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MONTHLY

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PADDLERS**



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REACHES 70**

BP TANKERS **AND ITS 500-STRONG FLEET**

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OF CALL**
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CRUISE SHIPS
AROUND
THE UK



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LINERS**



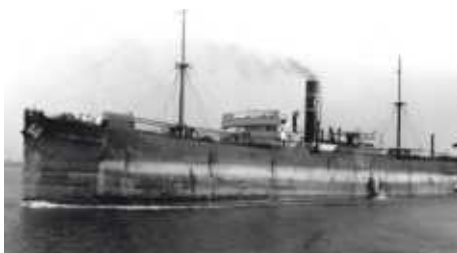
Brasil and Argentina
THE MOOREMACK TWINS

JUNE 2017 • Vol 52

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RFA BLACK ROVER GOES FOR SCRAPPING | **PLUS LATEST NEWS**



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IN PROFILE HMS Sheffield



MEGASTAR New Baltic ferry

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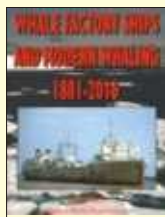


CUNARD – THE FLEET BOOK Marc-Antoine Bombail and Michael Gallagher, a complete and detailed list of all the Cunard ships that have served the company since 1840 with a brief description of each vessel and the majority illustrated with a photo or profile drawing h/b 96pp £16.00 (due mid-March, taking orders)



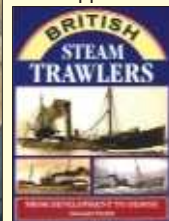
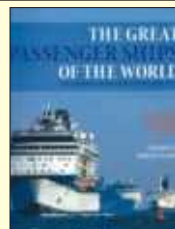
WHALE FACTORY SHIPS AND MODERN WHALING 1881-2016 by Ian Hart

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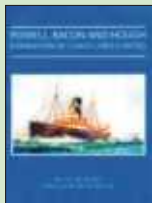
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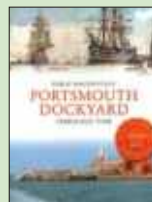
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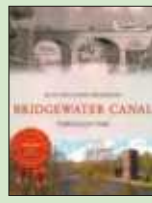
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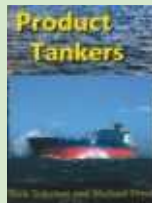
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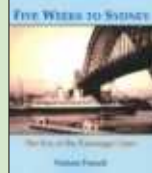
PRODUCT TANKERS

Nick Tolerton and Michael Pryce History and development of product tankers from war-built vessels, through the classic tankers of the 1940s, to the product and chemical tankers of today. Over 350 illustrations (many in colour) and index of more than 1,000 vessels. h/b 256pp £34.50



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WELCOME

Support the preserved ships



Waverley packed with daytrippers enjoying the spectacular scenery of the Kintyre coast.



There is no better sight than that of the well-known preserved paddle steamer Waverley storming down the Scottish west coast in summer sunshine, evoking memories of a bygone era, while also giving 21st century trippers an enjoyable day out. And this year the famous old ship celebrates her 70th year, an anniversary we are delighted to mark with Russell Plummer's profile and history, which also looks back at the all too short life of another paddler, Bristol Queen.

Bristol Queen's short career and speedy scrapping reminds us how fortunate we are

to still have Waverley on the scene, and also how important it is that we remember our maritime heritage. Those working hard to preserve and operate other preserved ships, such as Balmoral, Medway Queen and Maid of the Loch, deserve all the support that we can give. So, this summer, take the chance to see our preserved ships.

Nicholas Leach

Nicholas Leach
Editor
sm.ed@kelsey.co.uk

Contributors this month

Malcolm Cranfield



Malcolm Cranfield's interest in shipping

started while he was living at Portishead in the 1960s, and he has since undertaken much research.

Jim Shaw



Jim Shaw has always had a great interest in ships and

shipping and has written commercially for a wide variety of international transport publications.

Allan Jordan



Allan Jordan is a maritime historian and writer who

specialises in the history of 20th century passenger ships, particularly the early cruise ships.

John Pagni



John Pagni is Australian-born and Helsinki-

based. He has contributed to magazines for many years, combining a hobby with his work on the Baltic.



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REGULAR CONTRIBUTORS

Andrew & Donna Cooke • Roy Cressey • Gary Davies • Jack Gaston • Nick Hall • William Mayes • Russell Plummer • Jim Shaw

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Ships

MONTHLY



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Stena Europe (1981/24,828gt) departing Fishguard for Rosslare. She is the first vessel in the company's seven-strong Irish Sea fleet to sport the company's new strapline, with 'Connecting Europe for a Sustainable Future' emblazoned in green lettering on the hull. It was applied at the Harland & Wolff yard as part of a £7 million programme. Stena Europe also had work carried out on bow thrusters, rudders and main shaft seals, with additional on-board upgrades. **NICHOLAS LEACH**

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ICE CLASS TAKE OVER

FEEDER VESSEL

Bernhard Schulte Shipmanagement (BSM), a maritime solutions company, has taken the first ice class container feeder vessel, Eilbek (pictured), into management. Three other vessels, Barmbek, Reinbek and Flottbek, will join the group by mid-April. The Eilbek class feeder vessels are the first ships constructed and adapted for operation in ice class conditions to be managed by BSM Germany.

The ice class vessels were built in 2004 and 2005 at Meyer-Werft in Papenburg. Each has a capacity of 1,600TEU and service speed of up to 20 knots. The vessels have been re-flagged from Liberia to Cyprus.



Twin Norsepower Rotor Sails are to be installed on a Maersk product tanker to test the technology which makes use of the Magnus effect to harness wind power. MAERSK TANKERS

ROTOR SAILS FOR MAERSK TANKER

TECHNOLOGY

Maersk Tankers has agreed to have one of its 109,647dwt LR2 product tankers retrofitted with two 30m tall by 5m diameter Norsepower Rotor Sails to test the technology, which has the potential of reducing average fuel consumption on typical shipping routes by between seven per cent and ten per cent.

The Rotor Sail is a modernised version of the Flettner rotor – a spinning cylinder that uses the Magnus effect to harness wind power to help propel a ship. The rotor sails will be fitted to the tanker during the first half of 2018 and will undergo testing and data analysis at sea until the end of 2019. The installation and testing is being majority-funded by the UK government, backed

by the Energy Technology Institute, with contributions from Maersk Tankers and Norsepower. Shell Shipping & Maritime will act as project coordinator and will provide operational and terminal consultancy. Independent experts will analyse the data gathered from the project before publishing technical and operational insights and performance studies. JS

OFF FOR RECYCLING

SUPPLY VESSELS

Vroon BV, a traditional Dutch company owning a diverse fleet of vessels, including some offshore support vessels, has sold two of their guard/safety rescue vessels to the New Holland yard on the Humber for recycling. Vroon purchased Viking Standby last year, making

them a large player in the offshore market.

The 1,200dwt Vos Clipper (1981) and the smaller 405dwt Vos Scout (1981) have recently arrived at the breaker's yard. The 498dwt Vos Northwind (1973) also came to the Humber, but was laid up in Grimsby awaiting berthing space at the New Holland yard. RC

Vos Clipper at the New Holland recycling yard on the River Humber, 11 March. ROY CRESSEY



Small project carriers will feature a Groot Cross-Bow with integrated superstructure and a hull optimised for work in ice. GROOT SHIP DESIGN

NEW PROJECT CARRIERS

MULTIPURPOSE

Germany's Briese Group has ordered a series of four open-top multipurpose vessels from China that will make use of a design furnished by Groot Ship Design of the Netherlands. To be finished to the requirements of Finnish/Swedish ice class 1A, the ships will measure 90m by 14.8m and have a capacity of 2,400 tonnes while

sailing with open hatch, and 5,000 tonnes while closed.

The single cargo hold will be fitted with pontoon-type covers and the vessels will be able to load project cargoes on the tank top or covers but will also be able to carry full loads of bulk materials. Propulsion will be provided by a Schottel controllable pitch propeller set within a nozzle, with a power rating of 1,600 kW. JS

£37 MILLION WASTED



RFA SHIPS

The RFA tanker Black Rover was towed into Portsmouth at 0800 on 17 March after a three-day voyage from Birkenhead. The elderly tanker arrived in Birkenhead for refit in 2015, but midway through the refit, and after £12 million had been spent on board (including installing

new generators), the MoD decided she was no longer required for a Navy getting ever smaller.

They simply did not have enough manpower to get her back to sea, while awaiting the delayed arrival of the new Tide class tankers from South Korean shipbuilders, the first of which passed through the Panama

Canal on 19 March on her delivery voyage to Falmouth.

After what are described as 'crippling' berthing fees being charged to keep the vessel idle in Birkenhead, the MoD decided it was better for the taxpayer for her to be towed to Portsmouth, where she will join her sister ship, the recently retired Gold Rover, and

◀ RFA Black Rover arriving at Portsmouth after a passage from Birkenhead on 17 March, ready to be recycled. MARITIME PHOTOGRAPHIC

then doubtless be offered for sale for scrap later this year.

Two other RFA ships paying excessive berthing charges at Birkenhead were the tanker RFA Orangeleaf, which, midway through her refit and with a reported £25 million having been spent on board, was also suddenly declared surplus to requirements and was towed off for scrap in Turkey a few months ago, looking in sparkling good order after her near-complete refit.

A third RFA, the Falklands veteran RFA Diligence, will also be towed from Birkenhead to Portsmouth later this month, her refit also being abandoned and a decision made not even to replace her as a Forward Repair ship in the Fleet. She has been for sale since August 2016 but there appear to be no takers. Her fate is doubtless in a breaker's yard somewhere. Mike Critchley

COASTER IN TROUBLE

CASUALTY

Penlee and Sennen Cove RNLI lifeboat crews spent 11 hours at sea on 20 March assisting the 88m 3,600-ton coaster Lady Alida. The vessel, with seven crew on board, had suffered engine failure three miles south of Gwennap Head at 0300 and, with a strong south-westerly force six wind, had started to drift towards the shore.

In difficult conditions, Ivan Ellen and City of London III towed the vessel two miles into deeper water. Lady Alida then dropped anchor and both lifeboats headed to Newlyn at 0620. But they had to return, as Lady Alida was dragging her anchor and drifting towards the shore. With both lifeboats back on scene, as the vessel was only 2.5 miles from shore and drifting, the lifeboats again attached tow ropes and headed seaward. When a salvage tug then arrived on scene and took over, the two lifeboats were stood down.

UECC GOES SCANDINAVIAN

CAR CARRIERS

Norwegian company United European Car Carriers (UECC) has combined its services from the UK, Belgium and France to Vigo with those from Belgium and Germany to Scandinavia to create a new scheduled service direct from Scandinavia to Northern Spain, with an eight-day transit time.

Three of UECC's Breeze class vessels have been deployed on the link, which is marketed as the Atlantic service and is focusing on high and heavy ro-ro cargo,

as well as new cars. Asian Breeze and Baltic Breeze are operating the fortnightly circuit, which links Vigo, Zeebrugge, Bremerhaven, Drammen, Wallhamn, Cuxhaven, Southampton, Le Havre and Vigo to provide weekly departures, while Arabian Breeze is operating a Vigo, Le Havre, Zeebrugge, Sheerness and Vigo circuit.

The three 28,876gt vessels, plus sister Aegean Breeze, which operates elsewhere on UECC's network, were built in 1983 in Japan as deep sea PTCS for Fuji Shipping by Kurushima Dockyard. MD



The 164m Baltic Breeze has ten car decks and can carry 3,242 cars or 260 freight units.

WIGHTLINK'S NEW OWNER

CARGO NEWS

Following a corporate restructuring of previous owner Balfour Beatty Infrastructure Partners, Wightlink is now owned by rebranded fund Basalt Infrastructure Partners, which remains in the hands of the previous Fund Managers.

Operating car ferry routes from Portsmouth to Fishbourne and Lymington-Yarmouth, plus a passenger-only catamaran link from Portsmouth to Ryde, Wightlink has started a £45 million investment programme for a new hybrid battery-powered vessel now building at Yalova, Turkey, which is due on the Fishbourne route in summer 2018. State-of-the-art mooring systems will be installed at both Portsmouth and Fishbourne.

The MoorMaster automated units from Cavoyec will reduce turnaround times for the vessels and improve timekeeping. RP

OLD TRAIN FERRY ON THE MOVE AGAIN



▲ St Eloi close to Dunkirk during train ferry days. RUSSELL PLUMMER



▲ She saw service as Channel Entente for SNCF in 1988-89. SNCF



▲ King Orry after purchase by the IoM Steam Packet. RUSSELL PLUMMER



▲ Moby Love during 18 years serving Elba for Italy's Moby Lines.

HISTORIC FERRY

The historic ferry Moby Love (1975/7,555gt) has been bought by Portucalance and, as Chrysa, will replace Express Santorini (1974/4,550gt) on Azores summer services provided by Atlanticoline. The sale brought an end to an 18-year association with Moby services to Elba, mostly between Piombino and Portoferraio.

The vessel has a long and

interesting past. She came from Cantieri Navali at Pietra Ligure as the train ferry St Eloi, but the builders went bankrupt after she had been launched in February 1972, and she lay in Genoa until the Italian Government financed her completion. Delivery to ALA (Angleterre Lorraine Alsace) for service between Dover Western Docks and Dunkirk finally took place in 1975. She continued until the train ferry link ceased in 1988.

Passenger and car service from Dover to Calais followed, with the name changed to Channel Entente, and there was Irish Sea work between Stranraer and Larne and from Holyhead to Dun Laoghaire during 1989. Channel Entente was sold to the Isle of Man Steam Packet Company early in 1990, taking over the Douglas-Heysham service, following an interior renovation by Wright and Beyer at Birkenhead.

Adopting the historic Steam Packet name of King Orry, she was registered in the Isle of Man from February 1995 and continued running to Heysham and Liverpool until late September 1990. She was sold to Moby Lines the following month, leaving Birkenhead for Livorno in October. With capacity for 1,000 passengers and 220 cars, she first sailed to Elba as Moby Love 2, with the suffix dropped in 2002. RP

US CON-RO LAUNCHED

NEWBUILD

On 21 March Crowley Maritime Corp and VT Halter Marine launched Crowley's new Commitment class ship El Coquí, one of the world's first combination container/roll on-roll off (con-ro) ships powered by liquefied natural gas, in Pascagoula, Miss.

The launch of the new ship was the first in a series of milestones as part of Crowley's \$550 million project to expand and modernise the company's shipping and logistics services between Jacksonville, Fla and San Juan, Puerto Rico. El Coquí,

named after a frog native to the island, will undergo final topside construction and testing before beginning service in the US Jones Act trade during the second half of 2017.

El Coquí, like her sister ship Taíno, will be able to transport up to 2,400TEU and a mix of nearly 400 cars and larger vehicles in the enclosed, ventilated and weather-tight ro-ro decks. A wide range of container sizes and types can be accommodated, ranging from 20ft standard, to 53ft high-capacity units. The vessels are designed to travel at speeds of up to 22 knots.



▲ The new con-ro ship El Coquí is launched at Pascagoula in March. As well as standard containers, she can take up to 300 reefers. COMPANY PHOTO



▲ St Davids lifeboat Norah Wortley (right) with the neighbouring lifeboat from Angle, Mark Mason (left), and the historic Watson class lifeboat Richard Vernon and Mary Garforth of Leeds at St Davids on 14 March. NICHOLAS LEACH

LAST OF THE TAMARS

LIFEBOAT NAMED

St Davids lifeboat station and its volunteers enjoyed a double celebration on 14 March with the naming of the new 16m Tamar lifeboat Norah Wortley and the official opening of the new boathouse. More than 200 dignitaries, invited guests and lifeboat volunteers were in attendance as the new £2.7 million lifeboat was named.

The new lifeboat was funded through the generosity of Diana Symon, of Newton Abbot, Devon, who died in 2010. Her legacy, as well

as donations from her charitable trust, funded the 25-knot lifeboat, which was named in memory of her mother Norah Wortley-Talbot. Mrs Symon's grandparents were owners of the Blue Funnel shipping line in Liverpool.

After the ceremony, Norah Wortley was launched down the slipway for a display. Also in attendance were the Watson class lifeboats Joseph Soar, which served St Davids from 1963 to 1985, and the former Angle lifeboat Richard Vernon and Mary Garforth of Leeds, both of which are now in private ownership.

SUMMER 2017 DAY TRIPS & CRUISES ON MV BALMORAL



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Excursions

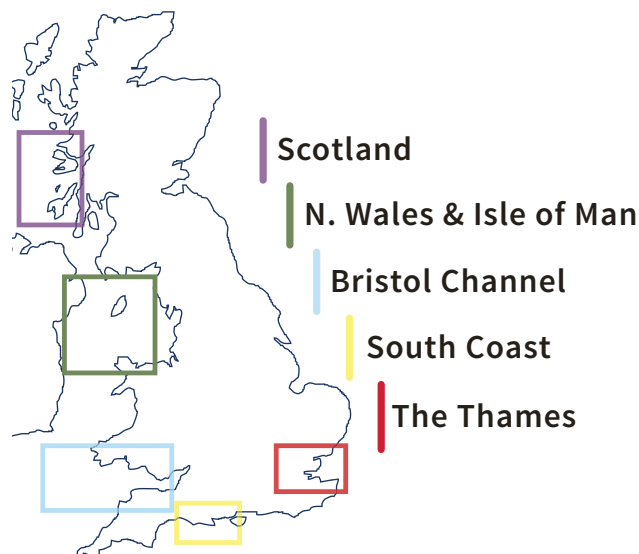


WELCOME ABOARD

THE PEOPLE'S LINER

Family days out • Afternoon river cruises
Wildlife spotting • Visit seaside towns

RESTAURANT • BAR • SOUVENIR SHOP • SUN DECKS



MAY

M	1	8	15	22	29
T	2	9	16	23	30
W	3	10	17	24	31
T	4	11	18	25	
F	5	12	19	26	
Sa	6	13	20	27	
Su	7	14	21	28	

JUNE

M	5	12	19	26	
T	6	13	20	27	
W	7	14	21	28	
T	1	8	15	22	29
F	2	9	16	23	30
Sa	3	10	17	24	
Su	4	11	18	25	

JULY

M	3	10	17	24	31
T	4	11	18	25	
W	5	12	19	26	
T	6	13	20	27	
F	7	14	21	28	
Sa	1	8	15	22	29
Su	2	9	16	23	30

AUGUST

M	7	14	21	28	
T	1	8	15	22	29
W	2	9	16	23	30
T	3	10	17	24	31
F	4	11	18	25	
Sa	5	12	19	26	
Su	6	13	20	27	

SEPTEMBER

M	4	11	18	25	
T	5	12	19	26	
W	6	13	20	27	
T	7	14	21	28	
F	1	8	15	22	29
Sa	2	9	16	23	30
Su	3	10	17	24	31

OCTOBER

M	2				
T					
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NEWS IN BRIEF

DANNY'S BACK • Following the completion of a widely acclaimed restoration supported by the Heritage Lottery Fund, the 1903-built tug Daniel Adamson is undertaking a 2017 programme of cruises which started with a celebratory maiden voyage on 12 April. There will be cruises on the river Weaver, the Manchester Ship Canal from Ellesmere Port to Salford Quays (or return), and trips in October to Acton Bridge. For full details and bookings go to: thedanny.digitickets.co.uk/tickets.

PANAGIA TINOU • After lying partially submerged in Piraeus Great Harbour since a still unexplained ingress of water caused a capsizing in May 2016, the 1972-built former Sealink vessel Hengist was refloated on 12 February and towed to Aliaga, Turkey for scrapping on 21 March. Hengist served on English Channel and Irish Sea routes until 1992, latterly as Stena Hengist. She then sailed for several different Greek owners and last saw service with Ventouris in 2014.

SUNNY • Formerly the Swedish train ferry Trelleborg (1982/20,028gt), a veteran of more than 30 years in Scandinavia serving Swedish State Railways, Scandlines and Stena Line, the vessel is starting a new career in the Arabian Gulf. After a dry-docking and refit at Neorion Shipyard in Syros, Greece, she is now in the colours of Iranian operator Karaneh Liney.

RED FUNNEL FOR SALE AT £250 MILLION



One of the three Raptor class ferries, Red Falcon, heads down the Solent.

SOLENT

Red Funnel is on the market for a reported £250 million nine years after being bought for £200 million by Infracapital, an investment arm of the Prudential Group. The Isle of Wight services operator offers passenger and vehicle links from Southampton to East Cowes and a high-speed passenger link to West Cowes.

Originally founded as the Southampton, Isle of Wight and South of England Royal Mail Steam Packet Company in 1861,

the Red Funnel brand name was first brought in during the 1930s.

Red Funnel chief executive Kevin George said: 'Infracapital has been a supportive owner of Red Funnel for nine years, during which time there has been significant investment and improvement in services. It is normal for an infrastructure fund manager such as Infracapital to review its investments.'

In recent years Red Funnel sent Raptor class car ferries Red Eagle, Red Falcon and Red Osprey, delivered from the

Ferguson Yard at Port Glasgow in the mid-1990s, to Remontowa in Gdansk, Poland for installation of new upper vehicle decks to increase car capacity from 140 to over 200. There was also a fast craft fleet boost last year with the introduction of the 225-passenger, 38-knot Red Jet 6.

Red Funnel's current ownership cycle started in 2000, when Associated British Ports sold the company to JP Morgan for £71 million. Four years on there came a switch to the company's own management team.

FORMER TROON CAT FOR VIKING

GULF OF FINLAND

After just one summer season with Swedish operator Gotlandsbanten, the former Troon-Larne service and one-time Hales Trophy holder, fast craft HSC Express, will boost Viking Line's stake in the keenly competitive Gulf of Finland crossing between Helsinki and

Estonian capital Tallinn through the coming summer.

Viking Line will use the 1998-built 91m Incat as Viking FSTR (standing for Viking Faster) on two return trips a day, with a crossing time of an hour and 45 minutes each way alongside 35,788gt, 2008-built conventional ferry Viking XPRS, which takes 2.5 hours per trip. In the summer peak

Stockholm-Helsinki route cruise ferries Gabriella (1992) and Mariella (1985) also make a daytime round trip to Tallinn instead of lying over in the Finnish capital.



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



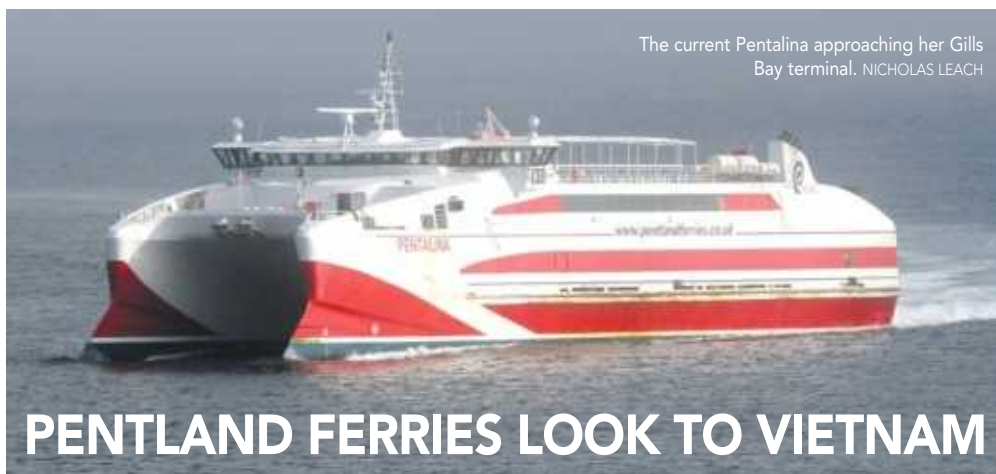
DIMONIOS • Trasmediterranea introduced the 27,105gt ro-pax vessel, built by Visentini at Donado, Italy in 2007, between Barcelona and Palma, Majorca, on 15 March. Previously sailing Naples-Palermo for Tirrena Line, she returns to an area she served in the past as Balearia's Borja Dos.

STENA SCANDINAVICA • Stena Line is celebrating half a century of passenger/vehicle service between Gothenburg, Sweden and the North German port of Kiel by adding a symbolic '50' to the funnels of route vessels Stena Scandinavica (2003/55,050gt) and Stena Germanica (2001/51,837gt). Built in South Korea and Spain, they were on the Hook of Holland-Harwich service as Stena Britannica and Stena Hollandica until 2010. with upgrades in Poland before debuting to Kiel, where there will be an anniversary event on 27 April.

VRONSKIY • Despite doubts about her future with Trasmediterranea, the one-time Hook of Holland-Harwich vessel, originally Prinses Beatrix (1978/13,505gt), spent a month in dry dock at Seville receiving a major upgrade. Seen last in Trasmed's centenary livery, she also served Brittany Ferries as Duc de Normandie.



KATEXPRESS 3 • The 1,000-pass/417-car catamaran from Incat's Hobart yard in Tasmania is due for a June delivery to the Danish operator, which has changed its styling from Mols-Linjen to Molslinjen for Kattegat routes, while services from the Swedish mainland to Bornholm will be marketed as Bornholmslinjen. Molslinjen had another good year through 2016, transporting 1,178,613 cars, an increase of 8.8 per cent compared to the 1,083,773 of 2015. Turnover also grew by 7.5 per cent to DKK 721.3 million.



The current Pentalina approaching her Gills Bay terminal. NICHOLAS LEACH

PENTLAND FERRIES LOOK TO VIETNAM

CATAMARAN ORDER

Successful Scottish independent operator Pentland Ferries is spending £14 million for a vessel from Vietnam for the one-hour Pentland Firth crossing from Gills Bay, Caithness to St Margaret's Hope on South Ronaldsay in Orkney. It will be 85m in length and carry 450 passengers, 100 more than the present vessel,

Pentalina, constructed by the Philippines builder FBML, which entered service in January 2009.

The new craft is coming from specialist aluminium builders Strategic Marine, who are currently working on two identical LNG-powered 70m vessels for the Dutch route between Harlingen and the island of Terschelling.

Pentland Ferries, created by Andrew Banks, who received an

OBE for his services to transport in 2014, began with former Cal Mac vessel Iona (1970/1,908gt), purchased in 1997 and renamed Pentalina B. During the off-seasons from 2006, she was chartered to carry livestock from Dover to Dunkirk and provided freight relief for Cal Mac until sold in 2009. Pentalina B was followed by another former Cal Mac vessel, Claymore (1978/1,871gt).

MILESTONE FOR CMAL



NEWBUILDINGS

Construction of two dual-fuel ferries in a £97 million order from Caledonian Maritime Assets Limited (CMAL), for Cal Mac services in Scotland, reached a project milestone when the first vessel, Hull 801, reached the 75 per cent steelwork fabrication stage at the Ferguson Marine yard in Port Glasgow. The second vessel, Hull 802, being built alongside, is following closely at 60 per cent fabrication.

The 102m pair will be capable of operating on liquefied natural gas (LNG) and marine gas oil (MGO), reducing emissions to help meet Scottish Government targets. Designed to carry 127 cars or 16 HGVs and up to 1,000 passengers, the new ships are intended to provide a fully flexible, year-round service to the Isle of Arran and the Skye routes from Uig to Tarbert, Harris, and Lochmaddy, North Uist.

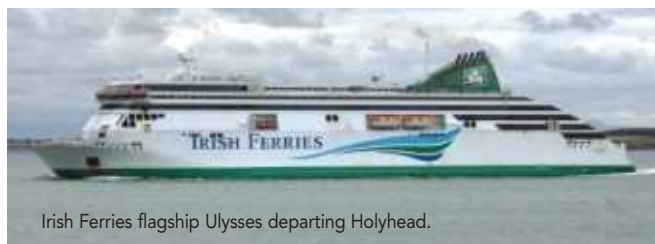
Work is also under way on the aluminium superstructures that will form the accommodation block of the ships. An innovative stern ramp will slide transversely, allowing the ships to operate on several routes. The first is expected in the second half of 2018.

ICG ACHIEVE GROWTH OVER PAST YEAR

2016 RESULTS

The Irish Continental Group achieved growth in 2016, with revenue for the year up 1.5 per cent to €325.4 million compared to €320.6 million in 2015. This was achieved in spite of ferries revenue decreasing by 0.4 per cent to €202.7 million from €203.6 million in 2015.

A considerable capacity boost is expected in May 2018, when Flensburg-based German builders FSG deliver a cruise



Irish Ferries flagship Ulysses departing Holyhead.

ferry with a capacity for 1,885 passengers and room for 300 cars on a dedicated deck, plus 165 freight vehicles. Costing €144 million, the vessel is expected to take over services currently

operated by the chartered Epsilon. ICG also have ferry Kaitaki, originally the 1995-built Isle of Innisfree, on long-term bareboat charter to New Zealand operator Interislander until 2020.

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



KRONPRINS FREDERIK • Replaced on Scandlines' Rostock-Gedser route by hybrid ro-ro Copenhagen, the 16,071gt one-time Great Belt train ferry, built in 1981, returned between Puttgarden and Rødby in April. This followed an overhaul in Poland, with large new stern ramps fitted.

REGINA DELLA PACE • After linking Ancona and Split across the Adriatic for 20 years, Blue Line will not be operating in 2017, having sold its only vessel to Ventouris Ferries for service as Rigel III (1979/16,405gt). Built to serve Viking Line as Turella until 1998, she had further spells as Stena Nordica, Lion King and Fantasia before she moved to the Adriatic in 2010 as Regina Della Pace replacing the well-remembered Ancona (1966/12,394gt), which was originally Svea when operating for Svea Line and Swedish Lloyd.

WASA EXPRESS • Using the well-travelled 1981-built vessel, Wasaline had record 2016 results in its fourth year of Gulf of Botnia operation between Vaasa and Umeå: 184,144 passengers and 40,824 cars were carried by the 17,098gt ferry, which once ran as Sally Star out of Ramsgate.



ALBAYZIN • The 26,302gt passenger/car ferry, built by Visentini in 2004, continues to run for Trasmediterranea from Valencia to Palma, Majorca, taking over from Forza (2010/25,760gt), which now operates out of Cadiz to the Canary Islands following a dry-docking in Genoa. For the first time Trasmed is also using one of its larger fast craft, the 96m Incat Alboran (1999/6,346gt), between Barcelona and Nador. Built in Tasmania, Alboran carries 878 passengers and 260 cars, and has a speed of 35 knots.

UNDERWATER CONTACTS

PONANT CRUISES

While entering Milford Sound, New Zealand on 9 February Ponant's L'Austral (pictured) struck a submerged object, causing some hull damage. The ship proceeded to Otago for inspection and repairs. This was the second such incident, as the ship had struck another object on 11 January while sailing in the South Pacific off Bluff, New Zealand, to where the ship sailed for inspection on that occasion. Following these two incidents, the ship continued on her cruise. On a later cruise, from Port Vila to Kota Kinabalu, the ship diverted to Manila where a full inspection was carried out.



An artist's impression of NCL's latest ship: interesting, but not pretty. NCL



AN UNUSUAL IMPRESSION

NCL

As reported last month, NCL has now ordered four 140,000gt ships for delivery between 2022 and 2025. There are two options which, if ordered, will enter service in 2026 and 2027. The

class now has a name – Leonardo Project. An artist's impression of the new class shows that there are similarities with the new MSC Seaside and touches from both the new Aida and Celebrity ships.

A particular feature of the new class will be an increase in the

amount of open deck available for passenger use, bringing passengers 'closer to the sea'. It is not that long ago that cruise lines were trying to detach passengers from the sea with inward-looking ships designed to extract the maximum amount of cash.

NCL's first ship for the Chinese market. ARNO REDENIUS



HEADING FOR CHINA

NCL

The second ship in the NCL Breakaway Plus series, Norwegian Joy, was floated out at Meyer Werft, Papenburg on 4 March. She was originally to have been named Norwegian Bliss, but got a new name when it was decided to send her to China. She will be based in Shanghai and Tianjin once she arrives in China.

Unlike many ships in the region, Norwegian Joy will be marketed

purely for Chinese customers and the primary language on board will be Mandarin. It is thought that the Bliss name will cascade to the third of this class, due for delivery in April 2018. The need for novel features continues unabated: Norwegian Joy will be the first ship with a go-kart track and hovercraft bumper cars. The individually designed hull artwork is by Chinese artist Tan Ping. The final ship in the series, due in 2019, will also go to the Chinese market.

ANOTHER FAILED PROJECT

OASIA

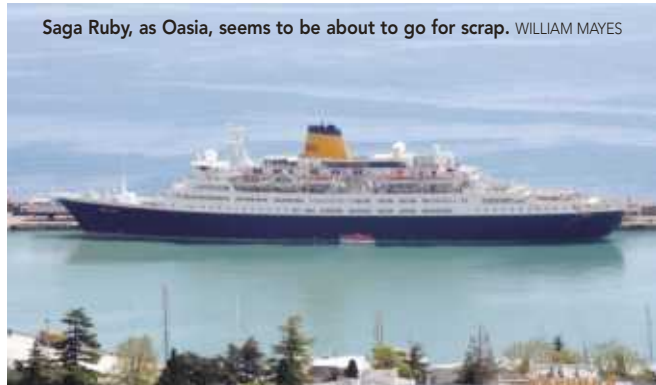
When Saga Ruby sailed on her final cruises at the end of 2013 and just into 2014 she was starting to suffer mechanical problems, so her sale for conversion into a hotel for use in Burma seemed a reasonable outcome. She then spent some time undergoing maintenance and repairs in Gibraltar, reported to have cost, at the time, around \$10 million.

As Oasia she then sailed for Thailand, where further work was carried out. Now, after three

years, there has been a complete change of plan and it seems that she is about to go for scrap.

One of the last passenger ships to be built in the UK, she was built as Vistafjord by Swan Hunter on the Tyne and delivered to Norwegian America Line in 1973 as a dual-purpose liner and cruise ship. She was later added to the Cunard fleet, but without a change of name. Vistafjord was renamed Caronia in 1999 and five years later was sold to Saga, who operated her as Saga Ruby from 2005 to the end of 2013.

Saga Ruby, as Oasia, seems to be about to go for scrap. WILLIAM MAYES



A totally new look for expedition ships. SUNSTONE SHIPS



THE SHAPE OF THINGS TO COME?

SUNSTONE

Miami-based Sunstone Ships is a tonnage provider to the expedition cruise market, utilising vessels in its ownership and in the ownership of others. It is the parent company of Fleet Pro Oceans, the ship management business. All the company's vessels have been older ships converted for the expedition market, such as Silver Discoverer,

chartered to Silversea, Celestyal Nefeli, Ocean Atlantic, Ocean Endeavour and Ocean Diamond.

In addition, there are five smaller ships, most of which seem to have work for at least part of the year. Now, in collaboration with China Merchant Industrial Holdings, Sunstone has entered into an agreement to build four expedition ships, with an option to extend the series to ten vessels. Designed by the Norwegian

Ulstein Group, these 104m-long ships will carry between 160 and 190 passengers at up to 15 knots.

The revolutionary design of these Polar Ice Class (PC6) ships will not be to everyone's taste, but the design of modern ships seems to be taking a radical new direction. There is no indication yet of a timescale for deliveries or where the ships will be deployed, but they will be chartered out rather than operated directly.

CORAL DAMAGED

NOBLE CALEDONIA

It could take 100 years to repair the damage to a prized coral reef off the coast of Indonesia after Noble Caledonia's Caledonian Sky (1991/4,200gt) ran aground in the early afternoon of 4 March. The ship had sailed from Papua New Guinea on 25 February and was heading for the Philippines' port of Manila. After she left Waigeo Island, it seems a slight navigational error put the ship firmly on Kri Island Reef.

The 102 passengers were evacuated, and a tug was called but failed to shift the ship and damaged an area of coral 1,600m² in size. The ship was refloated at high tide and was anchored for inspection. She sustained no serious damage, so proceeded on her voyage. The compensation claim from the Indonesian Government is expected to run to several million dollars.

HAPPY 828th BIRTHDAY

PORT NEWS

The Port of Hamburg celebrates its birthday each year like no other port, with attractions and vessels stretching along the Elbe waterfront for several miles. Among the 300 ships expected at this year's event, which runs from 5 to 7 May, cruise ships will take centre stage, and the main sponsor of the event, Aida Cruises, will

have four of its ships in port at various times over the weekend.

Aidavita will be the first to arrive, followed by Aidaprima, which will be present for the spectacular Aida fireworks. Aidaluna and Aidasol will be in port on the Sunday. Other cruise ships that will call over the weekend include Amadea, Astor and MSC Preziosa, while many other vessels and museum ships will also be on show.



Aida Cruises will steal the show at Hamburg's birthday party. WILLIAM MAYES

BRIEF NEWS

CMV • The impending withdrawal and sale of Marco Polo was incorrectly reported. The release of the rest of the 2018 programme shows she is now scheduled to operate until at least December of that year. Astoria was also due to be retired this year, but her charter has now been extended for a further year.

ROYAL CARIBBEAN • The fourth ship in the Oasis class, currently under construction at the STX St Nazaire yard, will be named Symphony of the Seas and is due for delivery in 2018. She will initially be based in Miami, and is expected to have a slightly higher gross tonnage than her sister, Harmony of the Seas (2016/226,963gt).

HAPAG-LLOYD • The two expedition ships currently on order with Norwegian builder Vard will be named Hanseatic nature and Hanseatic inspiration (note lower case). These soft expedition ships will be delivered in March and December 2019.

SEABOURN • When berthed at Timaru, New Zealand on 12 February Seabourn Encore broke her moorings in gale force winds and, while drifting, came into contact with the cargo vessel Milburn Carrier II. Seabourn Encore sustained damage to her port quarter and was put back on her berth after the wind subsided. After an inspection, she continued her cruise the following day.

CARNIVAL • A memorandum of understanding has been signed committing Carnival Corporation, China State Shipbuilding Corp and Fincantieri to construction of two (with an option of four more) 133,000gt cruise ships for a new Carnival China brand. The first ship should be delivered in 2023.

MSC • MSC Meraviglia, due for delivery shortly, will join MSC Divina and MSC Seaside in Miami for the winter 2019-20 season, giving MSC its largest ever presence in the region.

LIFE EXTENSION BOOSTS FIREPOWER

HMS Argyll has completed a 20-month refit with a new look that will extend her life until 2023. MARITIME PHOTOGRAPHIC



ROYAL NAVY

Two Royal Navy frigates are back at sea after lengthy 'life extension' refits that will near double their operational design life from 18 to 35 years. In addition to extensive hull and superstructure preservation work, HMS Argyll and

HMS Westminster are the first Type 23s to be retrofitted with the Future Local Area Air Defence System.

The primary weapon system, known as Sea Ceptor, replaces the legacy Sea Wolf system. The vertically launched Common Anti-air Module Munition (CAMM) missile can intercept targets out

to 25km, more than twice the range of its predecessor, with two small Platform Data Link Terminals providing 360° coverage replacing the Type 911 trackers.

Sea Ceptor is to be back-fitted to all 13 Type 23s as each undergoes upkeep maintenance, with CAMM missiles installed

in the existing vertical launch Sea Wolf silo for a maximum of 32 missiles.

They will also receive the latest Type 997 E/F-band 3D (Artisan) medium-range radar to provide target indication for the Sea Ceptor system, which will also equip the upcoming Type 26.

HMCS Athabaskan was decommissioned at Halifax on 10 March. MARITIME PHOTOGRAPHIC



COLD WAR WARRIOR

CANADIAN NAVY

The last of the Royal Canadian Navy's four Iroquois class destroyers has been retired after more than 44 years of service. Prior to paying off, HMCS Athabaskan made a final overseas port call at Bermuda, which was also her first foreign destination in March 1973.

Originally built for anti-submarine warfare operations

during the Cold War, where they routinely operated two helicopters in the challenging North Atlantic, the Iroquois class were rebuilt during the 1990s, undergoing a so-called TRUMP conversion, emerging as anti-air warfare destroyers.

Of her sisterships, Iroquois is awaiting disposal, Huron was sunk in a live-fire exercise and Algonquin was sold for scrap during 2015.

FAST AND FURIOUS

UK BORDER FORCE

The UK Border Force is investing in a fleet of refurbished rigid-hull inflatable boats (RHIBs) to reinforce efforts to stop the smuggling of migrants, drugs and weapons. Eight so-called coastal patrol vessels are to be phased in over a two-year period. Eagle and Nimrod are already in service along the south coast, and will be followed by Alert, Active, Hunter, Speedwell, Astute and Ardent by 2018.

At 19m long and with a crew of six, they are among the

largest RHIBs in the world. Each is powered by twin 1,000hp Caterpillar C18 engines linked to Hamilton waterjets for a top speed of more than 35 knots.

Their small size and high speed will provide an enhanced level of responsiveness in confined waters around coastal ports and estuaries, releasing larger cutters for longer range operations. The vessels were originally built as Autonomous Rescue and Recovery Craft for BP's North Sea platforms. They were underused in that role and were sold in 2015.

Eagle is the first of eight Border Force coastal patrol vessels. MARITIME PHOTOGRAPHIC



USNS Robert E Peary made two calls during March to trial Portsmouth's new aircraft carrier berth. MARITIME PHOTOGRAPHIC



SHORESIDE FACILITIES ON TIME

ROYAL NAVY

Aside from the well-documented technical issues delaying the commencement of sea trials of HMS Queen Elizabeth, other related infrastructure projects for the aircraft carriers have been delivered on time and budget. On 20 March The Princess Royal officially opened the jetty named after her and the QEC aircraft

carrier complex that will support the new ships at Portsmouth.

The former Middle Slip Jetty area has been partly demolished, dredged and reconstructed at a cost of £34 million. The first vessel to try out the newly completed facility was the US Navy's 45,000-tonne USNS Robert E. Peary. The Military Sealift Command dry cargo and ammunition ship is the largest to

call at the naval base since 1986.

Meanwhile, Blyth-based Alnmaritec has also delivered the first pair of personnel transfer boats for HMS Queen Elizabeth. The aptly named Swordfish and Buccaneer have been custom-built to carry up to 36 passengers at a time between ship and shore. The davit-mounted craft are stored in boat bays onboard and available for ready use.

RUSSIA'S SEAWOLVES

RUSSIAN NAVY

The Sevmaš shipyard has rolled out the first modified Project 885M nuclear-powered attack submarine, already reputed to be the most formidable ever built in Russia. Although the future RFS Kazan is technically the second of class, it was laid down 16 years after the lead vessel and incorporates significant advances in technology and major improvements.

Unlike older Soviet vessels, the Project 885 submarines are similar in concept to their US multi-mission adversaries, with a 25-year-life reactor core, pump jet propulsion, and capability for anti-submarine, anti-ship and land-attack missions. For this they are armed with ten vertical launch silos housing up to 32 cruise missiles. Seven of the so-called Yasen-M are planned, with construction already at various stages at Perm, Novosibirsk, Krasnoyarsk and Arkhangelsk.

SUPPORT IN PROGRESS



▲ The Queenston class design is based on the German Navy's Berlin class supply ship.

CANADIAN NAVY

Canada is to produce its upcoming Queenston class Joint Support Ships at Seaspan's Vancouver shipyards, with construction due to start next year. The German-designed support ships are set to fill the capability gap left by the decommissioned Protecteur class auxiliary oiler replenishment vessels.

The two vessels, to be named HMCS Queenston and HMCS Châteauguay, after battles during the Anglo-American War of 1812, are scheduled for delivery in 2021 and 2022. A third vessel remains an option. The long overdue JSS will provide fuel, ammunition,

spare parts, food, and water to Canadian and allied warships. They can also support deployed forces with medical and dental care facilities, as well as helicopter repair capabilities.

An interim fleet tanker based on a converted container ship is on track for delivery later this year. Under 'Project Resolve', the former MV Asterix will temporarily provide an under way refuelling and stores capability until the new ships become operational. The lack of support vessels has forced the RCN to lease foreign navy replenishment ships as a stop-gap. During 2016 they employed the services of the Spanish Navy oilers Patiño and Cantabria.

BRIEF NEWS

INDIAN NAVY • INS Viraat, the world's oldest active aircraft carrier, has been decommissioned after 56 years of service. The sunset ceremony at Mumbai on 6 March was attended by all 21 Indian commanding officers and also the Royal Navy's First Sea Lord. The former HMS Hermes was sold in 1986 and is the last British-built ship to sail under the Indian Navy ensign. Her fate is uncertain, with scrapping or sinking a distinct possibility.

IRISH NAVAL SERVICE • Work on the last of four Samuel Beckett class offshore patrol vessels got under way on 28 February, with a keel-laying ceremony at Babcock Marine's Appledore shipyard. Continuing the theme of naming the vessels after renowned Irish literary figures, the final 90m OPV is to be called LÉ George Bernard Shaw (P64). The North Devon shipyard also hopes to secure a follow-on order from the Irish to meet a requirement for a multi-role flagship.

ROYAL NAVY • The Lynx helicopter, which has been embarked on frigates and destroyers since 1976, has been withdrawn from service. Their retirement after 41 years also marks the withdrawal of the highly effective Sea Skua missile, which is not compatible with the Lynx's successor. The Wildcat will not get an anti-ship missile capability until the introduction of Sea Venom and Martlett, for targetting RIBs and small boats, in 2020.

US NAVY • The mothballed aircraft carrier Independence has left the Navy's Inactive Ships Maintenance Facility at Bremerton, Washington for scrapping in Texas. The Forrestal class carrier has been held in reserve since being decommissioned in 1998. The 60,000-tonne ship will be moved from the west coast around South America via the Strait of Magellan for dismantling at Brownsville, a tow of 16,000 miles that is expected to take four and a half months.

WINDFARM WORKER

INSTALLATION VESSEL

The windfarm turbine installation vessel *Sea Challenger* (15,771dwt, pictured) remains busy, with demand for her services continuing to grow as more and more windfarms are developed. The self-propelled jack-up vessel was delivered by COSCO Shipyard in March 2014 and has been used at wind farm installations in Northern Europe.

One of her first assignments was at the 402MW Dudgeon offshore wind farm 32km off the coast of Norfolk. She served as an accommodation vessel on this project from September 2016 and has recently been moving turbines from Hull to the site. RC



The 50,206dwt bulk carrier *Osprey I*, built in 2002, is being joined in the Eagle Bulk Shipping fleet by a series of larger Crown-63 Ultramax ships. EAGLE BULK SHIPPING

EAGLE BULK EXPANDING FLEET

INDUSTRY NEWS

There are a large number of shipping companies headquartered in the United States that do not make use of US-flagged tonnage. One such is Eagle Bulk Shipping, located in Stamford, Connecticut, a relatively young company formed in 2005. Eagle Bulk has been steadily amassing a fleet of

Supramax bulk carriers. However, it still has two smaller Handysize ships in its fleet, and last year acquired its first Ultramax, the 63,800dwt *Singapore Eagle*.

This year the company is further expanding its holdings by acquiring a minimum of six and up to nine Crown-63 Ultramax bulk carriers for an aggregate price of \$153 million. These vessels,

which range in age from two to five years, are being purchased from Norway's Greenship Bulk Trust and will bring the Eagle Bulk fleet to 50 owned vessels. The Crown-63 type was developed by China's Sinopacific Shipbuilding in 2009 and over 100 have been built, its chief attribute being a loaded fuel consumption of as little as 25.8 tons per day. JS



An impression of the new BG Freight ships, which will be built to DNV GL standards.

NEW LIVERPOOL SERVICE

FREIGHT LINE

BG Freight Line, a subsidiary of Peel Ports Group, introduced a new weekly container service between Cork and Liverpool on 27 March. This is the first time the two ports have been connected directly. The new route will enable customers in the Republic of Ireland to make connections with the deep-sea services now calling at the Port of Liverpool, particularly from Canada, the US and the Med.

BG Freight are now offering four sailings per week. The weekly schedule for the new service sees the vessels depart Liverpool on a Saturday, arrive at Cork on a Monday and return to Liverpool on a Wednesday.

The route will initially be served by the feeder vessels *Thea II* and *RMS Veritas*. However, from 2018 BG Freight will take delivery of four tailor-made short-sea feeder vessels optimised for the company's Irish Sea Hub services.

VETERAN GOING STRONG

CEMENT CARRIER

The UK-flagged cement carrier *Ronez* has just completed 35 years of service and is still going strong. The vessel is unusual in that she is registered at Exeter, not now a seagoing port. Owned by Aggregate Industries UK Ltd, of Frome, the 1,117dwt vessel trades regularly to the Channel Islands and makes various voyages to the near continent, as

well as going to ports in Scotland and to Goole on the river Ouse.

She was built by Scheepswerf van Goor Monnickendam, Netherlands and handed over in February 1982 as *Ronez*, a name she has retained ever since. Capable of ten knots and measuring 64.72m by 10.11m, the two-hold vessel celebrated 35 years of service when she arrived at Goole from Rotterdam with a cargo of cement in early March. RC



▲ The 35-year-old cement carrier *Ronez*, one of the few vessels to be registered in Exeter, sails from Goole on 11 March after discharging a cargo of cement. She is passing Blacktoft, bound for the Channel Islands. ROY CRESSEY

OOCL CHARTERS IN BOXBOATS



CONTAINER SHIPS

Hong Kong-based container carrier Orient Overseas Container Line (OOCL), due to take delivery of six 20,100 TEU ships later this year and next, has chartered in eight smaller post-Panamax vessels as it enters into the new OCEAN Alliance vessel-sharing

scheme with CMA CGM of France, China's COSCO Shipping and Taiwan's Evergreen Line.

Vessels chartered include Costamare's Cape Akritas (112,836gt), Cape Tainaro (112,300gt) and Cape Kortia, all of 11,000 TEU capacity, Danaos' Express Rome and Express Athens, two former Hanjin ships

▲ The recently built 11,000TEU Cape Tainaro has been chartered by Hong Kong's OOCL. HHIC PHIL

of 10,114TEU capacity, and the 10,000TEU Seapsan Elbe, 8,533TEU Lloyd Parsifal and 8,189TEU Seamax Greenwich. Daily charter rates range from \$18,000 for the largest vessels to \$8,950 for the smallest. JS

BIGGEST BOXBOAT



▲ The container ship HS Paris at the Liverpool2 container terminal.

PORT NEWS

The largest container ship ever to call at the Port of Liverpool arrived on 6 March. The 6,552TEU HS Paris berthed at the Liverpool2 deepwater container terminal at 0430. Previously, the Port's container terminal could only accommodate vessels up to 4,500TEU. HS Paris is the first post-Panamax vessel to call at Liverpool following opening of Liverpool2 in November 2016.

While the new terminal can handle vessels of up to 20,000TEU, smaller post-Panamax ships are very much part of the overall strategy and it is seen as essential that they are accommodated.

BP OFFLOAD OLD VESSELS

TANKERS

BP is offloading a number of its older units. Recent transactions include the sale of two 114,809dwt Bird class Aframax vessels, British Curlew (2004) and British Merlin (2003), which are now with Tsakos Shipping & Trading, Athens as Pytheas and Pericles. Also disposed of to Greek interests is the smaller 46,803dwt British Unity (2004), now Zonda with Unibros Shipping

Corp, Piraeus. She has been trading for her new owners on the North American east coast.

The Mipo-built 46,803dwt sisterships British Liberty (2004) and British Loyalty (2004) are now Liberty and Loyalty for Sinokor Merchant Marine Co Ltd, Seoul, while an earlier transaction saw the 37,300dwt British Esteem (2003) and British Explorer (2003) go to the Soechi Group of Jakarta, Indonesia as SC Esteem LII and SC Explorer LIII. RC



▲ BP have offloaded a number of their older vessels. British Unity (2004) has been sold to Unibros Shipping of Greece and renamed Zonda. SIMON SMITH

BULKER BARGAINS

INDUSTRY NEWS

Bad times in the bulk trades have given buyers some excellent bargains, one of the latest being a fleet of 14 vessels being acquired by Bermuda-based Golden Ocean Group Ltd (GOGL) from subsidiaries of Quintana Shipping Ltd of Greece.

The vessels, averaging only four years of age, are being purchased on a vessel-by-vessel basis, with Golden Ocean assuming over \$262 million in Quintana debt in consideration for 14.5 million of GOGL stock.

The fleet consists of six Capesize vessels and eight Kamsarmax/Panamax ships, mainly built in Japan and South Korea. Additionally, Golden Ocean is acquiring two 2017-built ice-class Panamax vessels from affiliates of Hemen Holding, Golden Ocean's largest shareholder, in consideration for 3.3 million COCL shares.

Following the transactions COCL, established in 1996, will own or control a fleet of 77 vessels while having a further six Capesize vessels under construction, giving it a total aggregate carrying capacity upon all deliveries of 11 million deadweight tonnes. JS



▲ The 181,214dwt Capesize bulk carrier Q Houston is one of 14 bulk carriers being acquired by Bermuda-based Golden Ocean Group from Quintana Shipping of Greece. QUINTANA SHIPPING



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BRASIL AND ARGENTINA

THE MOOREMACK

TWINS

Allan E. Jordan recalls two pioneering American liners. Obsolete when they entered the run to South America, Moore-McCormack Lines' sisterships nevertheless had long careers.



▲ In July 1956 the keel was laid for the first of the two new ships, Brasil.

It might be hard to believe, but the two fine-looking American liners *Brasil* and *Argentina* were, in fact, the result of a more than 20-year effort to increase the United States' influence in South America. In the 1930s US President Franklin Roosevelt called for a 'Good Neighbor Policy' designed to enhance his country's presence in the region.

Seeking to implement the president's policy, the US Maritime Commission introduced the 'Good Neighbor Fleet' in 1938, consisting of three 20,000gt liners, *Argentina*, *Brazil* and *Uruguay*. They would be managed by Moore-McCormack Lines, a shipping company founded 25 years earlier by Albert V. Moore and Emmet J. McCormack with a 2,500gt steamer transporting

dynamite to Brazil. The firm, which became known as Mooremack, grew to have operations to South America, Scandinavia and the Baltic.

World War II intervened and, with the liners requisitioned for troop service, Mooremack explored alternatives for post-War service, including in 1946 calling for two new 28-knot liners. Material shortages and financial concerns,

however, intervened, but they continued to plan for new South American liners.

Finally, in the spring of 1955, the US Government approved the plans, which by this time had evolved into two 15,000gt liners. Measuring 617ft in length and with an 84ft beam, they would carry 550 passengers and 400 crew, along with 300,000ft³ of dry and refrigerated cargo.

Each ship would be twin



Introduced in 1958, the twins had a modern profile, with two funnel uptakes.

After the 1963 reconstruction, the sisterships still had a modern profile, as evidenced in this fine photograph of Brasil.



screw with a raked stem and cruiser stern, and fitted with Denny-Brown fin-type stabilisers. They would be propelled by General Electric steam turbines, each with 17,500shp, with the steam plant consisting of three Foster Wheeler boilers able to produce a speed of 23 knots, which would reduce the round trip between New York and South America to 35 days.

Externally, they featured a very modern look, with an aft engine room and two funnel uptakes, while amidships a dummy funnel served as an observatory and location for nude sunbathing at sea. Sensing coming changes in the business, Mooremack chose to have 182 large first class staterooms, eliminating the lower cost tourist class, and all the cabins would be outsides, air-conditioned and with private bathrooms. Noted American industrial designer Raymond Lowey created the interior designs, which featured a modern 1950s



▲ Argentina was launched on 12 March 1958.



▲ Built simultaneously and with prefabrication, the twins had their familiar look as Brasil (right) is prepared for launch in December 1957.

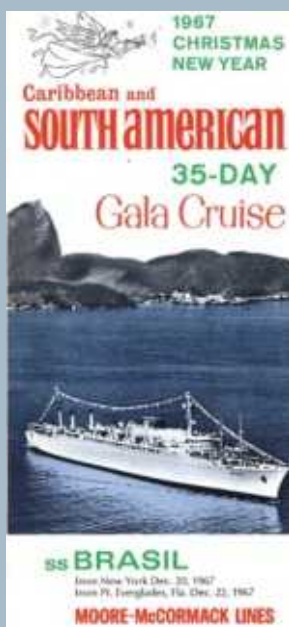
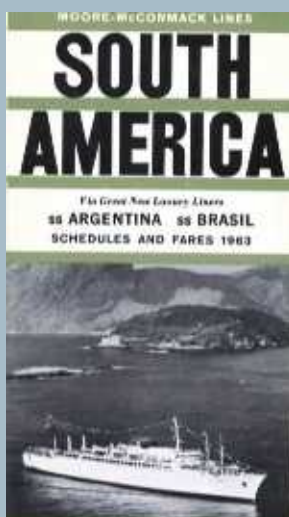
▼ Brasil received a festive welcome when she arrived in New York for the first time in September 1958.



look, with an open layout on the lounge deck.

The construction contract was awarded in July 1955 to the Ingalls Shipbuilding Corporation of Pascagoula, Mississippi, which agreed to build the ships simultaneously. Each ship would cost approximately US\$26 million, with the US Government paying a \$12 million per ship construction subsidy for the higher costs of US shipbuilding and features for troop transport service if a national emergency arose.

The keel for the first ship was laid on 6 July 1956, followed by the second keel laying on 18 October, and the



◀ 1960s Moore-McCormack brochures showing the company's growing focus on cruises.

extensive use of prefabrication permitted Ingalls to speed the construction. The first launching took place on 16 December 1957, with the new liner named *Brasil*, adopting the Portuguese spelling, followed by the launching of the new *Argentina* on 12 March 1958.

That summer *Brasil* completed sea trials, achieving a maximum speed of 24.5 knots and commenced her maiden voyage on 19 September 1958 from New York, stopping at Barbados en route to Rio de Janeiro, Santos, Montevideo and Buenos Aires, with a return via Santos, Rio de Janeiro, Bahia and Trinidad. *Argentina* followed three months later, starting her maiden voyage on 13 December 1958.

RESORTS AT SEA

From the beginning, Mooremack marketed the new ships as 'resorts at sea' in order to combat the growing competition from airliners. However, due to their US Government subsidies, the ships were not permitted to do off-route cruises. Mooremack nonetheless was able to get the Maritime Administration to approve a 33-day cruise to Scandinavia without impacting their subsidy contract.

It was marketed as a Northlands cruise, and *Brasil* sailed in May 1959 at three-quarters of capacity, carrying about a dozen Brazilian passengers, who did the round-trip from Brazil. Recognised as being luxurious and modern, *Brasil* travelled more than 131,000 nautical miles, carrying over 8,000 passengers in her first year, yet she averaged just over 60 per cent occupancy on her South American liner voyages.

Mooremack continued to find ways to increase the number of cruises, including marketing the liner voyages as cruises. In 1960 they introduced the 61-day Sea-



▲ In 1973 Holland America rebuilt the sisterships for luxury cruising.



▲ Brasil and Argentina together for the first time in Holland America's colours when the sisters resumed cruising in 1973.



▲ Mooremack decided to have only large, outside first class cabins on the sisters: a deluxe stateroom (left) and a standard cabin (right).



▲ Argentina anchored in Stockholm during one of her Northland cruises.

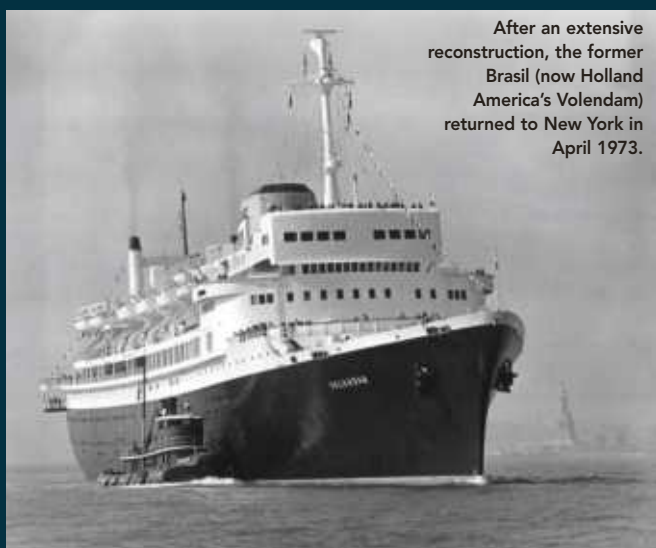
More than 20 years after she was introduced, Veendam continued to feature a modern design in Holland America colours.



▲ Brasil docked in Naples in 1965 during a Sea-Safari cruise; Oslofjord to right.

Safari, a cruise itinerary that met their South American requirements, but also saw the ship cross the Atlantic to circle Africa and the Mediterranean. Along with the Northlands cruise, the Sea-Safari became a regular part of their annual programme, along with 15 liner voyages to South America.

In 1961 Moore-McCormack Lines lost \$1.6 million operating the twins, prompting pleas for relief from the US Government. As a result, the law was changed to permit the subsidised ships to offer off-season cruises, and Mooremack moved to take advantage of the new rules.



After an extensive reconstruction, the former Brasil (now Holland America's Volendam) returned to New York in April 1973.



▲ At the end of her 1973 reconstruction Volendam undergoes sea trials.

They replaced more liner voyages with cruises to the Caribbean, including their first departures from Baltimore and Port Everglades.

Next they added new decks and 51 cabins to each ship in an attempt to reduce their operating losses. As part of this 1963 reconstruction, the observation deck in the dummy funnel was removed and a new observation café was created above the bridge, but the added top weight also forced them to reduce cargo capacity to add permanent ballast. Despite increasing their passenger capacity, the liners lost an additional \$1.4 million in 1964 beyond a \$6.2 million operating subsidy.

Mooremack continued to make changes, including introducing a spring Iberia cruise, 1967 cruises to Expo 67 in Montreal, and obtaining a ten per cent labour reduction from the unions, yet the twins never operated

profitably. Finally, in autumn 1969, the ships, which were just 11 years old, went into 'temporary lay-up for repairs'. At first, it was suggested they would resume service in 1970 with an extensive programme

ARGENTINA AND BRASIL

BUILT	1958, Ingalls Shipbuilding Corp, Pascagoula, Mis
REBUILT	1963 Bethlehem Steel, Baltimore, Maryland; 1973 Hapag-Lloyd, Bremerhaven; 1986 Sasebo, Japan (Liberte only)
TONNAGE	14,984gt (as built) / 23,395gt (1973)
DIMENSIONS	188.2m x 25.6m x 8.3m
SPEED	24.5 knots max
MACHINERY	Two General Electric geared steam turbines; three Foster Wheeler boilers; twin propellers
CAPACITY	553 max – 364 cruising (as built) / 715 to 800 (1980s-1990s)



▲ In the early 1980s Volendam was sailing from New York.



▲ After a 1986 reconstruction, and renamed Queen of Bermuda, the former Brasil was again sailing from New York; her sisterships' funnel is visible on the other side of the dock.

of cruising, including a 67-day Expo 70 cruise to Japan, but instead the lay-up was extended indefinitely. During their brief careers, they had received \$66 million in operating subsidies, yet still lost between \$17 and \$20 million.

The sisterships lay idle in Baltimore while Mooremack investigated everything from converting them to hotels or container ships to chartering them to the US Government, or even scrapping them to sell their engines. American President Lines explored acquiring them, and Mooremack even offered to sell them below book value simply to be rid of them. Finally, in April 1971, Holland America Line offered to acquire the twins for \$20.5 million, but it took 13 months to gain US Government approval for their sale to foreign owners.

GOING DUTCH

On 10 August 1972 *Brasil* was finally delivered to Holland America to be renamed *Volendam*, and 15 days later *Argentina* became

Veendam. The sisterships went to Hapag-Lloyd in Bremerhaven for a \$20 million reconstruction that increased them to 23,395gt and included new public rooms and expanded the passenger capacity to 610 by reducing cargo facilities. Holland America planned to use the sisters mostly for long cruises, interspersed with shorter Caribbean trips.

Volendam entered service first in April 1973, followed by *Veendam* two months later, but Holland America soon encountered similar problems to Mooremack: the twins were costly to operate, even before oil prices skyrocketed in late 1973, and the popularity of long cruises was declining. After less than a year of service, and with financial losses mounting, *Volendam* was laid up in January 1974, followed by *Veendam* in May.

At first, *Veendam* was chartered to Agencia Maritima Intermares, renamed *Brasil* for cruises from Rio de Janeiro, before reverting to Holland America in 1975 for Caribbean

cruises. *Volendam*, however, was not as fortunate, remaining idle till the summer of 1976 when, as *Monarch Sun*, she began running short cruises from Miami to the Bahamas. In less than a year, however, Monarch Cruise Line also failed, but Holland America decided to purchase the brand. *Veendam* briefly joined her sister, becoming *Monarch Star*, and together they cruised to the Caribbean and in Alaska.

Returning to Holland America in 1978, the twins settled into a regular program of cruises to Bermuda and the Caribbean. Despite their increased passenger capacity, they remained very comfortable ships, popular with travellers. However, the twins were now passing 20 years, and their replacements were being planned.

LOW-PRICED CRUISES

In 1984 they were sold to the C. Y. Tung Group. *Veendam* was immediately chartered to Bahama Cruise Line, which renamed her *Bermuda Star* for cruises from New York to Bermuda and New Orleans to Mexico. *Volendam* was not as fortunate, being sent to Quebec to be a hotel, and when that venture failed she was laid up. Then she was rebuilt to cruise from Tahiti as *Liberte* for American Hawaii Cruises, but that programme also failed.

Finally, in 1987, she rejoined her sistership and, renamed *Canada Star*, cruised from New York to Montreal.

ARGENTINA

DATES	NAME (Owner/operator)
1958	Argentina (Moore-McCormack)
1972	Veendam (Holland America)
1975	Brasil (Agencia Maritima Intermares)
1975	Veendam (Holland America)
1977	Monarch Star (Monarch Cruise Line)
1978	Veendam (Holland America)
1984	Bermuda Star (Bahama Cruise Line/Bermuda Star Line)
1990	Enchanted Isle (Commodore Cruise Line)
1993	Commodore Hotel
1995	Enchanted Isle (Commodore Cruise Line)
2003	Scrapped in India

BRASIL

DATES	NAME (Owner/operator)
1958	Brasil (Moore-McCormack)
1972	Volendam (Holland America)
1976	Monarch Sun (Monarch Cruise Line)
1978	Volendam (Holland America)
1984	Island Sun (C.Y. Tung Group)
1985	Liberte (American Hawaii Cruises)
1987	Canada Star (Bermuda Star Line)
1988	Queen of Bermuda (Bermuda Star Line)
1990	Enchanted Seas (Commodore Cruise Line)
1996	Universe Explorer (World Explorer Cruises/Semester at Sea)
2004	Scrapped in India

▼ Nearing age 40, the former Brasil became Universe Explorer, operating as a school ship and cruising Alaska in the summer months.



Renamed *Bermuda Star*, the former *Argentina* sailed to Bermuda in the 1980s.



▲ Holland America interiors from the 1980s showing the comfortable 1950s passenger spaces largely intact: dining room (left) and theatre (right).

However, the following year she was again renamed and, as *Queen of Bermuda*, traded routes with her sistership. In the winters, they sailed from New Orleans and San Diego.

The changes were not over for the aging twins. Once among the most luxurious ships, they were now operating low-priced cruises, with further increases to their passenger capacities. *Bermuda Star* Line, which had acquired the ships from the Tung Group, merged into Commodore Cruise Line,

and in 1990 the ships were again renamed. *Bermuda Star* became *Enchanted Isle* and her sister *Enchanted Seas*.

The ships were now sailing to Canada, the Caribbean, and Mexico, but in 1993 *Enchanted Isle* cruised in Norway before becoming the *Commodore Hotel* in St Petersburg, Russia. She returned to cruising in 1995, but the following year *Enchanted Seas* was chartered to become *Universe Explorer*, operating as a school ship



▲ In the mid-1970s the former *Argentina* briefly became *Monarch Star*, seen here departing New York on her 1977 maiden voyage as such.



▲ Maintaining her external profile, *Argentina* in New York in the early 1990s, now named *Enchanted Isle* and operating for Commodore Cruise Line.

and cruising in Alaska, while *Enchanted Isle* sailed year-round from New Orleans.

This would be the final change, as their long careers were coming to an end. In December 2000 Commodore Cruise Line ceased operations and *Enchanted Isle* was laid up. A plan for her to replace her sister failed in 2002, and she went to Indian scrapyards in December 2003. A year later *Universe Explorer* followed her

sister onto the beach at Alang, India to be scrapped.

During 40 years the twins had operated for nine companies and had a total of 16 different names. Yet, as a credit to their American builders and the quality of their design, they had outlived most of their peers and even *Mooremack*, repeatedly proving themselves to be comfortable ships popular with the passengers. **SM**





MARITIME

MOSAIC

Last year Portsmouth International Port celebrated its 40th anniversary, and it remains the main UK port serving the central corridor across the English Channel. Today's links to France, Spain and the Channel Islands are provided by just two operators.



▲ The ro-pax ferry Commodore Clipper (1999/14,000gt) was built by the Jersey-based Commodore Group to operate a year-round lifeline service between the UK and the Channel Islands of Guernsey and Jersey. Adverse weather often disrupts high-speed passenger services from Poole and St Malo to the Islands which use the wave-piercing craft operated by Commodore subsidiary Condor Ferries.

◀ Brittany Ferries' Armorique (2009/29,468gt) is the namesake of the company's first vessel to use the newly completed ferry port back in 1976. Normally found on the Plymouth-Roscoff route, she is a regular visitor to Portsmouth as a relief vessel during winter overhauls. ALL PHOTOS BY MARITIME PHOTOGRAPHIC



▲ Normandie (1992/27,542gt) and Cap Finistere (2001/32,728gt) pass inside Portsmouth Harbour. The appearance of both ships was relatively unchanged following their respective refits to add exhaust gas scrubber systems, although some lament the removal of the distinctive funnel 'wings' from the former Superfast ship.

◀ Mont St Michel (2002/35,592gt) was purpose-built to serve the company's core route between Portsmouth and Ouistreham (Caen), in tandem with Normandie. In late 2015 she returned to service with a huge third funnel, installed as part of a £60 million investment to equip six ships with systems to strip sulphur from funnel emissions and significantly cut particulate output.



▲ Commodore Goodwill (1996/11,166gt) in Condor Ferries' latest pink and gold colour scheme. Her original profile has also been altered by the addition of scrubber technology, which has doubled the height of the funnel.

MEGASTAR

A new dimension to travel in the Baltic

New ships on the Helsinki-Tallinn route have always set standards in new design. However, Tallink's latest newbuild surprises with a radical approach determined by the two-hour voyage and passenger feedback. John Pagni presents the ship after having enjoyed her maiden voyage.

The first impression of the world's largest fast ferry is the smooth ride, reminiscent of the other Turku-built LNG ferry, *Viking Grace* (see SM, Feb 2013). But unlike Viking Line's cruise ferry, which travels for 11 hours between Turku and Stockholm and back again, *Megastar* crosses the 80km between the Estonian and Finnish capitals six times a day in two hours.

At 49,200gt and measuring 212m in length, *Megastar* is deceptively large with her long hull and low superstructure. But inside, the vessel has taken Tallink's Shuttle concept to another level. Two decks are

set aside for passengers and four (one partly hoistable) for vehicles. Decks 8 and 9 are full of options for travellers, with plenty of restaurants and bars available, as well as the largest Baltic shopping area afloat.

Built by Meyer Turku as that owner's first non-cruise ship, *Megastar* was completed in less than two years from the contract signing on 27 February 2015 until handover on 29 January 2017. *Megastar* is Tallink's first LNG-powered ship, having diesel-electric propulsion, powering two five-bladed controlled pitch propellers, although the main fuel is LNG. Power comes from a suite of Wärtsilä dual-fuel engines: three 12V50DF

and two 6L50DF, with a combined output of 45.6MW. This easily meets the needs on board and enables her to make 27 knots year-round in the Baltic winter in normal ice conditions without icebreaker assistance; she has received ice classification 1A.

In addition, she complies with Safe Return to Port regulations. This means that there are two engine rooms, independent steering, and navigation and other redundant systems for use in case of an emergency. *Megastar* thus ranks effectively as a large lifeboat, so she carries only four fast emergency rescue boats on her sides. A helipad is located on the top

deck behind the bridge for helicopter operations.

In the unlikely event that abandon ship be ordered, passengers and crew evacuate via chutes onto giant rafts (Mass Evacuation Systems). But with over 10,000 sensors aboard, everything is monitored by the crew and officers, from the air conditioning to optimal fuel burn and route. Anything amiss is immediately detected.

Using LNG as the main fuel means low emissions and enables the ship to meet the strict Baltic Emission Control Area (0.1 per cent sulphur) limits, and gives the ship an estimated 60-year working life. If her LNG supply is



Megastar at speed after leaving Tallinn port on her way to Helsinki.



disrupted, the engines can switch to marine diesel oil (MDO). Two 600m³ LNG tanks are situated amidships and refuelling takes four hours, being undertaken from trucks at night in either Helsinki or Tallinn.

FUEL EFFICIENCY

Megastar's fuel efficiency is aided by her hydrodynamic hull shape, with the rudders placed after the propellers to cut resistance while increasing manoeuvrability. The latter is also helped by two thrusters at the bow and two aft.

The four vehicle decks total 3,653 lane metres and can take up to 800 cars only or 110 trucks/trailers and 320

cars, with rolling cargo located on Deck 3 and fore and aft on Deck 5, with the remainder just for cars. Vehicles have two-level embark/exit points, one at the stern and another at the bow, at both ports, which help with the short one-hour turnaround. Foot passengers have two gangway conduits forward and aft on Deck 7, and one forward on Deck 8.

There is a special 'garage' on Deck 7 for 100 car owners who may wish, for a fee, to shop and load their vehicles during the voyage, as the lower level of the two-deck Traveller Superstore is adjacent to this area. Spacing resembles that of onshore parking, so evacuation can be executed in



▲ *Megastar* berthed in Tallinn, where she offloads and then loads vehicles at the bow. The bow visor is open, while the ramp for cars on the upper deck remains raised indicating they have disembarked already.

▼ *Megastar* leaves Tallinn and begins her relatively short journey to Helsinki, with the Estonian coast in the background. ALL PHOTOS BY JOHN PAGNI





▲ Megastar docked in Helsinki, where the captain berths the ship at West Harbour's new Terminal 2 using the automatic mooring system's vacuum pads.

MEGASTAR

BUILDER	Meyer Turku
TONNAGE	49,200 (+35%)
DIMENSIONS	212.2m x 30.6m x 7m
CAPACITY	2,824 passengers (+36%), 12 decks, 3 Lounges, 6 bars/restuarants, 3 shops
VEHICLES	3,653 lane metres (+1,653); 110 cargo units plus 320 cars (+300 cars) or 800 cars (+60 per cent)
POWER	3 x Wärtsilä 12V50DF plus 2 x Wärtsilä 6L50DF gensets, total 45.6MW (-7%), 0.931 (-36%) KW per gt

(comparison to sister Star in brackets)

when sailing six times daily. Other crew rotate two weeks on and two off for her two alternating complements.

Passengers can travel in Business, Comfort or Sitting Lounges on Deck 8, with the first two costing extra. Business class includes complementary drinks and food, Comfort's price covers snacks and non-alcoholic beverages, while Sitting has aircraft seats and plugs. Tallink's fleet has, for years, had free wi-fi on board, and the company was the first to offer wi-fi throughout its ships.

Eating and drinking options start with the Victory Bar and Sea Pub aft on Deck 9, with the latter connected to the covered Winter Garden on the stern as an extra. The

two minutes. There are also eight recharging spots for electric cars on Deck 7.

Due to the short time aboard, there are only 47 small cabins for passengers and drivers on Deck 10, along with a Drivers Lounge plus 110 cabins for officers and the ship's personnel on Decks 10 and 11. The minimum complement is 176, with up to 200 crew in the peak summer season. The three masters work five days on and ten off, such is the workload

ON BOARD MEGASTAR



▲ The two-level Travellers Superstore, the largest floating shop on the Baltic.



▲ For sports fans, the Victory Bar offers drinks, snacks and screens.

▼ The Winter Garden at the stern next to the Sea Pub.



▲ One of the 47 small cabins available for passengers or drivers who want to have a short sleep during the two-hour crossing.

▼ The Chef's Kitchen restaurant represents the à la carte fine dining option aboard Megastar.



Delight Buffet and à la carte Chef's Kitchen on the same level at the bow give diners the best view.

ON BOARD SERVICES

The large open area on Deck 8 has diagonal and parallel walkways to facilitate passenger flow, helped by the carpet designs throughout the ship. Deck 8 also has a shop at one end and Coffee & Co self-service (including a bar) opposite. Fast food outlets consist of Burger King and Fast Lane, both on Deck 9. The latter has a self-service choice of a salad bar and meatball buffet, as well as made-to-order food. All food choices, except for the Delight Buffet, are limited, due to the relatively short voyage time.

The kids' playroom is located between the Delight Buffet and Fast Lane and has a Play Station corner. Kennels for pets are on Deck 7, and the area also includes a sandpit. Pets can be kept in cars during a voyage at owners' risk.

The shopping areas are 2,800m² in size, and consist of the split-level Traveller Superstore and Q-shopping gadgets. Alcoholic products dominate and are sold at Estonian onshore prices, as is tobacco. Perfumes, cosmetics, clothes, jewellery and toys, as well as food are also on sale. **NI**

VIEW FROM THE BRIDGE

Megastar's Senior Master Vahur Sõstra talks to John Pagni about his past and current vessels.

HOW DID YOU BECOME A SEAFARER?

I was born in the small town of Kilinge Nõmme (population 2,500), which is 40km inland from Estonia's seaside city of Pärnu. My parents then moved to Viljandi, where I went to school and became a member of the (lake) diving club. Since then I have always liked water. I soon got interested in ships and seafaring and went to sea in summers exploring wrecks, maritime museums and travelling. I decided to go to the Leningrad State Maritime Academy at 18. It is one was the one of five in the Soviet Union to have navigation officer (Academic Engineering Education) training.

WHAT SHIPS HAVE YOU SERVED ON?

I went to Leningrad in 1987, graduated in 1994 and worked on different ESCO (Estonian Shipping Company) vessels. My first (as mate) was the 134m cargo ship Tammsalu. For four years I sailed around the world. We carried various

cargoes, such as cocoa beans and logs from Africa to Europe, as well as granite from India.

HOW ABOUT YOUR TALLINK CAREER?

I joined Tallink in 2001 and had served ten years as a mate when I got my master's ticket in 2004. My first captaincy was Kapella, a small Tallink ro-ro ship with a 24-man all-Estonian crew. After that I was captain on Tallink's larger ro-ro Regal Star, the ro-pax Superfast VIII, the shuttle fast ferry Star, and the cruise ferry Baltic Queen.

WHAT IS YOUR FAVOURITE SHIP?

I cannot say, as they are all different and all are my favourite in my heart, even Kapella when she was heeling over and so slow that tugs overtook her. Unfortunately, I have lost contact with where she is now.

WHAT ABOUT MEGASTAR?

There was no simulator training as she has similar dimensions to Baltic Queen, and she is almost like a sistership, with very similar handling characteristics. I was Megastar's



takeout captain from Meyer Turku when we called at Helsinki on the way to Tallinn. The berthing took longer, as they were still working on the gangway. Taking a new ship into port for the first time needs care, and enables those on shore to mark the best position for all the port equipment. It was the same in Tallinn.

ANYTHING NOTICEABLE USING LNG?

The bunkering is different for an LNG ship. Manoeuvring does not depend on LNG, as we produce electricity from the engines. It remains untested in ice, as this winter has been mild.

▼ Megastar in Tallinn on a clear January day next to Silja Europa, which operates Tallink's Tallinn-Helsinki-Tallinn slower Tallink cruise option once a day. Megastar's emissions are colourless due to her LNG, while Silja Europa uses MDO low-sulphur fuel.



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▲ The 1992-built Scandinavian Reefer arriving at Southampton on 28 January carrying produce from the Canary Islands. The 7,944gt vessel, built for J. Lauritzen of Denmark, operates a service linking Las Palmas with Southampton and Rotterdam, and is currently operated by Chiquita Brands International. CHRIS BROOKS

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.



▲ The Cal Mac ferry Finlaggan arriving at Aberdeen on 9 February for dry docking; this was her first ever visit to the port. She was built in Poland in 2011 and links Kennacraig on Kintyre with Port Ellen or Port Askaig on Islay, as well as running to Colonsay. She can accommodate 550 passengers and 85 cars. DAVID DODDS



▲ The 15,154gt Vroon vehicle carrier Silverstone Express, built in 2009, arriving at the Port of Tyne on 15 February. Vroon operates a variety of vessels in business areas including livestock carriers, offshore support, dry cargo and container vessels. KEN SHORT



▼ The brand new Malta-registered bulk carrier Nordmosel (2017/25,546gt/38,618dwt) made her maiden call at New Zealand, calling at the port of Auckland after a Pacific crossing from Portland, Oregon. TREVOR COPPOCK/SEAPIXONLINE.COM

► The Transmanche ferry Côte d'Albâtre (2006/18,940gt) arriving at Newhaven in September 2016 after a Channel crossing from Dieppe. She has operated on this route since being built, and can carry 600 passengers and 224 cars. BRIAN MAXTED

▲ The historic 1933-built Clyde steamer Queen Mary (871gt) becalmed at her winter lay-up berth at Glasgow's Canting Basin in February. She was dry-docked at Greenock prior to her move upriver, where the hull was blasted and repainted. BOB WRIGHT





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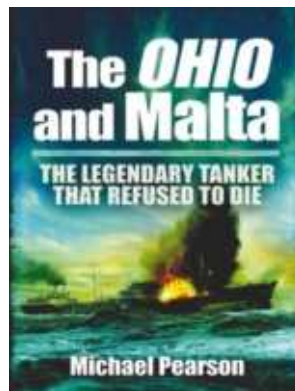
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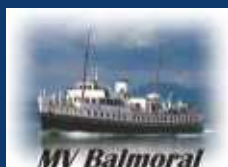
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WAVERLEY SAILS ON AT 70

but Bristol Queen went too early

Russell Plummer salutes Waverley at 70 and looks back at the all too short career of Bristol Queen, which ended half a century ago in August 1967 after little more than two decades of service.

Waverley heads away from Campbeltown on a fine summer's day. NICHOLAS LEACH

Two major paddle steamer anniversaries come up during 2017, with *Waverley* sailing into her 70th year while it is now half a century since P. & A. Campbell's *Bristol Queen* was withdrawn and scrapped after a career lasting only 21 years.

As emphasis switched to diesel-powered screw vessels, *Waverley* and *Bristol Queen* were just two of five large side-wheelers built following World War II. The others were the slightly smaller *Cardiff Queen* from the Fairfield yard at Govan on the Clyde, added to the Campbell fleet in 1947, while Loch Lomond's *Maid*

of the *Loch* ran from 1953 to 1981 and is now undergoing restoration. There was also paddle power for diesel-electric car ferry *Farringtonford*, which was completed in 1948 for Lymington-Yarmouth service before making the last Humber ferry crossings between Hull and New Holland up to the opening of the Humber Bridge in 1987.

Waverley, ordered from the Pointhouse yard of A. & J. Inglis, and the Campbell pair all replaced World War II losses, and while *Waverley*'s appearance and onboard layout was similar to that of the 1931-built *Jeanie Deans*, *Bristol Queen* was very different, with a raked stem, cruiser stern and enclosed paddle boxes when becoming the first Campbell vessel actually built in Bristol.

Both *Waverley* and *Bristol Queen* received similar triple-diagonal steam engines, built at the Eagle Foundry of





▲ Waverley whistles going away from Ilfracombe following replacement of the after pair of lifeboats by rafts, seen in white canisters either side of the paddle boxes. KENNY WHYTE

Greenock-based Rankin and Blackmore, but while *Bristol Queen* became Campbell's first oil-burning paddler, post-war shortages were blamed for *Waverley* starting with coal firing, and she was not converted to oil until 1956-57.

Waverley, now a tourist attraction in her own right, has spent longer in operational preservation than in a Clyde career from 1947 to 1973, and again captained by Ross

Cochrane, begins 2017 sailings from Glasgow over the late May Bank Holiday weekend.

Waverley this year undertakes the now traditional Western Isles visit, with excursions from Oban and Kyle of Lochalsh between 30 May and 5 June. The main Scottish season runs from 16 June to 27 August, with departures from *Waverley's* current South Bank home at the Glasgow Science Centre,

plus trips from Greenock, Largs and Ayr to destinations including Arran, Bute, Loch Fyne and Loch Long.

The steamer heads south to serve Liverpool and Llandudno on 29 and 30 August before five days on the Bristol Channel from 1 to 5 September. A South Coast spell from 8 to 15 September includes Isle of Wight circuits from points including Weymouth, Swanage, Bournemouth, Southampton and Portsmouth Harbour.

Thames trips, several passing through Tower Bridge, run from 22 September to 8 October serving London Tower Pier, Gravesend, Southend, Whitstable, Clacton and Harwich. *Waverley* then returns north for Clyde sailings from Glasgow to Blairmore on 14 October and Rothesay and Tighnabruaich the following day.

• For full 2017 programme details go to: www.waverleyexcursions.co.uk

▲ On the Scottish west coast, *Waverley* heads out of Campbeltown, leaving Kintyre. NICHOLAS LEACH

WAVERLEY

BUILT	1947 by A. & J. Inglis, Pointhouse, Glasgow, to order of London and North Eastern Railway Co, yard no.1,330
BUILDING	Launched 2.10.1946, maiden voyage to Arrochar 16.6.1947
TONNAGE	693 gross, 327 net
SIZE	235ft 5in x 30ft 2in (57ft 3in over paddle boxes); 10ft 2in draught
PASSENGERS	Up to 950 (Class V waters)
MACHINERY	Triple diagonal by Rankin & Blackmore, Glasgow, cylinders of 24, 39 and 62 inch, stroke 66 in; 2,600hp
SPEED	18.37 knots trials; 14 knots service



WAR LOSS COMPENSATION PAYS FOR WAVERLEY

Construction of Waverley, the 11th North Bank steamer to come from Inglis yard, began in 1945 and was largely financed by Government compensation for the loss of her 1893-built namesake, bombed and sunk during the Dunkirk evacuation in May 1940. The LNER acquired the all-paddler North Bank fleet of the North British Railway following railway grouping in 1923, and, like the remaining vessels, the new Waverley's name provided a link with the novels of Sir Walter Scott.

Waverley was launched into the River Kelvin on 2 October 1946 by Lady Matthews, wife of LNER chairman Sir Ronald Matthews, and moved to Greenock for the installation of Engine 519, built by Rankin and Blackmore. Trials in June 1947 saw 18.75 knots achieved over the Skelmorlie measured mile, with the engine turning at 56rpm, although her service speed has usually been around 14 knots.

Originally a two-class vessel, Waverley had a dining saloon, lounge, tea room and shop, with two large

promenade deck shelters. The forward shelter housed the bridge, master's room and two lifeboats, while passengers shared the deck above the after shelter with two lifeboats and the main mast. Like most Craigendoran steamers, Waverley was fitted with wooden paddle floats.

There was a maiden sailing from Craigendoran to Arrochar, Loch Long on 16 June 1947 under the command of Captain John Cameron, who was master of the previous Waverley in the 1930s and survived her loss near Dunkirk. Captain Cameron spent an emotional day with the present vessel during a Dunkirk 40th anniversary cruise from Deal to the French coast in May 1980. Ten years later Waverley gained special exemption to go all the way to Dunkirk to join the Little Ships for the 50th anniversary event.

Waverley entered service in the North British livery of a black hull with two gold bands, grained brown deckhouses and red, white and black funnels. This lasted only until railway nationalisation in 1947, when the LNER

fleet was amalgamated with Gourrock-based Caledonian Steam Packet, bringing a change to buff funnels with black tops, white deck houses and, from 1953, white paddle boxes.

Through the 1960s Waverley and Jeanie Deans alternated fortnights about on rail connection services and excursions, although Waverley visited Loch Long twice weekly as part of a Three Lochs tour. After the sale of Jeanie Deans in 1964, the 1934-built Caledonia alternated with Waverley until withdrawn in 1969. By this time Waverley was sporting the monastral blue hull of the British Rail shipping operation, but with the distinction of red Caledonian lions on the buff and black funnel. Amalgamation of CSP and West Highland operator Caledonian MacBrayne to form Cal Mac saw the latter's red and black funnels introduced in 1973, although the funnel lions were retained on yellow discs.

During November 1973 Cal Mac announced Waverley's withdrawal and offered the vessel as a gift to the Paddle Steamer Preservation



1948 • Waverley's red, white and black LNER funnel colours were replaced by Caledonian Steam Packet buff and black.



1988 • Waverley visiting the Thames and passing through Tower Bridge.



2011 • Waverley about to leave Margate Jetty for a trip up the Thames to central London.



2016 • After using Clyde north bank berths for many years, Waverley is seen at her current Glasgow Science Centre home. KENNY WHYTE



2015 • Waverley passes the Riverside Museum at Pointhouse, built on the site of the A. & J. Inglis yard, where she was launched in 1946. KENNY WHYTE



2016 • Back from exile on the Thames, former turbine steamer Queen lies in Greenock's James Watt Dock as Waverley steams past. KENNY WHYTE



▲ A 1960s view of Waverley with the monastrial blue hull colouring adopted for the British Rail fleet.



▲ Waverley's three crank diagonal engine regularly attracts an admiring gallery of passengers. IAN WATT

Society, an official handover to PSPS representatives Douglas McGowan and Terry Sylvester taking place on 6 August 1974. There was a price of £1 to legalise the transaction, and even this was donated by Sir Patrick Thomas, chairman of the Scottish Transport Group.

Some doubted whether there could be an operational future for Waverley, but the newly formed Waverley Steam Navigation Company had other ideas and put the steamer through a four-week overhaul at Scott's Garvel Graving Dock, during which news of a £30,000 grant from Strathclyde Regional Council provided the final impetus for a return to service under Captain David Neill on 22 May 1975, and with Bill Summers back as chief engineer.


The Strathclyde subsidy went to turbine steamer Queen Mary and Maid of the Loch in 1976, but £70,000 was raised for Waverley from district councils and individuals, with 191,000 passengers carried. It was not all plain sailing, however. Approaching Dunoon on 15 July 1977 with an ebb tide running, Waverley grounded on the Gantock Rock following steering problems. All 630 passengers were safely evacuated and the vessel refloated later in the evening. Damage suffered was estimated at £78,000, and six weeks of summer

sailings were lost during repairs.

Early and late season sailings away from the Clyde developed with excursions from Liverpool to Llandudno and Fleetwood in 1977, before a South Coast and Thames programme in 1978 carried 54,000 passengers. Even more ambitious tours followed, and Waverley has now visited around 80 different piers and ports.

Waverley's original double-ended Scotch boiler, retubed in 1976, was replaced in Spring 1981 by a Babcock Steambloc unit, which brought a 20 per cent reduction in fuel consumption, better reliability and with steam able to be raised in a matter of minutes rather than hours.

During June 1997 the Heritage Lottery Fund announced support for a major reconstruction of Waverley to late 1940s styling, and the work was carried out during two winter visits to the George Prior Engineering yard at Great Yarmouth at a cost of £7 million, including installation of two new Cochran Thermax boilers using Hamworthy rotary burners, with Waverley lifted onto a floating pontoon.

Since then, Waverley has been listed by the UK National Historic Ships Committee as part of their Core Collection and today receives funding from the PSPS, Glasgow City Council, Inverclyde Council, Arran and Bute Council, North and South Ayrshire Council. 



Waverley in the Garvel Dock at Greenock during one of her annual overhaul visits. KENNY WHYTE

POSTSCRIPT • In the August issue Ships Monthly catches up with Douglas McGowan and Terry Sylvester, the men who bought Waverley for £1.

REMEMBERING TH



▲ Bristol Queen in the Camel Estuary during a first visit to Padstow in 1965. ARTHUR WEBSTER.

After *Bristol Queen* provided the yard of Charles Hill and Sons with their first experience of paddle steamer building, a crowd estimated at more than 3,000 watched the launch on 4 April 1946 by the Lady Mayoress of Bristol, Mrs James Owen, using a bottle of Bristol Milk sherry, which failed to break at the first attempt.

The launch took place a year to the day the contract was signed and, after successful trials, there was a maiden voyage from Bristol to Ilfracombe on 7 September 1946. Within two years, Campbells had six paddlers and the turbine screw steamer *Empress Queen* in operation, although the 1,781gt vessel

never had an opportunity to offer the cross-Channel cruises for which she was designed.

Empress Queen, withdrawn in September 1953 after a final summer at Torquay, was laid up for three years until bought by the Greek family-owned company Kavounides Shipping and provided with overnight cabins for cruises from Piraeus as *Philippos*. The steam turbines were replaced by Crossley diesel engines in 1959 and cruises continued until 1972, when the vessel was declared a total loss after a serious fire while being refitted.

Campbells were anxious to introduce a second new steamer for the summer of 1947 and, after both Charles Hill and Ailsa Shipbuilding were unable to take the



E STYLISH BRISTOL QUEEN



▲ Bristol Queen approaching Weston on a July 1964 sailing to Barry from where a 'Welsh Mountains' coach tour was offered. RUSSELL PLUMMER

work, an order was placed with Govan-based Fairfields for what became the slightly smaller *Cardiff Queen*.

Bristol Queen's after pair of lifeboats, originally at deck level, were raised to create more passenger space in 1949, and with *Cardiff Queen* she headed south for the Coronation Review of the Fleet at Spithead in June 1953. Chartered by travel agencies on Review Day, 16 June, the two *Queens* sailed from Southampton.

Along with other excursion operators, the 1950s brought a significant decline in

Campbell's trade. A receiver was appointed in 1959 and, on the last day of the year, the business passed to Townsend Ferries parent George Nott Industries. Campbells laid up *Bristol Queen* in 1959 and 1960, with *Cardiff Queen* and 1914-built coal-burning veteran *Glen Usk* in service. In 1960 *Glen Gower* went to Dutch breakers after being idle since October 1957.

MECHANICAL PROBLEMS

Bristol Queen returned to service, but mechanical worries increased until, in the winter of 1962-63, she was sent to Weymouth for a refit by paddle steamer specialists Cosens and Co. Even then, recurring paddle trouble brought an early end to the 1963 programme and, in subsequent summers, *Bristol Queen* was dogged by bouts of paddle, steering, boiler and engine faults.

The steamer was dressed overall when completing her 1965 season, taking 1,000 passengers to view the opening of the first Severn Bridge by HM The Queen on 10 September. The wheels received more attention during a survey and refit early in 1967 that was delayed by a dock workers strike in Cardiff, although services began as planned on 10 May.

Newly fitted with radar,

Bristol Queen completed a memorable trip from Cardiff, Weston-super-Mare and Ilfracombe to the Scilly Isles from 13 to 15 May 1967, riding the swells superbly in both directions, sailing around Land's End to and from Penzance, before a trip to St Mary's on the middle day. This was *Bristol Queen*'s fifth Scillies trip after the sailing was revived in 1963 for the first time since a 1909 tour by the paddler *Britannia* (1896).

Back on the Bristol Channel in 1967, she had her speed cut by 10 per cent to reduce strain on the wheels, but two radius rods snapped on a 21 July trip to Minehead, with more trouble at Swansea on 3 August before the final blow came on 26 August, when, off Barry, the starboard wheel struck a submerged object which caused substantial damage. Campbell decided repair costs of £23,000, including £8,000 on the paddles, could not be justified, and the vessel was offered for sale, together with *Cardiff Queen*, which had been inactive since autumn 1966.

Bristol Queen entered Queen Alexandra Dock in Cardiff for lay-up, but there was more trouble when she was struck on 14 January 1968 by the Liberian tanker *Geodor*. Her foremast snapped off after stays were broken.

There was also damage to the starboard bow, bulwarks and bridge wing. She left Cardiff under tow on 21 March 1968, arriving at Ostend on 25 March and continuing to breakers at Willebroek near Antwerp the next day.

Cardiff Queen was bought in February 1968 for conversion into a floating nightclub and towed to Barry, but broke from her moorings and slid almost broadside across the River Usk. The plans for static use quickly fell through, and *Cardiff Queen* was sold to local breakers John Cashmore and Sons for demolition in May 1968. 

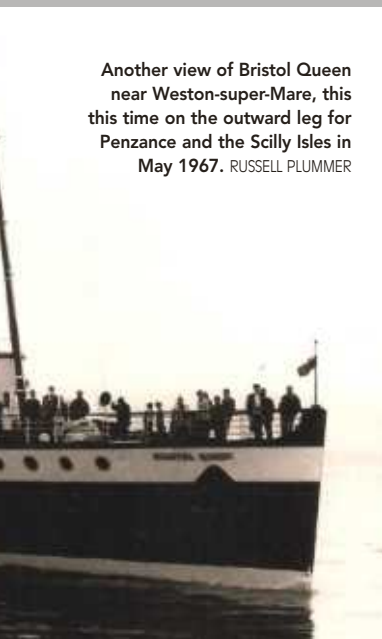
BRISTOL QUEEN

BUILT	1946 by Charles Hill, Bristol, to the order of P. & A. Campbell
BUILDING	Launched 4.4.1946, maiden voyage Bristol-Ilfracombe 14.9.1946
TONNAGE	961.56 gross, 311 net
SIZE	224ft 7in x 31ft 2in (58ft over paddle boxes); 10ft 5 in draught
PASSENGERS	1,000
MACHINERY	Triple diagonal by Rankin and Blackmore, Glasgow, cylinders of 27, 42 and 66in, 66 in stroke; 1,260hp.
SPEED	19 knots trials; 16 knots service
DISPOSAL	Withdrawn Aug 1967, sold to Belgian breakers at Willebroek, Antwerp, March 1968.



▲ Bristol Queen at Cardiff after withdrawal from service in 1967. NIGEL LAWRENCE

Another view of Bristol Queen near Weston-super-Mare, this time on the outward leg for Penzance and the Scilly Isles in May 1967. RUSSELL PLUMMER



A LONDON GREEK SUCCESS STORY



Malcolm Cranfield explores the business of Victoria Steamship Company Limited, a long established UK shipbroker and representative for several Greek owners of dry cargo vessels.

▲ The 2003-built Nicolaos A, named in memory of N. A. Apodiakos, Chairman of Victoria SS Co Ltd, alongside the Avra at Ambelaki, Salamis on 4 May 2016. NEKTARIOS PAPADAKIS

Victoria Steamship Co Ltd (Victoria SS) was formed in London in 1948 by

Nicolaos Achilles Apodiakos (1912-2002), who hailed from Chios, fifth largest of the Greek islands. Named after his mother Victoria, the company acted as London agents for a number of Greek owners, notably Nikolaos Zannis (N. Z.) Michalos, being tasked with finding profitable charters for their ships. Victoria SS has been a member of the Baltic Exchange in London since 1953.

Victoria SS started business by taking over the role of London agents for Constantine Hadjipateras & Sons of Athens from C. Michalos & Co. The UK representation of four vessels on behalf of the Hadjipateras family soon followed. These were *Panaghia*, the former *Seacliff Park*, and the Liberty ships *Aghios Nicolaos* (ex-*Cushing Eells*), *Pitsa H* (ex-*Rufus N. Peckham*) and *Meta D* (ex-*Francis D. Culkin*). The latter two ships had been operated by Trident Transport of New York, a company owned by Hadjipateras, *Pitsa*



▲ Aghios Nicolaos at Vancouver on 13 January 1956. WALTER E. FROST, COURTESY OF CITY OF VANCOUVER ARCHIVES



H having traded from 1953 to 1955 as *Nicholas C.H.*

To these was added the representation of *Pantelis*, the former *Panaghia* of Lykiardopulo, built in 1920 as *War Lobelia*, owned by Pantelis C. Laimos and Aristidis P. Lemos. In 1956 she was renamed *Palmita* and registered in Costa Rica. Also added to the fleet in 1956 was the Liberty ship *Panagiotis D* on her purchase by D. P. Dracos & N. C. Hadjipateras from Marchessini, who had operated her from 1946 as *Eurymedon*.

In 1959 Pantelis C. Laimos and Aristidis P. Lemos also awarded to Victoria SS the agency of their newly acquired vessel *Kapetan Kostis*, the former *Eastgate* of Turnbull



▲ Campos arriving at Rotterdam on 3 July 1969 from Ashdod. AUTHOR'S COLLECTION



▲ Apex, the first ship acquired by N.Z. Michalos, sailing from Boston on 19 December 1966 bound for Italy with a cargo of scrap metal. WILLIAM A. SCHELL



▲ Almar at Portland, Maine on 30 September 1966. DAVE BOONE COLLECTION



▲ Almar, owned by Z. & G. Halcoussis, outbound from Rotterdam on 31 May 1972 during a voyage from Karachi to Liverpool. AUTHOR

TIMELINE

1934 Nicolaos Apodiakos joined his uncle Costas N. Michalos in London; as both of his parents had died before he was 12, Apodiakos was brought up by his maternal uncles, Leonidas and Zannis N. Michalos.

1936 Apodiakos married Angela Vergottis, but she died three years later after bearing twins Achilleas and Angeliki. Greece was then ravaged by four years of German occupation, followed by civil war.

1940 Nicolaos Apodiakos emigrated with his children to the United States, where he represented his uncle's firm while working in New York with shipbrokers Simpson, Spence & Young.

1946 Apodiakos was instrumental in purchasing the Greek Government's 'lease-lend' 1945-built Liberty ship *Hydra* (ex-John C. Preston); on purchase by his uncle, she was renamed *Costas Michalos*.

1948 Apodiakos returned to London and created *Victoria SS*.

1951 Apodiakos married Evgenia C. Lemou, a daughter of the Lemos dynasty. *Victoria SS* lay dormant until October 1953.

1953 *Victoria SS* resurrected with Pavlos ('Paul') A. Palios (1915-2003), a descendant of the Palios family, with which Leonidas N. Michalos had been closely involved before and after World War I, becoming a partner and director.

1960 Stuart Godfrey Mellstrom joined the Board of Directors, becoming head of chartering. He had seagoing experience on *Costas Michalos* and other ships, having joined *Victoria SS* in 1954.

Pre-1992 Constantine ('Costas') Nicholas Apodiakos (b.1956) and Anthony Paul Palios (b.1957) became directors, but recently resigned these positions, leading to the appointment of company secretary Susan Barbara Norris as director. Spyro Nicholas Contopoulos (b.1954) had been appointed a Director in 2006.

1996 The Apodiakos family created a new company in Piraeus called *Blue Planet Shipping Ltd*, currently managing 11 bulk carriers on behalf of the successors to N. Z. Michalos, with *Victoria SS* continuing to act as UK agents for the fleet.

OTHER SHIPS ACQUIRED BY N. Z. MICHALOS DURING THE 1950s AND 60s

1957 • The former *Empire Moon*, completed in May 1941 as a CAM ship for Ministry of War Transport (MoWT), was given the name *Alma*. She had narrowly escaped becoming a war loss as, when south of Syracuse on 22 July 1943 U-81, three torpedoes hit her in the foreship. The ship was beached on Sicily but in June 1945 was refloated and towed to Palermo for repairs. Sold in 1946 to G. O. Till of Sunderland, she was purchased in 1949 by Pandelis Shipping Co and renamed *Ionian Moon*. In 1953 she became *Sterling Victory* under the ownership of A. Vergottis Ltd. *Alma*

was renamed *Campos* in 1968 and then transferred to Campos Shipping Co Ltd of Famagusta before her sale to breakers at Shanghai where she arrived on 20 January 1970.

1960 • The Liberty ship *Calais* was purchased from the French Government and renamed *Almavita*. Built in 1942 as *George H. Dern*, she had been operated since 1947 by Compagnie des Chargeurs Reunis. *Almavita* was broken up at Kaohsiung, where she arrived on 15 March 1969.

1963 • The Liberty ship *Palos* was bought from Argentine owners and renamed *Evmar*. Built in 1943 as *Rebecca Boone*, she had several

owners and names and in 1960 was lengthened and modified to carry bulk cargoes. Towards the end of 1970 *Evmar* was trading in South African waters and was purchased by local owners. Renamed *Antonia B*, she was broken up in October 1972.

1965 • *Cape Grenville*, renamed *Cosmar*. Built by Lithgows at Port Glasgow in 1949 for Lyle Shipping of Glasgow, she was transferred to Campos Shipping of Famagusta in 1973. Renamed *Cosmaria*, she remained in the fleet until sold in 1976 to Polar Star Maritime, who named her *Selas*, *Naya* and *Mayfair* before selling her to Pakistan breakers in 1980.

1967 • In December *Nigaristan* was bought from Strick Line, and renamed *Astromar* at Liverpool. Renamed *Aris* early in 1969, she arrived at Shanghai on 7 October 1971 for breaking following a voyage from Casablanca.

1969 • *Sunvictor* was simply renamed *Victor*. Built at Burntisland in 1957 for Norwegian owners and immediately long-term chartered to Saguenay Terminals, she was transferred in 1974 to a new Famagusta nominal owner, her name oddly reverting to *Sunvictor*. Sold in 1975 to Hong Kong-based owners, she took the name *Man Wah* for four years until being broken up at Kaohsiung in September 1979.



Evmar arriving at Cape Town on 18 December 1970.
PHOTO BY IAN SHIFFMAN/AUTHOR'S COLLECTION

Scott, built at Burntisland in 1940, which had been operated by Buries Markes from 1952 as *La Estancia*.

Represented from 1962, on behalf of Crown Shipping Agency, were the 1942-built *Nicos* (ex-*Empire Gareth*) and the 1941-built *Helmos*,

the former *Eastern City* of Reardon Smith, which was renamed *Nicopaul* in 1969 just before her sale to Whampoa breakers in April 1970. She was replaced in mid-1970 by the 1951-built *Paulcrown* (ex-*Heian Maru*). Managed from 1964 were the

former Ellerman & Papayanni-owned *Bluesea* and *Bluesky* of C. Philippotis (Middle East Maritime Co Ltd). Loucas G. Matsas was also an important client of Victoria SS for the management of salvage claims.

Victoria SS had also acted as London agents for Dem. P. Margaronis, whose ships had included, from 1959, the Liberty ship *Efcharis* and from 1972 *Patagonia*, renamed *Efcharis* in 1974, being the former *Harpalyce* of J. & C. Harrison. By coincidence, the same original owner's 1947-built *Harpalion* was managed by Victoria SS between 1962 and 1976 as *Almar* on behalf of Z. & G. Halcoussis, cousins of Achille Halcoussis and relations of C. Philippotis.

N. Z. MICHALOS

Nikolaos Z. Michalos, who cherished his Chios homeland, had a keen interest in history and implemented a policy of reviving the names of previous ships owned by his family. From 1955 he and his brother, Antonis, gave their ships new yellow funnel markings interlinked blue crosses on a white band. The first ship in the new colours was *Amipa* (ex-*Empire Carpenter*), purchased from Petrinovic Steamship Co Ltd in 1955. A standard Empire B type, built by Charles Connell at Glasgow in 1943, *Empire Carpenter* had served the Soviet Union as *Dikson* between 1944

► *Annita*, owned by Z. & G. Halcoussis, upbound on the St Lawrence River off Ste Anne de Sorel on 31 May 2011. MARC PICHÉ



Victor sailing from Philadelphia on 22 July 1972. AUTHOR'S COLLECTION



▲ Cosmaria alongside Bluff coal-loading appliances, Durban in early July 1976. TREVOR JONES



▲ Aris sailing from Rotterdam on 5 May 1970, bound for Chittagong. KOOS RIEDYK/AUTHOR'S COLLECTION



▲ Avra approaching Liverpool on 2 January 2016 with a cargo of steel from the Far East. AUTHOR'S PHOTOGRAPH

and 1946, being operated by the Northern Shipping Co of Archangel. Petrinovic had purchased the ship from the British Government in 1947 to trade as *Petfrano*. In 1958 she was renamed *Apex*, and in 1968 *Afros*, before being transferred in 1970 to Campos Shipping Co Ltd of Famagusta, North Cyprus. *Afros* arrived at Shanghai on 17 March 1971 for breaking. Fleet development in the 1950s and 60s can be found in the adjacent box.

BULK CARRIER FLEET

Delivered at Rijeka in December 1970 was the new bulk carrier *Apollon*, which served Michalos under the Greek flag until 1986, when she was transferred to the Cyprus flag and renamed *Apollonic*.

In the 1970s Michalos embarked on a newbuild programme of bulk carriers, starting with a new *Apex*, built in 1973 by Hakodate Dock Co at Muroran, Japan, and followed in 1976 by sistership *Eymar* and in 1977 by *Akmi* from Namura at Osaka.

While *Apex* was sold for further trading in 1989, and broken up ten years later as *Agios Nectarios*, *Eymar* was retained in the Michalos fleet until sold to Chinese breakers in 2003. *Akmi*, sold by Michalos in 2000, went on to trade for ten years from 2002 as the Chinese *Guo Shun*.

These were followed in 1985 by the larger *Alkimos*, sold in 2004, and between 1991 and 1993 by four second-hand bulk carriers, two of which, renamed

Almavita and *Astromar*, had been built in Brazil in the 1980s for Abbas Gokal's ill-fated Gulf Shipping Group. The other two ships, again named *Cosmar* and *Aris*, were equipped with gantries for self-discharging. Only *Astromar* was retained beyond 2004, being sold to India in 2007 to become *Maha Deepa*, while, as the Cyprus-domiciled SMT Shipping's *Caribe Pearl*, the former *Aris* was the last of these four ships to be broken up, at Alang in April 2016.

In 1999, with Victoria SS acting as agents and brokers in the purchase process, eight double-skinned supramax bulk carriers were ordered from Chinese builders. Delivered between 2002 and 2005, six of these ships, *Apollon*, *Apex*, *Akmi*, *Nicolaos A*, *Evnia* and *Avra*, were for Michalos, while sisterships *Annita* and *Lorentzos* were delivered to Z. & G. Halcoussis. *Apollon* and *Apex* were sold in 2005, while *Akmi* was renamed *Arion* in 2014.

In 2010 a post-Panamax 95,300dwt gearless bulk carrier was ordered by the successors to N. Z. Michalos from China, and was delivered in 2013 as *Alkimos*. Listed under Blue Planet Shipping Ltd on the Equasis website, a public site promoting maritime safety and quality, are newbuildings *Archon*, *Cosmar* and *Apex*, the first of which were listed on the Marine Traffic website as due to be named *Vishva Vani* and *SBI Twist*, the ships presumably having been sold on the stocks.

HMS Sheffield at speed in 1944. The Town class cruisers had raked twin funnels and a balanced profile, making them handsome ships. CROWN COPYRIGHT



HMS SHEFFIELD: THE SHINY SHEFF

Conrad Waters reviews the illustrious career of the Town class cruiser.

On a grey, dismal day in January 1967 the cruiser HMS *Sheffield* departed Portsmouth harbour under tow for Rosyth in Scotland. Here she was stripped of reusable equipment before making a last voyage to shipbreakers at Faslane on the Clyde. By mid-1968 she was no more. Her legacy was a record of active service, ranging from the ice of the Arctic to the warmth of the Mediterranean, that was – arguably – unmatched by any other warship of her generation.

TOWN CLASS CRUISERS

HMS *Sheffield* was one of ten Town class cruisers commissioned between 1937 and 1939. Her design originated from the complex international treaties limiting naval armaments

that dominated warship construction between the two World Wars. A major influence on Royal Navy thinking during this period was the need to protect the network of global maritime trading routes linking the British Empire. Trade protection was the British cruiser's primary role. Given limited budgets, it became

apparent that this requirement could be best achieved by building large numbers of relatively small ships.

Throughout much of the 1920s cruiser construction was dominated by expensive 10,000-ton cruisers armed with eight-inch guns that were the largest allowed under the provisions of the



▲ HMS Sheffield joined the Home Fleet after being accepted from the builders in August 1937. The recognition stripes on her turrets suggest she is operating near Spanish waters during that country's civil war. CROWN COPYRIGHT

A bow view of HMS Sheffield taken at Boston in 1945. Her triple turrets were a first for a British cruiser and a response to developments overseas. US NAVY

1922 Washington Naval Treaty. A major step towards achieving the Royal Navy's objective of smaller, cheaper ships appeared to have been taken with the signing of a new treaty in London in 1930. This included provisions restricting eight-inch-gunned ships in favour of a new category of six-inch-gunned cruisers, unofficially termed light cruisers. Series production of the new 7,500-ton Leander class light cruisers, armed with eight six-inch guns, quickly followed.

Unfortunately, the other major naval powers of the day – Japan and the United States – had different ideas. Driven by the demands of long-range warfare in the Pacific, they soon designed their own light cruisers. The resulting Mogami and Brooklyn classes were as large as previous eight-inch gunned ships, and mounted 15 six-inch guns in triple turrets. With its own ships outclassed, the British Admiralty was forced to change its plans.

A new cruiser, displacing a little over 9,000 tons and armed with 12 six-inch guns, was developed. Although their main armament was weaker than that wielded by the foreign ships, the British cruisers incorporated a good mix of protection, speed and

▼ In a break with tradition, many of HMS Sheffield's fittings were made of stainless steel, including the ship's bell. CROWN COPYRIGHT



weaponry, including a strong anti-aircraft outfit.

Originally intended to be known as the Minotaur class, orders for the first two ships were placed under the 1933 warship construction programme. Their names were changed to *Southampton* and *Newcastle* while they were building. The design's success was demonstrated by orders for further batches, each incorporating improvements over their predecessors. The final two ships – *Belfast* and *Edinburgh* – were significantly larger than the earlier ships and had a different profile. The last was commissioned just as war broke out in 1939.

HMS SHEFFIELD

HMS *Sheffield* was ordered as one of a second batch of three Town class cruisers under the 1934 programme. Her construction was allocated to Vickers-Armstrong's Walker yard on the River Tyne, which had just been reopened to build her sistership *Newcastle*. *Sheffield's* keel was laid on 31 January 1935. She was launched by the Duchess of Kent nearly 18 months later, on 23 July 1936.

Sea trials commenced in August 1937 and she was accepted from the builders on 25 August. *Sheffield's* home port was Chatham and she was initially commissioned into service with the 2nd Cruiser Squadron, part of the Home Fleet.

Along with the two other second batch ships, *Sheffield* benefitted from a number of enhancements from the initial Town class ships, including improved arrangements for gunnery control, notably an additional dual-purpose director aft of the mainmast that allowed her to engage two surface targets simultaneously. Uniquely, *Sheffield* was subject to an experiment under which many brass fittings were replaced by stainless steel to make maintenance easier. A stainless steel ship's bell was donated by Sheffield steelmaker Hadfields. The



HMS Sheffield towards the end of her Arctic service in 1944. She saw action in two major engagements in northern waters. CROWN COPYRIGHT

extensive use of this material was quickly to earn *Sheffield* the nickname of the 'Shiny Sheff'.

Sheffield was the first warship named after the city, and local interest in the new ship was intense. Accordingly, arrangements were made for her to dock at Immingham, one of the closest ports to Sheffield, early in her first commission. Special trains brought over 22,000 people to visit the ship during the three days she was open to the public.

In August 1938 *Sheffield* was fitted with the Royal Navy's first operational air

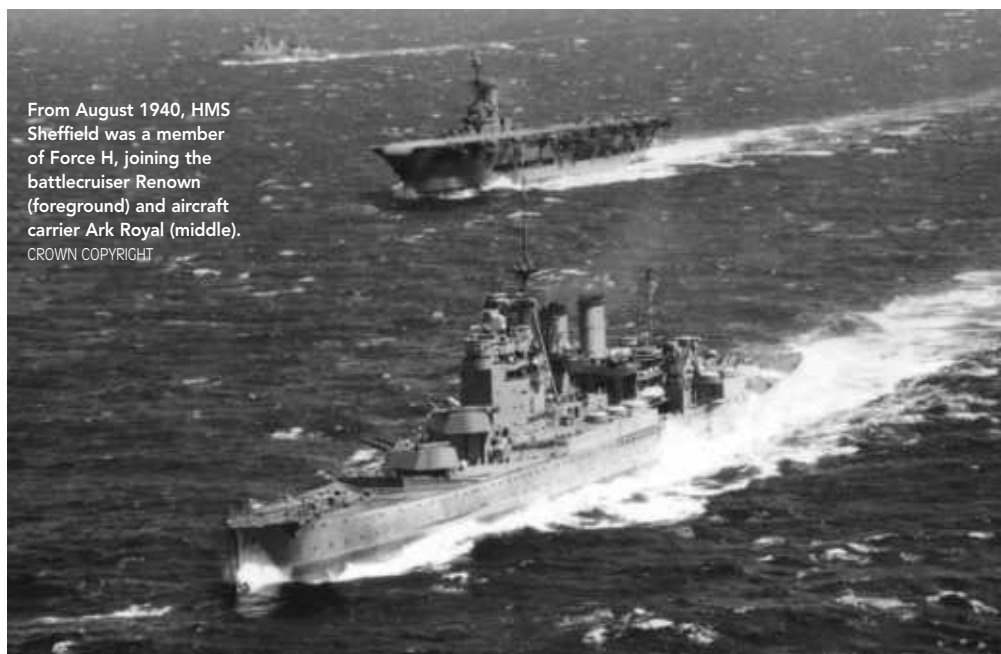
warning radar, designated Type 79Y. Exercises quickly demonstrated the benefits of the new system, which was to play a leading part in the Royal Navy's victory in the rapidly approaching war.

THE EARLY WAR YEARS

When war came in September 1939, *Sheffield* was still a member of the Home Fleet. The first months of the conflict saw her undertake arduous but essential blockade duties as part of the Northern Patrol, escaping damage from German air attacks and

capturing the merchantman SS *Gloria*. The rapid decline in Britain's fortunes during this period was reflected in *Sheffield's* involvement in the unsuccessful attempt to stem Germany's invasion of Norway and subsequent deployment along Britain's east coast as part of anti-invasion measures following the defeat of France.

One consequence of the French collapse was a dramatic deterioration of the naval situation in the Mediterranean, where Italy had entered the war on Germany's side. A new Royal Navy squadron, Force



From August 1940, HMS Sheffield was a member of Force H, joining the battlecruiser Renown (foreground) and aircraft carrier Ark Royal (middle). CROWN COPYRIGHT

Although 20 years old, HMS Sheffield still makes a powerful impression as she undergoes post-refit trials in 1957 after a final refit. Improvements included an enclosed bridge and new fire control directors for her anti-aircraft armament. CROWN COPYRIGHT 1957 REPRODUCED UNDER THE TERMS OF THE OPEN GOVERNMENT LICENCE



H, was therefore based at Gibraltar, where it was ideally positioned to operate either in the Western Mediterranean or North Atlantic as required. The radar-equipped *Sheffield* sailed to join Force H in August 1940, supplementing the battlecruiser *Renown* and aircraft carrier *Ark Royal*.

Commanded by Vice-Admiral Sir James Somerville, Force H's exploits were to dominate the headlines during some of the bleakest months of the war. Seeing action against German, Italian and, occasionally, Vichy French forces, it supported supply convoys to Malta, undertook an audacious bombardment of Genoa and fought a fleeting engagement with an Italian fleet off Cape Spartivento.

Perhaps most significant was Force H's foray into the Atlantic to cut off the German battleship *Bismarck*'s retreat to the French ports. *Sheffield* herself was sent ahead to shadow the battleship, escaping a torpedo attack by *Ark Royal*'s Swordfish in a case of mistaken identity. A torpedo hit from a second aircraft strike finally prevented the German ship's escape, delivering her to the battleships of the Home Fleet. *Sheffield* did not come through the victory entirely unscathed, suffering three fatalities, and shrapnel damage as a result of near misses from *Bismarck*'s guns.

ARCTIC SERVICE

Sheffield sailed home for a much-needed refit in June 1941, sinking the German supply ship *Friedrich Breme* en route. She returned briefly to the Mediterranean later in the year and for periods in 1942 and 1943, supporting the North African and Italian landings. However, much of the rest of her wartime service was spent protecting convoys to North Russia.

Here, the severity of the Arctic weather was almost as much of an enemy as the German forces. A major storm while she was on passage from

Scapa Flow to Iceland in February 1943 ripped off part of A turret's roof and meant the ship had to spend over three months in the dockyard.

Sheffield was, however, to see much action in northern waters. She suffered damage from a mine explosion off Iceland in March 1942 and participated in two engagements that made a significant contribution to Allied victory. On 31 December 1942, in company with the Colony class cruiser *Jamaica*, she engaged a powerful German force attacking Russian convoy JW-51B in the Battle of the Barents Sea, damaging the cruiser *Admiral Hipper* and sinking the destroyer *Friedrich Eckoldt*.

The latter was virtually shot to pieces with the loss of all hands when she closed to within 4,000 yards of the British cruisers after mistaking them for German ships. Adolf Hitler was so incensed with the action's result that he ordered the decommissioning of most of the major German surface units in favour of the U-Boat arm.

Almost a year later, in December 1943, *Sheffield* was present when the battlecruiser *Scharnhorst* led another attempt to disrupt the Russian convoy routes in the Battle of the North Cape. Prevented from attacking convoy JW-55B by a cruiser force comprising *Sheffield*, *Belfast* and the 8-inch gunned *Norfolk*, the German ship was

destroyed after the arrival of reinforcements headed by the battleship *Duke of York*. Only 36 of *Scharnhorst's* near 2,000-strong crew survived the battle.

AFTER THE WAR


By this time *Sheffield's* active service was drawing to an end. After further deployments in Arctic waters, she headed for Boston in the United States in July 1944, where arrangements had been made for a major refit to prepare her for deployment to the Pacific. By this time wartime additions of anti-aircraft and electronic equipment had left her substantially overweight and a major reconstruction – including the removal of 'X' turret – was required.

Work was still under way when Germany surrendered, and it was decided to return *Sheffield* to Portsmouth to complete the refit. The subsequent capitulation of Japan meant that this proceeded at a leisurely pace. It was not until mid-1946 that she returned to service.

Sheffield still had more than ten years of operational duties ahead of her. Initially, much of her service was in American waters, during which time she finally reached the Pacific Ocean. A final major refit completed by mid-1957 arguably made her among the most effective of the remaining wartime

HMS SHEFFIELD	
BUILDER	Vickers Armstrong Walker Yard, River Tyne
CONSTRUCTION	Laid down 31.1.1935, launched 23.7.1936, accepted 25.8.1937
DISPLACEMENT	9,100 tons standard (design)
DIMENSIONS	558ft (591ft 6in overall) x 61ft 8in x 18ft
ARMAMENT	12 x 6 inch guns in four triple Mk.XXII mountings; 8 x 4 inch guns in four twin Mk.XIX mountings; 8 x 2 pdr 'pompoms' in two quadruple mountings; 8 x 0.5-inch machine guns in two quadruple mountings; 6 x 21-inch torpedo tubes in two triple mountings; 3 x Walrus spotting aircraft
PROTECTION	4½ inches main belt; 1¼ inches deck
PROPULSION	4 steam turbines producing 75,000shp through four shafts
COMPLEMENT	About 750
CLASS	1933 Programme Newcastle & Southampton; 1934 Programme Birmingham, Glasgow & Sheffield; 1935 Programme Gloucester, Liverpool & Manchester; 1936 Programme Belfast and Edinburgh.
NOTES Weight, armament and crew varied substantially as the ship was modernised and modified. On completion of her final modernisation in 1957, Sheffield was armed with nine 6-inch guns (three triple mountings), eight 4 inch guns (four twin mountings) and 16 x 40mm guns (eight double mountings).	

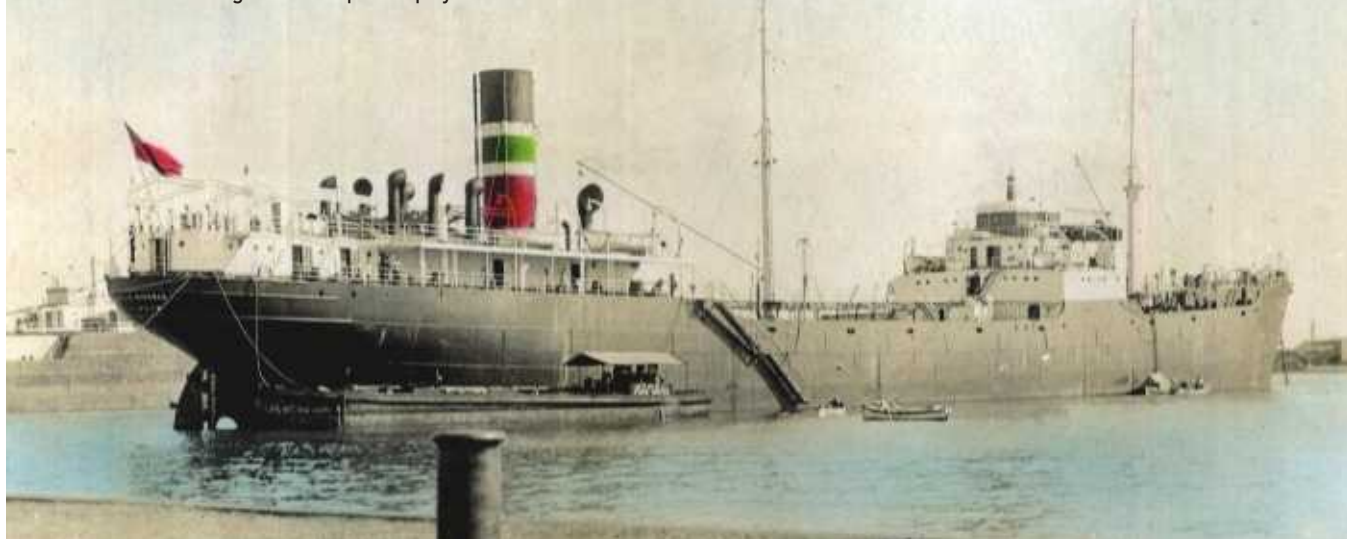
cruisers, with a fully enclosed bridge and updated anti-aircraft capabilities. However, the value of such an elderly and manpower-intensive ship was becoming increasingly questionable. After a final commission, which saw her travel as far east as the Persian Gulf, *Sheffield* returned to Portsmouth for the final time in January 1959.

Sheffield subsequently became flagship of the Reserve Fleet at Portsmouth, replacing the battleship *Vanguard*. In turn succeeded by *Belfast*, she was finally placed on the disposal list in 1964. Although she was soon to be consigned to history, her distinguished service was recognised by the transfer of her name to the first of the new Type 42 destroyers, sadly lost in the Falklands Campaign. 

◀ A striking image of HMS Sheffield taken during the middle of the war in September 1942. She had just completed repairs and modernisation on the River Tyne after being damaged by a mine. CROWN COPYRIGHT



Built by Workman Clark, Belfast, and entering service in April 1922, British Workman had a 20-year career until 1942. She had been straggling from convoy ON-89 due to engine problems and was sunk by U-455 near Cape Race on the morning of 3 May 1942. Seven of her crew died in the sinking, but 38 crew and seven gunners were picked up by Canadian escort vessels.



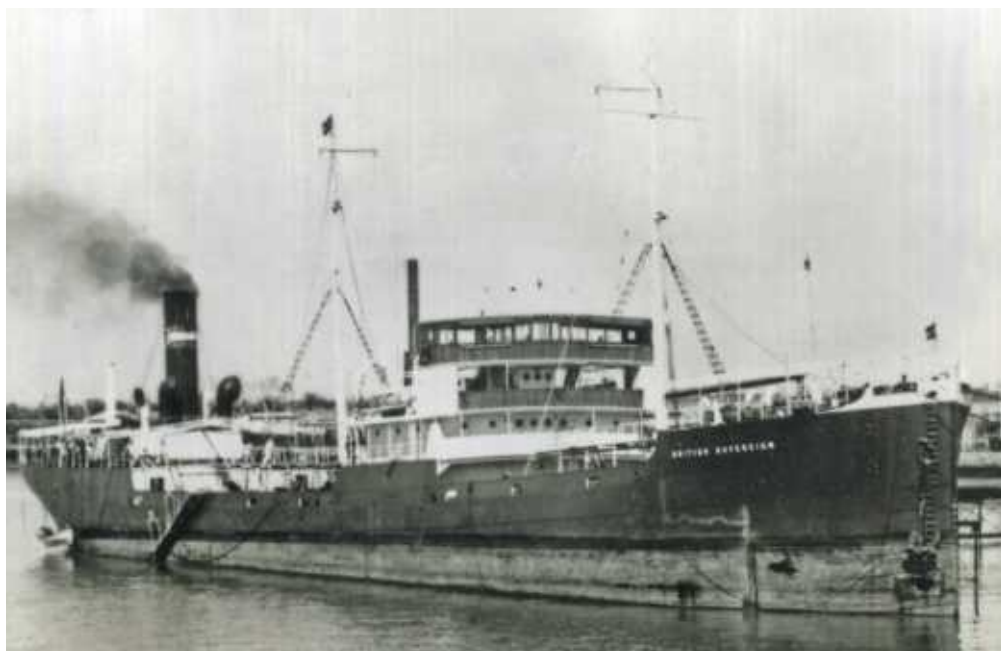
THE STORY OF BP SHIPPING

500 TANKERS STRONG

Campbell McCutcheon looks at the history of BP Shipping and its predecessors, the British Tanker Company and BP Tankers.

By 1900 the internal combustion engine had been around for a few decades and, with the growing importance of the motor car, oil was becoming more important. Oil had been discovered in Persia in 1908, and the Anglo-Persian Oil Co (APOC) was set up to exploit the new discovery. This was also seen as a saviour for the Royal Navy, which required huge quantities of high-quality steam coal shipped around the world to feed the boilers of its massive fleet of battleships, cruisers and destroyers.

Coal was messy, its transfer from ship to ship time-consuming and labour-intensive, as was its use, with many stokers and firemen needed. Oil would solve these



▲ British Sovereign was taken over on 11 July 1917 and sold for scrap on 16 April 1951 after a long career with BTC. She was built on the Tyne at Armstrong Whitworth's Low Walker yard. Between 1917 and 1918 she was requisitioned and served with the Royal Fleet Auxiliary. She was scrapped at Blyth by Hughes Bowklow.



▲ The 1974-built VLCC British Resolution was built by Mitsubishi in Nagasaki and delivered on 8 November 1974. Powered by steam turbines, she had a deadweight tonnage of 270,665 and could carry 160,000 tons of oil. She was scrapped in 1999 at Alang, India.



▲ British Ivy on the Clyde. She was one of a series of ships built between 1965 and 1966, all named after British trees. She left BP service in 1982.



▲ The launch of the 11,196-ton British Ardour at Palmer's shipyard at Jarrow on Tyne in 1928. She was sunk by a U-boat in 1943.

and other problems, and the Royal Navy quickly began to convert its fleet to oil. This meant that oil was a strategic resource, and the Anglo-Persian Oil Co had many links back to the government.

The earliest tankers operating from the Persian Gulf could not sail to the centre of the oilfield at Abadan because of the Shatt-al-Arab sand bar, so the first cargoes had to be taken to ships in lighters. In 1912 APOC acquired its first ship, *Ferrara*, which could carry oil and oil products in metal cases. The company quickly acquired the barge *Friesland* and the tug *Sirdar-i-Naphte*. Other ships were contracted, primarily those of the Asiatic Petroleum Co, a subsidiary of Royal Dutch Shell.

In 1915 APOC decided demand was great enough for it to build its own fleet of tankers, and the British Tanker

Co (BTC) was set up in April 1915. Armstrong Whitworth and Swan Hunter were given orders for seven tankers, each with the prefix *British*, and six of the seven tankers were chartered by the Admiralty.

The only ship not to be chartered was the first, the 3,663grt *British Emperor*. Her service was Abadan to Bombay, Karachi and Calcutta, with calls to offload fuel at Madras. APOC made an offer to the Admiralty for the assets of the British Petroleum Co, a German-owned company, which had 13 tankers, all of which passed into BTC ownership. Seven Royal Fleet Auxiliary tankers were also put under BTC control in 1917.

With the growth of motoring, the conversion of many coal-powered ships to oil-burning, and the expansion of aviation, oil demand continued to grow annually, and BTC's fleet expanded

These ships, although with shorter order times than those from British yards, suffered numerous issues and were deemed less reliable than their British counterparts

accordingly. Only five years after the end of the war, the fleet numbered 60, with the flagship, and 60th vessel, being *British Aviator*. This 6,998grt tanker was the first diesel-powered tanker.

The Abadan refinery had been completed in 1912, but only around a third of all the products carried on BTC tankers to the UK were refined. Refineries were built in Wales and Scotland, at Llandarcy and Grangemouth, to manufacture finished oil products from the crude oil. Britain took around half of all products from the Persian oil fields, with India being the next largest customer, taking

14 per cent of production. Expansion was constant, and by 1928 the fleet numbered 80 tankers, with another five smaller vessels for coastal work, four government-owned ships and 13 vessels on charter.

SLUMP IN WORLD TRADE

In the aftermath of the 1929 stock market crash and the depression that followed, BTC still managed to grow. Despite terrible market conditions, BTC managed to keep operating, even building *British Energy* in 1931, and only laying up six of their fleet for just over a month for each vessel during the early 1930s. With improving financial

conditions, in 1935 orders were made for 24 new vessels. APOC also changed its name that year to the Anglo-Iranian Oil Company (AIOC).

On 3 September 1939 the fleet stood at 93 vessels, and the ships were quickly taken over for the war effort. Still operated by BTC, they were all chartered to the government, which gave BTC responsibility for requisitioned vessels and tankers borrowed from America. At the height of the Battle of the Atlantic, BTC was operating 146 tankers. By the war's end, the sad tally of losses was 44 BTC tankers, along with six managed by the company.

By 1947, with a massive shipbuilding programme, BTC was back to its pre-war total of 93 tankers; 57 newbuild tankers, built to a standard design and of 8,600grt, were quickly added to the fleet, as were ten American T2 tankers and three merchant aircraft carriers. The size of the Suez Canal prevented larger vessels operating, as did the shallow waters of the Gulf. With many ships also being chartered, the Lowland Tanker Co was created to manage tankers for BTC.

Political changes in the



▲ Built in 1880, Ferrara was purchased by the Anglo-Persian Oil Company in 1912. She was transferred to the British Tanker Co in 1915 and subsequently to the Petroleum Steamship Co, serving them from 1915 to 1923.

Middle East saw the company move its operations from Abadan after the Shah nationalised the refinery and oilfields. Kuwait and Bahrain saw a huge benefit to this unexpected setback in Iran, and the company quickly moved its Petroleum Steamship Co's fleet of barges, lighters, tugs and other vessels from Abadan to Basra, Iraq and Kuwait. With

the loss of the refining capacity at Abadan, the company also had to convert some of the fleet to more crude oil capacity. With these changes, 13 new 'supertankers' were ordered, with 13 18,000grt vessels coming into service by the mid-1950s.

As a result of its effective expulsion from Iran, AIOC was renamed the British

Petroleum Co in November 1954, while the BTC was renamed BP Tanker Co on 1 June 1956. The first ship in the new fleet colours was *British Soldier*.

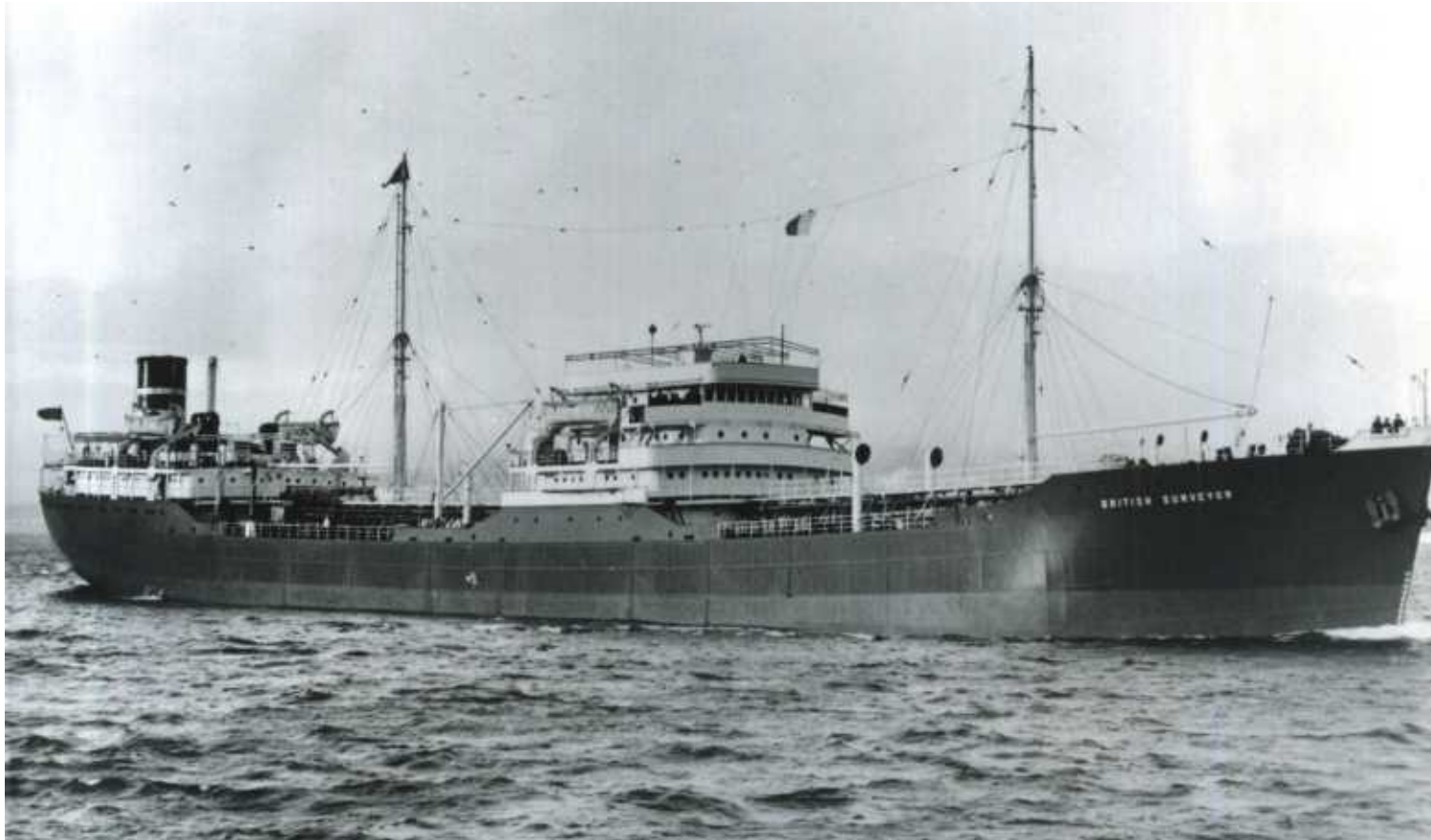
The Suez crisis of 1956 proved the worth of the new tankers, when 9,000 nautical miles were added to the route taken by the company's tankers. The Suez crisis



▲ With the Forth Rail Bridge as a backdrop, the 53,000-ton British Drogoon leaves Hound Point oil terminal with the first cargo of crude oil to be exported from the Forties Field on 29 April 1976.



▲ The 16,000-ton British Reliance in the ice channel at the entrance to Stockholm harbour during severe weather on 1 January 1970.



TIMELINE

1908 Anglo-Persian Oil Co (APOC) established.

1915 British Tanker Co founded.

1917 The BTC fleet comprised 25 vessels, including the sailing ship *Scandinavia*.

1923 BTC won contract to bunker and supply fuel oil to P&O's oil-burning vessels; P&O's fleet was then the largest British merchant fleet.

1932 APOC merged its British marketing and distribution networks with Royal Dutch Shell; some ships transferred between the companies.

1954 Nov: AIOC was renamed the British Petroleum Company.

1956 1 June: BTC was renamed BP Tanker Company. By the end of the 1950s, the BPTC fleet stood at 146 tankers, with plans in place to build 60,000-ton supertankers.

1965 British Admiral launched at Barrow; she was the first ship to exceed 110,000dwt

1974 Oil crisis, which saw huge rises in the oil price, and reduced the consumption of oil.

1981 Company became BP Shipping.

2006 The company carried 251.7 million tonnes of crude oil and refined oil products.

helped speed the building of supertankers, but surveys had shown that the oil market would see 400 million tons of oil headed for Europe by the early 1970s, with a maximum capacity of around 260 million tons through the Suez Canal.

BP had been planning accordingly and managed to cope with the closure of the canal. Some 39 new tankers were ordered by the late 1950s, with the first to be ordered from a non-British yard among this fleet expansion and modernisation. Six ships were ordered from Italian yards, including *British Light*. These ships, although with shorter order times than those from British yards, suffered numerous issues with their electrics and were deemed less reliable than their British counterparts.

SIZE IS EVERYTHING

With the challenge of yard building slots, the effects of Suez, and studies showing that a supertanker of 70,000 tons sailing via South Africa could be as cheap as a 35,000-ton tanker sailing via Suez, the company began planning for larger and larger ships, and fewer of them.

▲ On the Clyde soon after construction in 1950, the 12,250-ton British Surveyor was taken over by BP Clyde Tanker Co and renamed Clyde Surveyor on 2 March 1961. She was typical of tankers which sailed through Suez.

▼ Designed as a single-well oil production ship, Seillean was built by Harland & Wolff, Belfast for BP in 1990. She was designed specifically for the Cyrus oilfield in the North Sea. She was sold by BP in 1993 and is now owned by Noble Corporation.



A slump in the oil market by the early 1960s, along with an over-capacity, saw BP reduce the numbers of orders for ships, an increase in the size of each vessel, and a scrapping scheme for older vessels.

By 1961 ships sizes were up to 100,000 tons, with orders given to Swan Hunter on the Tyne and Vickers at Barrow. *British Admiral*, launched by HM the Queen in 1965 at Barrow, was the first ship to exceed 110,000dwt and was the largest merchant ship in the fleet, and in Europe. With £200 million of ships on the order books, BP was creative in its ownership, selling some ships to leasing companies and chartering them back. In 1965, just 50 years after the company's creation, the fleet was over 100 vessels, with another 28 belonging to associated companies, and a similar number on charter.

By 1969 *British Explorer* was built in Japan. At 215,000dwt, she was BP's first very large crude carrier and marked a huge increase in size of newbuilds in less than



The 1954 motor tanker *British Vision* (11,190grt) at the entrance lock to the King George V Dock, London, on 10 January 1971.

five years. The increase in size meant extensions to ports and refineries were needed to cope with the huge ships, including pipelines across Scotland from a deepwater terminal at Finnart to Grangemouth. *British Explorer* was the first of seven VLCCs built by Nagasaki and was paid for by a combination of cash and oil sales. These VLCCs could sail in ballast through Suez and travel full on the longer Cape route, but in 1967 it was all to change, as the Suez Canal was closed once more, this time for eight years. So the company did a deal with Aristotle Onassis to charter his entire fleet of tankers.


The advent of these VLCCs created problems though. When something went wrong, it could prove catastrophic, as evidenced by a tragedy in 1967. *Torrey Canyon*, a chartered tanker, hit the Seven Stones rocks and deposited over 100,000 tons of oil onto the coast of the Isles of Scilly, Cornwall and even on the French coast. The results of this disaster and of the explosion of *British Light* at Qatar in 1966 resulted in improved safety provision aboard VLCCs, including smaller tanks and better traffic control for all ships.

In the 1970s BPTC saw expansion following oil finds

in the North Sea and Alaska, while the Fortes Field in the North Sea was discovered in 1970. In 1974 the company owned 97 ships, of 6.7 million dwt. By 1980, with many more vessels being chartered, the company fleet was down to 54 vessels, of five million dwt. The 1974 oil crisis, which saw huge rises in the oil price, created a reduction in demand. This saw a change in the fleet and a reduction in the numbers of smaller ships. Many, including *British Resource*, a newbuild, were laid up at Labuan, with *Resource* not entering service until six years after being built.

The Iran-Iraq war created more flux in the world of oil, with production hit, prices increased and a failure of other

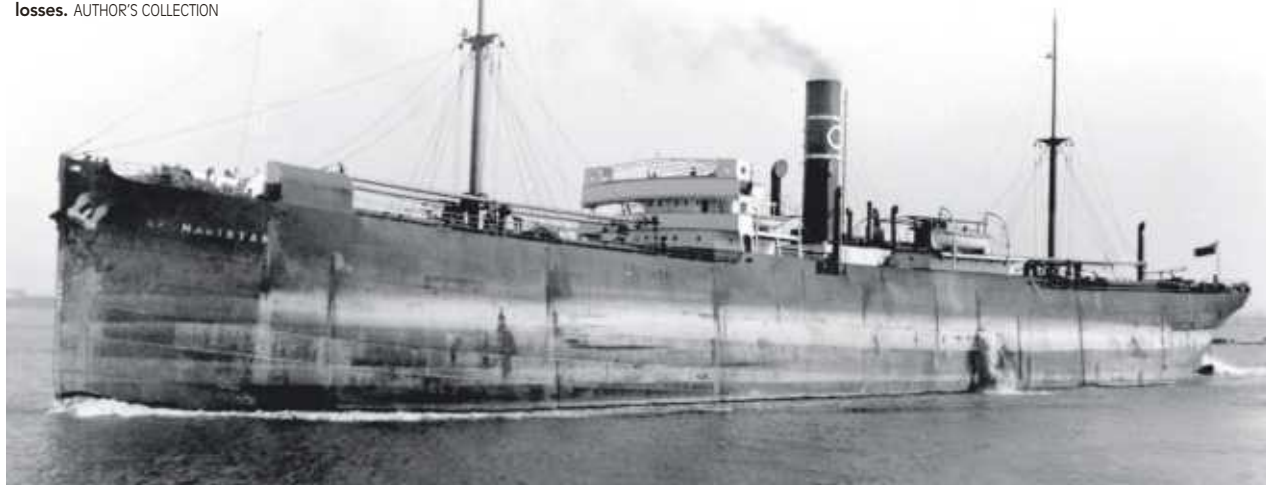
countries to meet demand. It forced BP into more changes with its supply chain, and the rapid growth of oilfields outwith the Persian Gulf.

The company now employs around 3,000, has nearly 30 vessels, and has diversified into liquefied natural gas carriers. A fleet replacement programme is under way, with six LNG carriers ordered since 2015, and 14 tankers under construction, as well as another 14 VLCCs being built to take the fleet forward into its next century. In its first 100 years, over 500 tankers have been built for what is now BP Shipping. That equates to one new ship for every ten weeks of the past century. Not bad for a company that started with an order for just seven vessels. 



▲ July 1962 and tugs manoeuvre the 35,000-ton *British Signal* away from the loading berth at Das Island, Abu Dhabi, with the very first cargo of crude oil from the Umm Shaif oil field. *British Signal* was sold in 1971.

A fine portrait of a work-stained Afghanistan, built in 1917. Second of the name for Common Brothers, she was bought in October 1918 as part of the replacement of war losses. AUTHOR'S COLLECTION



TRAMPING ON THE TYNE

Roy Fenton profiles two of the major companies involved in the operation of tramp ships in the north-east.

Coal was a vital cargo for British tramp ships, and the ports and rivers where this mineral was loaded were the homes of some of the biggest fleets in the trade. Tyneside owners not only had coal as a major local export, but also had shipbuilding and repair facilities on their doorstep and, along with those from Cardiff, dominated tramping.

This feature concentrates on two big local players, Common Brothers and Souters, and considers how, through various innovations, they survived the rough and tumble of trampship ownership. Neither of their founders were born on Tyneside, but were drawn to Newcastle, as it was the

commercial centre of north-east England.

DIVERSE FLEET

Francis Common (1847-1903) began his business career in Sunderland, initially in shipbuilding, but later becoming a successful iron and steel merchant. In 1891 he teamed up with a master mariner, Captain John Squance, to order a ship, the first *Hindustan*, from Osbourne, Graham, at whose yard Common had almost certainly worked.

The steamer was eventually registered in the ownership of the 'Hindustan' Steam Shipping Co Ltd, a company that was to be exceptionally long-lived. Initially, Squance chaired the company,

managing a growing fleet trading largely between North America and Asia, as reflected in names such as *Kurdistan*, *Daghestan* and *Afghanistan*, which were reused throughout the company's existence.

However, on the untimely death of Francis Common in 1903, he lost heart. Squance's only son had entered the church, but Francis Common had five children, all of whom were eventually to join the management company. With Squance withdrawing, the title became Common Brothers, soon afterwards moving offices from Sunderland to Newcastle, where the Commercial Exchange was the centre of the north-east's inter-connected businesses of coal and shipping.

The Common Brothers' early steamers were 'tween deckers, built with an eye to the liner trades. But they soon had to work in the bulk cargo trades, carrying grain or ore, for which they were less well suited, as the intermediate deck interfered with loading and especially discharge.

The delivery of *Laristan* in 1910 marked an important departure, as she was not only a single-deck steamer designed for bulk cargoes, but also built to the novel Isherwood principle. In this design, the ship's transverse frames were set further apart than in conventional ships, the hull's strength relying on frames set along the length of the ship.

This longitudinal framing was particularly suitable for



▲ Newborough (2) of 1941 was one of Common Brothers' first pair of motor ships, and had a distinctive Maierform bow. J. & M. CLARKSON

tankers, and for many years became almost universal in this type of ship, with at least 1,000 dry cargo ships built to the Isherwood design. *Laristan*, and three sisters which followed, were delivered in time to profit from a recovery in freight rates, which saw Common Brothers become involved in the tramp ship's staple trade, coal out to the Mediterranean, and grain home from the Black Sea.

STARTING AGAIN

Common Brothers' fleet was devastated during World War I, and excessive prices had to be paid to rebuild it, beginning with £120,000 for *Baluchistan*, bought in March 1918. Prices peaked with the company's first tanker, *Daghestan* (3), delivered by Short Brothers Ltd in September 1921 for just under £300,000. Despite this, *Daghestan* proved a good investment, and was to lead to further orders for tankers as the company took advantage

of plummeting building costs during the depression which followed in the 1920s. Dry cargo ships were also added, and there was some innovation here too, with *Newborough* of 1925 built to the Monitor design. This had two longitudinal bulges along the hull, creating a groove which directed water to the propellor and reduced hull resistance, or so it was claimed.

A novel feature of *Holystone* of 1927 was a four-cylinder compound steam engine of the Lentz design. However, Common Brothers missed a trick by not adopting the oil engine, at least not until 1940, when a sixth *Hindustan* and a further *Newborough* were delivered with Doxford diesels. Both also adopted the novel Maierform hull.

World War II was as disastrous as the earlier conflict for Common Brothers, who lost 11 of 13 ships in their 1939 fleet. After modest wartime additions, just



▲ The tanker Waziristan (3) of 1950 was Common Brothers' first newbuild after the calamitous losses of World War II. AUTHOR'S COLLECTION



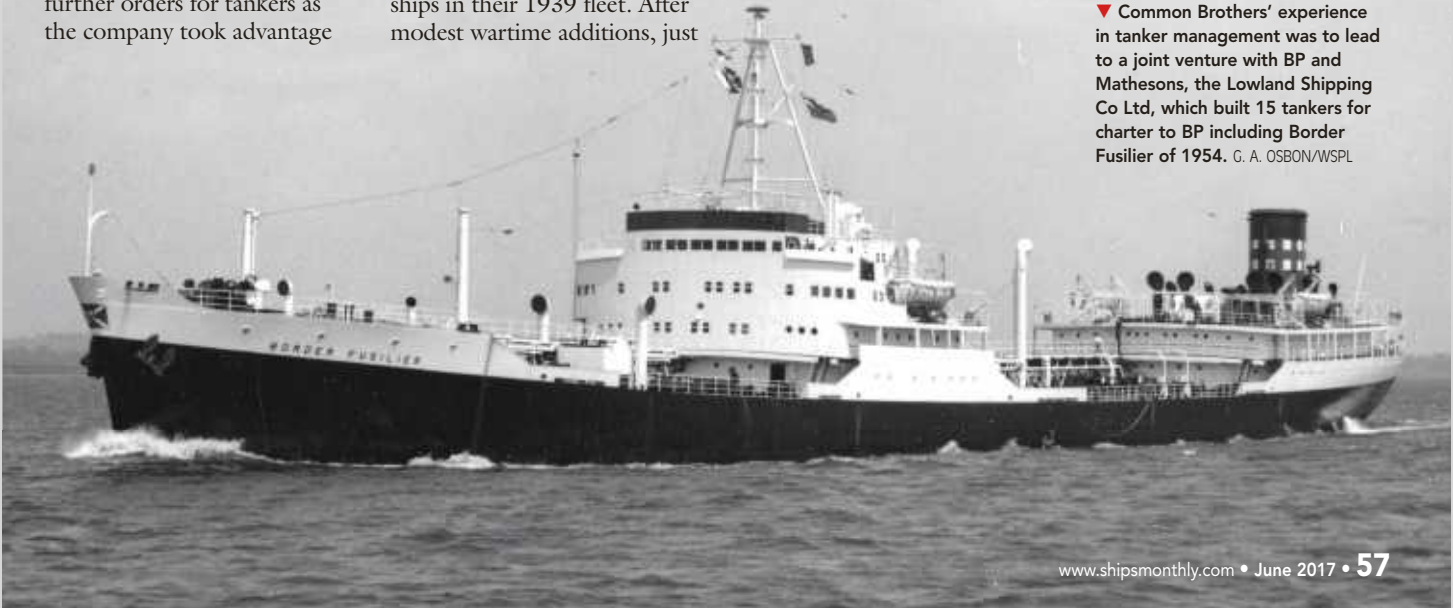
▲ Souter's first Arch Deck, Sheaf Arrow of 1912. J. & M. CLARKSON

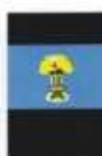
four motor vessels and two steamers were owned at the war's end, but a total of 31 vessels were managed for the British government between 1940 and 1947. Additions during the late 1940s were very modest: just the Liberty *Baluchistan* (2) and the T2 tanker *Afghanistan* (3), with

new tankers not arriving until the early 1950s.

The company was cautious because it recognised that the tramping business had changed. The market now favoured shelter-deck vessels which were suitable for charter to liner companies. Indeed, Common's dry cargo motor ships were

▼ Common Brothers' experience in tanker management was to lead to a joint venture with BP and Mathesons, the Lowland Shipping Co Ltd, which built 15 tankers for charter to BP including *Border Fusilier* of 1954. G. A. OSBON/WSPL





▲ Funnels and houseflags of Common Brothers (top) and Vallum Shipping Co Ltd (bottom).

▲ Funnel colours and house flags of Bamburgh Shipping Co Ltd (top) and the Sheaf Steam Shipping Co Ltd (bottom).

employed on a regular service between Australia and South East Asia. It was also realised that specialist ore and bulk carriers would take many of the cargoes traditionally carried by tramps.

The way ahead, Common Brothers decided, was to build on the basis of long-term charters, and to participate in joint ventures which drew on their experience as ship managers. The first such exercise was launched in 1951 as the Lowland Tanker Co Ltd. It was financed largely by British Petroleum and Jardine Matheson, with Commons holding a 25 per cent interest and managing a fleet which eventually comprised 15 tankers with names beginning *Border*.

Next, Common Brothers embraced the opportunity

provided by the British Iron and Steel Corporation (BISCO), who invited owners to build ore carriers which it would charter for up to 15 years. These ships were comparatively cheap to build, and, with guaranteed earnings, several owners jumped at the chance. Common Brothers ordered two ore carriers for their own fleet, and five for a further joint venture with Mathesons, the Vallum Shipping Company, delivery beginning in 1957.

Common Brothers' joint ventures and management arrangements over the following years were many and various. The ships included crude oil tankers, bulk carriers, reefers, ro-ros, container feeder ships, livestock carriers, cruise ships, cement and pulp carriers, gas tankers, fish factories, not to mention a scattering of conventional dry cargo ships. Not all were profitable, however, and outside capital was required,

▼ Iron Ore of 1959 was the second of five ore carriers delivered to Vallum Shipping Co Ltd, a joint venture of Common Brothers and Matheson. J. & M. CLARKSON

and Common Brothers came to be controlled by a private investment company, Norex Corporation, controlled by Norwegian entrepreneur Kristian Siem.

The departure of the last member of the Common family came in 1986. Although Common Brothers Shipping still exists, it is now based in London and controlled from Norway. Not only has it no ships, but none of its former vessels remains afloat. Nevertheless, enterprise in trying novel hull designs ranks Common Brothers highly among Tyneside ship owners.

William Alfred Souter (1879-1968) was born in Sheffield, moving north to begin work in Newcastle, and gaining experience in shipping with William Dickinson and Co. Like many owners, when he set up on business on his own at the young age of 26, he honoured his home, recalling its river in both his company's title, the Sheaf Steam Shipping Co, and the name of his first ship, *Sheaf Field*. The 1,533gt steamer was only modestly successful, but Souter then took a big risk by ordering a new ship of a novel type, the Arch Deck



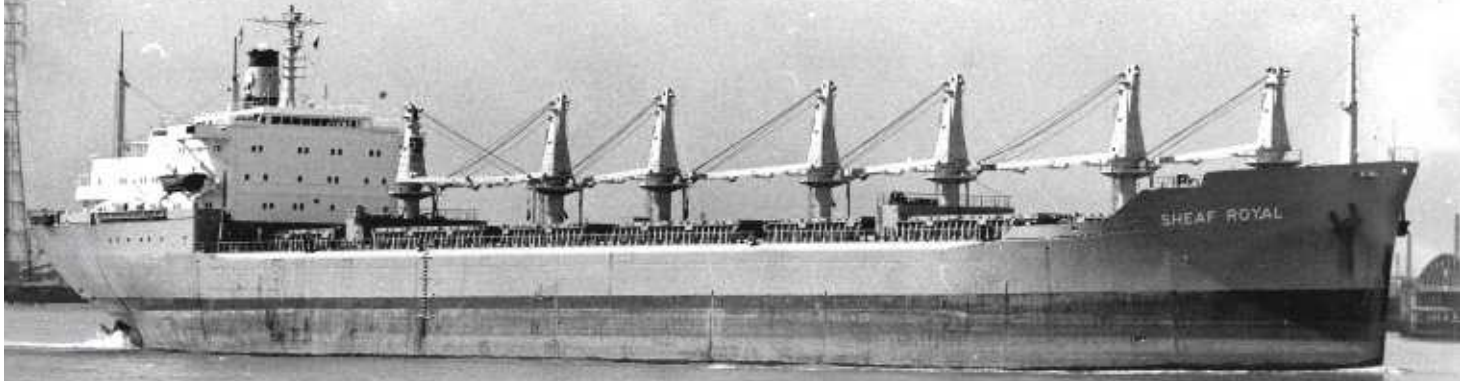
▲ Souter's first venture into owning a motor ship, Sheaf Holme of 1929, in the Manchester Ship Canal. AUTHOR'S COLLECTION



▲ Titanian of 1924 was managed by Souter on behalf of Swan, Hunter and Wigham Richardson Ltd, who built both her hull and engine. AUTHOR'S COLLECTION



▼ Souter's bulk carrier *Sheaf Royal* of 1972 on the Thames. LAURENCE DUNN



Sheaf Arrow. The innovative construction of *Sheaf Arrow* was part of the continuing search by ship designers for a competitive advantage, and in particular reducing the quantity of steel required for a hull while maintaining its strength. In the Arch Deck ship, the upper part of the hull was radiused inwards, curved brackets being fastened between the top of the frames and the deck beams. The plating over these brackets, together with stringers between them, acted like a girder, adding to the longitudinal strength of the hull.

That was not the only unusual feature of *Sheaf Arrow*: the extra freeboard the arch deck gave allowed the designers to adopt reverse sheer. This was a sound engineering principle, in that it supported the weight of cargo, engines and deck erections better than normal sheer. However, its adoption led *Sheaf Arrow* to look as if she had broken her back.

Ungainly though she was, *Sheaf Arrow* gained a reputation for being the fastest collier on the British east coast. She steamed on for Souter until 1933, when the depressed state of the market led to her being sold to T. W. Ward Ltd, to be broken up at Inverkeithing.

Although *Sheaf Crest* was not the first Arch Deck – a distinction belonging to the Swedish-flagged *Edenor* – Souter came to own the

largest fleet of these ships, numbering seven out of 27 known to have been built. He returned to the Blyth Shipbuilding and Dry Dock to take delivery of *Sheaf Don* in early 1917, and the sequence ended with *Sheaf Water* from the same yard in 1924.

She was the penultimate Arch Deck steamer built, as the type did not attract the orders anticipated by its designer, Maxwell Ballard. The type excelled in carrying coal, as the lack of pillars in the holds facilitated discharge, while the inward-sloping sides made the ships self-trimmers. But this rather limited its market to owners of modest-sized colliers, a type which had been built in some numbers at the end of World War I, and was in much less demand in the 1920s and 1930s.

Souter did not confine himself to the short-distance coal trades, and alongside the colliers built up a fleet of larger tramps for worldwide trading, having 15 ships under his control by 1930. These included two motor ships managed on behalf of their builder and owner, Swan, Hunter and Wigham Richardson Ltd, *Neptunian* and *Titanian*. Souter's own fleet also included two motor ships, *Sheaf Holme* and *Sheaf Crown*, delivered in 1929, but Souter was unconvinced about their economics and continued to operate steamers.

Sheaf Holme became

Souter did not confine himself to the short-distance coal trades, and alongside the colliers built up a fleet of larger tramps for worldwide trading.

one of only three pre-war ships to survive World War II, which was particularly heavy on the fleet and its seafarers, with no less than six owned and five managed ships lost. Rebuilding was uncharacteristically slow in the post-war years, and in the mid-1950s the fleet numbered just two, the tankers *Sheaf Royal* and *Sheaf Holme*.

However, like Common Brothers, Souters embraced the opportunity provided by the British Iron and Steel Corporation, building two ore carriers for its own fleet, and four for a joint venture with BISCO, the Bamburgh Shipping Co Ltd. The operation of these convinced Souter that big bulk carriers were the way ahead, and *Sheaf Mount* of 1965 was the first in a series of ever-larger vessels, which culminated in the 100,000dwt *Alnwick Castle* for Bamburgh in 1974.

Late in 1976, Souter's bulk carrier fleet attracted a generous offer from Ben Line of Leith, who were diversifying away from their long-established liner trade.

The offer was accepted, with Ben Line insisting that Souter's management of the ships continue for a number of years.

Now essentially ship managers, the residue of the company was the subject of another take-over bid, this time by Danish shipbuilder Burmeister & Wain, who renamed it Souter Hamlet Ltd. The founder had died late in 1968, by then Sir William Souter, knighted in 1951 for services to the Tyne Improvement Commission.

In 70 years of Tyneside ship owning, Souters had grabbed opportunities, first with the Arch Decks and finally with ore and bulk carriers, that enabled them to survive the notoriously volatile business of tramp ship owning. **NI**

Sources and further reading • Common Brothers is the subject of an exemplary company history, 'The Trades Increase' by Lingwood and O'Donoghue, which gives a wealth of detail about the owners and their ships. Souter's shipping activity deserves a book to itself, although 'Travels of the Tramps' by Middlemiss gives a basic list of ships owned. The story of the Arch Deck ships is told in 'Ships in Focus Record' numbers 29 and 30.

CHARTROOM

SHIPS MAIL



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Letter of the month

Brexit boxboats

With regard to the recent article about container trades consolidation, it is noteworthy that within all the Brexit issues no comment has been made of the fact that, after the United Kingdom leaves the EU, we will have to continue to rely mainly on Danish, German, French and Italian owned long-haul container vessels to carry the containerised trade which it is planned to recruit as we expand our business outwith the EU.

It will also be necessary for the UK to also rely on Korean, Japanese,



The 10,589TEU neopanamax container ship Valaparis Express arriving at London Gateway at midday on 9 March. How will Brexit affect the container trade? RICHARD HUGHES

Taiwanese and Chinese owned (de facto Government supported) vessels. I suspect this will also apply to the majority of world long haul trades and not only to the containerised ones in terms of who owns the vessels. Is this desirable

situation for the UK to be in? If it is generally thought that it is not either commercially or strategically sensible, what action should be taken to remedy the situation? Hamish Muirhead Edinburgh

Ship posters

I am a member of the Vindicatrix Association, SE Qld, Branch Australia, and we are always looking for ways to raise funds. At present we are raising funds for a new monument to honour seafarers of all nations that did not manage to make home port over the last 250 years. We are nearly there, and will start building our monument

in April ready for a public showing on 3 September, which is International Merchant Navy Day.

Most of our funds come from donations and raffles, but I would like to ask for your help regarding a large folder that we have which contains posters of yesterday's grand ships. They are listed as Orient Lines' Ormonde, the Union Steamship Co's

Awatea, Orient Lines' 20,000-tonners, Aberdeen & Commonwealth Line's Bay boats entering Sydney Harbour Docks, Orient Lines' Ortranto, and Shaw Savill Lines' Dominion Monarch. Unfortunately, the poster of the Orient Line's five ships is missing.

All of these names and pictures are poster size and are really adverts for the ships and their journeys. But we would like to be able to complete the collection of the last of these posters. Can any reader help me to find this last poster? Does anyone have a similar set of posters?

Jack Secker
Queensland, Australia

New Zealand liner

The ship requiring recognition (SM, Apr) is one of three cargo liners built by John Brown & Co at Clydebank in 1929. They were Rangitiki, Rangitata and Rangitane built for the New Zealand Shipping Co. The Rangitane was sunk by German raiders in 1940 but the other two served the UK-New Zealand trade until being sold for scrap in 1962. The place where the ship was photographed could be a bunkering jetty at Curacao or Aruba. Peter Sommerville Greenock

The ship featured in P. Mahony's photo (SM, Apr) is either Rangitiki, Rangitata or Rangitane, which belonged to the New Zealand Shipping Co. These 16,737gt ships were built by John Brown on Clydebank, and measured 531ft in length. As to the location, I would say it is Caracas in Venezuela.

John Tait
Bixter, Shetland

Crossing the Forth

I found the article 'Another crossing of the Forth' (SM, Mar) very informative. As I have travelled north many times to visit Edinburgh and cruise the Firth of Forth, seeing the construction of the Queensferry Crossing bridge, I really did appreciate the article for the details about the various ships that have been employed during the bridge's building. I was able to add the information to all the photographs that I have taken.

I would like to advise that the last deck section was raised and lifted into place on Friday 3 February and I was there to see the event. A few days later, on Saturday 11 February, I saw another crossing being erected, with the raising of the huge pylon tower for the Wear Crossing bridge in Sunderland.

Duncan Anderson
Jarrow, Tyne and Wear

River cruise ship

Jeff Brownlee was looking for information about the river cruise ship Deutschland (SM, Apr). She was owned by KD Deutsche Flusskreuz-Fahrten, of Cologne. She was built in 1971 by Ruthof in Mainz, measured 110m by 11.6m, and was powered by a single 1,440KW Voith Schneider unit. She could carry 184 passengers with a crew of 45. She was modernised in 1989, and I have travelled on both Deutschland and her sisterships Britannia.

Birger Axelsen
Denmark

West Africa cruising

Roger Cartwright's letter (SM, April 2017) prompts me to suggest that there were earlier attempts to put West Africa on cruise ship itineraries. As a lecturer in geography with special interests in shipping and port development, I worked at the University of Ghana and was delighted to be invited by Saga to be guest lecturer on Saga Ruby's



▲ In the US Coast Guard story (SM, May) is a photo of USCGC Boutwell, which was involved in the rescue of the Holland America Line cruise ship Prinsendam after she caught fire in the Gulf of Alaska in October 1980. The cruise ship sank and to my knowledge everyone survived. I got on board the USCGC Boutwell when she was in Portland in June 1993 and found her to be a very impressive ship. I also got on board another US Coast Guard ship, USCGC Mellon, in Victoria BC (see photo taken June 2001). USCGC Mellon was also a very fine ship and overall I believe the Hamilton class ships are the most impressive in the US Coast Guard fleet. Robert Etchell, Vancouver

'Mysteries of West Africa' cruise in November 2010. West African calls included Dakar, Freetown, San Pedro (Saga Ruby the first cruise ship to visit the port and we did have armed military escorts for shore excursions), Limbe (Cameroon), Sao Tome, Lome, Tema, Takoradi and Porto Grande (Cape Verde). Nigeria was a no-go.

Knowing West Africa well I was impressed by the homework that Saga had clearly done and the cruise was greatly appreciated by 'old coasters' as it provided an easy way for us to revisit some of our former haunts, as well as by many who were prompted to visit Africa by TV and wanted to see it for themselves, and also by the habitual cruising passengers. I am pleased that West Africa still features on some itineraries.

David Hilling
Berkhamsted, Herts

Which ships were in Sri Lanka in the 1940s?



My grandfather Vincent Rose recently sadly passed away, and while sorting through his papers and photographs we came across some photographs of ships, and would like to identify them. While on national service, he served as a medical



orderly in the Royal Navy in the late 1940s, mostly in Ceylon, now Sri Lanka, which he reached from Britain via Malta and the Suez Canal on HMS Ranee. These two photos show an aircraft carrier and some kind of liner, maybe one in use as a troop


carrier, with the latter possibly taken in Suez. We would be delighted to know what the ships were that are shown here, and where Vince took the photographs.

Emily Rose
Walsall

MYSTERY SHIP



This month's mystery shows a significant warship among a flotilla of other warships. But which ship takes centre stage in this photo? When was she built and with which navy did she serve? Where and when was the photo taken? Were the ships on exercise or in action? Can anyone name any of the other ships pictured in the background?

 Send your answers, including a postal address, by email to 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.

APRIL'S MYSTERY

I believe the Mystery Ship to be the 5,492grt single-screw refrigerated cargo vessel *Actinia* completed in October 1958 by the Wärtsilä/Crichton Vulcan Shipyard at Turku, Finland to the order of the Sydamerika Linjen Ab and registered at Helsinki. She measured 140m by 130.3m and had a maximum summer draught of 7.842m, carried four passengers and was powered by a nine-cylinder, 6,300bhp two-stroke single-acting Sulzer type oil engine constructed by her builder at their Abo works, giving a speed of 16 knots.



In 1967 her registered ownership was transferred to Finska Angfartygs without change of name and in 1974 she was sold for further trading to Singapore-based Universal Seaways, being renamed *Universal Queen*. In 1977 she was sold on to the Chung Lien Navigation Co of Panama and

renamed *Honor Sea*. The following year she was renamed *United Country* and in 1981 became *Joo Yau*. Her final renaming to *Guan Wah* took place in 1983 prior to her arrival at Kaohsiung on 8 November 1983 for demolition.
Alan W. Blackwood, Dundonald

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PORTS OF CALL JUNE

Date	Arr/dep	Ship	Operator	GT
ABERDEEN				
18	0700/1900	Silver Explorer	Silversea Cruises	6,130
24	0800/2300	Variety Voyager	Variety Cruises	
26	0800/1800	Variety Voyager	Variety Cruises	

BELFAST				
5	0800/2300	Crystal Symphony	Crystal Cruises	51,044
6	0800/2200	Nautica	Oceania Cruises	30,277
9	0800/2000	Insignia	Oceania Cruises	30,277
28	0700/1700	Azura	P&O Cruises	115,055

CORK/COBH				
11	0700/1700	Insignia	Oceania Cruises	30,277
16	0600/1800	Celebrity Eclipse	Celebrity Cruises	121,878

DARTMOUTH				
27	0900/1600	Aegean Odyssey	Voyages to Antiquity	12,094

DOVER				
1	0800/1800	Silver Explorer	Silversea Cruises	6,130
4	1800/2300	Black Watch	Fred. Olsen Cruises	28,613
11	0730/1730	Black Watch	Fred. Olsen Cruises	28,613
12	0800/1600	Saga Pearl II	Saga Cruises	18,627
21	0600/1730	Black Watch	Fred. Olsen Cruises	28,613
27	0600/1700	Pacific Princess	Princess Cruises	30,277
28		Disney Magic	Disney Cruise Line	83,969
30	0730/1730	Black Watch	Fred. Olsen Cruises	28,613
30	0800/1600	Saga Pearl II	Saga Cruises	18,627

DUBLIN				
3	0645/	Mein Schiff 4	TUI Cruises	99,526
4	0700/	Artania	Phoenix Reisen	44,348
6	0700/	Crystal Symphony	Crystal Cruises	51,044
8	0700/	Prinsendam	Holland America Line	39,051
8	0700/	Silver Whisper	Silversea Cruises	28,258
9	0700/	Nautica	Oceania Cruises	30,277
10	0700/	Insignia	Oceania Cruises	30,277
11	0600/	Hanseatic	Hapag Lloyd	8,378
12	0700/	Silver Explorer	Silversea Cruises	6,130
13	0700/	Black Watch	Fred. Olsen Cruises	28,613
15	0345/	Celebrity Eclipse	Celebrity Cruises	121,878
19	0700/	Variety Voyager	Variety Cruises	
26	0700/	Star Legend	Windstar Cruises	9,961

DUNDEE				
25	0730/1800	Pacific Princess	Princess Cruises	30,277

DUN LAOGHAIRE				
26	0700/1800	Star Legend	Windstar Cruises	9,961

EDINBURGH (South Queensferry SQ Leith LE, Newhaven NH, Rosyth RO)				
4 (LE)		Berlin	FTI Cruises	9,570
4 (LE)	0800/1900	Nautica	Oceania Cruises	30,277
9 (RO)		Artania	Phoenix Reisen	44,348
11 (LE)		Berlin	FTI Cruises	9,570
12 (SQ)	0800/1600	Rotterdam	Holland America Line	61,849
14 (LE)	0900/1700	Viking Star	Viking Ocean Cruises	47,842
16 (LE)		Hanseatic	Hapag Lloyd	8,378
18 (LE)		Seabourn Quest	Seabourn Cruises	32,477
19 (LE)		Silver Explorer	Silversea Cruises	6,130
20 (RO)	0900/1700	Viking Star	Viking Ocean Cruises	47,842
25 (LE)		Berlin	FTI Cruises	9,570
25 (LE)		Variety Voyager	Variety Cruises	
25 (RO)		Pacific Princess	Princess Cruises	30,277
26 (SQ)	0800/1800	Rotterdam	Holland America Line	61,849
28 (RO)	0900/1700	Viking Sky	Viking Cruises	
30 (NH)	0800/2359	Vision of the Seas	Royal Caribbean Cruises	78,717

FALMOUTH				
2	0900/1800	Artania	Phoenix Reisen	44,348
26	0700/2300	Aegean Odyssey	Voyages to Antiquity	12,094

FISHGUARD				
10	0700/1800	Hanseatic	Hapag Lloyd	8,378
17	1200/2300	Variety Voyager	Variety Cruises	

FORT WILLIAM				
15	1100/2200	Black Watch	Fred. Olsen Cruises	28,613

FOWEY				
1	0800/1700	Silver Whisper	Silversea Cruises	28,258
9	0900/1700	Crystal Symphony	Crystal Cruises	51,044

GREENOCK (GLASGOW)				
2	0700/1900	Mein Schiff 4	TUI Cruises	99,150

Date	Arr/dep	Ship	Operator	GT
2	0600/1800	Le Boreal	Ponant Cruises	10,944
6	0800/	Artania	Phoenix Reisen	44,348
7	0800/1800	Nautica	Oceania Cruises	30,277
8	0700/1530	Boudicca	Fred. Olsen Cruises	28,551
13	0900/1900	Celebrity Eclipse	Celebrity Cruises	121,878

HOLYHEAD				
10	0800/1800	Nautica	Oceania Cruises	30,277

INVERGORDON				
19	0700/1800	Black Watch	Fred. Olsen Cruises	28,613
27	0800/1700	Rotterdam	Holland America Line	61,849
28	0700/1700	AIDAvita	Aida Cruises	42,289
30	0800/1700	Zuiderdam	Holland America Line	82,820

ISLE OF MAN (Douglas)				
6	0800/1300	Artania	Phoenix Reisen	44,656
12	0800/1300	Silver Whisper	Silversea Cruises	28,258
13	0700/1700	Silver Explorer	Silversea Cruises	6,130
13	0800/1600	Star Pride	Windstar Cruises	9,975
27	0800/1600	Star Pride	Windstar Cruises	9,975
29	0800/1600	Star Pride	Windstar Cruises	9,975

ISLES OF SCILLY				
2	0700/1600	Clio	Grand Circle Cruises	3,504
4	0830/1900	Clio	Grand Circle Cruises	3,504
9		Silver Explorer	Silversea Cruises	6,130
10		Star Pride	Windstar Cruises	9,975

KIRKWALL				
4	1200/2100	Le Boreal	Ponant Cruises	10,944
5-6	1200/1430 (6th)	Berlin	FTI Cruises	9,570
6	1100/1800	Boudicca	Fred. Olsen Cruises	28,551
7	0800/1800	MSC Preziosa	MSC	139,072
8	1300/2000	Artania	Phoenix Reisen	44,656
10	0900/1600	AIDAluna	Aida Cruises	69,203
13	0800/1600	Viking Star	Viking Ocean Cruises	47,842
15	0800/1400	Hanseatic	Hapag Lloyd	8,378
16	1000/1600	AIDAsol	Aida Cruises	71,304
17	0630/2000	Silver Explorer	Silversea Cruises	6,130
18	0900/2000	Black Watch	Fred. Olsen Cruises	28,613
21	0800/1600	Viking Star	Viking Ocean Cruises	47,842
21	0800/2000	Silver Explorer	Silversea Cruises	6,130
23	0800/1800	Mein Schiff 1	TUI Cruises	76,998
23	0700/1500	Le Soleal	Ponant Cruises	10,992
24	0700/1800	NG Orion	National Geographic	3,984
26	1200/1900	Viking Sky	Viking Ocean Cruises	47,842
27	0900/1600	AIDAluna	Aida Cruises	69,203
27	0900/1930	AIDAvita	Aida Cruises	42,289
27	1000/2100	Variety Voyager	Variety Cruises	
28	0900/1900	Star Legend	Windstar Cruises	9,961
28	0800/1500	Rotterdam	Holland America Line	61,849

LERWICK				
5	0700/1400	Le Boreal	Ponant Cruises	10,944
6	1200/1800	Amadea	Phoenix-Reisen	29,008
9	0600/1700	Berlin	FTI Cruises	9,570
12	0800/1800	Viking Star	Viking Ocean Cruises	47,842
18	0700/1300	Serenissima	Noble Caledonia	2,598
19	1000/1600	AIDAvita	Aida Cruises	42,289
22	0800/1700	Viking Star	Viking Ocean Cruises	47,842
22	0630/1200	Silver Explorer	Silversea Cruises	6,130
22	1200/1900	Le Soleal	Ponant Cruises	10,992
25	0700/1800	NG Orion	National Geographic	
26	0800/1800	Viking Sky	Viking Ocean Cruises	47,842
28	0800/1600	Zuiderdam	Holland America Line	82,820

LIVERPOOL				
5		Silver Whisper	Silversea Cruises	28,258
7	1000/2200	Prinsendam	Holland America Line	39,051
8	0800/1800	Nautica	Oceania Cruises	30,277
9	0900/1700	Boudicca	Fred. Olsen Cruises	28,551
13		Silver Whisper	Silversea Cruises	28,258
14		Celebrity Eclipse	Celebrity Cruises	121,878

LONDON (Greenwich Ship Tier (GST)/Tower Bridge Upper (TBU))				
9 (TBU)	1300/0600 (11)	Silver Cloud	Silversea Cruises	16,927
15 (GST)	0900/1700 (16)	Viking Star	Viking Ocean Cruises	47,842
30 (GST)	1700/2359 (1-7)	Viking Sky	Viking Ocean Cruises	47,842

MILFORD HAVEN				
6	0900/1800	Prinsendam	Holland America Line	39,051

Date	Arr/dep	Ship	Operator	GT
OBAN				
3	0900/1000	Le Boreal	Ponant Cruises	10,944
7	0800/1700	Artania	Phoenix Reisen	44,656
15		Serenissima	Noble Caledonia	2,598
24-25	1330/0600	Le Soleal	Ponant Cruises	10,992
PEMBROKE DOCK				
10		Silver Explorer	Silversea Cruises	6,130
POOLE				
15		Variety Voyager	Variety Cruises	
PORTLAND				
10	0700/2000	Mein Schiff 4	TUI Cruises	99,526
12	1100/2100	Nautica	Oceania Cruises	30,277
PORTSMOUTH				
1	0700/1900	Artania	Phoenix Reisen	44,656
3	0700/1900	Silver Explorer	Silversea Cruises	6,130
8	0730/1900	Silver Explorer	Silversea Cruises	6,130
10		Crystal Symphony	Crystal Cruises	51,044
12	0800/2000	Artania	Phoenix Reisen	44,656
PORT OF TYNE (Newcastle)				
3	0800/2100	Nautica	Oceania Cruises	30,277
4	0600/1600	Thomson Celebration	Thomson Cruises	39,933
10	0900/1700	Balmoral	Fred. Olsen Cruises	43,537
11	0600/1600	Thomson Celebration	Thomson Cruises	39,933
24	0900/1700	Balmoral	Fred. Olsen Cruises	43,537
25	0600/1600	Thomson Celebration	Thomson Cruises	39,933
PORTREE				
16		Silver Explorer	Silversea Cruises	6,130
17	0700/1800	Black Watch	Fred. Olsen Cruises	28,613
29	0800/1600	Zuiderdam	Holland America Line	82,820
SCRABSTER				
24	1000/1900	Pacific Princess	Princess Cruises	30,277
SOUTHAMPTON				
1	0600/1700	Nautica	Oceania Cruises	30,277
2	0530/1630	Navigator of the Seas	Royal Caribbean Cruises	139,570
2	0600/1800	Marina	Riviera Cruises	66,084
2-3	0600/0500	Silver Explorer	Silversea Cruises	6,130
2	0630/1630	Aurora	P&O Cruises	76,152
2	0700/1700	Silver Whisper	Silversea Cruises	28,258
2	0800/2000	Norwegian Jade	Norwegian Cruise Line	93,558
3	0530/1630	Independence of the Seas	Royal Caribbean Cruises	154,407
3	0700/1600	Crown Princess	Princess Cruises	113,561
3	0630/1630	Ventura	P&O Cruises	116,017
4	0630/1630	Queen Victoria	Cunard Line	90,049
4	0530/1630	Celebrity Eclipse	Celebrity Cruises	121,878
4	0500/0900	Black Watch	Fred. Olsen Cruises	28,613
4	0630/1630	Azura	P&O Cruises	115,055
4	0630/1630	Britannia	P&O Cruises	143,000
4	0630/1630	Queen Victoria	Cunard Line	90,049
4	0700/1630	Arcadia	P&O Cruises	83,781
5	0630/1630	Oriana	P&O Cruises	69,840
5	0700/2000	Mein Schiff 4	TUI Cruises	99,150
5	0930/2130	AIDAprima	Aida Cruises	125,572
7	0630/1630	Queen Mary 2	Cunard Line	148,528
7	0700/1630	Arcadia	P&O Cruises	83,781
8	0630/1630	Queen Victoria	Cunard Lines	90,049
9	0630/1630	Aurora	P&O Cruises	76,152
9	0700/2000	Mein Schiff 4	TUI Cruises	99,150
10	0630/1630	Queen Elizabeth	Cunard Line	90,901
10	0630/1630	Braemar	Fred. Olsen Cruises	24,344
11	0700/1630	Arcadia	P&O Cruises	83,781
11	0800/2000	Norwegian Jade	Norwegian Cruise Line	93,558
12	0930/2130	AIDAprima	Aida Cruises	125,572
13	0600/1700	Nautica	Oceania Cruises	30,277
14	0530/1630	Navigator of the Seas	Royal Caribbean Cruises	139,570
15	0900/1700	Silver Whisper	Silversea Cruises	28,258
16	0630/1630	Azura	P&O Cruises	115,055
16	0700/1600	Adonia	P&O Cruises	30,277
17	0530/1630	Independence of the Seas	Royal Caribbean Cruises	154,407
17	0700/1600	Crown Princess	Princess Cruises	113,561
17	0630/1630	Ventura	P&O Cruises	116,017
18	0530/1630	Celebrity Eclipse	Celebrity Cruises	121,878
18	0700/1630	Arcadia	P&O Cruises	83,781
18	0630/1630	Britannia	P&O Cruises	143,000
19	0930/2130	AIDAprima	Aida Cruises	125,572

Date	Arr/dep	Ship	Operator	GT
20	0800/1700	Norwegian Jade	Norwegian Cruise Line	93,558
22	0630/1630	Queen Mary 2	Cunard Line	148,528
22	0630/1630	Queen Victoria	Cunard Line	90,049
23	0630/1630	Ventura	P&O Cruises	116,017
23	0700/1600	Adonia	P&O Cruises	30,277
24	0630/1630	Queen Elizabeth	Cunard Line	90,901
24	0630/1630	Braemar	Fred. Olsen Cruises	24,344
24	0630/1630	Oriana	P&O Cruises	69,840
25	0630/1630	Aurora	P&O Cruises	76,152
25	0630/1630	Britannia	P&O Cruises	143,000
26	0530/1630	Navigator of the Seas	Royal Caribbean Cruises	139,570
26	0930/2130	AIDAprima	Aida Cruises	125,572
29	0530/1630	Independence of the Seas	Royal Caribbean Cruises	154,407
30	0630/1630	Azura	P&O Cruises	115,055

ST HELIER (Jersey)				
4		Silver Explorer	Silversea Cruises	6,130

ST PETER PORT (Guernsey)				
1	1000/2000	Vision of the Seas	Royal Caribbean Cruises	78,717
3	0800/1800	Britannia	P&O Cruises	143,000
5	0700/1800	Celebrity Eclipse	Celebrity Cruises	121,878
5	0800/1800	Prinsendam	Holland America Line	39,051
6	0800/2300	Silver Cloud	Silversea Cruises	16,927
8	0800/1600	Arcadia	P&O Cruises	83,781
16	1600/2200	Azamara Journey	Azamara Cruises	30,277
21	0800/1800	Adonia	P&O Cruises	30,277
22	0800/1800	Ventura	P&O Cruises	116,017
23	0800/1400	Silver Spirit	Silversea Cruises	36,009
27	1200/2359	Silver Spirit	Silversea Cruises	36,009
30	0700/1700	Oriana	P&O Cruises	69,840
30	1500/2000	Aegean Odyssey	Voyages to Antiquity	12,094

STORNOWAY				
4	1000/1700	Crystal Symphony	Crystal Cruises	51,044

TOBERMORY				
25	1600/2000	Le Soleal	Ponant Cruises	10,992

SHIPS WITH MORE THAN ONE CALL ROUND UK AND IRELAND

CARIBBEAN PRINCESS 112,894gt: 1 Kirkwall 0700/1700, 2 Invergordon 0700/1800, 3 Edinburgh (SQ) 0700/1900, 6 Southampton 0500/1700, 7 St Peter Port (Guernsey) 0600/1400, 8 Cork/Cobh 0630/1800, 9 Dublin, 10 Liverpool 0900/1945, 11 Belfast 0800/1200, 12 Greenock 0700/1800, 14 Invergordon 0700/1800, 15 Edinburgh (SQ) 0700/1900, 18 Southampton 0500/1700, 19 St. Peter Port (Guernsey) 0600/1400, 20 Cobh 0630/1800, 21 Dublin 0700, 22 Belfast 0800/2100, 23 Greenock 0700/1800, 25 Kirkwall 0700/1700, 26 Invergordon 0700/1800, 27 Edinburgh (SQ) 0700/1900, 30 Southampton 0500/1700

COLUMBUS 63,786gt: 8-11 Tilbury, 14 Tilbury 0700/1800, 20 Tilbury, 23 Ullapool, 24 Tobermory, 25 Dublin, 27 St Peter Port (Guernsey), 29 Tilbury 0700/2000

CORINTHIAN 4,077gt: 1 Dublin, 2 Holyhead, 3 Fishguard, 4 Isles of Scilly, 5 Poole, 7 Fishguard, 9 Dublin, 13 Stromness, 14 Aberdeen, 15 Leith, 16 Aberdeen, 17 Stromness, 21 Dublin, 22 Holyhead, 23 Fishguard, 25 Poole, 27 Fishguard, 28 Holyhead, 29 Dublin

HEBRIDEAN SKY 4,200gt: 3 Holyhead, 4 Dublin, 7 Portsmouth, 8 St Peter Port (Guernsey), 10 Holyhead, 11 Dublin, 12 Douglas (Isle of Man), 15 Tobermory, 17 Kirkwall, 19 Leith, 20-21 Kirkwall, 23-24 Lerwick, 30 Oban

HEBRIDEAN PRINCESS 2,112gt: 2 Ullapool 0900/1300, 3 Stornoway, 6/7 Oban, 13 Oban, 17 Stornoway, 29/30 Isle of Man (Douglas) 2130/1300 (30)

MAGELLAN 46,052gt: 2-4 Newport 0230/1530, 5 Dublin 0800/2000, 6 Liverpool 0600/2000, 12 Kirkwall 1030/1900, 14 Dublin 0645/1900, 15 Liverpool 0600/2000, 17 Lerwick 0800/1700, 26 Dublin 0445/2145, 27 Liverpool 0645/1700

MARCO POLO 22,080gt: 3 Cardiff 0300/1430, 4 Isles of Scilly 0700/1600, 9 Hull 0645/2230, 17 Hull 0645/2230, 26 Lerwick 0800/1800, 26 Invergordon 0800/2100, Hull 1030/2230

SAGA SAPPHIRE 37,049gt: 5-6 Dover 0800/1600, 7 St Peter Port (Guernsey) 0800/1800, 8 Cork/Cobh 0630/1800, 11 Belfast 0800/2100, 14 Dublin 0545/tbc, 16 Ilfracombe, 18 Dover 0800/1600, 20 Port of Tyne (Newcastle), 20 Kirkwall 0800/1700, 30 Liverpool

SEA CLOUD II 3,849gt: 16 St Peter Port 1300/1800, 17 Dartmouth 0900/1700 19 Cobh 1200/2359, 21 Dublin, 30 Leith

SEVEN SEAS EXPLORER 42,363gt: 3 Southampton 0700/1800, 5 Newcastle 0800/1800, 6 Newhaven (Edinburgh) 0800/1800, 8 Belfast (0800/2000), 9 Dublin, 10 Holyhead, 11 Liverpool 0800/1700, 12 Cobh 0700/1700, 14 Southampton 0600/1700

SILVER WIND 17,235gt: 1 Falmouth, 2 Cork/Cobh, 5 Londonderry, 7 Greenock, 8 Holyhead, 9 Cardiff, 10 Dartmouth, 11 London (TBU), 29 London (TBU)

STAR PRIDE 9,975gt: 12 Dun Laoghaire 0700/1800, 15 Tobermory, 17 Kirkwall, 18 Invergordon, 20 Leith, 22 Invergordon, 23 Kirkwall 0900/1600, 24 Portree, 25 Oban, 28 Dun Laoghaire 0700/1800

WIND SURF 14,745gt: 22 Isles of Scilly, 24 Dun Laoghaire, 25 Isle of Man, 27 Tobermory, 28 Portree, 29 Kirkwall, 30 Invergordon

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.

CHARTROOM

SHIPS LIBRARY

book of the month

SHIP: 5,000 YEARS OF MARITIME ADVENTURE

Brian Lavery

Published by Dorling Kindersley Ltd, London and National Maritime Museum, www.dk.com, 400-page hardback, price £19.99 plus postage.

From the earliest dugout canoes and the boats of the Ancient Egyptians to the most technologically advanced battleships and cruise liners, this is the ultimate guide to every aspect

of the ship, and those who have sailed them, and is aimed at a general rather than specialist audience. However, the quality and range of illustration will appeal to the specialist, as will the sheer breadth of coverage.

The book covers the very first vessels in the first chapter, The birth of ships, and looks at the great explorers as they discovered new worlds, as well as the impact ships have had on trade and industry. There are further chapters covering steam power, the two world wars and modern shipping, while seafaring for pleasure and fishing through the ages are also examined.



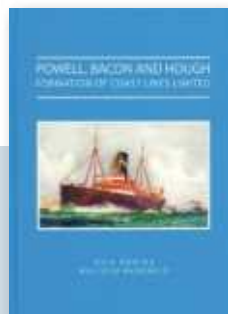
Every conceivable type of seagoing vessel is featured, from caravels and galleons, warships and yachts to clippers and cruise ships. It has been produced in association with the National Maritime Museum, and presents the reader with numerous lists, diagrams and boxes, as well as a fairly detailed text and a myriad of illustrations on ships. NL

in this authoritative history of the transition from sail to steam. Originally published in 1990, it began a process of re-evaluation, which has produced a more positive assessment of the British contribution to the naval developments of the period. This classic work is reprinted here in an entirely new edition.

Beginning with the structural innovations of Robert Seppings, the book traces the gradual introduction of more scientific methods and the advent of steam and the paddle fighting ship, iron hulls and screw propulsion. It analyses the performance of the fleet in the war with Russia 1853-56, and concludes with the design of Warrior, the first iron-hulled capital ship in the world.

The author presents a picture of an organisation that was well aware of new technology, carefully evaluating its practical advantage, but occasionally moving too quickly for the good of the service. NH

• Published by Seaforth Publishing, Pen & Sword Books Ltd, 47 Church Street, Barnsley South Yorkshire S70 2AS; tel 01226 734555, info@seaforthpublishing.com, price £40.



POWELL, BACON AND HOUGH: FORMATION OF COAST LINES LIMITED

Nick Robins & Malcolm McDonald

Coast Lines was for a time one of the great success stories of British shipping. Focussing on the coastal liner trades, the group dominated its chosen sector of business highly successfully. It was one of the great untold stories of the shipping industry until now. This detailed volume examining all aspects of the company's formation and the ships it operated, with numerous photos and a complete fleet list. EF-L

• Published by Coastal Shipping Publication, 400 Nore Road, Portishead, Bristol BS20 8EZ, bernard@coastalshipping.co.uk, tel 01275 846178, 132-page hardback, price £16 plus £1.560 postage.



BRITISH AND COMMONWEALTH WARSHIP CAMOUFLAGE OF WWII: VOLUME 2 BATTLESHIPS AND AIRCRAFT CARRIERS

Malcolm Wright

The variety and complexity of low visibility camouflage schemes adopted by Royal Navy capital ships during World War II was extraordinary. They were developed in order to reduce visibility by blending in with the sea, or to confuse the identity of a vessel by applying a more obtrusive pattern.

Maritime artist Malcolm Wright has produced 525 full colour illustrations, arranged by ship type, to show the various paint schemes employed, both official and unofficial. Beginning with the Royal Sovereign class, he goes on to cover all the other battleship classes as well as battle cruisers, monitors, first and second generation aircraft carriers, as well as light and escort carriers.

Where possible both sides of the ship are depicted, and there are multiple images of the ships where armament or equipment changes had an impact on a ship's appearance. The book is intended as a quick reference source for historians, collectors and model makers, but it will also appeal to a wider naval audience. NL

• Published by Seaforth Publishing, Pen & Sword Books Ltd, 47 Church Street, Barnsley South Yorkshire S70 2AS; tel 01226 734555, info@seaforthpublishing.com, price £30.



BEFORE THE IRONCLAD - WARSHIP DESIGN AND DEVELOPMENT 1815-60

David K. Brown

In the massive revolution that affected warship design between Waterloo and the Warrior, the Royal Navy was traditionally depicted as fiercely resisting every change until it was almost too late, but these old assumptions were first challenged



LEGENDARY OCEAN LINERS IN MODEL FORM

Atlas Editions

Global creator of specialist miniature models Atlas Editions has recently launched a new Die Cast model collection of Legendary Ocean Liners, starting with RMS Titanic. Atlas Editions has created the models by teaming up with Gordon Williamson, a maritime historian, and used original blueprints and CGI modelling. The Ocean Liners collection includes authentic die-cast models at a 1:1,250 scale of Titanic, Queen Mary, Normandie, Lusitania, Queen Elizabeth, United States and France.

The Atlas Editions Titanic model comes with a six-page colour booklet and a certificate of authenticity, which includes a fact file of the liner. It also comes in a specially-designed collector's box and is mounted on a presentation plinth. It sells for £19.99 with free postage exclusively from <http://bit.ly/atlastitanic>.

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NEXT ISSUE

BIGGEST BLOOMIN' SHIPS

Jim Shaw recalls a voyage made on one of the great P&O-Orient liners of the post-war period, and remembers some of the ships that made up the British company's fleet in the post-war years.



WARSHIPS IN MALTA

Conrad Waters recalls the wide variety of warships that visited the island during the 1960s.



ICELAND CAR FERRIES

Matt Davies describes the Nordic country's car ferries, of which there is a surprisingly large number.



HULL-ZEEBRUGGE LINK

Russell Plummer looks at the major investment P&O have made in the Hull-Zeebrugge ships.

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.

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MARINE NEWS - provides the most comprehensive and convenient listings of merchant ship activity for enthusiasts - some 10,000 entries a year covering launches, name and ownership changes, details of casualties and demolitions, all available as a 64-page digital magazine delivered to members' computers around the first of each month and backed by an annual Index. In addition, there is topical warship coverage, feature articles, 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.

PUBLICATIONS - Fifty excellent WSS fleet lists and specialist history books are available to members at greatly discounted prices with up to three new titles each year. Recent titles include Armed Merchant Cruisers 1878-1945, Shaw Savill & Albion and a history of the Soviet Merchant Fleet from 1917 to 1950.

PHOTOGRAPHS - The World Ship Society has over a million ship photographs - one of the largest and most wide-ranging collections in the world - including black & white and colour prints, negatives, colour slides and digital images. Prints are available at reasonable cost through regular members' offers published in "Marine News".

BRANCHES - The World Ship Society has over 50 local branches worldwide which hold monthly meetings involving slide shows, Powerpoint presentations and illustrated talks given by invited speakers and Branch members.

MEMBERSHIP - annual membership of the World Ship Society (includes 12 digital copies of "Marine News" and digital Supplements per annum) costs £24 (£20 outside UK and EU) Get a trial digital copy of 'Marine News' by e-mailing your name and address to: membershipsecretary@worldshipsociety.org or write to the Membership Secretary, World Ship Society, 17 Birchdale Road, Appleton, Warrington, Cheshire WA4 5AR (UK)



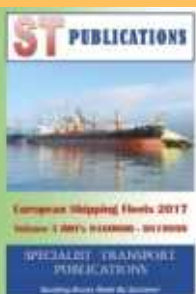
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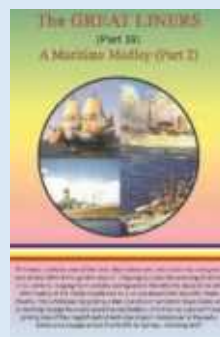
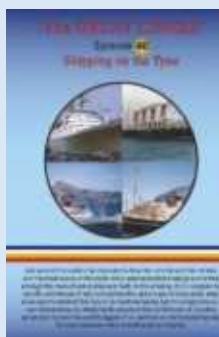
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