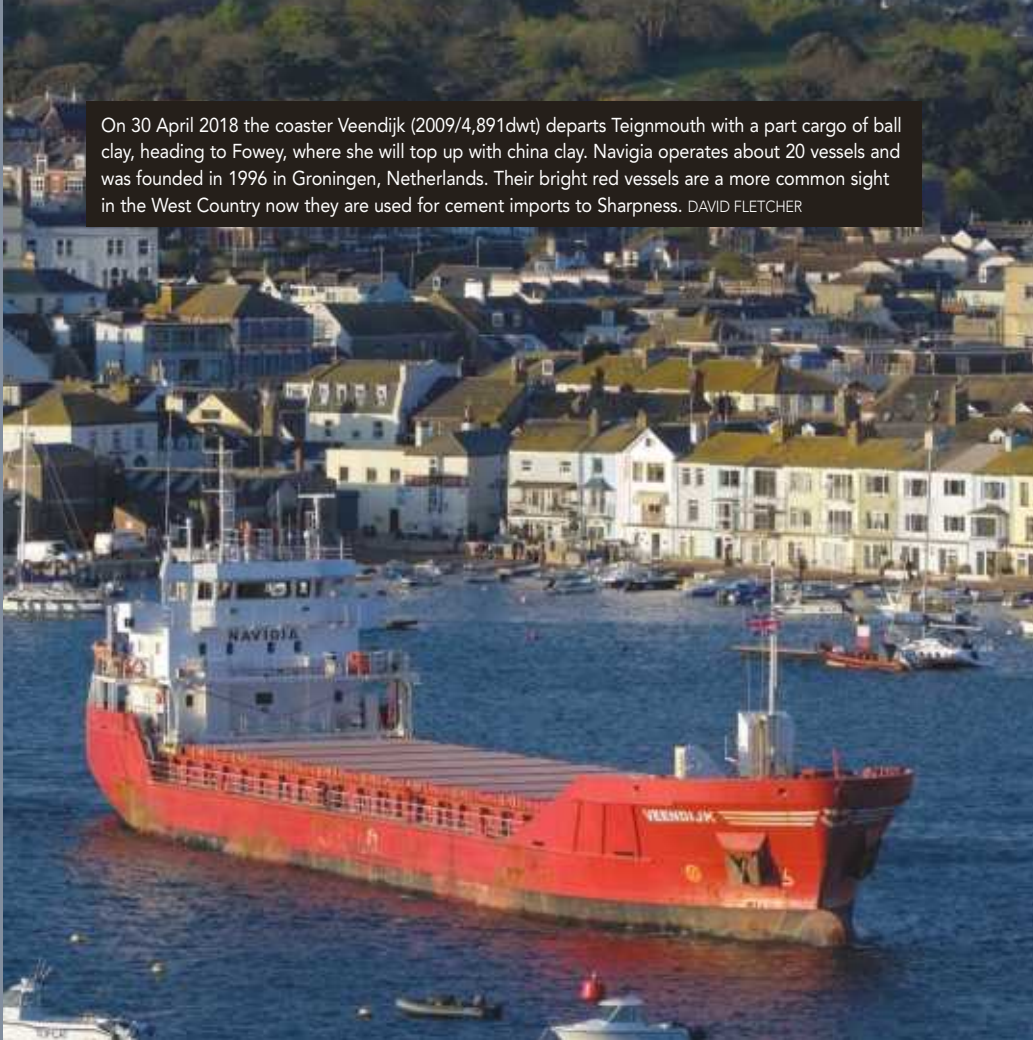
# SHIPS PICTORIAL

Have you an outstanding photo that would grace our gallery? Send your image to Ships Monthly for inclusion in these pages, which showcase the best in ship photography around the world.



▲ Arriving at Teesport on 19 April, the Liberian-registered 21,600-ton Gaschem Orca is a new breed of LPG tanker visiting the Tees. The 188m vessel has a service speed of 16.5 knots. Owned by Hamburg-based Gaschem, she was constructed by Sinopacific Shipbuilding Group, Shanghai, China and delivered in 2017. DAVID FRASER

On 30 April 2018 the coaster Veendijk (2009/4,891dwt) departs Teignmouth with a part cargo of ball clay, heading to Fowey, where she will top up with china clay. Navigia operates about 20 vessels and was founded in 1996 in Groningen, Netherlands. Their bright red vessels are a more common sight in the West Country now they are used for cement imports to Sharpness. DAVID FLETCHER



The 7,912dwt Netherlands-flagged cargo vessel Roelof approaches Eastham on the Manchester Ship Canal at the end of a voyage from Aveiro, Portugal on 21 April with a cargo of wind turbine equipment. The 107m vessel was destined for Ellesmere Port. Operated by Amasus Shipping BV of Farmsum, Netherlands, she was built in 1992 and is one of a dying class of vessel with deck cranes. ROY CRESSEY





The Singapore-flagged livestock carrier Ocean Swagman (2009/12,892gt) anchored off Algeciras for bunkers on 6 April. Built at Batam, Indonesia for Wellard Ships of Singapore, she was on a voyage from Cartagena, Spain to Vila Do Conde, Brazil. CHRIS BROOKS



The newest Japanese destroyer, Asahi (DD119), arriving at Sasebo naval base in late April. She was commissioned on 7 March in Nagasaki and inducted into the service's Escort Flotilla 2, based in Sasebo, after being handed over by Mitsubishi Heavy Industries (MHI), having been built in its Tategami facility in Nagasaki. Asahi was launched in October 2016 and began sea trials in mid-2017. There will be a total of four destroyers of the Asahi class, all with a standard displacement of 5,100 tonnes and powered by two General Electric LM2500 gas turbine engines. VLADIMIR LAPPINO



# SHIPBUILDING POWERHOUSE

From humble beginnings, Blohm and Voss went on to become one of the world's premier shipbuilding yards. Patrick Boniface looks back over the company's 140-year history and at some of the ships it built.

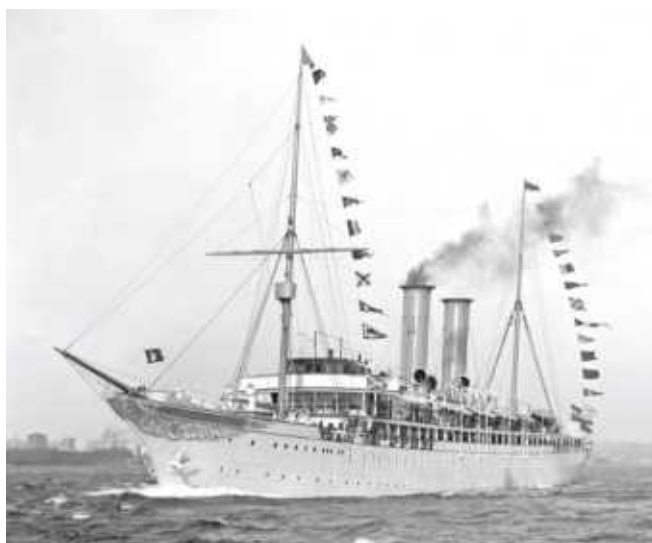
A muddy and desolate Steinwarder Island in the Elbe River was what Hermann Blohm and partner Ernest Voss saw in the early 1870s as the perfect location for their proposed shipyard. The Elbe was a large, powerful river with a deep bed that would allow for the construction of the largest vessels then envisaged.

The two men had been friends for decades and trusted each other. Blohm was the businessman, while Voss had a more practical and technical mind. They had learnt their trade at British shipyards and saw the potential for a shipyard in Germany. However, despite their optimism and the perceived need for a modern shipyard in Hamburg in the 1870s, local shipping lines were content to buy from British yards, one shipowner going so far as to state publicly that they did not need 'strangers at the other side of the river.'

Blohm and Voss, however, persevered, and the muddy island was transformed into a new shipyard called Blohm and Voss shipyard and machine factory, which began operations on 5 April 1877, specialising in steel-hulled ships. After ship repair work, the first ship to be built there was the three-masted barque *National* for their own account. In 1878 the company secured their first commercial



▲ SMS Von der Tann was the first battlecruiser built by Blohm and Voss for the German Kaiserliche Marine, as well as Germany's first major turbine-powered warship.

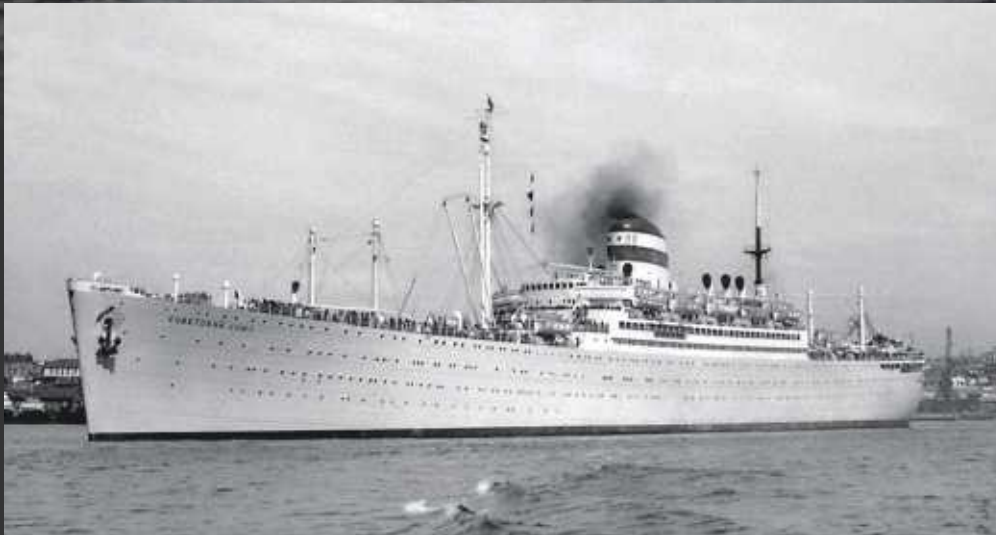
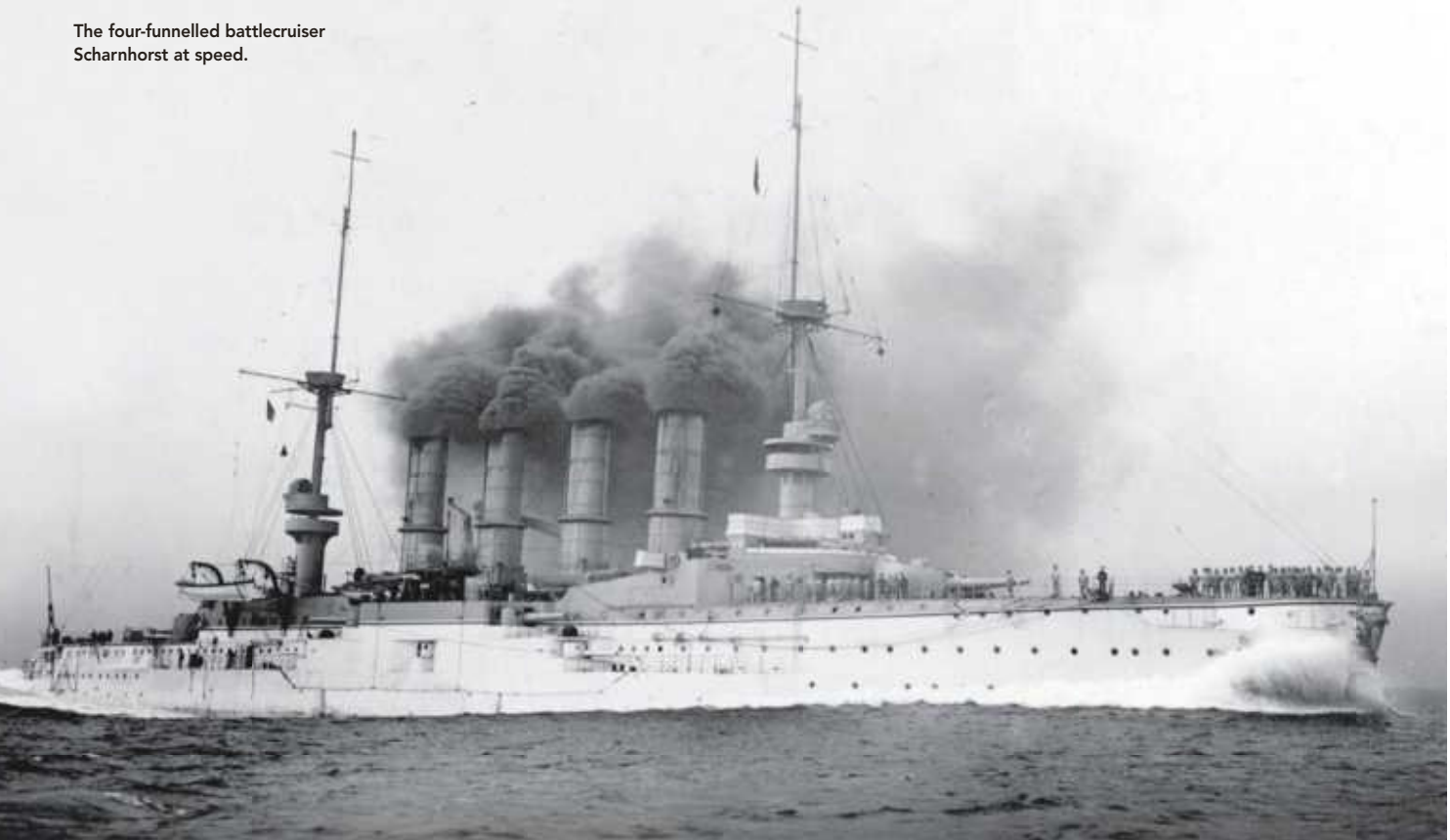


▲ Prinzessin Victoria Luise was a German passenger ship of the Hamburg-America Line (HAPAG) of 4,409grt, credited with being the first purpose-built cruise ship. Launched on 29 June 1900, she served with HAPAG until 16 December 1906, when she accidentally grounded off Jamaica.

order, for the Hamburg South African Steam Ship Company, who ordered the small cargo vessel *Burg*. This was followed with orders from Hamburg Sud Laeisz, Hamburg-America Line, Reichspost Steamers, Norddeutscher Lloyd and Hapag, as well as warships for the German Imperial Navy.

Blohm and Voss developed a reputation for building exceptional sailing vessels, which included *Pamir*, *Passat*, *Peking* and *Petschili*. Another built at Hamburg was the record-breaking *Potrimpos*. Delivered to her owners in 1887, she took just 61 days to sail from the English Channel to Valparaiso, breaking the existing record for the crossing. *Pamir* ultimately

The four-funnelled battlecruiser Scharnhorst at speed.



▲ Albert Ballin served on the Hamburg-New York City route. In 1935 the Nazis ordered the ship to be renamed Hansa (Ballin having been Jewish). In 1945 she was employed to evacuate Gdynia, but on 6 March hit a mine off Warnemünde and sank. Raised by the Soviets in 1949, she was renamed again as Sovetskiy Soyuz and became the largest Soviet passenger ship. Renamed Tobolsk in 1980, she sailed under that name for only a year before being scrapped.

met a sad fate, her sinking in the Atlantic in 1957 claiming 80 lives, but another of these magnificent sailing vessels, *Passat*, is now on display as a museum ship at Lübeck.

By the start of the 20th century Blohm and Voss had become one of Europe's leading shipyards, and had the largest enclosed shipyard

site in Europe, as well as having the largest dry dock. But the two partners wanted to expand and focused on investing in the Putilov shipyard in St Petersburg; however, the outbreak of World War I saw this endeavour come to nought.

Leading up to the conflict, Blohm and Voss had been at the forefront of building

the Imperial Navy's fleet of battlecruisers, with *Von De Tann*, *Moltke*, *Goeben*, *Seydlitz* and *Derfflinger* all being products of the shipyard. The yard was also instrumental in building many submarines.

By 1914 Blohm and Voss had become the world's largest shipyard and had also built the world's largest liner, *Majestic*,

for the White Star Line the same year. The transatlantic passenger ship trade of the late 19th and early 20th centuries led to the construction of many fine ships, including the 54,282gt *Vaterland*, launched in 1913. *Vaterland* played no part in World War I, as she was impounded at New York, later being renamed *Leviathan*. Another of the famous liners built by the yard was the 56,551gt *Bismarck*, which was handed to Britain in 1918 as part of German war reparations.

The inter-war years, as with many businesses in Germany, were a struggle. Lack of orders, the rise of communism and fascism and hyperinflation made trading and constructing ships a dangerous and difficult undertaking. Under the terms of the Treaty of Versailles, warship construction was banned, but the yard did secure some work. The most notable produced the successful passenger ships of the Monte class, *Cap Arcona* and *Europa*, the latter of which won the Blue Ribbon of the North Atlantic on her maiden voyage in 1930.



▲ The liner *Cap Arcona* (yard no.476) was laid down in July 1926 and made her maiden voyage on 29 October 1927. In May 1945 she was carrying prisoners from Nazi concentration camps when the RAF sank her, killing about 5,000.



▲ The battleship *Bismarck* is probably the most famous German battleship of World War II. With eight 15-inch guns, exceptional radar and long range, the ship was designed to hunt and destroy enemy convoys.

That *Europa* was built at all was something of a miracle. The keel plates were laid down in 1927, but a disastrous fire during her build left her a gutted wreck. Somehow Blohm and Voss rebuilt from disaster, with *Europa* taking the Blue Ribbon from her sistership *Bremen*.

By 1932 the workforce had shrunk to 2,282, down from the 10,000 employed in 1917. When the Nazis took power in Germany the shipyard was given a number of major contracts under various schemes, including the ‘Strength through Joy’ and ‘German Work Front’ programmes. In 1933 Blohm and Voss briefly entered the aircraft construction business, but it was the demands of the Kriegsmarine that soon filled the shipyard with work.

On 1 July 1936 the first steel blocks of *Bismarck*, the first of two large battleships, were laid. She was launched in February 1939 and was joined by sistership *Tirpitz* in 1941; they were the largest battleships ever built by

Germany, and two of the largest built by any European power. *Bismarck* was hunted down by the combined strength of the Royal Navy in May 1941 on her maiden deployment in the North Atlantic. She destroyed the flagship of the British fleet, the battlecruiser HMS *Hood*, before being sunk by gunfire from the battleships HMS *Rodney* and HMS *Prince of Wales*, and a volley of torpedoes from cruisers.

The yard also achieved an amazing feat in delivering Type VIIC submarines at an astounding rate of one boat a week. The yard was a major target for Allied bombing raids throughout the war and was left a shattered mess by the summer of 1945 when the conflict ended. And what remained then was effectively razed to the ground by the victorious Allies.

### THE POST-WAR YEARS

The immediate post-war years were difficult, and it was not until 1953 that Blohm and Voss were allowed to refit and repair ships. In 1954



▲ The Brandenburg class frigate *Mecklenburg-Vorpommern* commissioned into the German fleet on 6 December 1996. On 9 December 2015 she collided with the container ship *Nordic Bremen* in the Kiel Canal.

the Military Security Board in Koblenz approved the shipyard’s proposal to build small coastal, inland and harbour vessels, as ‘Steinwerder Industrie AG’. The name Blohm and Voss had, since 1945, been banned from being used by order of the British Governor of Hamburg. He stated that it was to ‘spare the world the shock that ships were being built there again.’

Hadag, a local Hamburg

ferry operator, placed an order for two small harbour ferries, and these were subsequently followed by three passenger ships for the Norwegian firm of Hurtigruten. Slowly, the yard’s reputation for excellent workmanship and professionalism was re-established, and on 12 June 1955 the name Blohm and Voss was recreated, the ban on its use having been lifted.

Also in 1955 Blohm and



▲ Blohm and Voss shipyard from the air. Note the two floating docks, Nos.10 and 11, in the River Elbe, as well as the two smaller floating docks, 16 and 6, in front of the dry dock Helgen. Blohm and Voss have been building ships in the heart of the city of Hamburg since 1877. Today, the shipyard continues not only to build warships and commercial vessels, but also carries out numerous refits and conversions at its shipyard in Hamburg.

Voss teamed with partner shipyard Thyssen to protect and secure the growth potential for both businesses. Initially, the shipyard specialised in the delivery of refrigerated ships, but in 1958 the new German Navy ordered the sail training ship *Gorch Fock*. That year also saw Blohm and Voss take over the remains of the neighbouring Schlieker shipyard and completed their order book, which significantly included further contracts for the German Navy.

In 1966 Blohm and Voss took over the Stülcken shipyard, which had orders for frigates and destroyers for the Navy, including the four Hamburg class destroyers, as well as the two Sachsenwald class mine transport ships, *Sachsenwald* and *Steigerwald*. In 1970 the Portuguese Navy ordered three corvettes: *Joao Coutinho*, *Jacinto Candido* and *General Pereira D'Eca*.

On the 100th anniversary of the creation of Blohm and Voss, on 12 June 1971, the 58,088gt container ship *Hamburg Express* was launched, and she became the last cargo ship built by the shipyard as it struggled to compete with Far East yards in this sector. Construction of warships, however,

continued, but not sufficiently to allow the restoration of all sites, so Stülcken and Ross were vacated in order to be redeveloped by Hamburg city.

From 1986 Blohm and Voss developed the MEKO frigate concept, whereby customers could pick and choose from a range of attributes for their warships. The frigates and destroyers were modular in design and proved very successful in building foreign sales worldwide. The German Navy also took part in the programme, acquiring the F122, F123 and F124 classes of frigates and destroyers, as well as the K-130 corvettes of the Braunschweig class, built in association with Lürssen Werft.

In 1996 the yard was restructured into three autonomous companies, specialising in newbuild, repair and engineering with partner ThyssenKrupp. In the summer of 2000 Blohm and Voss entered the passenger ship building business again, with the completion of *Olympic Voyager*, which was delivered to Royal Olympic Cruises and was the fastest cruise ship at the time of her construction.

In 2011 an 80 per cent share in Blohm and Voss was sold to the Abu Dhabi MAR, a holding company




▲ Vintage Luxuo (B+V yard no.111) is one of the largest private yachts in the world and was built using the technical know-how of Blohm and Voss.



▲ Savarona is the Presidential yacht of Turkey. She was the largest yacht in the world when launched in 1931. Although owned by the government, she had been briefly leased out to Turkish businessman Kahraman Sadıkoğlu. However, upon orders of the Turkish Government, her lease was terminated and she reverted to the Turkish State.

based in the UAE. Under their ownership, Blohm and Voss continues to be at the cutting edge of technology and innovation and, during the 21st century, has been involved in the construction

of super yachts for the world's most wealthy people, a lucrative market for the company. In 2016 it became a subsidiary of Lürssen and continues to supply both the military and civil markets. 

▼ ARA Sarandí is the fourth and last ship of the MEKO 360H2 series of destroyers built for the Argentine Navy. The ship is also the fourth in the Argentine Navy to bear that name. Sarandí is the name of a victory of the Argentine army during the Cisplatine War.



# ALDERNEY LIFELINE

Richard Webber profiles the Alderney Shipping Company and goes on board some of their coasters, which keep the small Channel Island stocked.

**A**lderney, just 3.5 miles long by 1.5 miles wide, is the most northerly of the inhabited islands which make up the Channel Islands. While small passenger planes link the island with mainland Britain, transporting cargo to and from this tranquil and relatively uncommercialised island is the work of two hardworking coasters, which have to ply their trade through the busy shipping lanes of the English Channel.

Chartered by Alderney Shipping Company, which also trades as Channel Seaways, *Valiant* and sistership *Shetland*

*Trader*, a back-up vessel, provide a vital lifeline for the 1,900 or so residents who rely on the vessels for carrying supplies, which include anything from food to cars.

Formed in 1969, Alderney Shipping began operating freight services between Alderney and Guernsey, but have since branched out to run a regular route taking in Jersey and Poole, Dorset.

'My father was a lawyer who, together with a friend, bought an old coaster from a scrapyard, did her up and launched the company. Later, I graduated in maritime studies from Liverpool Poly and got involved in the firm,

and 30 years later, I'm now running it,' says 49-year-old Bruno Kay-Mouat.

Alderney Shipping used to own their vessels, including *Isis*, *Burhou* and *Mungo*, which were sold five years ago. 'The way current legislation is, plus the back-up needed, makes it difficult running just one vessel. In the good old days, the captain could complete any paperwork while he was on the ship, but now it's much more stringent and a back office team is required. As a result, there are less singleton operators and more companies chartering,' explains Bruno, who has fond memories of his previous vessels, particularly

Valiant entering St Peter Port for the first time in 2011. TONY RIVE



*Isis*, the first ship he was involved in buying. He recalls: 'We picked her up from Birkenhead and with her came a new era for the company.'

While the German-built coasters *Isis* and *Burhou*, which date from 1978, now ship timber, aggregates and bulk cargoes along the UK's west coast for Great Glen Shipping Company, the 60m *Mungo*, which once ran aground across the entrance of

## VALIANT

**BUILT** 1992 at Rosslauer Shipyard, Germany as the Lass Neptun

**FLAG** Barbados

**DRAUGHT** Summer 4.352; winter 4.20

**ENGINES** Two Cummins KT38 rated at 748kw driving Schottel Rudder propellers

**CONSUMPTION** Four metric tonnes of gas oil over 24 hours

**AUXILIARIES** Three Cummins 74kwa

◀ Valiant enduring Storm Frank as she departs St Peter Port harbour.

(C) SEAN SARRÉ, GUERNSEY PRESS



## COMPANY DETAILS

ALDERNEY SHIPPING COMPANY  
 01481 723400/alderneyshipping.com  
 FAVERSHAM SHIPS LIMITED  
 01983 200677/favershamships.co.uk



Littlehampton harbour, is now owned by a Turkish company.

Despite that incident, Bruno fondly remembers the majority of his ships, saying ‘They did everything we asked of them.’ Most problems experienced were linked to *Ortac*, which was converted into a cement carrier after being sold. ‘She hit a rock off Herm, a bridge in the Thames, a loading conveyor in Holland and even took on water mid-channel – so suffered more than her fair share of problems,’ Bruno recalls.

*Ortac* is currently named *MCV Express* and is owned by a company bearing the same name, with the US-based M. C. Voltaire as her manager, although the general cargo vessel, built in 1974, is registered in Panama. Among Alderney Shipping’s former ships, the current owners of the 664gt *Mungo*, built in 1980, are Citir Shipping and Trading Corporation, Turkey, while *Pongo*, dating from

1982, is currently named *Fair One* and is owned by Beringer Shipping Lines, with Baff Vyborg Limited in Russia as her managers.

Today, Alderney Shipping charter coasters and crew from Isle of Wight-based Faversham

Ships Ltd, whose fleet consists of ten vessels. Owned by Nick Sice and Chris Cook, some of Faversham’s vessels have been upgraded, including *Victress*, with the original ship sold to an Albanian company. Faversham Ships was formed

in 1994 with the acquisition of the freighter *Conformity*. Today, the fleet comprises conventional and low-air-draught coastal vessels, as the company’s policy has always been to obtain vessels tailored to smaller niche markets.

Shetland Trader berthed in Poole.  
 RICHARD WEBBER



Valiant provides a vital link for Alderney.



*Valiant* and *Shetland Trader* were built in 1992 at Rosslauer Shipyard, Germany and carry a crew of six. Originally *Lass Neptun* and *Lass Mars* respectively, they were built to a specific design for a company operating between Hamburg and Poland, where the destination berth was only 76m long. They have Schottel Rudder propellers and powerful 100kw electric bow thrusters, which make them extremely manoeuvrable.

‘This type of system means you can drive the vessel sideways – you can do almost anything you want,’ explains skipper Dave Aylen, 63, who has spent over three decades

in the merchant navy after a nine-year stint in the Royal Navy. ‘This capability is useful in all ports, especially Alderney, where sometimes we have to back down the channel, so there is no transverse thrust effect.’

Although both of the 75m ships are no racehorses, with a top speed of around nine knots, their flat-bottom design means they are ideal for tidal berths; remaining level, even when the berth has drained out, means discharging and loading cargo can continue, and they are then ready to sail on the next tide.

Able to carry between 70 and 80 containers, the ships cope well with conditions in the English Channel. ‘If it’s a force eight or more, I don’t sail,’ says Dave, who has completed pilotage courses for both the Channel Islands and Poole, so he does not need a pilot to use the ports. ‘We’re here to look after the cargo, which has been packed inside containers, and don’t want to risk damaging anything.’

Dave admits he has only lost



▲ Valiant being loaded at St Peter Port, Guernsey.



▲ The flat-bottom design of the ships used mean they are ideal for operating from tidal berths if need be.

## SHETLAND TRADER

**BUILT** 1992 at Rosslauer Shipyard, Germany as the *Lass Mars*

**FLAG** Barbados

**DRAUGHT** Summer 4.35m; winter 4.2m

**ENGINES** Two Cummins KTA19m rated at 748kw, driving Schottel Rudder propellers

**CONSUMPTION** Four metric tonnes of gas oil over 24 hours

**AUXILIARIES** Three Cummins 74kwa





▲ The two Cummins engines in *Shetland Trader* and *Valiant* are reliable and easy to maintain.



▲ The ships linking Alderney with the UK carry a crew of six, which includes a chef, seen in the galley.



▲ Skipper Dave Aylen has clocked up over three decades of service in the Merchant Navy.



▲ The Cummins engines in *Valiant* and *Shetland Trader* can be replaced within a day if need be.

cargo overboard once, when a chain, which was keeping a pile of timber secure, broke while the ship was mid-channel. ‘We caught a wave and, as the ship rolled, a chain broke and timber went over the side. There was nothing I could do, it was just one of those freak waves.’

The channel presents other problems: ‘It’s quite challenging in terms of currents, especially going through the Swinge,’ explains Dave, who often brings the ship’s speed down to one knot as he edges her through the notorious strait between Alderney and the uninhabited isle of Burhou, where a ferocious tidal race is common.

Negotiating other ships is one of the main hazards when navigating across the English Channel. ‘You have to be on the ball,’ Dave says, citing Little Roussel, a channel running between Herm and Guernsey which contains many small rocks, and Great Roussel, running between Herm on the west and Sark to the east, as particular hazards. ‘During dead low-water spring tides, I wouldn’t go down the Little Roussel into Guernsey; I’d go through Great Roussel, because you only need to be out of position by a ship’s length and you’re on the rocks – you haven’t got much room

to play with. Great Roussel is a bit wider and deeper.’

It takes around seven hours for *Valiant* and *Shetland Trader* to reach Alderney from Poole. Both vessels have unmanned engine rooms. ‘If you have two small ones like on these ships, you don’t need to employ a chief engineer. But Nick Sice at Faversham Ships believes in having an expert in every department, so employs a chief engineer.’

The ships are licensed to carry around a dozen

passengers, although Alderney Shipping try and restrict this to summer months. Being a cargo vessel rather than a cruise ship, facilities for passengers are basic, but for anyone who fears flying or cannot fly due to medical reasons, it provides another lifeline for travelling to the mainland or other islands in the archipelago.

## INTO THE FUTURE

The future of *Valiant* and *Shetland Trader* will be discussed in the near future by their owners, Faversham Ships and Alderney Shipping Co, who have enjoyed a good working relationship for nearly a decade. ‘We’re almost maxed out as far as our current carrying capacity is concerned,’ admits Bruno Kay-Mouat, ‘so we’d like a slightly larger vessel, but one which can still incorporate Alderney’s port limitations. It’s a lovely port, but limited in size and exposed at times, so around 85m is the limit in terms of the ship you want to put in there. But we need to look at ships which are more container-friendly, giving us greater carrying capacity.’

Nick Sice, of Faversham Ships, admits he has kept

*Valiant* and *Shetland Trader* longer than intended. ‘We’ve had them more than ten years but kept them going because they’re so popular and useful. The two Cummins engines are nice and simple and can be replaced in a day, if necessary. We’ve had a few problems with the vessels but they tend to give plenty of notice and are relatively easy to work on.’

Finding alternative vessels with greater cargo capacity but keeping within the length needed to dock at Alderney is a challenge facing Faversham Ships. ‘We’d have sold them on a year ago if we could have found ships to suit Bruno’s needs,’ says Nick. ‘But our relationship with Alderney Shipping is important and we hope to carry on together for years, so will continue with *Valiant* and *Shetland Trader* until we find suitable replacements. That applies to all of our ships: *Victress* was only sold when we found a replacement which could continue to carry malting barley from the east coast to the Scottish island of Islay for our customer, Diageo plc.’

So we can expect to see these two workhorses clocking up more sea miles for the foreseeable future. **NI**



*Shetland Trader* at Poole, standing in for *Valiant* while she was in dry dock. Schottel rudder propellers and bow thrusters make the ships very manoeuvrable.

# VOYAGE ON A COASTAL TANKER

Ian Buxton recalls a voyage he made on a small coastal tanker in the 1980s and recounts what he learned from his trip.



▲ The author on board Shell Marketer.

As a young naval architect, I had benefited greatly from a voyage in 1960 on the cargo ship *Wendover* (see SM Dec 2017). So after I became Reader in Marine Transport at Newcastle University, I arranged voyages for students in the summer vacation. With contacts I had in the shipping industry, I thought it would be timely if I undertook a voyage myself to bring me up to date, but this time in a tanker, and so Captain Ray

Hall, marine superintendent at Shell UK Oil, kindly arranged for me to sail in the coastal tanker *Shell Marketer* in the summer of 1984.

I boarded her at Shell Haven on the Thames late at night on 8 August, and was given the owner's cabin two decks below the bridge. One window faced forward – great – but the view from the side window was obscured by the starboard lifeboat. We left at 0400 for Ipswich, enjoying a sail up the River Orwell past yachts in the morning

## SHELL MARKETER

**TYPE** Coastal tanker

**BUILT** 1981, Cleland's, Tyneside

**DIMENSIONS** 79.2m oa x 13.1m x 6.5m (depth) x 5.5m (draught)

**TONNAGE** 1,599gt, 3,027dwt

**ENGINES** Mirrlees KMR6 diesel of 2,700bhp

**NAMES** 1993 Amoria, 1999 Allurity, 2007 Balluta Bay

sunshine, and underneath the new bridge. We berthed at the oil jetty downstream from the town on the east bank, where we discharged 1,080 tonnes of premium motor spirit (petrol), 1,140 tonnes of gas oil for diesel road vehicles and 420 tonnes of kerosene.

With Captain Barry Lohnes and the cook, I took a taxi into town. While they went to the local supermarket to buy provisions (each person aboard had a daily victualling allowance), I had a wander around the town and the old quaysides, seeing plenty of smaller craft, followed by a rather hot walk back to the ship in time for our sailing at 1600. Dinner was my first proper meal



Shell Marketer heads down-channel for Shoreham with a full cargo of petrol and gas oil.



▲ The trailing suction hopper dredger *Cosmos* (6163g/1980) heading down the Maas with a full load of spoil.



▲ *Shell Marketer* about to pick up the pilot from *Menkar* (871g/1977) to enter Rotterdam.

aboard, and was made up of three courses, with all ten crew enjoying newly purchased steak. As well as the captain, there were two deck officers, two engineers, three deckhands, the cook and a steward.

We headed back down the Orwell past Pin Mill and Felixstowe to load another cargo at Shell Haven, this time just petrol and gas oil. I then visited the engine room with Chief Engineer Trevor Read. The big six-cylinder Mirrlees engine, of 2,700bhp, was driving the propeller through a gearbox, while two diesel generators whined away.

There were four Caterpillar auxiliaries, which produced both electrical and hydraulic power for the pumps, deck machinery and bow thruster. Trevor explained that Shell

Marketer normally does 12 knots loaded, using around eight tonnes of intermediate fuel oil a day plus a tonne of gas oil for the generators and the main engine when manoeuvring. The main engine had done nearly 15,000 hours since new; in other words it had been running 70 per cent of the time. I took the opportunity to look through some of the logs and operating manuals.

We left for Shoreham on 10 August, keeping to the traffic separation zone in

the Channel. We arrived off Shoreham in the late afternoon, but the tide was too low for us to enter – our draught was 4.8m. We finally got through the lock and berthed at Portslade at 2245 just in time to get to the nearest pub. Next morning I phoned home from a quayside phone box, and then took a taxi to Fisher's Nautical



▲ The grab dredger *Samuel Armstrong* (364g/1956) helping keep the River Orwell channel clear.

Bulk cargoes being discharged at Grand Couronne on the Seine: nearest Spanish Portubide (1979/1,594g) and Wilhelmsen's Tarcoola (1977/64,692gg).



Bookshop in Brighton, whose catalogues I had been receiving, but it was closed. Back on the ship, we sailed at noon for Rouen, in ballast, heading south across the shipping lanes on a cloudless sunny afternoon in a flat calm.

I went into the now empty No.1 cargo tank (the foremost) with Chief Officer Arthur Burden, who was responsible for the cargo. The ship had five pairs of tanks, subdivided by a centreline bulkhead, so she could load five different parcels. The tank interiors were epoxy-coated and the bulkheads corrugated, which helped drainage and reduced corrosion. There was a double bottom under the cargo tanks for segregated water ballast, while on the tank top were heating coils fitted for thermal oil used when carrying viscous or hot cargoes.

The side was single hull, unlike tankers today, which are required to have double hulls. When I had a look through the cargo records in the cargo control room, I could see just how many parcels the ship had carried – no fewer than 200 in the seven months of 1984 already. Arthur explained about the Framo submerged

hydraulic cargo pumps of 250m<sup>3</sup> per hour each, one for each pair of tanks, as there was a sluice valve in the bulkhead, allowing the starboard tank to drain into the port tank.

### HEADING TO FRANCE

As we approached Le Havre, there were several ships anchored off, with others leaving the River Seine. It was getting dark as we headed upriver, gliding along almost silently on the flood tide in the moonlight, watching the diners at riverside restaurants under tree-topped cliffs – no doubt a romantic setting for some of them. We berthed at 0100 at Petit Couronne on the south bank below Rouen.

After deballasting our 800 tonnes of seawater, we moved to a refinery berth to load two grades of lub oil: 840 tonnes at 21°C and 1,780 tonnes at 55°C. In the afternoon we went ashore to find a bar but none took sterling and we did not have any francs, so there was no slaking our thirst in the heat – and nobody carried bottles of water in those days. I set off for a walk through a nearby village and woods, before returning to Grand Couronne.



▲ Shell Marketer discharging lub oil from Rouen at Petroleum Haven, Rotterdam.



▲ Shell Marketer heading for the River Seine, with Townsend Thoresen's Gaelic Ferry (1964/3,316gt) crossing her bow for Le Havre.



▲ Shell Marketer in dry dock at Sunderland in October 1984; her controllable pitch propeller and high lift rudder are clearly visible.



▲ Shell Marketer heading down harbour to the locks at Shoreham, with the Dutch coaster Viscount (1976/955gt) recently arrived.



▲ Shell Marketer discharging petrol, gas oil and kerosene at Ipswich.



▲ Shell Marketer's bridge, with the ship running on autopilot.



▲ Shell Marketer's K Major six-cylinder Mirrless diesel.

With the ship loaded now to 5.5m draught and 2,850 tonnes deadweight (cargo, fuel, stores, water), we had to wait for the tide before setting off downstream on a hazy morning. Second Engineer Stuart Mills and I leaned over the rail watching the countryside pass by, talking about career opportunities ashore. We then went straight up the Channel until we picked up the pilot off Rotterdam, before berthing at No.10 Berth 1st Petroleum Haven. After checking samples, we discharged to shore tanks in about six hours.

In the evening those not on watch got a minibus to the Seamen's Mission, a pleasant haven in the industrial landscape among trees on the banks of the Oude Maas, where it was nice to have a few drinks, a game of snooker, and a chat with the master of the coaster *Leslie Gault*.

After the cargo tanks had been cleaned, we loaded 600 tonnes of white spirit in No.2 tank, then shifted to No.2 Petroleum Haven to load the other tanks, which took 1,500 tonnes of aviation gasoline (the oil industry uses American terminology), which I assumed was for light aircraft in the south-east of England. Berth moves were assisted by our Liaaen controllable pitch propeller, Brunvoll bow thruster and Schilling high lift rudder, which could go to 70 degrees each side, instead of the normal 35 degrees.

*Shell Marketer* sailed at 0930 on 16 August on her 74th voyage of the year. On the passage down the New Waterway, I chatted to the pilot, whose English was good as my Dutch was nonexistent. We crossed the main shipping lanes shrouded in a mist, before berthing at Felixstowe's oil jetty, with just enough time to get ashore to the nearest pub. In those days Felixstowe was a container feeder port rather than one taking the largest deepsea ships as it does today, so most of my photos were of smaller ships.

After discharging our

## OPERATING STATISTICS

Some of the operating statistics gathered during the voyage.

### ANNUAL CARGOES SINCE NEW

About 250,000 tonnes over 100 voyages.

**PER VOYAGE** Averaging 35 per cent motor spirit, 37 per cent gas oil, ten per cent jet fuel, 18 per cent lub oil, avgas and others.

**AVERAGE ROUND TRIP** About 480 nautical miles, 40 per cent in ballast.

**PORT VISITS** My voyages were unusual in including two continental ports, as normally only ports in the British Isles were visited.

white spirit, we headed for the Thames next morning to discharge our avgas at West Thurrock, then back to nearby Shell Haven to load another cargo. That was to be more motor spirit for Ipswich. With my wife asking when I was coming home, I thought I should take leave of the hospitable crew. They were certainly hard-worked in coastal tankers, averaging three and a half days per round voyage, usually with two ports of call of rarely more than 15 hours each, including waiting for a berth. No wonder the crew needed good leave – six weeks on, six off for the officers, four on, four off for the rest.

## ANOTHER VISIT

Two months later I was pleased to get a note from Barry enclosing an aerial photo of *Shell Marketer* taken while she was en route to Shoreham and signed by the crew, with an invitation to visit the ship, which was in dry dock in Sunderland. So, with my son, we set off on a Saturday to Wear Dockyard to catch up with my 'shipmates'.

I was able to take some photos from the bottom of the dry dock, before enjoying lunch. So ended my connection with *Shell Marketer*, which had been of great professional interest to me. It also provided me with material and photos for my marine transport lectures and for the Tyneside branch of the World Ship Society. **SM**

# CHARTROOM

## SHIPS MAIL

### Letter of the month

#### Hamen and Pompey Power

The interesting article about Hamen (ex-Pompey Power) mentions the installation of electric winches and fluorescent lighting on her when she was built and also on her sister, Pompey Light. However, the significance of this was not explained. These ships belonged to Portsmouth City Council, who also owned the city's coal-fired power station. In their earlier voyages they displayed the city's handsome coat of arms on their funnels until, on nationalisation, this was changed to the dull BEA and then CEGB lettering.

It was specified that all auxiliary power and lighting was to be provided at 415-volt a/c by two Bellis and Morcom compound steam motors driving BTH alternators, and a shoreside power cubicle was built alongside the wet dock in the coalyard at the power



station so that the ships' boilers could be shut down during cargo discharge. The comparatively recent upsurge in 'cold ironing', shore-to-ship power supply, was used in 1949. It was also used by Union-Castle Line by their 3 a/c ships Transvaal, Southampton and Good Hope Castles, at both of their dedicated berths in Southampton in 1965.

The Pompey ships were not powered by quadruple-expansion steam engines (as stated in the text) but by NEM triple-expansion units (as stated in the inset details).

These were small versions of the very efficient reheat design, with poppet valves on the HP and IP cylinders. The Stephenson link gear for reversing was powered by a Brown's steam/hydraulic ram rather than the usual single-cylinder steam engine. This size of engine used turned and polished steel front columns.

Engine lubrication was automatic at 78 points by a battery of Kirkhams lubricators operated from the engine cross heads. The two NEM coal-fired scotch boilers had patented superheaters in the back ends of

the combustion chambers. All deck machinery was a/c motor-powered, as was the steering gear. Macgregor single-pull steel hatches were fitted and the bridge equipment included a radar, gyro compass and ship-to-shore telephone. These were no ordinary colliers.

Having served an apprenticeship at the NEM Sunderland, and helped assemble the ships' main engines, I joined Pompey Light in May 1952 during university summer recess and served as third engineer and electrician for 14 voyages between the north-east coal ports and Portsmouth, with the occasional trip to Southampton gasworks.

After graduating, I applied for a job with OTUK (Caltex UK), and at my interview in their London office I was asked by the senior Superintendent Engineer if I knew anything about a/c power, given that they were very proud to include 28 T2 turbo-electric tankers in their fleet. I explained that my last ship was a/c, but as she was a small collier I was told I was mistaken. But Lloyds Register was sent for and I was proved right, and so I was appointed to the job I wanted.  
**Henry C. Aitken, Norwich**

#### Trip in a troopship

I very much enjoyed the article on the French liner Pasteur (SM, May). It reminded me of a trip I made as a boy in late 1950 in the British troopship Empire Trooper from Singapore to Southampton. Going north through the Suez Canal, we encountered Pasteur as she headed south, but she was aground

on the eastern side of the canal.

The upper decks of each ship were thick with men in uniform, and I am sure you can imagine the noise as good-humoured ribaldry was hurled between the two lots of servicemen. We inched very slowly and carefully past the stranded ship and I recall she seemed very big indeed. Her funnel

seemed to dwarf us. Thank you very much for the continuing quality and value provided by your magazine

**Martin W. Young**  
Fareham, Hampshire

#### People per lifeboat

Regarding the passenger and crew numbers on the new mega cruise ship Symphony of the Seas (SM, June), it works out at a total of 8,800 people on board. Looking at the lifeboats, it seems that there are nine on each side, in other words a total of 18. Doing my sums, that works out at an average of 488 passengers per lifeboat. Is this really correct?

**Mervyn B. Short**  
Derby

#### Registered at home

The article about US trade to Hawaii (SM, June) states that ships which operate between two American ports must be built, registered and crewed in the USA. I must say I am very much in favour of this, and if it works for them then why would it not be possible for it to work elsewhere?

**Tony Green**  
Sharpness

#### Floating Causeways

I was surprised that a caption in the article Mission Supporters (SM, June, p.57) should claim that 'Mexi floats' (sic) were carried by US navy vessels. Mexeflotes (note the correct spelling) were British-designed motorised rafts whose name originates from MEXE, the Military Engineering and Experimental Establishment. It seems more likely that the rafts shown were in fact Floating Causeways (FC), a subsystem of the US Modular Causeway System (MCS).

**Ian Moignard**  
Jersey



▲ Symphony of the Seas at Marseille in April - but has she got enough lifeboats for the large number of people she carries? DARREN HOLDAWAY



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▲ Gordon Law and Stuart Craig of the Clyde River Steamer Club joined Cal Mac's small vessel superintendent, Jonathan Davies, when Raasay left the fleet.

### Ten Pound memories

I was a child in Fremantle, Western Australia during the late 1950s into the 1960s, and the names of the ships in the excellent article *The Ten Pound Fare* by Geoff Lunn (SM, June) brought back a nostalgic distant memory of seeing most of the ships mentioned at Fremantle. There is one piece of information in the article that is incorrect, however, and it has appeared previously in several books

and articles on the line voyages to Australia of this period.

The statement that Oriana and Canberra sailed from Southampton to Sydney in three weeks is incorrect by five days. The sailing schedules for both ships, at their 27.5-knot service speed, had their first landfall in Australia (Fremantle) reached in 20 days and Sydney in 26 days. I guess that to some people Sydney is Australia, and the three weeks on the ships would have been taken as

arrival in Sydney, even though it is on the other side of the country and was about six days away if travelling on the two mentioned ships.

**Don Finlayson**  
East Fremantle

### Tracing old crew

I am trying to trace Geoff Davis, a former crewman who sailed with John Harker and came from Weston-super-Mare. At some point he also crewed with the late Gord Hyam, who was a friend of mine and one of my skippers in Bowker and King. My wife and I are still very good friends with Gord's widow Marie, and it was she who asked me if I knew what had happened to Geoff. I would be very grateful for any help with this.

**Tony Green**  
Newport, Berkeley, Gloucs

### Scotland's capital

With reference to your article *Capital Ships Progress* (SM, June, p.15), I would like to point out that Glasgow is not the capital of Scotland. The capital city of Scotland is Edinburgh. I am sure that I will not be alone in pointing this out, although my wife, born on Clydeside, often states that

Glasgow has much better facilities, such as concert halls and art galleries.

I fervently hope that the UK Government will build enough City class frigates so that one can be named HMS Edinburgh, as well as the new HMS Glasgow. But I am not holding my breath.

**A. J. Slatter**  
Reigate, Surrey

I am certain I will not be the only reader to point out that Glasgow, a name chosen for the new Type 26 Frigates, is not one of the home nation's capital cities. For Scotland read Edinburgh – Glasgow can only dream.

**Peter Sommerville**  
Greenock

### Raasay built on Clyde

*Ferry News* (SM, Apr) records the retirement of Cal Mac's Island class ferry Raasay. However, she was not built by Ferguson, but, like her five sisters, came from the now defunct James Lamont & Sons yard, also of Port Glasgow. Sister vessel Eigg has also been retired, and both have been sold for further service in Ireland.

**Walter McCormick**  
Basingstoke

## Some memories of Dunnottar Castle and later as Victoria

Might I add a few observations on Stephen Payne's admirable article (SM, June) on Dunnottar Castle, subsequently Victoria, and a few other ship?. In fact Dunnottar Castle and Dunvegan Castle made their first two voyages on the West Coast Intermediate run to Beira, between July and December 1936, prior to joining the Royal Mail service in December 1936 and February 1937 respectively.

Dunvegan Castle was transferred to the Round Africa service in May 1938 once Carnarvon Castle had returned to service. Dunnottar Castle remained on the Royal Mail service until October 1938, transferring to the West Coast Intermediate Service in November 1938, which she operated with the new Durban and Pretoria Castles. Dunnottar Castle's first Round Africa service voyage was in February and March 1949.

As refitted in 1948, Dunnottar Castle catered for 207 First and 236 Tourist class passengers. I am uncertain as to when the First class accommodation was reduced to 105,

probably about 1955, but according to an August 1951 Passenger List, which included me and my parents, there were at least 180 First class passengers, and a full Tourist class.

The original nine-cylinder engines were an H&W experiment and proved less than satisfactory. At one point after the War, Dunnottar Castle was reduced to crawling round the

Mediterranean (the MEDLOC run) at little more than 15 knots, which was about as fast as she could manage.

In 1997 I was privileged to visit her in Harwich, look her over and have lunch aboard. I was surprised how much was unchanged from my voyage as an 11-year-old in 1951. The former First Class Dining Saloon on B Deck was almost unaltered.

More surprising still was that the wheelhouse, and wheel, were exactly as built, complete with the bridge manoeuvring speed cards, showing a maximum of 14 knots. In October 1997, now named *Princesa Victoria*, she rescued passengers from the cruise ship *Romantica* (1939/7,583grt), which caught fire cruising off Cyprus.

**Alan S. Mallett, Coltishall**



# CHARTROOM

## PORTS OF CALL • AUGUST

Date Ship (Arr/dep)

### ABERDEEN

- 3 Corinthian 0700/tbc
- 5 Corinthian 0700/tbc
- 23 Corinthian 0700/tbc
- 27 Spitsbergen 1100/tbc

### AVONMOUTH - BRISTOL

- 11/12 Saga Pearl II 0800/2200
- 27 Magellan 0800/1800

### BELFAST

- 3 Marina 0800/2000
- 4 Mein Schiff 3 0730/1845
- 6 Silver Wind 0800/2300
- 7 Variety Voyager 0800/2000
- 8 Hamburg 0700/1300
- 9 Corinthian 0800/2000
- 10 Royal Princess 0915/2100
- 11 Viking Sky 0800/1800
- 12 Celebrity Eclipse 0930/2000
- 13 Ocean Majesty 0700/2100
- 14 Berlin 0800/1900
- 15 Azamara Pursuit 0800/2200
- 16 Nautica 0800/2000
- 17 Variety Voyager 0800/2000
- 18 Viking Sun 0800/1800
- 19 AIDAaura 0800/1900, Corinthian
- 22 Queen Elizabeth 0730/1800
- 23 Royal Princess 0800/2100
- 26 Mein Schiff 3 0245/1930
- 27 Astoria 0800/2200, Variety Voyager
- 29 Corinthian 0800/2000
- 30 Celebrity Silhouette 1300/2300
- 31 Astor 0600/2000, Black Watch

### CORK/COBH

- 2 Artania 1000/1800
- 4 Brilliance of the Seas 0900/2000, Silver Wind 0900/1800
- 7 Marina 0800/1700, Royal Princess
- 10 Berlin 1200/1830
- 15 Celebrity Eclipse 1030/1800
- 19 Royal Princess 0900/1900
- 20 Celebrity Silhouette 1030/1900
- 27 MSC Meraviglia 0800/1800, Saga Pearl II 0800/1800
- 29 Mein Schiff 3 0700/1800
- 31 Royal Princess 0900/1800

### COWES

- 22 Europa 0800/1800

### DARTMOUTH

- 11 Sea Cloud II 0800/1400
- 18-19 Hebridean Sky 0800/1800 (19)
- 29-30 Saga Pearl II 0700/1600 (30)

### DOVER

- 2 Pacific Princess 0600/1700
- 6 Viking Sky 0800/1800, Hebridean Princess 1200/1800
- 7 Brilliance of the Seas 0700/1600, Saga Sapphire 0800/1600
- 8 Boudicca 0600/1700, Saga Pearl II
- 10 Pacific Princess 0600/1700
- 11 Hebridean Princess 0800/1400
- 15 AIDAaura 0800/2100
- 18 Pacific Princess 0600/1700
- 21 Saga Pearl II 0800/1600
- 22 Saga Sapphire 0800/1600
- 23 Viking Sun 0615/1800, Europa
- 24 Boudicca 0700/1700
- 25 Saga Pearl II 0800/1700
- 26 Disney Magic, Pacific Princess
- 27 Saga Sapphire 0800/1600, Viking Sun
- 29 Boudicca 0700/1730, AIDAaura
- 31 Saga Pearl II 0700/1200

### DUBLIN

- 1 Boudicca 1159/1600
- 2-3 Brilliance of the Seas 0345/0115 (3)

- 3 Artania 1159/2358
- 5 Pacific Princess 0530/1800, Mein Schiff 3 0530/2000, Marina 0530/2200, Silver Wind 0700/2100
- 7 Hamburg 0630/2000
- 8 Viking Sky 0600/2300, Royal Princess
- 8-9 Rotterdam 0700/1845 (9), Variety Voyager 0600/0300 (9)
- 10 Corinthian 0530/2300
- 11 Magellan 0715/1530
- 13 Berlin 0530/2230, Pacific Princess
- 14 Celebrity Eclipse 0230/2359, Ocean Majesty 0600/1400
- 16 Variety Voyager 0600/2100
- 17 Nautica 0630/1900
- 18 Corinthian 0530/1730, AIDAaura
- 19 Europa 0700/1800
- 20-1 Royal Princess 0630/2100 (21)
- 21 Viking Sun 0530/1800, Pacific Princess
- 22-3 Celebrity Silhouette 1000/2300 (23)
- 25 Azamara Pursuit 0700/1900
- 26 Magellan 0330/1600
- 27 Mein Schiff 3 0155/2359
- 28 MSC Meraviglia 0215/2230, Astoria, Variety Voyager 0600/0300 (29)
- 29 Viking Sun 0600/2300
- 30 Corinthian 0530/2300
- 31 Berlin 0700/2200

### EDINBURGH

- Abb SQ South Queensferry, LE Leith, NH Newhaven, RO Rosyth
- 1 (LE) Nautica 0600/1600, (NH) Viking Sky, (RO) Aegean Odyssey
- 2 (SQ) Zuiderdam 0800/2300, (SQ) Royal Princess 0700/1900
- 3 (RO) Prinsendam 1100/0100
- 4 (LE) Corinthian
- 5-6 (RO) Boudicca
- 7-8 (SQ) Koningsdam 0800/1700 (8), (RO) Pacific Princess 0900/1800
- 9 (SQ) Celebrity Eclipse 0900/1800, (LE) Ocean Majesty
- 10 (NH) Seabourn Ovation 0900/tbc
- 11 (LE) Silver Wind 1500/2100, (RO) Hamburg 0900/1800
- 13 (LE) Europa
- 14 (SQ) Royal Princess, (NH) Viking Sky
- 15 (NH) Viking Sun
- 16 (RO) Pacific Princess 0700/0100, (LE) Star Breeze 1545/1845 (17)
- 18 (RO) Seven Seas Navigator 1100/2000, (NH) Aegean Odyssey, (RO) Berlin, (LE) Hebridean Sky, (LE) Saga Pearl II
- 21 (RO) Prinsendam 0800/0100
- 23 (RO) Pacific Princess 0900/1800
- 24 (RO) Star Breeze, (LE) Corinthian
- 25 (LE) Saga Sapphire Tbc/tbc
- 26 (SQ) Royal Princess 0700/1900, (RO) Astor 0800/1730
- 28 (LE) Spitsbergen

### FALMOUTH

- 20 Hebridean Princess 1400/1800
- 30 Berlin 0700/1200

### FISHGUARD

- 10 Variety Voyager 0800/1600
- 12 Corinthian 0730/1800
- 14 Variety Voyager 1200/2300
- 16 Corinthian 0800/2200
- 17 AIDAaura 0800/1930
- 23 Hebridean Princess 0800/1400
- 30 Variety Voyager 0800/1600
- 31 AIDAaura 0800/1930

### FOWEY

- 20 Hebridean Princess 0800/1200
- 21 Europa 0800/1800
- 27 Azamara Pursuit 0800/1600

### GREENOCK (Glasgow)

- 1 Brilliance of the Seas 0700/1800
- 2 Marina 1000/2200
- 3 Mein Schiff 3 0700/1900
- 9 Oriana 0800/1700
- 10 Rotterdam 0800/1700, Viking Sky
- 11 Royal Princess 0700/0200
- 12 Ocean Majesty 0700/2200
- 13 Celebrity Eclipse 0700/0300
- 20 AIDAaura 0900/1930
- 22 Royal Princess 0700/0200
- 25 Mein Schiff 3 0700/1900
- 29 MSC Meraviglia 0800/1900

### HARWICH

- 18 Marco Polo 0900/1800

### HOLYHEAD

- 1 Sea Cloud II 0800/1300
- 3 Brilliance of the Seas 0700/1800
- 6 Marina 0800/1800
- 9 Viking Sky, Variety Voyager 0800/2300
- 11 Corinthian 0700/2200
- 12 Berlin 0800/2300
- 15 Variety Voyager 0800/2300
- 17 Corinthian 0700/2200
- 20 Viking Sun
- 28 Mein Schiff 3 0700/1800
- 29 Variety Voyager 0800/2300
- 30 Viking Sun
- 31 Corinthian 0700/2200

### HULL

- 3 Aegean Odyssey

### INVERGORDON

- 1 Royal Princess 0700/1800
- 3 Zuiderdam 0800/1700
- 5 Ocean Majesty 1430/2000
- 7 AIDAaura 0800/1800, MSC Meraviglia
- 8 Celebrity Eclipse 0800/1700
- 9 Koningsdam 0800/1700
- 10 Hamburg 0700/1700
- 12 Seabourn Ovation 0700/1700
- 13 Royal Princess 0700/1800
- 14 Viking Sun 0800/1800
- 15 Viking Sky 0800/1800, Star Breeze
- 17 Berlin 0900/1500
- 22 AIDAaura 0800/1830
- 23 Mein Schiff 3 0700/1900
- 24 Disney Magic 1030/2030
- 25 Royal Princess 0700/1800
- 26 Star Breeze 0900/2100
- 28 AIDAaura 0800/1800
- 29 Balmoral 1130/2300
- 30 Ocean Majesty 1530/2200
- 31 MSC Meraviglia 0800/2000

### ISLE OF MAN - DOUGLAS

- 17 Europa 0800/1800
- 24-5 Hebridean Princess 1430/1800 (25)
- 31 Star Breeze 0900/1700

### ISLES OF SCILLY - TRESCO

- 4 Artania 1200/1800
- 6 Hamburg 0800/1400

### KIRKWALL

- 1 Mein Schiff 3 0800/2100
- 2 Corinthian 0700/1930, Nautica
- 3 AIDAaura 1000/1800
- 4 Boudicca 0800/1630
- 10 Silver Wind, Ocean Majesty
- 13 Viking Sky 0800/1600
- 14 Star Breeze 1100/1800
- 15 Hamburg 0800/1800
- 16 Viking Sun 0800/1800
- 17 Aegean Odyssey 0900/1300
- 19-20 Hebridean Sky 1300/0530 (20)
- 20 Le Laperouse 1200/1900
- 21 Marco Polo 0800/1900
- 24 AIDAaura 1000/1800

- 25 Spitsbergen 0800/2000
- 27 Star Breeze 0900/1600, Astor
- 30 Magellan 0700/1630, Balmoral

### LERWICK

- 1 Costa Mediterranea 1300/2000
- 2 AIDAaura 1300/2100
- 3 Balmoral 0800/2300
- 8 Aegean Odyssey 0800/1300
- 9 Silver Wind 0900/2200
- 12 Zuiderdam 0800/1700, Star Breeze
- 13 Viking Sun 0800/1800
- 14 Seabourn Ovation 0800/1800
- 15 Black Watch 0700/1400
- 15-6 Hebridean Sky 0900/0600 (16)
- 16 Viking Sky 0800/1700
- 17 Seven Seas Navigator 1000/1700
- 21 Ocean Majesty 0700/2000, Le Laperouse 0700/1300
- 22 Hebridean Sky 0600/1830
- 23 AIDAaura 1300/2100
- 24 Spitsbergen 1300/2300
- 28 Pacific Princess 0700/1700
- 29 Serenade of the Seas 0800/1700
- 31 Balmoral 0700/2300, Prinsendam

### LIVERPOOL

- 4 Marina 0800/1800
- 8 Black Watch
- 9 Royal Princess 0600/2000
- 10 Magellan
- 11 Berlin
- 13 Celebrity Eclipse 0600/1500
- 17 Black Watch
- 18 Europa
- 19 Viking Sun
- 25 Magellan
- 31 Viking Sun

### LONDON

- Abb GST Greenwich Ship Tier, TBU Tower Bridge Upper
- 1 (TBU) Silver Wind
- 3-4 (GST) Viking Sky, 3 (TBU) Hamburg
- 6 (GST) Viking Sky
- 8 (TBU) Hebridean Princess
- 14 (TBU) Silver Wind
- 16 (GST) Ocean Majesty
- 24 (GST) Viking Sun
- 28 (TBU) Berlin

### LONDONDERRY

- 14 Pacific Princess 0900/2000
- 15 Nautica 1300/2300
- 30 Astor 0800/1600

### MILFORD HAVEN

- 3 Sea Cloud II
- 4 Pacific Princess
- 20 Pacific Princess

### OBAN

- 6 Variety Voyager 0800/2000
- 15 Berlin 0700/1900
- 18 Variety Voyager 0800/2300
- 24 Azamara Quest 0900/1700
- 26 Variety Voyager 0800/2000
- 28-9 Hebridean Sky 2200/1830 (29)
- 29 Star Breeze 0800/1600, Astor

### PEMBROKE

- 3 Sea Cloud II

### PLYMOUTH

- 15 Ocean Majesty 1200/1700

### POOLE

- 12 Variety Voyager 0800/1800
- 14 Corinthian 0730/1730
- 30-31 Astoria 1800/1300 (31)

### PORTLAND

- 5 Artania 0900/2300
- 8 Marina 1000/2000



Compiled by Donna and Andrew Cooke

- 12 Mein Schiff 3 0700/2000
- 17 Hebridean Princess 0800/1800
- PORTSMOUTH**
- 6 Artania 0800/2000
- 12 Sea Cloud II 0800/1800
- PORT OF TYNE (Newcastle)**
- 2 Aegean Odyssey 0700/1800
- 5 Balmoral 0600/1730
- 9 Seabourn Ovation
- 11 Marella Discovery 0600/1600
- 12 Balmoral 0630/1700
- 13-4 AIDAaura 1300/0800 (14)
- 18 Marella Discovery 0600/1600
- 19 Seven Seas Navigator 0700/1600
- 23 Saga Sapphire 0600/1700, Balmoral
- 27-8 AIDAaura 1300/0800 (28)
- 28 Balmoral 0600/1730
- PORTREE**
- 3 Boudicca
- 11 Rotterdam 1200/2000
- 28 Star Breeze 0900/2100
- 29 Magellan 0700/1700
- SCRABSTER**
- 13 Seabourn Ovation 0800/1800
- 16 Saga Pearl II 0700/1900
- 22 Boudicca 0700/1900
- 23 Hebridean Sky 0900/1800
- 29 Albatros 1400/2000
- SOUTHAMPTON**
- 2 Aurora 0630/1630
- 3 Queen Victoria 0630/1630
- 4 Braemar 0530/1630, Celebrity Silhouette 0600/1600, Azura 0700/1630
- 5 Royal Princess 0500/1700, Independence of the Seas 0530/1630,

- Arcadia 0630/1630, Ventura 0700/1700
- 6 AIDAperla 0930/2130
- 7 Mein Schiff 3 0700/2000
- 9 Marina (0600/1700, MSC Magnifica
- 10 Queen Elizabeth (0630/1800, Queen Mary 2 (0630/1800, Queen Victoria
- 11 Independence of the Seas 0530/1630, Oriana 0630/1630, Azura 0700/1630, Mein Schiff 3, Sapphire Princess
- 12 Navigator of the Seas 0530/1630, Britannia 0600/1800, Braemar
- 13 Oriana 0700/1630, AIDAperla 0930/2130, Azamara Pursuit
- 17 Royal Princess 0500/1700, Arcadia 0630/1630, Ventura 0630/1700
- 18 Celebrity Silhouette 0600/1600, Sapphire Princess 0700/1600
- 19 Aurora 0630/1630, Queen Mary 2, Britannia, Nautica 0700/1700
- 20 AIDAperla 0930/2130
- 23 Braemar 0530/1630, MSC Magnifica
- 24 Queen Elizabeth 0630/1800, Queen Victoria 0630/1630, Ventura
- 25 Independence of the Seas 0530/1630, Azura 0630/1630, MSC Meraviglia 0800/2000, Norwegian Jade 0800/1700
- 26 Navigator of the Seas 0530/1630, Ventura 0700/1700
- 27 AIDAperla 0930/2130
- 28 Independence of the Seas 0530/1630, Queen Elizabeth 0700/1630, Azamara Pursuit 0600/1000
- 29 Royal Princess 0500/1700
- 30 Azamara Pursuit 0600/1800
- 31 Independence of the Seas 0530/1630, Arcadia 0630/1630, Aurora 0630/1630, Braemar, Mein Schiff 3, Queen Victoria

- ST PETER PORT (Guernsey)**
- Abb (S) Sark, (A) Alderney
- 6 Royal Princess, Brilliance of the Seas
- 9 Berlin 0830/1530
- 9-10 Sea Cloud II 0800/0530 (10)
- 14 Sea Cloud II 1330/1900
- 14-5 Hebridean Princess 1800/1800 (15)
- 15 (S and A) Hebridean Princess
- 16 Celebrity Eclipse 0700/1600
- 18 Royal Princess 0600/1700
- 19 Celebrity Silhouette 0700/1700
- 25 Ventura 0800/1800
- 30 Royal Princess 0600/1700
- STORNOWAY**
- 1 Corinthian 0700/2000
- 2 Balmoral 0800/1700
- 4 Variety Voyager 0800/2359
- 7 Corinthian 0700/2100
- 9 Hamburg 0900/1400
- 13 Star Breeze 1300/2100
- 16 Berlin 0800/1800
- 20 Variety Voyager 0700/2100
- 21 Corinthian, Queen Elizabeth
- 24 Hebridean Sky, Variety Voyager
- 27 Corinthian 0700/2100
- ST HELIER (JERSEY)**
- 3 Pacific Princess 0800/1500
- 9 Saga Pearl II 0800/1700
- 11 Pacific Princess 0800/1700
- 19 Pacific Princess 0800/1700
- STROMNESS**
- 1 Variety Voyager 0800/2100
- 2 Corinthian 0700/1930
- 3 Variety Voyager 1330/2100
- 6 Corinthian 0730/2000
- 21 Variety Voyager 0800/2100

- 22 Corinthian 0700/1930
- 23 Variety Voyager 0800/2100
- 26 Corinthian 0730/2000
- TILBURY**
- 4 Columbus 0900/1600
- 5 Aegean Odyssey
- 11 Columbus 0900/1600
- 19 Marco Polo 0700/1700
- 20 Aegean Odyssey
- 24 Columbus 0900/1600
- 31 Columbus 0800/1700
- TORBAY**
- 5 Hamburg 0900/1600
- TOBERMORY**
- 7 Silver Wind 1200/2000
- 16 Europa 0800/1300
- 27-8 Hebridean Sky 1300/0800 (28)
- 29 Star Breeze 0800/1600
- ULLAPOOL**
- 1 Marina 0800/1600
- 8 Silver Wind 0800/1600
- 11 Ocean Majesty 0800/1700
- 12 Viking Sky 1200/1800
- 15 Europa 1200/1900
- 17 Viking Sun 0800/1400
- 28 Astor 0700/1800
- WATERFORD**
- 21 Celebrity Silhouette 0700/1800
- 26 Azamara Pursuit 0700/1810
- NOTES**
- This information is given in good faith, and neither the authors nor Ships Monthly can be held responsible for any changes to ship arrivals or departures. If planning to visit a port, you are advised to check schedules beforehand.

# MYSTERY SHIP

The Liberty ship USS Daulton Mann was one of 2,709 such vessels built in five different configurations.



## JUNE'S MYSTERY SHIP

The mystery ship is a single screw 7,176grt ocean-capable transport of World War II War Standard Liberty ship design built by the Permanente Metals Shipbuilding Corporation at their Yard No.1, Richmond, California facility for the US Government. Launched in February 1944 as USS Daulton Mann, she was initially managed by the New York-based Grace Line. Powered by a triple-expansion steam engine, she was capable of a service speed of 10.5 knots.

In March 1947 she was sold to the Bombay-based Scindia Steam Navigation Co and was

renamed Jalaketu, being modified for their requirements and operating initially under the British flag from US, UK and European ports to India. Judging by the steam locomotive deck cargo stowed abreast of her No.3 hold, the photograph was probably taken in the English Channel while she was outbound to India, within the first five years of her Scindia sailings. She was laid up at Bombay on 19 February 1964 and later sold to Indian shipbreakers; she was scrapped at Bombay during August of that year.

Alan Blackwood, Dundonald

This month's mystery ship was sent in by John Steinbeck, who says it shows some kind of cargo vessel, stranded in the entrance to the Nassau port in the Bahamas. Could she in fact be an old ferry, which has clearly reached the end of her days? And if so, what was this her original name? What other names did she carry? When was she built and for which company? In what trades was she involved? Has she always been in the Bahamas?

Send your answers, including a postal address, by email to [sm.ed@kelsey.co.uk](mailto:sm.ed@kelsey.co.uk), or by post to Mystery Ship, Ships Monthly, Kelsey Media, Cudham Tithe Barn, Berrys Hill, Cudham, Kent TN16 3AG. Emails preferred.

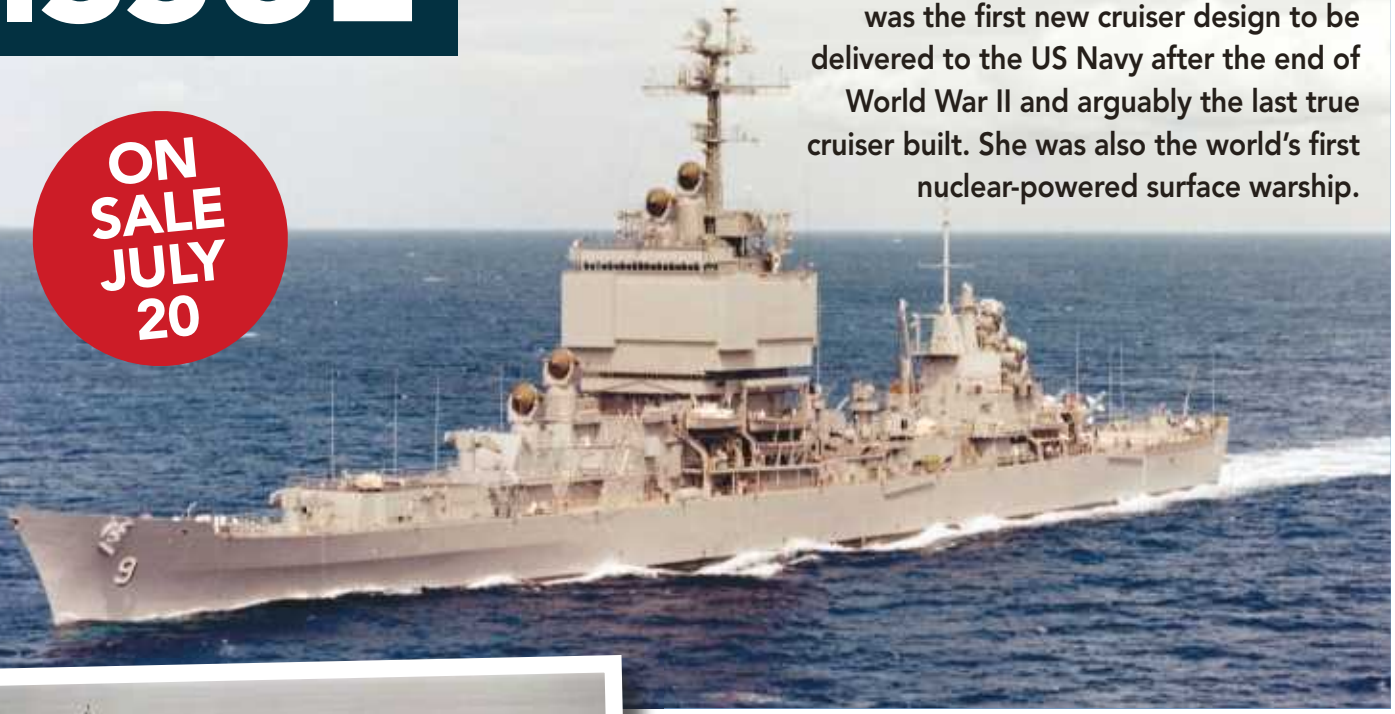


# NEXT ISSUE

# USS LONG BEACH THE LAST CRUISER

Commissioned in 1961, USS Long Beach was the first new cruiser design to be delivered to the US Navy after the end of World War II and arguably the last true cruiser built. She was also the world's first nuclear-powered surface warship.

ON  
SALE  
JULY  
20



**STÜLCKEN DERRICKS** • The origins, development and uses of the Stülcken derrick, their use moving cargo, and the ships on which they were fitted.

**RIVER CLASS BATCH 2** • Conrad Waters looks at the development and capabilities of the Royal Navy's latest offshore patrol vessels.

**WATERFORD** • Profile of the port of Waterford in Ireland, which has a long history and a bright future.

## WORLD SHIP SOCIETY

Founded in 1947, the World Ship Society has some 2,000 members worldwide who are interested in ships, past and present. Its monthly journal "Marine News" and its naval companion "Warships" are bywords for accurate information.

**MARINE NEWS** - comprehensive listings of merchant ship activity for enthusiasts - some 10,000 entries a year covering launches, name and ownership changes, casualties and demolitions, in a 64-page digital magazine delivered to members' computers around the first of each month. There are feature articles, topical warship coverage, photographs and Society news.

**MARINE NEWS SUPPLEMENT** - The monthly digital supplement to 'Marine News' contains supplementary photographs Fleet Lists and long feature articles covering modern and historical subjects.

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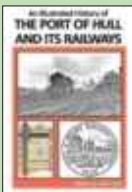
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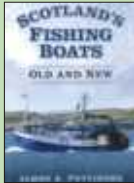


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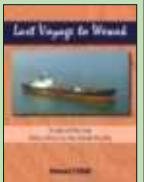
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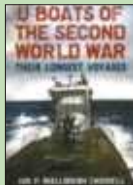
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**U-BOATS OF THE SECOND WORLD WAR – THEIR LONGEST VOYAGES,** Jak P Mallmann Showell well illustrated, index etc 240pp s/b £18.99



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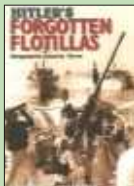
**TO SAIL NO MORE IN COLOUR** Part One Ian Buxton (back in stock) photos warships being scrapped 156pp h/b £25.00



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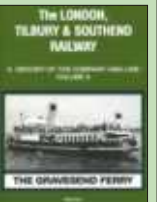
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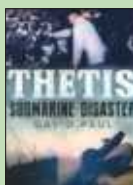
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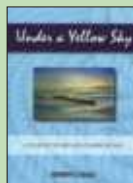
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