

Shipping

TODAY AND YESTERDAY

FEBRUARY 2023



£4.70
No. 395

www.shippingtandy.com

THE LIZZIE MAY - KATHLEEN & MAY

THE SEVEN STONES LIGHTSHIP

Still Guarding Cornwall's Notorious Reef

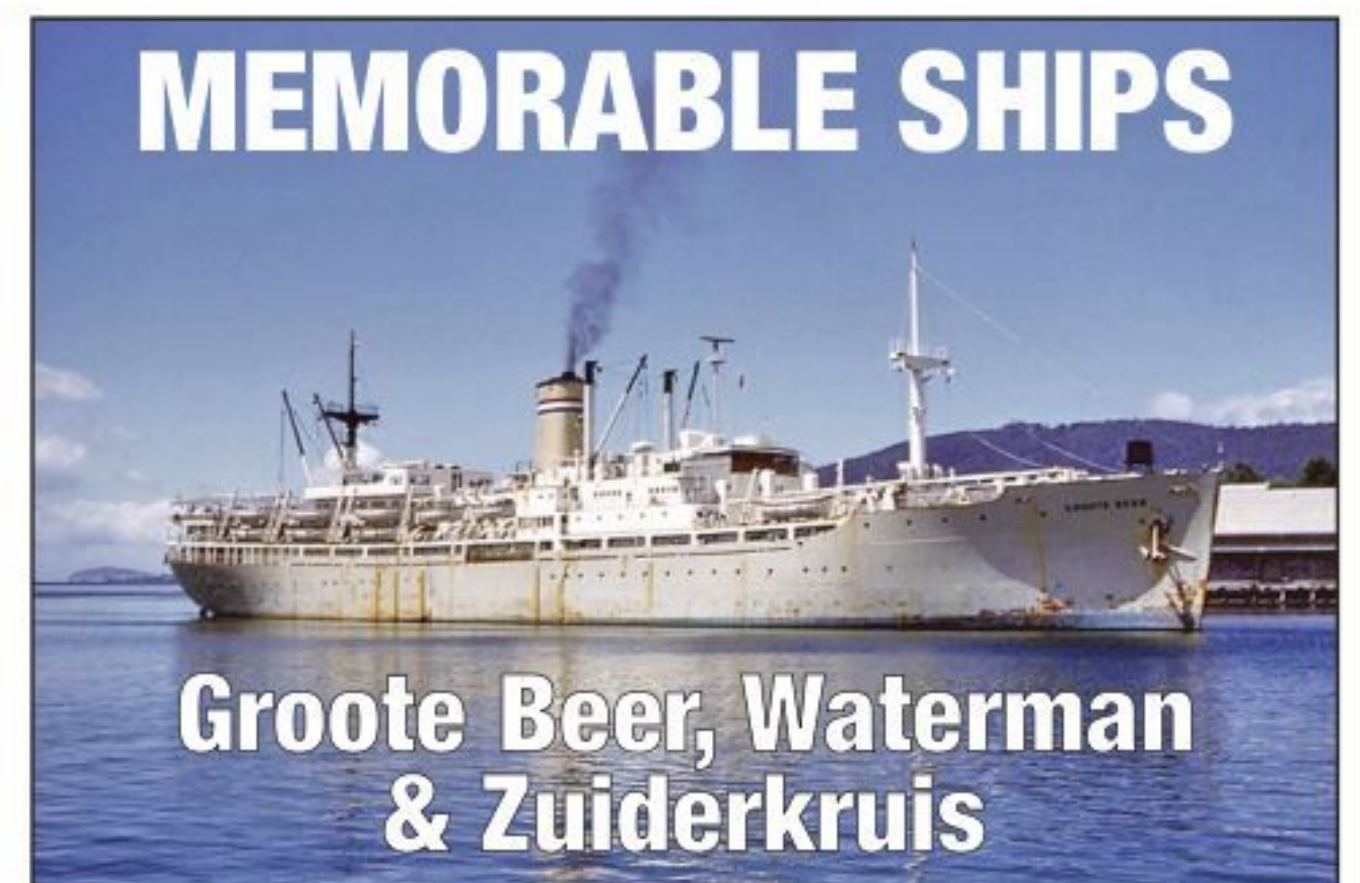
**PORT OF CALL
Palm Beach**

**NEWBUILD OF THE MONTH
Hagland Pioneer**



FORGOTTEN FLEETS

Moore-McCormack Lines



MEMORABLE SHIPS

Grooten Beer, Waterman & Zuiderkruis

A WORKING LIFE IN THE AUSTRALIAN MARITIME INDUSTRY
A Very Ordinary Seaman

TWO BISCUITS, WHAT A MAN!
Frank Coutts Hendry - Sailor, Soldier, Artist & Author

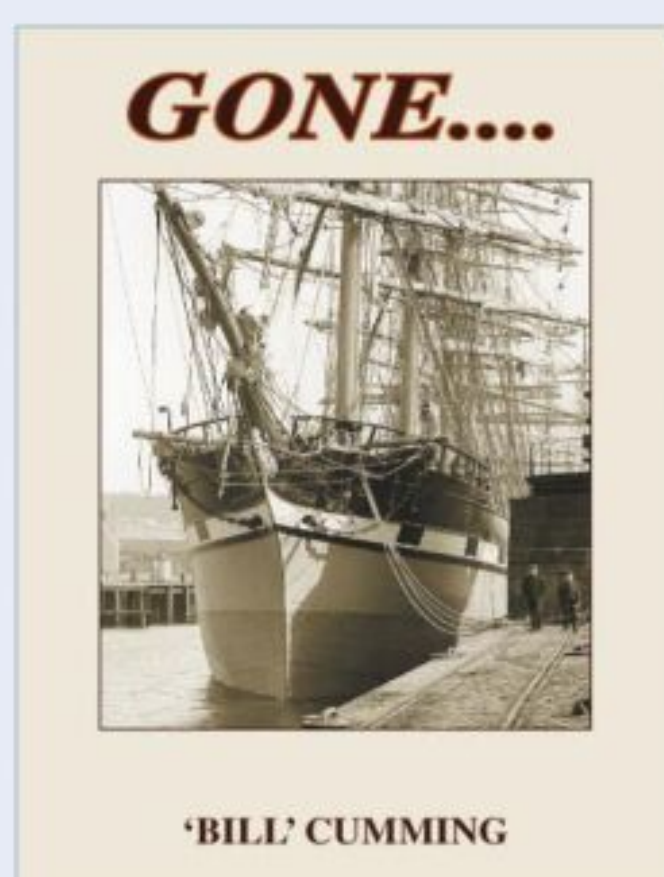
THROUGH THE EYES OF THE ARTIST
Everards Around The Coast - Part Four

DOUGLAS SS CO.



HISTORICAL BOOKS

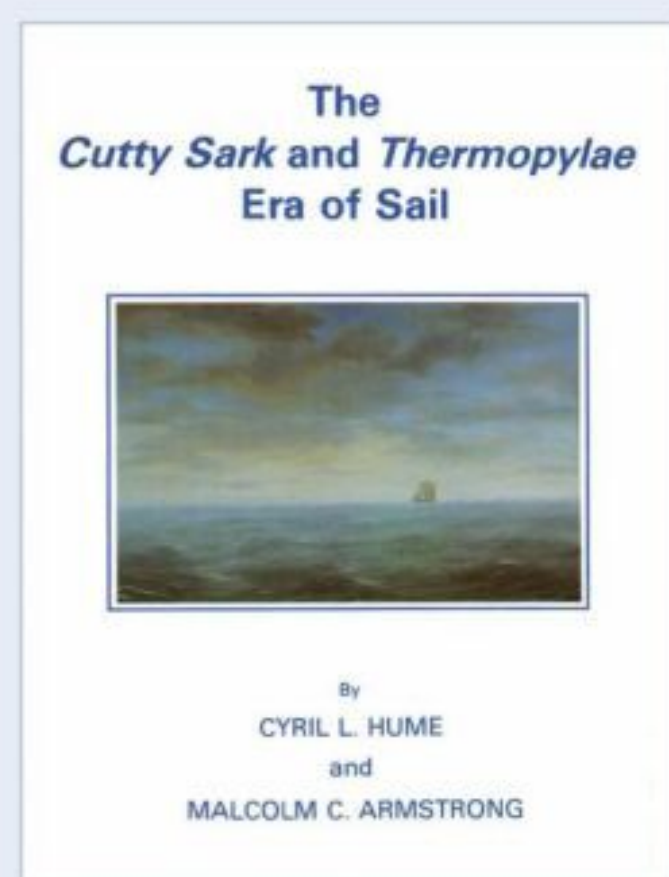
from *Brown, Son & Ferguson Ltd*



GONE....

The advent of the 4-masted iron sailing ship unexpectedly prolonged the usefulness of windjammers into the age of steam ships. It is the human story of events at the high point of merchant sail-power between 1870 and 1907.

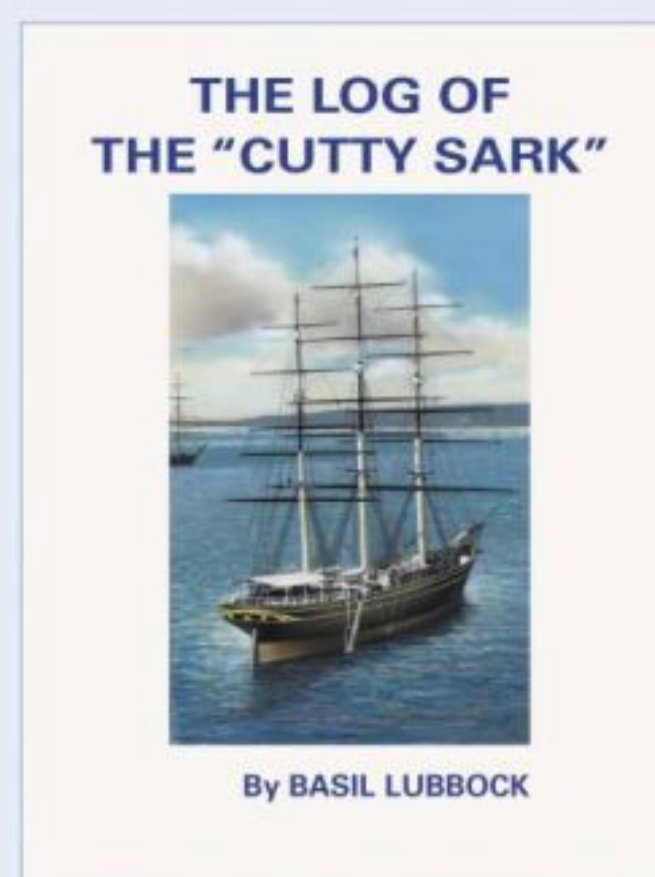
Here the careers of each of the twelve 4-masters are revealed in detail for the first time in one publication.



THE CUTTY SARK AND THERMOPYLAE ERA OF SAIL

This is a book to be read for pleasure; true anecdotes take precedence over technical reference material. It will appeal to avid collectors and to newcomers alike.

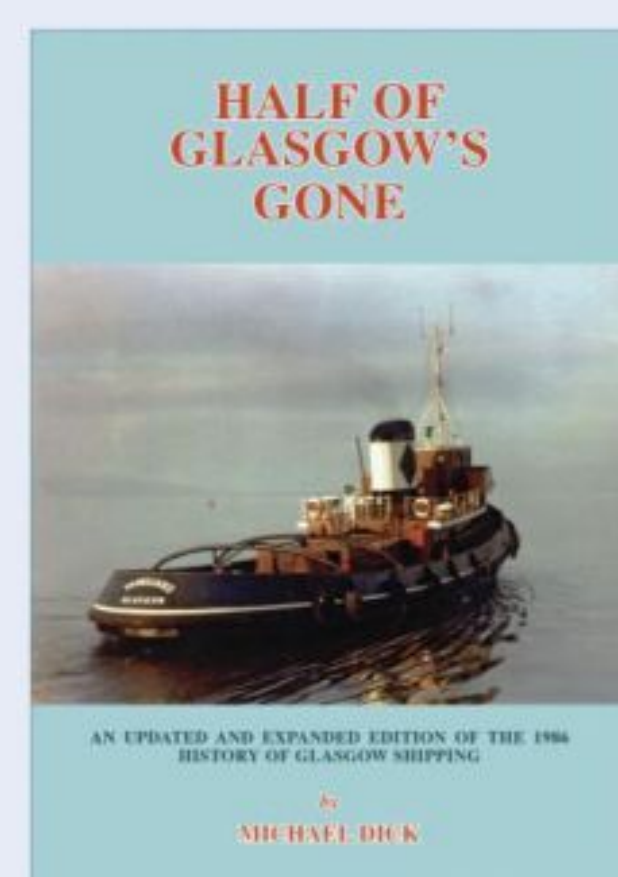
A useful glossary of nautical terms has also been included.



THE LOG OF THE CUTTY SARK

A history of the famous tea and wool clipper, Cutty Sark, considered to have been the fastest of all the clippers.

Included are numerous illustrations, scale plans of her lines, mid-ship section and sail area.



HALF OF GLASGOW'S GONE

This updated second edition describes the heyday, decline and subsequent redevelopment of Glasgow's Docks. The original photographs have been remastered with many new ones added.

This book records an important part of Glasgow's heritage and a similar pattern of change, redevelopment and regeneration can be seen in other British ports whose roots lay in the 19th century.



BROWN, SON & FERGUSON, LTD.
NAUTICAL PUBLISHERS FOR OVER 180 YEARS

A free catalogue of our publications is available on request. Please write to: **Brown, Son & Ferguson, Ltd.** 426 Drumoyne Road, Glasgow G51 4DA

You can also contact us by phone on: **0141 883 0141** or via e-mail at: info@skipper.co.uk

All of our publications are also available from our website: www.skipper.co.uk

SAS Est. 1991
specialauctionservices.com

Toys for the Collector
including
Ship Models
Auction 28 February



Bassett-Lowke 1:1200 - Mauretania, Aquitania and Normandie

Our next fine toy auction on 28 February includes Part One of the large Pierce Carlson collection of waterline ship models, which includes many superb examples by Bassett-Lowke as well as other British and German makers.

Please contact: Bob Leggett or Dominic Foster
on + 44 (0)1635 580595 or mail@specialauctionservices.com

Special Auction Services
Nexus Park, Plenty Close, Newbury RG14 5RL

Published By:
Tandy Media Ltd.
PO Box 302, Bexhill-on-Sea,
TN40 9HN

EDITORIAL

Editor: Nigel Lawrence
E: editor@shippingtandy.com
The Editor welcomes the submission of editorial material which should be accompanied by return postage and submitted to the address above. Tandy Media Ltd. accepts no responsibility for loss or damage to materials supplied. If you have a question or query you wish to raise with the Editor they should be writing to the Tandy Media address. The Editor is not based at the Tandy Media offices and asks for all enquirers to appreciate this fact and be patient. Please understand that the staff at Tandy Media do not have access to the information you require and therefore cannot answer your questions on the phone. Tandy Media cannot undertake research into specific or general queries. Picture Guidelines: Please do not send originals and ensure your name and address is on all material submitted. All digital images should be at least 300dpi and with a print size width of 21cm. They can be sent by email but only individually.

SUBSCRIPTIONS

Subscriptions, back issues and binders are available from Shipping T&Y.
Annual print subscription rates: UK £56, Europe £73, Rest of the World £78.50. We accept cheques and postal orders in Sterling made payable to Shipping T&Y and can also accept most credit/debit cards. Shipping T&Y, Tandy Media Ltd., PO Box 302, Bexhill-on-Sea, TN40 9HN
T: 0203 745 3367
E: subs@tandymedia.com

ADVERTISING

Advertising Manager:
Simon Briant
T: 01273 594455
E: simon@sdbmarketing.co.uk
Shipping T&Y reserves the right to suspend or refuse any advertisement without giving reasons. Whilst every care is taken to avoid mistakes Shipping T&Y cannot be liable in any way for any errors or omissions. Nor can the publishers accept responsibility for the bona fides of advertisers.

COPYRIGHT

All articles, images and illustrations published in Shipping Today & Yesterday are strictly copyright of the authors and the publisher and may not be reproduced in any form without prior written permission. All photos are the property of the Editor unless otherwise stated.

© Shipping T&Y 2023

Contents

February 2023 | Issue 395 | ISSN: 0958-7683

FEATURES

- 18 MEMORABLE SHIPS**
Groote Beer, Waterman and Zuiderkruis
- 24 THE SEVEN STONES LIGHTSHIP**
Still guarding Cornwall's notorious reef
- 30 80 YEARS AGO**
British Merchant Ships lost in February 1943
- 32 DOUGLAS SS CO. LTD.**
Also known as S.T. Williamson & Inch SS Co.
- 36 TWO BISCUITS, WHAT A MAN!**
Frank Coutts Hendry - Sailor, Soldier, Artist & Author
- 40 A WORKING LIFE IN THE AUSTRALIAN MARITIME INDUSTRY**
A Very Ordinary Seaman
- 44 THE LIZZIE MAY - KATHLEEN & MAY**
- 46 THROUGH THE EYES OF THE ARTIST**
Everards around the Coast - Part Four
- 50 PORT OF CALL**
Palm Beach
- 56 FORGOTTEN FLEETS**
Moore-McCormack Lines

REGULARS

- 4 NEWS REPORT**
The latest news from around the world
- 8 CRUISE NEWS**
Disney goes global, MSC latest
- 12 FERRY NEWS**
Brittany Ferries positive, Sandbanks Ferry accident
- 14 NEWBUILD OF THE MONTH**
Hagland Pioneer
- 34 PHOTO OF THE MONTH**
Lerwick 2022
- 66 CLASSIFIED ADVERTS**



FRONT COVER:

A solar-powered light vessel under tow to her mooring position at Seven Stones.

See article on page 24.

Anthony Lane

MARCH EDITION WILL BE ON SALE ON 14th FEBRUARY





CONTAINER FLEETS



The 2M Alliance announced in November a temporary suspension of its TP23/Liberty service and the addition of the port of Charleston call to the TP17/America service. The two members of the alliance, Maersk and MSC, said this was a move that aimed to adjust container capacity to suit the slowing demand on the Transpacific US East Coast network. The last vessel to sail on the TP23/Liberty service was the 66,526gt/2000-built Ian H (above) with an estimated time of arrival in Tanjung Pelepas on 23rd November. Meanwhile, the first containership to call at Charleston on the TP17/America service was the 93,496gt/2003-built Axel Maersk, arriving Hong Kong on 27th November. The revised port rotation of the TP17/America service is now Hong Kong-Nansha-Yantian-Vung Tau-Singapore-New York-Charleston-Savannah-Miami-Freeport-Tanjung Pelepas-Hong Kong.



CMA CGM announced on 10th November that its SIRIUS service connecting the Mediterranean with South America's east coast would cease to call at the Brazilian port of Itajai. The last vessel calling here southbound was the 94,930gt/2014-built San Vicente on 10th December with the final northbound ship being the 95,680gt/2015-built CMA CGM Columbia (above) on 4th December 2022. The new rotation is now Algeciras-Tanger-Salvador-Santos-Paranagua-Rio

Grande-Itapoa-Santos-Itaguai-Tanger-Algeciras. The company announced mid-November that it was enhancing the JEDDEX service to connect Europe and the Red Sea with the African countries of Kenya and Mayotte, offering weekly departures. The service now also covers the Indian Ocean market with the inclusion of the port of Longoni in addition to Mombasa. The JEDDEX service is now offered in 42 days with 6 vessels, each with up to 1,700 TEU capacity. The port rotation is Jeddah- Mombasa-Longoni-Mombasa-Jeddah-Ain Sukhna-Aqaba-Jeddah. The 21,018gt/2008-built CMA CGM Cebu was the first vessel to sail under the updated rotation and was estimated to arrive at Jeddah on 17th December, Mombasa on 28th December and at Longoni on 2nd January 2023.

Castor Maritime announced the acquisition of two container vessels in November as it aimed to enter the container sector. The 27,915gt/2005-built and 2,700 TEU capacity container ships Ariana A and Gabriela A were the ships in question with delivery taking place by the end of 2022.

Containerships, a subsidiary of CMA CGM, now connects the lower Baltic ports of Klaipeda in Lithuania and Gdynia in Poland with the port of Gävle in Sweden and offers new connections to the German ports of Bremerhaven and Wilhelmshaven with a new service that commenced on 3rd November. The 40 ft and 45 ft container service from Klaipeda to Gävle and from Gävle to Gdynia now removes the requirement for trans-shipment. Additionally, the new route offers new connections to the ports of Bremerhaven, Wilhelmshaven and Rauma.

COSCO Shipping Holdings ordered 12 methanol dual-fuel 24,000 TEU capacity containerships on 28th October 2022. The order has been spread between the company's container shipping operations, Orient Overseas Container Line (OOCL) and COSCO Shipping Lines, for 7 and 5 ships respectively. Nantong COSCO KHI Ship Engineering and Dalian COSCO KHI Ship Engineering, COSCO's shipbuilding joint ventures with Japan's Kawasaki Heavy Industries, will build the vessels for delivery 2026-2028. COSCO Shipping Lines will receive 5 vessels 2027-2028 and OOCL will receive 7 ships from Nantong COSCO KHI Ship Engineering.

Unifeeder announced in November a new direct service connecting the Baltic Sea with the UK. The new service offers an increased frequency in existing Unifeeder corridors plus the following new services, southbound Kotka to Wilhelmshaven, Klaipeda, Riga and Gdansk to London Gateway and Felixstowe. Additional northbound services are London Gateway and Felixstowe to Kotka plus Wilhelmshaven to Gdansk, Klaipeda, and Riga.



EDITOR'S LOG

In the past couple of decades we have certainly seen many new developments in the world of technology. The extensive use of e-mail and the internet has changed the way we communicate and research information about a plethora of subjects.

One new piece of technology that has emerged in recent years is that of the personal drone. Initially we thought of drones as only for military use but now individuals own them mainly for the use of taking aerial photographs.

This can cause all sorts of problems if these devices are used in sensitive areas such as ports.

To regulate this new craze the cruise industry has responded with only three of the industry's eight major cruise lines permitting passengers to bring drones onboard.

They are for use in port only, and cruisers are responsible for adhering to any local regulations, including rules about how far drones must stay from buildings, vessels and restricted areas, such as airports. In some instances, the location may require a permit to use the drone. Passengers who don't follow any of these regulations risk incurring fines or having their drones confiscated by their cruise line or local authorities.

Carnival Corporation, Royal Caribbean International and their subsidiary Celebrity Cruises will allow drones for use only outside of the port area. When on the ship, they must be stored in passenger cabins. Anyone caught using a drone onboard could receive a guest conduct warning or be disembarked early from the voyage.

I may be a bit of a dinosaur but in the interest of safety surely these devices should be totally banned altogether before they interfere with more important networks.

editor@shippingtandy.com



Nigel Lawrence

Hapag-Lloyd's 18,283gt/2000-built Hansa Rendsburg (above) was released by Chittagong port on 2nd November after a reported \$364,000 payment to the authority by L&B Hansa Feederschiffe GmbH & Co. KG, the vessel's owner, for the accident in which the vessel hit a gantry crane and damaged it while berthing at the port, under command of the pilot. The 1,718 TEU capacity vessel remained detained by the port authority for 36 days due to delays in assessing the damage and losses incurred, and a court case. This caused the ship to lose \$20,000 per day whilst detained. Hapag-Lloyd deployed the ship on the Chittagong-Colombo route in September to cut its dependence on other feeder ships. The vessel made her maiden trip to the anchorage off Chittagong port on 27th September 2022 and entered the harbour the next day, when the incident took place. Reports suggested that the port handled the situation less than acceptably and the Chittagong service is under review due to the huge losses.

Matson Navigation Company announced on 2nd November that it had returned to the Philly Shipyard for an order for a trio of Jones Act containerships to join the two Aloha class sisterships already in operation. These are 3,600 TEU capacity and 23 knot ships with the first vessel expected to be delivered in the fourth quarter of 2026 with subsequent deliveries in 2027. The newbuilds will join the existing duo of this class that were delivered by Philly Shipyard in 2018 and 2019 and were the largest containerships ever built in the U.S.A. Similar overall to the initial sisterships, the new vessels will be equipped with dual fuel engines that are designed to operate on either conventional marine fuels or LNG, as well as other "green ship technology" features, such as a fuel-efficient hull design, double hull fuel tanks and freshwater ballast systems. While the earlier ships require some modification to operate with LNG (plans announced in June 2022), the new ships will be delivered LNG ready. The 3 new ships will replace vessels currently deployed on Matson's China-Long Beach Express (CLX) service, which calls in Honolulu and Guam on the westbound leg necessitating Jones Act compliance. The vessels being replaced will in turn replace three older vessels currently deployed on Matson's Alaska service.

MSC had, in November 2022, acquired around 250 secondhand containerships since August 2022. November commenced with a further trio in the shape of the 5,618 TEU capacity and 66,278gt/1999-built sisterships Conti Canberra and Conti Darwin (renamed MSC Sydney VI and MSC Darwin VI) as well as the 28,097gt/2008-built and 2,702 TEU capacity X-Press Kanchenjunga (renamed MSC Aria III). On 1st November came media reports that Yangzi Xinfu Shipbuilding, a subsidiary of Yangzijiang Shipbuilding Group, had launched two ultra-large 24,000 TEU capacity containerships for the Chinese Bank of Communications Financial Leasing and would be chartered out to MSC. The first is understood to be the 230,757gt/2022-built MSC Tessa, floated out on 29th October. The 399.99m long ships have a moulded beam of 61.3m, a deck area of 2,000m² (equivalent to 3.5 standard football fields), a moulded depth of 33.5m and a service speed of 22.5 knots. The maximum loading capacity is 24,346 TEUs and each is fitted with bulbous bows, large-diameter propellers, and energy-saving ducts to improve efficiency and reduce energy consumption. MSC also announced improvements to its Asia to Pacific Northwest services,

reportedly as a consequence of rail congestion and berthing restrictions in Vancouver. The 2M Eagle and Maple services have suffered reliability problems and extended transit times during 2022 so, as of late October, the Eagle service merged into the Maple service, covering Vancouver and Prince Rupert to remove the waiting times experienced. The new Maple rotation began from Xiamen on 28th October of Xiamen-Yantian-Ningbo-Shanghai-Busan-Yokohama-Vancouver-Prince Rupert-Yokohama-Busan.

OOCL announced, as November arrived, a newbuilding order of 7 methanol-compatible and 24,000 TEU capacity container vessels with expected delivery starting from the third quarter of 2026. The green fuel technologies to be applied on these new vessels, most notably for the methanol dual fuel engines, constitute a significant milestone in OOCL's decarbonisation aspirations. Under the terms of the contract, ships will be built by Nantong COSCO KHI Ship Engineering Co., Ltd. Orient Overseas Container Line also added a new service, East Africa Express 5 (EAX5), to its Asia-Africa network. The port rotation of the new service is Nhava Sheva-Mundra-Jebel Ali-Abu Dhabi-Mombasa-Dar es Salaam-Nhava Sheva. Supplementing the existing loops of EAX1/3/4, this new service offers direct connections between the Indian Subcontinent, Middle East and East Africa. The East Africa Express 5 service commenced from the port of Nhava Sheva around 22nd November 2022.

Safeen Feeders has acquired the 18,724gt/2022-built and 1,800 TEU capacity Song Jaguar, one of 3 sister ships that Songa Box had contracted China's Huang Hai shipyard to build, via a re-sale transaction. As well as operating 10 containerships, Safeen Feeders, established in 2020, has also entered the tanker and dry bulk trades.

SeaLead, Orient Overseas Container Line (OOCL) and TS Lines jointly launched a new service to connect India and the United Arab Emirates with East Africa on 22nd November as a weekly service utilising four vessels, of which SeaLead operate two and OOCL and TS Lines operate one each. The rotation for the new service is Nhava Sheva-Mundra-Jebel Ali-Khalifa-Mombasa-Dar es Salaam-Nhava Sheva.

Wan Hai Lines Ltd. held ship naming ceremonies for the 30,776gt/2022-built Wan Hai 355, Wan Hai 357 and Wan Hai 360 at the Japan Marine United Corporation Kure Shipyard in early November. The trio of vessels each have a 3,013 TEU capacity and are equipped with full balanced twisted bulb rudders, pre-swirl fin and AMP (Alternative Maritime Power) system. The ships are also delivered with 'Smart Ship' notations and meet the level of requirement for NOx Tier III. The Wan Hai 355 was delivered on 8th November 2022 and deployed on the Asia America Service.

X-Press Feeders' brand new 34,754gt/2022-built containership X-Press Antares was announced on 11th November as having been officially christened. The 3,100 TEU capacity ship had been delivered on 8th October from the Changhong International Shipyard and embarked on her maiden voyage from Laem Chabang, Thailand, phasing into the company's Thailand Chennai X-Press service on 18th October. The newbuild is 199m long with a beam of 35m and a maximum draught of 11.2m.

ZIM's 114,643gt/2022-built and 11,800 TEU capacity ZIM Canada was delivered to owner Seaspan Corporation on 8th November, the final ship from a series of 6 ultra-large containerships ordered from Yangzi Xinfu Shipyard of the Yangzijiang Shipbuilding Group. The New Panamax container vessel was named at the same ceremony and has an overall length of 330m, a moulded beam of 48.2m, a moulded depth of 27.2m, a design draught of 13.0m and a structural draught of 16.0m. During the design process, the line shape of the bow was optimised to reduce the fuel consumption of the ship. Seaspan's operating fleet consists of 127 vessels with a total capacity of 1,156,630 TEU and an additional 63 vessels under construction. The parent of Seaspan Corporation, Atlas Corporation, entered into a definitive acquisition deal with the Poseidon Acquisition Corporation at the beginning of November.



BULK AND TANKER NEWS

Bound4blue, a Spanish rigid sail developer, and dry bulk shipping company MMSL Pte. Ltd., a wholly owned subsidiary of Marubeni Corporation based in Singapore, signed an agreement in November to install 4 suction sails on the 45,223gt/2016-built bulk carrier *Crimson Kingdom*. The 229m long Panamax bulk carrier will be retrofitted with four 26m-high eSAILS®, expected to be the largest suction sails ever built and installed on a vessel. The installation is scheduled to take place in 2023/24, making the *Crimson Kingdom* the first wind-assisted vessel owned by Marubeni. After the installation, the vessel will be operated by MaruKlav Management Inc., which is a Panamax Pool company jointly owned by Marubeni and Torvald Klaveness Group from Norway. The suction sails are expected to reduce the ship's fuel costs and annual CO₂ emissions by up to 20% on favourable trade routes. There are 7 categories of wind propulsion technologies: rotor sails, kites, hard or rigid sails, soft sails, suction wings, turbines, and hull forms. Marubeni Corporation joins Louis Dreyfus Armateurs in the use of suction sails as the latter had announced plans to fit one of its vessels with these sails from Bound4blue earlier in 2022.

China National Offshore Oil Corporation took delivery of the new-look 25,309gt/2015-built *Hai Yang Shi You 301* on 15th November, described as the world's largest LNG bunker vessel. The vessel is the result of a conversion project that commenced in August 2022 undertaken by China State Shipbuilding Corporation's subsidiary Guangzhou Shipbuilding International. The ship is China's first LNG bunkering vessel and was converted from an LNG carrier built by Jiangnan Shipbuilding and delivered in May 2015. The bunker vessel is 184.70m long with a beam of 28.1m and has capacity for 30,000m³ of LNG. During the conversion process, the vessel was fitted with key equipment such as cryogenic units, gas combustion devices, ship-to-ship refuelling systems and re-liquefaction systems to enable refuelling procedures. The ship can pump 1,650m³ of LNG per hour, sufficient to refuel large container ships, dual-fuel bulk carriers, oil tankers and Ro-Ro ships.

Furetank of Sweden revealed in November that its 12,770gt/2018-built dual-fuel tanker *Fure Valö* had performed the first voyage on a new Equinor fuel blend containing used cooking oil. The ship made a roundtrip from Mongstad in Norway to Reykjavik, Iceland on Equinor's blend of 30% renewable fuel and 70% marine gasoil from the Mongstad refinery. The initial results were positive, as no adverse effects on performance or consumption were detected compared to conventional marine gasoil. The tests showed that the blend brings a certified reduction in greenhouse gas emissions of at least 87.5% versus its fossil fuel equivalent. All vessels in the Furetank Vinga series have dual-fuel capacity. They are equipped with strongly insulated stainless steel fuel tanks on deck, designed to contain pressurised, liquefied gas. These tanks could also store ammonia or hydrogen. Following the latest newbuild order placed in September 2022, Furetank's Vinga series of ships now totals 15 vessels.



Halten Bulk AS has received NOK 142 million for the construction of two hydrogen-powered ships (above) from Enova, a state enterprise

owned by the Ministry of Climate and Environment that promotes renewable energy use. The support from Enova goes to a number of technical measures onboard the vessels, including hydrogen combustion engine, design adaptations and storage solution for hydrogen containers onboard, battery with necessary battery compartment and power electronics, electric excavator with equipment for handling hydrogen containers, 2 braided rotors (rotor sail) and an OCR plant that produces electricity from the excess heat onboard. The ships will form part of a fleet that has operations beyond the Norwegian coast, and is therefore dependent on using marine gas oil until hydrogen becomes commercially available in several places in Europe. Halten Bulk plans to start the project with a hydrogen combustion engine and install fuel cells at a later date when available, so a 70% hydrogen-30% marine gas oil split. Halten Bulk was established in 2004 in Trondheim and operates 7 short-sea bulk vessels. The company is owned by Brødrene Nordbø AS, Ulvan and Strand Shipping AS.

Höegh Autoliners opted to purchase the 76,420gt/2016-built Höegh Trapper, an 8,500 CEU pure car truck carrier from compatriot shipowner Ocean Yield in November, the fourth bareboat chartered vessel that the company has declared a purchase option on during 2022. The ship is 99.89m long with a beam of 40.74m and a purchase price of \$53 million. With the capacity to carry up to 9,100 cars, these Aurora Class ships were announced as the world's largest and most environmentally friendly car carriers when built.



James Fisher announced on 22nd November that it had taken delivery of its first LNG dual-fuel vessel, the 4,763gt/2022-built *Sir John Fisher* (above), as part of a commitment to reducing GHG emissions. The ship is the first 6,000dwt chemical tanker to incorporate LNG dual fuel propulsion technology, is capable of achieving a 45% reduction in carbon emissions, in addition to a 93% reduction in NO_x and 45 percent reduction in SO_x, and demonstrates the company's commitment to its sustainability goals and to helping customers realise their environmental targets. Equipped with highly efficient dual-fuel engines, the tanker, and her sister vessel *Lady Maria*, expected to follow in 2023, are able to run on LNG and also incorporate innovations in design and construction technology to further enhance hydrodynamic performance, to improve operational efficiency, reduce GHG emissions and improve local air quality. Their extensive, centralised waste heat recovery system also helps minimise GHG emissions. Built and launched at China Merchants Jinling shipyard in Yangzhou, China, the dual-fuel tanker underwent sea trials prior to delivery. Once in operation in 2023, the *Sir John Fisher* and *Lady Maria* will replace two of James Fisher's existing tankers and, while identical in terms of dimensions, will be able to carry more cargo due to their increased deadweight. Both have also been specifically designed for restricted access ports around the coastline of Northern Europe, which will enable the company to better service existing long-term contracts.



JuiSea Shipping has launched a regular shipping service from Ghent for the export of orange juice to the U.K., an operation that is a collaboration of Refresco and Trilobes, both with headquarters in the Netherlands. The orange juice is conveyed onboard the 2,561gt/1995-built and 89m long Marilie from Ghent's Louis Dreyfus Citrosuco facilities to Portland, Dorset, 32 times a year. The cargo is then transported to Refresco's Bridgwater plant. Both concentrates of orange juice and fresh orange juice are shipped. The Refresco Group is the world's largest independent bottler of soft drinks and fruit juices.



MISJE Shipping

Misje Rederi AS's fourth new EcoBulk hybrid vessel (artist's impression above) had her keel laying ceremony at Sri Lanka-based shipbuilder Colombo Dockyard on 16th November. The 89.95m long vessel has a 5,000dwt cargo capacity and is equipped with a hybrid energy storage battery system. Back in August 2020, Misje Eco Bulk AS, part of Misje Rederi AS, ordered up to 10 of these eco-bulk carriers (6 firm orders and 4 options). The concept and the basic design of the ships were developed by Wärtsilä Ship Design Norway AS. The fully integrated hybrid solution will enable the vessels to sail in and out of port and to perform cargo operations emissions-free. The newbuilds are designed to be converted to full zero-emissions operation as the technology evolves.



Guangzhou Shipyard International

Stena Bulk took delivery of the 29,884gt/2022-built and methanol-powered Stena Promise (above) on 2nd November 2022 from the Guangzhou Shipyard International Co. Ltd. The third IMOIMeMAX dual-fuel MR tanker powered by methanol will serve Proman Stena Bulk, a joint venture between methanol producer Proman and Stena Bulk. The shipbuilder delivered the first ship, the 29,884gt/2022-built Stena Pro Patria, in June 2022, followed by the Stena Pro Marine in July 2022. The two ships are expected to each consume 12,500 tonnes of methanol per annum. The shipbuilder said that this was the first delivery since the company resumed production work in mid-October after overcoming COVID-19 production channels and labour shortage. The ship completed sea trials at the beginning of October. Three more newbuilds from this series are scheduled for delivery by the end of 2023, namely the 29,884gt Stena Prosperous, Stena Provident and Stena Progressive. Proman Stena Bulk officially named the new methanol-fuelled tanker Stena Pro Patria at Port of Spain in Trinidad and Tobago, one of Proman's global production hubs, on 23rd November 2022. The ship is the joint venture's first state-of-the-art newbuild IMOIMeMAX methanol-fuelled 49,900dwt vessel and is the first of three methanol-fuelled vessels delivered in 2022 to the operator with a further three newbuilds due for delivery 2022-2024.

Symphony Shipping's 6,800gt/2022-built Symphony Atlantic was launched on 18th November at the Ferus Smit Shipyard as Yard No. 460 and christened. The ship is the first vessel in a series of two that will be delivered to Symphony Shipping, which are an evolution of the successful Ecobox and Ecobox DP series that the yard has already delivered to Symphony Shipping over recent years. The new Ecobox XL design focusses on the loading of extra-long items, such as windmill blades, while at the same time still maintaining excellent capabilities as a general cargo ship. The modifications in design and systems are also aimed to further enhance the excellent 'green' performance of the design with a reduction of the EEDI-score to a new class reference standard. So, the original Ecobox design has been lengthened by more than 21m, extending her box shaped hold to more than 100m in length on the tanktop, and 112m above the movable 'tweendeck level.



United European Car Carriers (UECC) held a naming ceremony on 16th November for its second dual-fuel LNG battery hybrid pure car and truck carrier (PCTC). The 35,667gt/2022-built and 169.10m long Auto Achieve was christened at the Port of Gothenburg (above). The Auto Achieve was delivered in June 2022 from China's Jiangnan Shipyard and joined sistership Auto Advance, which was named in October 2022. The third vessel, the Auto Aspire, was also christened at the same event in Sweden. All three PCTCs already exceed the IMO requirement for a 40% reduction in carbon intensity by 2030 which is the purpose of these regulations, according to the company.

Wallenius Marine's first Sleipner Concept newbuild had her keel laying ceremony at the Longkou Shipyard in Shandong, China during November, which will be chartered out. The ships, which were ordered back in 2021, are being constructed and will be managed by Wallenius Marine, which is also leading the ship design and newbuilding project. The two multi-fuel vessels have the ability to carry 6,500 cars each. After delivery, scheduled for 30th October 2023 and the beginning of 2024, respectively, the newbuilds will be chartered out to Volkswagen Konzernlogistik GmbH & Co. OHG and transport new vehicles of the Volkswagen Group for at least a decade. These ships are 200m long with a 37m beam. The first ship, to be launched on 30th June 2023, will be named Sleipner and will be equipped with multi-fuel engines that can run on LNG and LBG as well as both regular and synthetic diesel. The engines will also be adaptable for fuels that don't yet exist for commercial use. The new ships will also feature battery-ready capacity for battery installation in order to further reduce fuel consumption, shore connection for zero emissions in port, a new design for the ramp system to save time at the port, an aerodynamically optimized shape that reduces the drag and a shaft generator to reduce fuel consumption.

Yara Clean Ammonia, a subsidiary of Norwegian fertilizer company Yara International ASA, and Japanese shipping giant Mitsui O.S.K. Lines (MOL) have agreed to work together to strengthen the ammonia supply chain. The collaboration includes but is not limited to using ammonia as a marine fuel. Demand for ammonia is expected to grow in the future as the next-generation clean energy source. It does not emit CO₂ during combustion and it has been studied for use in mixed combustion at coal thermal power plants, for use as a hydrogen carrier and for use onboard ships as fuel. With this collaboration, the companies aim to jointly lead the industries to accelerate decarbonisation.



DISNEY GOES GLOBAL!



On 16th November the rumours were confirmed when Disney Cruise Line announced that it had acquired the partially completed 208,000gt/2023-built Global Dream that has been heralded as bringing the magic of a Disney Cruise Line holiday to new global destinations. Disney will work with Meyer Werft Shipbuilding to complete the cruise ship that was the vision of the now disbanded Genting Group. The ship is 75% complete and at the MV Werften shipyard, which was also owned by Genting, in Wismar, Germany. The ship will be renamed with certain features redesigned under the world-renowned expertise of Walt Disney Imagineers and is expected to set sail in 2025. The new ship, to be based outside the U.S.A, will feature innovative Disney experiences along with the dazzling entertainment, world-class dining and legendary guest service. The exterior will be adorned in the iconic, Mickey Mouse-inspired colours of the fleet, complete with signature red funnels. The newbuild is expected to be among the first in the cruise industry to be fuelled by green methanol, one of the lowest emission fuels available. Disney Cruise Line expects the passenger capacity to be approximately 6,000 with around 2,300 crew members. Construction will be completed at what is now the former MV Werften shipyard in Wismar, under the management of Meyer Werft, who built the Disney Dream, Disney Fantasy and Disney Wish. Genting's bankruptcy enabled Disney Cruise Line to secure the giant ship at a favourable price and within the capital expenditure guidance. This is in addition to two new ships the company will take delivery of in 2024 and 2025, respectively.

NEWS IN BRIEF

Adora Cruises was announced on 25th November as being the new brand name for CSSC Carnival Cruise Shipping Limited, the joint venture between China State Shipbuilding Corporation and Carnival Corporation. The news came from Shanghai and the company's first two built-in-China large cruise ships, currently under construction at the Shanghai Waigaoqiao Shipbuilding Corporation, will sail under this brand name. The newbuilds are Vista Class ships and the first 134,000gt example should be in service late 2023. Adora Cruises will combine an international vision with local tastes to create the ideal cruise experience for Chinese guests and the company is committed to being the largest cruise line in Asia through year-round operations of multiple ships from multiple homeports throughout China. The second newbuild, slightly larger at 142,000gt, is due to enter service in 2025 plus the company acquired the 85,861gt/2000-built Costa Atlantica and 85,619gt/2003-built Costa Mediterranea, which are expected to enter service from 2023.

Atlas Ocean Voyages' 9,934gt/2022-built World Traveller and 9,923gt/2021-built World Navigator met for the first time in Glacier Alley in the Beagle Channel in November. The two ships were named on 19th/20th November respectively whilst in this spectacular location.

Aurora Expeditions took delivery of its second purpose-built small cruise ship, the 8,076gt/2022-built Sylvania Earle, from SunStone Ships in November, on a long-term charter deal. The 132-guest vessel embarked on her inaugural voyage from Ushuaia to Antarctica on 10th December. Named after the renowned marine biologist, oceanographer, explorer and conservationist Dr. Sylvania Earle, the expedition ship will be a floating ambassador for the conservation of the planet. With a focus on education and conservation, the new ship is designed to accommodate 132 passengers and features the Ulstein X-Bow, an inverted bow designed for smoother and faster ocean crossings which helps to reduce fuel consumption.



Celebrity Cruises' 141,420gt/2022-built Celebrity Beyond (above) set sail from Fort Lauderdale on 5th November following her official naming ceremony, which was performed by the ship's godmother, Simone Biles, a 19-time World Champion, seven-time Olympic Medallist and most decorated American gymnast in history. The event was also attended by Captain Kate McCue, who, according to Celebrity Cruises, is the first and still only woman to be named captain of a large cruise ship. Simone Biles christened the ship in a ceremony attended by 2,500 guests and media, topped by a live performance from UK singer and songwriter, Leona Lewis. The Celebrity Beyond then kicked off her inaugural season of Western and Eastern Caribbean itineraries visiting Grand Cayman, Puerto Plata, Cozumel, St. Thomas and more.



On 1st November the company announced that the 130,818gt/2020-built Celebrity Apex (above) will homeport at Southampton for her 2024 season, the first Edge Class ship to do so. With 4-13-night sailings May-November 2024, including a brand new 12-night Norwegian Fjords and Arctic Circle sailing The 'Apex will replace the recently-refurbished 122,210gt and 2011-built Celebrity Silhouette as the Southampton based ship.

Cunard Line announced on 10th November that it had pushed back the introduction of the company's fourth Queen, the Queen Anne. Originally set to enter service in early 2024, the 3,000-guest ship will now debut in early May 2024, with numerous challenges in shipbuilding, including the supply chain and energy shortages being cited as the cause of the delay. The ship is under construction by Fincantieri. The maiden voyage will now be the 7-night cruise departure from Southampton on 3rd May 2024, visiting La Coruna on 5th May 2024, Lisbon on 7th May 2024 and then returning to Southampton on 10th May 2024.

Explora Journeys unveiled details on 23rd November of the maiden voyage for the new 64,000gt/2023-built Explora I that will depart on 17th July 2023 from Southampton. The new brand will make its debut with a 15-night inaugural voyage to Northern Europe with calls at 12 ports in 4 countries under the title 'A Maiden Journey into Epic Fjords and the Arctic Circle'. The ship will sail from Southampton with calls at Zeebrugge, Geiranger, Trondheim, Molde, Leknes, Brønnøysund, Flåm, Bergen and Stavanger before sailing to Denmark with visits to Skagen and Copenhagen, where the ship will arrive on 1st August 2023.



Nigel Lawrence

Fred. Olsen Cruises' 61,849gt/1997-built Borealis was released from the Cammell Laird shipyard at Birkenhead post-refit on 12th November and resumed cruising on 13th November on a Northern Lights itinerary.

In early December Fred. Olsen announced that they were putting their smallest ship, the 24,344gt/1993-built Braemar (above) up for sale. She has been laid up at Rosyth since the start of the Covid pandemic.

The 43,537gt/1988-built Balmoral commenced itineraries from Portsmouth on 10th December 2022, offering a selection of festive cruises and a 78-night exploration of South America and the Antarctic in January 2023. Portsmouth is just one of Fred. Olsen Cruise Line's regional departure ports, alongside Southampton, Dover, Liverpool, Newcastle and Rosyth.

Havila Kystruten's 15,519gt/2021-built Havila Capella was christened by godmother Hege Sævik Rabben outside Havila Voyages' head office at Mjølstadneset in Fosnavåg, Norway on 8th November. Just under a year after the ship was put into operation along the historic coastal route between Bergen and Kirkenes, the Havila Capella was christened with clean water taken from Geiranger.

At the beginning of June 2022, the Havila Castor sailed into the world heritage site of Geirangerfjord for the first time. That voyage made history as it was achieved on pure battery power, emission-free and silent. The event took place four years before the authorities' requirement for emission-free ship operations in the world heritage fjords of Norway.



Heritage Expeditions

Heritage Expeditions' 8,445gt/1991-built Heritage Adventurer, (above) formerly Hapag-Lloyd's Hanseatic, was acquired by the company in 2021 and embarked upon her inaugural season in October 2022. The 140 guest capacity ship offers expeditions to remote destinations in Southeast Asia, Oceania and Antarctica. The maiden voyage was a 15-day trip to Indonesia and Papua New Guinea that departed Bali on 11th October.

The Ritz-Carlton Yacht Collection celebrated the Christening Ceremony of the 25,401/2022-built newbuild Evrima, the company's inaugural yacht, on 5th November 2022 at the Cruise Terminal in Lisbon. During the occasion, Douglas Prothero, Chief Executive Officer of The Yacht Portfolio, and Timothy Grisius, Global Officer for Mergers & Acquisitions, Business Development, and Real Estate for Marriott International, were joined by their children, who served as the Godchildren of the Evrima and activated the ceremonial champagne bottle smash against the yacht's bow.

MSC CRUISES



MSC

MSC Cruises new flagship, the MSC World Europa, was officially named on the evening of 14th November during a traditional maritime ceremony in the presence of distinguished guests, international media and travel agents from around the world in Doha, seen above arriving in the Qatar brand-new Grand Cruise Terminal. MSC World Europa is the most innovative and environmentally advanced cruise ship in the MSC Cruises fleet. On top of ground-breaking advances in terms of reduction of emissions and energy efficiency, the LNG-powered ship also paves the way towards the uptake of carbon-neutral synthetic and other alternative fuels as soon as they are available at scale. Spanning 22 decks and with 40,000 m² of public space and 2,626 cabins, the MSC World Europa is an ultra-modern urban metropolis at sea. The ceremony, hosted by comedian, producer and entrepreneur, Hamad Al Amari, took place in the presence of the ship's Master, Captain Marco Massa and featured a performance by international singer-songwriter Matteo Bocelli. The proceedings culminated in a spectacular firework display against the Doha skyline, and a gala dinner.



MSC

The 169,380gt/2022-built MSC Seascapes (above), the company's largest and most technologically advanced cruise ship ever built in Italy, was delivered at Fincantieri's Monfalcone Shipyard on 16th November as MSC Cruises' 21st ship. A €7 billion investment plan is in place with Fincantieri for the construction of 10 ships, four of which have already been delivered for the MSC Cruises brand, and six are set for Explora Journeys.

A poignant and moving tribute of remembrance was also paid by all attending the ceremony to Dr. Giuseppe Bono, who for 20 years until May 2022 was CEO of Fincantieri and who passed away on 8th November. Pierfrancesco Vago announced that on the MSC Seascapes, which represents the last major project undertaken by Dr. Bono with MSC Cruises, a plaque named in his honour would be placed in the ship.

The MSC Seascapes' inaugural season is in the U.S.A, where she was christened on 7th December in New York. She then moved to the Caribbean, offering two different weekly itineraries departing from Miami. The MSC Seascapes is the second Seaside EVO-class ship, an evolution of the pioneering Seaside class, and joins the MSC Seaside and MSC Seaview, which launched in 2017 and 2018, respectively, and sister ship MSC Seashore delivered in 2021. The ship is 339m long with a beam of 41m, a height of 76m, has a guest capacity of 5,632, 2,270 cabins, 1,648 crewmembers and a maximum speed of 21.8 knots.



Lindblad Expeditions

Lindblad Expeditions officially named their latest ship National Geographic Islander II (above) at the end of October in the Galápagos Islands. In recognition of Galápagos conservationist Juan Flaim's visionary work, his wife Angela Flaim performed the ceremony in Black Turtle Cove, Santa Cruz Island. The 3,370gt/1990-built National Geographic Islander II features a science hub, which is outfitted with the capability for oceanographic data collection/filming whilst the ship is underway, an interactive video display, lab benches and seating for guests to observe this work. On each voyage, two suites are dedicated to conservation and community, and they are reserved for Galápagos community members, local and international researchers, educators, storytellers, and other experts.



Andrew Cooke

Norwegian Cruise Line celebrated a new milestone in November as the 155,873gt/2010-built Norwegian Epic (above) became the first of its 18 ships to homeport in Haifa, Israel. The 4,100 passenger ship then embarked upon her first Haifa-based 11 day itinerary on 15th November, the day of the aforementioned event. The occasion was marked with a traditional plaque exchange ceremony onboard Norwegian Epic, attended by the Vice President of Ministry of Tourism, Israel, Kobby Barda and the ship's Master, Captain Rune Myre. NCL also announced on the same day that the 143,535gt/2023-built Norwegian Viva, the newest ship and the second vessel of the ground-breaking Prima Class, will offer voyages from Istanbul, Haifa and Piraeus (Athens) in summer 2025. The 9/10 day sailings will visit ports in the Eastern Mediterranean. NCL will be the only cruise line to offer sailings between Istanbul and Haifa for Eastern Mediterranean sailings in spring and autumn 2025.



P&O Cruises

P&O Cruises' 185,206gt/2022-built Arvia began her conveyance from the Meyer Werft shipyard on 5th November to Eemshaven to continue completion and to commence sea trials. In mid-November the Arvia received her first delivery of LNG from Titan, the Dutch independent fuel supplier to the marine industry, at Eemshaven in The Netherlands. The 7,403gt/2017 built bunker tanker Green Zeebrugge, owned by NYK Line and chartered long-term by Titan, executed the ship-to-ship operation. The 344.5m long/42m beam Arvia (above) then underwent sea trials.



Nigel Lawrence

Princess Cruises were delivered a stark reminder that Covid-19 has not gone away when the 144,216gt/2017-built Majestic Princess (above) returned to Sydney, Australia from New Zealand on 12th November with at least 800 passengers infected with the virus out of over 4,600 people onboard, including passengers and crew. All affected guests disembarked separately from everyone else and took private transport to accommodation where they could continue their isolation period. All guests disembarking undertook a rapid antigen test within 24 hours of leaving the ship to determine how/when they left the ship and all guests wore masks, regardless of Covid status. All guests were again informed of the protocols and the importance of adhering to them. Shortly afterwards, Carnival Australia brought mask mandates back for its cruise lines sailing in and around Australia amid a rise in Covid-19 transmission in the country.



Puerto de Santa María

Seabourn's 23,615gt/2022-built Seabourn Venture (above) reached another milestone in November when she made her first-ever visit to Antarctica. As Seabourn's first purpose-built expedition ship, the Seabourn Venture marked her inaugural voyage to the 'Great White Continent' with the official naming ceremony on 20th November, when the ship paused in the fast ice of the Weddell Sea, part of the Southern Ocean. The Seabourn Venture's guests, serving as honorary godparents, joined the ship's godmother, global adventurer, mountaineer and polar-explorer Alison Levine, who carried out her ceremonial duties virtually, to wish Seabourn Venture many blessings and extraordinary expeditions to come. The ship's crew released a bottle made of ice that was broken against the ship, a time-honoured ship naming tradition. The Seabourn Venture made her initial debut on 27th July 2022, in Tromsø but the ceremonial voyage departed from San Antonio, Chile, on 7th November, and sailed down the coast of Chile. Between November 2022 and February 2023, the Seabourn Venture sailed 11-22-day voyages to Antarctica, South Georgia and Falkland Islands and in March/April 2023, the ship will embark on a series of 7-12-day expedition voyages in Brazil and the Amazon. Starting in May 2023, the Seabourn Venture will offer two new itineraries encompassing the British Isles and Iceland. The ship will depart Greenwich on 12th May 2023 for a 12-day Expedition and then from Edinburgh on 24th May with an 11-day itinerary, concluding in Reykjavik, Iceland on 4th June. Between June and August 2023, the ship will offer Arctic voyages to Greenland and Iceland before embarking upon a 23-day journey on 27th August across the Northwest Passage.



Silversea

Silversea Cruises' 20,449gt/2021-built Silver Endeavour (above) was officially named on 19th November in the Lemaire Channel, Antarctica, to inaugurate the ship as the 11th member of its fleet. Executives from Silversea Cruises, the ship's Godmother Felicity Aston MBE, and select members of the cruise line's extended family were in attendance as an ice-sculpted champagne magnum smashed against Silver Endeavour's hull to mark the cruise line's third naming ceremony in just nine months. Celebrations began at a blessing ceremony, held at the Cape Horn Sub-Antarctic Center in Puerto Williams, on 15th November. Local dignitaries from Puerto Williams joined the festivities, which honoured maritime traditions. After the Royal Caribbean Group customary bagpipe performance, singers sang the Chilean and American national anthems, a video depicted a religious figure blessing the ship, and Felicity Aston was formally introduced as the vessel's Godmother. Unable to attend in person, Jason Liberty, President and CEO of Royal Caribbean Group, and Roberto Martinoli, President and CEO of Silversea Cruises, sent a video message to thank the community, the crew, and all employees involved in the milestone achievement. The Silver Endeavour became the first-ever ship to be named in the Lemaire Channel, one of the continent's most scenic straits, located off the Antarctic Peninsula. In a long-respected maritime tradition, Felicity Aston blessed the Silver Endeavour for good fortune, cutting a ribbon alongside Captain Niklas Peterstam on one of the ship's outer decks to trigger an ice-sculpted, magnum-sized bottle to smash against the hull. Silversea had named polar explorer and climate scientist Felicity Aston as Silver Endeavour's Godmother in October 2022. She became the first woman to ski solo across Antarctica in 2012, as well as the first person to traverse the continent by muscle power alone. Built to PC6 polar class specifications, Silver Endeavour is designed for polar exploration and will extend Silversea's polar seasons.

The company's second Nova-class ship, the Silver Ray, had her steel cutting ceremony at Meyer Werft on 23rd November 2022. The Silver Ray is scheduled to join the fleet in summer 2024 with her inaugural voyage on 14th August 2024, a month later than planned due to the global situation, from Fusina (Venice). The Nova-class ships employ hybrid technology consisting of fuel cells, batteries and dual-fuel engines that can use LNG. They will operate emissions-free in port.

Tradewind's 8,784gt/2021-built Golden Horizon did not sail to Qatar to offer accommodation for the 2022 World Cup after her owners reportedly cancelled the charter.

Viking Cruises took delivery of the 47,878gt/2022-built and 930 passenger-capacity Viking Neptune on 10th November at Fincantieri's shipyard in Ancona, Italy.

On 29th November a rogue wave struck the 30,114gt/2022-built Viking Polaris in the Drake passage heading for Ushuaia resulting in the death of one passenger and injuring four others. The victim was a 62-year-old American woman who was hit by broken glass when the wave broke her cabin windows.



Nigel Lawrence

Venus Cruises of Japan closed down its cruise business in early 2023 after the 26,594gt/1998-built and 720-guest capacity Pacific Venus (above) had sailed a farewell voyage at the end of the 2022, cruising from Kobe on 27th December and calling at Okinawa before returning on 4th January 2023. There was no elaboration regarding the reason for shutting down the business, nor the future of the ship. Venus Cruises had a 33 year history, with the company being owned by a consortium of Japanese ferry operators. The 1998 built Pacific Venus is the newest of 3 Japanese flagged ships in the consortium. Prior to the pandemic, the company carried around 25,000 passengers annually on up to 80 sailings per annum, including short preview cruises and longer grand voyages. The company was launched in 1989 and initially used the 23,287gt/1990-built Orient Venus, which was sold in 2005 and now operates as the Aegean Paradise.



Fincantieri

Virgin Voyages' 108,232gt/2023-built Brilliant Lady (above), the fourth of the company's Ladyships, was floated out on 25th November at the Sestri Ponente (Genoa) shipyard. The 278m long and 38m beam ship will join the 2020-2023 built Scarlet Lady, Valiant Lady and Resilient Lady. They all feature over 1,400 guest cabins designed to host more than 2,770 passengers, accompanied by 1,160 crew members. This class of ship stands out for the design, as well as for the particular attention paid to energy recovery, featuring cutting-edge alternative technologies that reduce the ship's overall environmental impact. For example, the ships are equipped with an energy production system of approximately 1 MW, which uses the diesel engine's waste heat. In addition to a scrubber system, that is a device for the sustainable waste management of sulphur dioxides, the units are also fitted with a catalytic converter which reduces emissions of nitrogen oxides. They are entirely equipped with led lights to reduce energy consumption, while the hydrodynamic design of the hull provides excellent performance and fuel saving.

Windstar Cruises' 12,969gt/1989-built, 312-passenger and all-suite Star Breeze made her first-ever call in Australia when she embarked on a 13-day privately chartered cruise from Sydney to Melbourne on 21st November. The charter cruise kicked off several weeks of sailings in the region for the small ship cruise line. Windstar's first season in the country concluded on 7th February 2023 with a return scheduled for December 2023. The all-suite ship was cut in half/lengthened with 50 new suites and has two new restaurants, a spa/fitness centre and more efficient engines, among other improvements.



Baleària announced on 1st November 2022 that it had placed an order for the second LNG powered passenger and cargo fast ferry in Spain after signing an agreement with compatriot shipbuilder Armon Gijon in Spain for the construction of the vessel. The shipbuilder delivered the first LNG-powered fast ferry, the 12,262gt/2021-built Eleanor Roosevelt, in April 2021. The new sistership will be named Margarita Salas and will have the same characteristics as the Eleanor Roosevelt.



Nigel Lawrence

BC Ferries' 1,476gt/1965-built Mayne Queen (above) bowed out of the fleet on 19th November, ending 57 years of service for residents and visitors of the Southern Gulf Islands, linking Vancouver Island with Pender, Mayne, Galiano and Saturna islands. The ship was treated to a send-off tour on 20th November where community members were welcome to board the vessel (walk-on only) for a short visit, disembarking before her next stop as she did not carry passengers or vehicles from port to port that day.

Brittany Ferries published full-year passenger and freight results for its financial year (November to October) in November 2022. The figures revealed strong passenger performance on routes connecting the UK with Spain, and France with Ireland, but a fall in traffic on the English Channel. Freight has struggled to recover to 2019 levels, the last pre-Covid comparison year. Figures show a 27% reduction in freight carried on UK-France routes, and a 22% decline on UK-Spain. France-Ireland and Ireland-Spain are exceptions to the downward trend, reflecting lower volumes using the so-called UK landbridge in transporting goods between EU member states. Brexit opportunities brought new services connecting France directly with Ireland, exploiting what operators called The Brexit by-pass. Volumes have risen more than six-fold to 9,587 units. Ireland-Spain has also posted positive results. Freight volumes rose 172% to 13,644 units, with an accelerating trend towards unaccompanied or driverless loads.

The 41,716gt/2021-built and LNG-powered Salamanca switched to the Cherbourg (once a week) and Bilbao (twice weekly) to Rosslare routes for the winter from November, continuing into the summer 2023 season. The aim is to grow by 50,000 the number of holidaymakers sailing between Ireland and Spain. A second LNG-powered vessel, the 41,716gt/2022-built Santana, will join the fleet in March 2023 and will be based in Portsmouth. She will be followed in 2024/25 by two LNG-electric hybrid vessels, replacing two of the longest-serving ships in the fleet, the Bretagne and

Normandie. The new hybrid ships will call Portsmouth home and will serve St Malo and Caen. Brittany Ferries also used the November announcement to underline that the entire ferry fleet is now flying the French flag.



Andrew Cooke

The 27,414gt/2007-built Connemara (above) arrived at Damen Dunkerque on 12th November from anchor in the Baie de Seine having sailed from Cherbourg after concluding her charter to Brittany Ferries on 8th November. The ship was renamed Strait New Zealand whilst at the French port, ready for her new career with StraitNZ, operating for subsidiary company Bluebridge Cook Strait Ferries between Picton and Wellington.



Nigel Lawrence

Color Line Transport AS, entered into a memorandum of agreement for the sale of the 12,433gt/1998-built Ro-Ro Color Carrier (above) in November with delivery taking place in December 2022-January 2023. The Buyer was unknown at the time. The 154m long ship was formerly known as the Finncarrier, Carrier, Birka Carrier and United Carrier and is a sister to Brittany Ferries' chartered MN Pelican, which has now resumed service after overhaul in Santander complete with an inflatable sail system.



Nigel Lawrence

The 19,763gt/1985-built Color Viking (above) was also sales listed after her withdrawal from service on the Sandefjord-Strømstad route on 20th November after 22 years of duty. The ship was built as DSB's Peder Paars and became Stena Line's Stena Invicta for Dover-Calais 1991-2000 before sale to Color Line.

Condor Ferries' 11,166gt/1996-built Commodore Goodwill was back at Portsmouth late evening on 5th November from the Astander Shipyard in Santander, Spain. The ship's scheduled refit was extended by 2-3 weeks as a propeller shaft was reportedly damaged during or after removal. The charter of the 5,873gt/1990-

built Midas during the extended absence of the 'Goodwill' was not entirely successful thanks to the tempestuous weather during this time. The latter remained in service after the 'Goodwill' was back in service as the Commodore Clipper had picked up some damage during the week commencing 7th November following Storm Claudio. The Ro-Pax vessel was taken out of service on 14th November for a week to permit repairs, sailing to Harland & Wolff, Belfast, that day for what was believed to be her first visit to the Irish Sea and Ireland, and not too far from her near-sister, the 12,747gt/1998-built Ben-My-Chree. This was of course bad timing as the Condor Liberation had gone to A&P Falmouth for annual refit on 9th November. The Midas departed from Portsmouth for Travemunde, Germany, on 19th November following her charter to Condor Ferries. When the Commodore Clipper returned to service after dry docking for attention to her stern tubes, it became apparent that the ship was still not 100% fit and was operating with a speed restriction and subject to rough weather disruption more than usual. The 7,606gt/1998-built Arrow returned to the Channel Island services at the beginning of December to assist with the Christmas period freight.

DFDS has retained the contract to operate the Newhaven-Dieppe Transmanche Ferries service for another five years. The Seine Maritime Department announced that DFDS was the preferred bidder for the Ro-Pax service, with the new contract commencing 1st January 2023 until 31st December 2027. DFDS will continue to employ the 18,951gt/2006-built French flagged/crewed sisterships Côte D'Albatre and Seven Sisters.

Eckerö Shipping Ab Ltd. has sold the 6,620gt/1991-built Exporter and 6,620gt/1992-built Shipper to Norwest Ship Management AS, with both ships passing to the new owners in early 2023/2024 respectively. Eckerö Shipping's remaining Ro-Ro ship, the Transporter, remains in the company and has a charter contract with DFDS. On 5th November 2022, the Shipper joined the joint Fred. Olsen and Baleària service between Las Palmas de Gran Canaria and Huelva for a weekly round trip to handle pre-Christmas traffic.

Finnlines' 33,816gt/2012-built Finnsun departed from Rosslare for the final time at 1am on 14th November prior to being replaced on the route by the 33,816gt/2012-built Finnwave.

Grimaldi Lines transferred the 32,728gt/2001-built Ro-Pax Europa Palace from the Patras-Igoumenitsa-Ancona route to Patras-Igoumenitsa-Brindisi to enhance the operator's presence between Southern Italy and Greece. The ship now partners her 33,958gt/1999-built fleet-mate Igoumenitsa, adding some significant freight capacity to the service. The Europa Palace has capacity for 1,800 passengers and 2,600 lanemetres



of freight, which compliments the 800 passenger/3,120 lanemetre capacity of her running mate.

Irish Ferries' 29,858gt/2000-built Blue Star 1 arrived Dunkerque for unscheduled maintenance on 5th November 2022 from the Pembroke-Rosslare service. She was back in service the weekend of 19th/20th November.



Nigel Lawrence

Moby Line has taken the 37,583gt/1986-built SPL Princess Anastasia (above), ex-Pride of Bilbao/Olympia, into its fleet, renaming her Moby Orli.



Nigel Lawrence

Orkney Island Council's 928gt/1989-built Ro-Pax ferry Varagen (above) came to grief on the night of 11th November when she went aground off Westray. The Kirkwall RNLi lifeboat launched to assist the ferry at 18.23 but, upon arrival on the scene, the ferry had managed to refloat herself and was able to continue her approach to Rapness Pier on the island of Westray. Once the vessel had safely reached the pier, the Severn Class lifeboat Margaret Foster returned to Kirkwall for refuelling. The ferry was inspected the following day.

P&O Ferries indicated in November that the carriage of foot passengers on Dover-Calais would cease from January 2023. A hugely backward but not unexpected step. The 30,635gt/1992-built Pride of Kent suffered a fire in her machinery spaces whilst at Damen Dunkerque on 10th November, the situation being quickly brought under control. The ship was there for refit and 20 employees were evacuated during the incident. The new 47,394gt/2022-built P&O Pioneer was noted out on her second set of sea trials on 13th November.



Nigel Lawrence

Ragusa Xpress, a new operator, was preparing in late 2022 to start sailings on the Malta-Sicily corridor using the 992gt/2001-built high-speed craft San Giorgio, which is the former FRS vessel San Gwann (above),

which was sold by Virtu Ferries to FRS 8-years previously. Another start-up company on these services, Ponte Ferries, halted sailings in September in 2022 following various problems. The latter had used the 5,528gt/1999-built HSC Artemis (formerly the Bonanza Express) and only began operations in November 2021 but announced in autumn 2022 that the Malta-Augusta (Sicily) service would be suspended for the winter.



Andrew Cooke

The Sandbanks Ferry Bramble Bush Bay (above) was towed away from Poole Docks on the evening of 11th November bound for refit at A&P Falmouth. The vessel had been removed from her chains and moved to Poole Docks to be prepared for towing on 31st October but the bad weather and storms had prevented a tow for almost 2 weeks. Nowadays Falmouth is the nearest location for dry docking of a commercial vessel of the chain ferry's size and larger. The facilities at Marchwood, Southampton and Portsmouth are no longer available to commercial shipping. The towing tug was the 106gt/1977-built Venture, which had sailed up from Falmouth. The vessel reached Falmouth on 13th November but, two days later the company announced that, during the tow from Poole to Falmouth, the ferry suffered severe damage to the southern end prow. The additional work to repair this damage had a major impact on the completion date and significantly delayed the ferry's return to service, which was anticipated as not being until the New Year instead of mid-December. It was confirmed that a letter had been issued to the tug company holding them fully responsible for the issues.



Nigel Lawrence

Smyril Line's charter of the 10,471gt/1999-built Mistral (above), owned by Godby Shipping, has been extended until the end of June 2023. Smyril also has an option to extend the charter again to December 2023. The Mistral is operating on the Denmark-Faroe Island-Iceland service.

Spirit of Tasmania's first of two new LNG-powered Ro-Pax ships, the 48,000gt/2023-built Spirit of Tasmania IV, had her keel laying ceremony on 28th October at Rauma Marine Construction's Rauma shipyard. The project is the biggest single foreign sale between Finland and Australia. Each ship

will accommodate 1,800 passengers and will replace two Finnish-built Superfast ships that date from the 1990s. Construction of the first ship will be completed in early 2024 and the second in late 2024.

Stena Line's 48,035gt/2022-built Stena Ebba cleared Suez Canal on 5th November during her delivery voyage from China and arrived at Gibraltar overnight 10th/11th November for bunkers. The ship had conveyed trade cars for much of her voyage and discharged them at Portbury on 14th November, sailing the next morning for her new home on the Baltic Sea. The ship reached Karlskrona a few days later and was scheduled to enter service from Gdynia on 2nd January, 2023.

Stena Line and Anglesey County Council announced on 22nd November a bid to bring a Freeport to North Wales. As well as Holyhead port, Stena Line has invested in a major 213-acre site, which, aligned with a number of sites that are in the process of being selected across Anglesey, will lead to wide-ranging benefits to many parts of the region's economy. Freeports remove barriers to trade and provide easements that simplify how businesses can operate. According to initial modelling estimates, the Anglesey Freeport would attract £1 billion of much-needed investment, including new, high-salary jobs, in the range of 3,500-13,000 across the region. Stena Line has been a part of the North Wales community for over 26 years.

Tallink Grupp announced on 22nd November that the new 50,629gt/2022-built Tallinn-Helsinki route shuttle vessel MyStar, which was due to start operating on the route next 1st December, would be delayed. During sea trials it transpired that the vessel's propulsion systems need further adjustments and alignment, and the shipyard in Rauma needed more time to carry out these technical works. A new start date was not given at that time with the 36,249gt/2007-built Star and 49,134gt/2017-built Megastar continuing to operate their existing shuttle schedule with six departures each per day.

Uber Boats by Thames Clippers confirmed on 11th November that it had purchased Gravesend's historic Town Pier to spearhead its new high-speed commuter link to central London. The operator has bought the historic Grade II listed pier from Gravesham Borough Council for an undisclosed fee. The 39m long pier, built in 1834, is the world's oldest cast iron pier and will be used to spearhead the new long-term high-speed commuter service from Gravesend to central London, which is expected to start in 2024/25, the first time that Thames Clippers has extended a full-time service into Kent.

Viking Line announced in November that it was to double its Helsinki-Mariehamn-Stockholm service in summer 2023 by adding the 46,398gt/1989-built Viking Cinderella to the route 30th June-6th August 2023, departing Helsinki every afternoon.

FEATURE Newbuild of the Month by Andrew Cooke



HAGLAND PIONEER

Hagland Shipping, part of Hagland Bulk Transport KS, of Norway took delivery of the first in a series of three new battery-hybrid self-unloading bulkers from Dutch shipbuilding company Royal Bodewes in The Netherlands on 21st October. The first order for two such newbuilds was placed on 8th April 2021 with a third sistership being ordered at the end of February 2022. These newbuilds have zero emissions whilst in port and achieve a substantial reduction of emissions whilst underway at sea. Hagland Shipping aims to achieve greener short-sea shipping through reduced local and global greenhouse gases and reduced noise. The third ship is scheduled to be delivered mid-2023 whilst the first two sisterships were scheduled for delivery autumn 2022 and early 2023.

Together, the trio of newbuilds will replace older ships in Hagland's fleet that are equipped with traditional propulsion systems. The ships are also prepared for zero-emission technology and satisfy IMO TIER III requirements. The total investment for each ship was in the regions of NOK 150 million (\$16.8 million), totalling NOK 430 million for the series of newbuilds. The newbuilding contracts were entered into on the basis of substantial support from financial technology company ENOVA (the Norwegian Ministry of Climate and Environment's organisation aiming to reduce emissions and develop energy and climate technology), which has been instrumental in the realisation of the project. The investment was also supported by the fleet renewal programme for short sea shipping. Hagland Shipping was established in 1983, and has since developed into a fully integrated ship-owning/operating company with a fleet of self-discharging dry-cargo vessels.

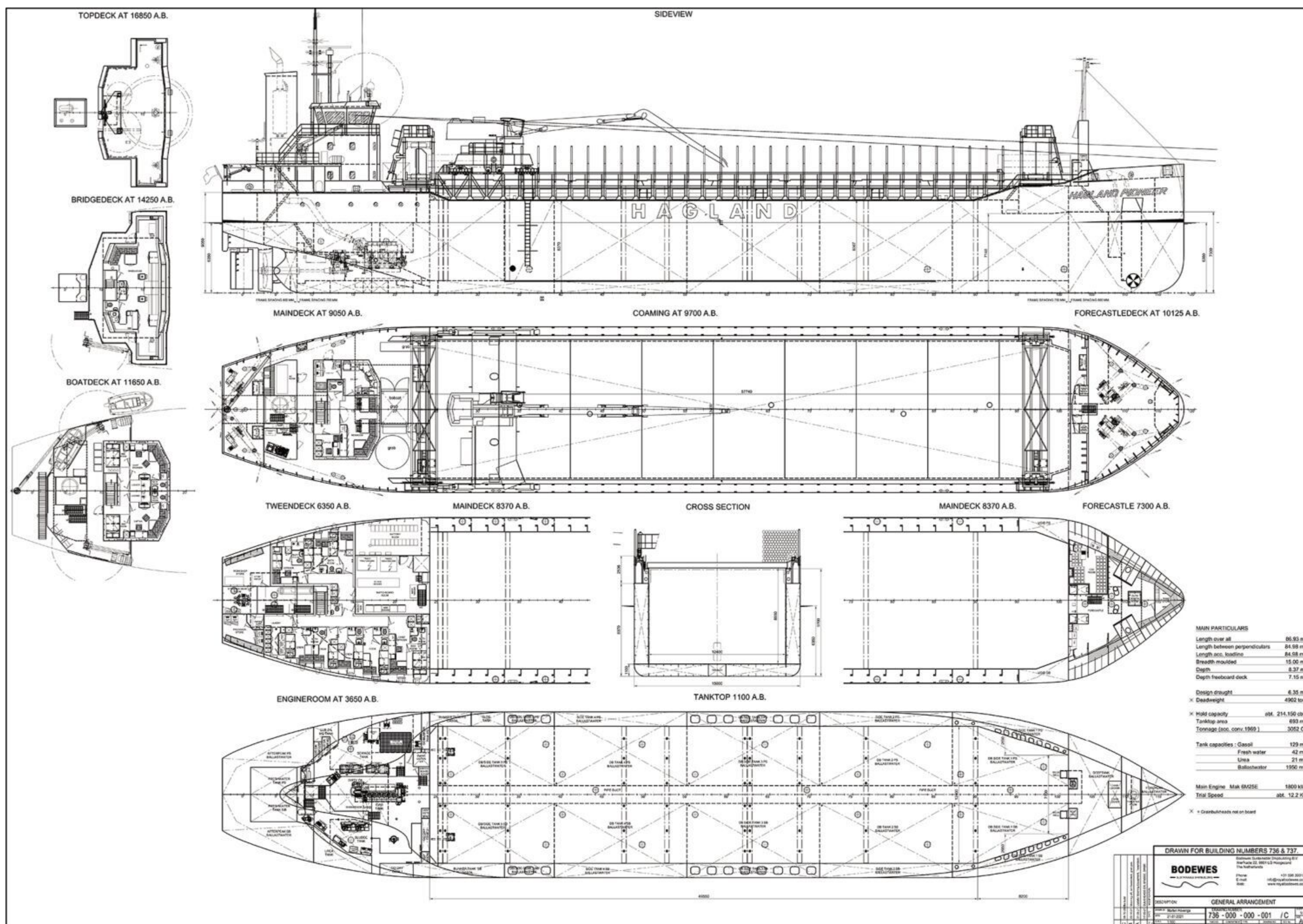
At the time of writing, the fleet consisted of 13 vessels, of which six were owned by Hagland and seven were on time charters, plus the two newbuilds expected in 2023. The fleet members were listed as:-

Famita (2,999gt/built 2002/6,063m³ capacity), Falkfjord (2,834gt/built 1998/5,718m³ capacity), Falksea (2,999gt/built 2002/6,063m³ capacity), Falkbris (2,449gt/built 1992/4,650m³ capacity), Vestborg (2,446gt/built 1993/4,650m³ capacity), Imperator (2,446gt/built 1992/4,650m³ capacity), Hagland Borg (2,456gt/ built 1997/4,650m³

capacity), Hagland Boss (2,446gt/built 1997/4,650m³ capacity), Hagland Saga (2,999gt/built 2003/5,850m³ capacity), Hagland Chief (2,984gt/built 2012/5,720m³ capacity), Hagland Carrier (2,984gt/built 2011/5,720m³ capacity), Hagland Captain (2,984gt/built 2012/5,720m³ capacity) and the subject of this feature, the new generation Hagland Pioneer.

The fleet of ships are all dry-cargo self-dischargers, but the company has experience from other segments in the industry. Typical cargoes include timber, pulpwood, woodchips, sand, gravel and other stone products, as well as a number of other bulk cargoes. The majority of cargoes involve rock materials, sand and limestone with timber/woodchips being the second most prevalent cargo. The main operating area is in the North Sea and Baltic in the short-sea trade. The ships operate around 1,100 voyages per year, encompassing 250 different ports and around 2,500 port calls.

The company can trace its roots back to 1872 when Rasmus Gautsen Hagland established himself as a shipowner and shipbroker. In 1884 a hurricane in Iceland destroyed Hagland's largest ship, the brig Norden, which led to financial difficulties. In 1927 the company was taken over by the Aanensen family when Rasmus G. Hagland passed away. In 1950 the next generation of the family expanded the business, focussing on sale and purchase deals and newbuilding orders. Further expansion followed and, in 1983, Hagland also acted as broker for its first chemical tanker. In 2007 a fleet renewal and expansion programme commenced for Hagland Shipping with further growth in 2011. In 2012 newbuilds were delivered and in 2018 RG Hagland Shipbrokers and North Sea Shipbrokers joined forces in the renewables market. In 2019 came the rebranding of the shipbroking services in Haugesund, Esbjerg, Hamburg and Aberdeen with the new generation of 'green' newbuilds being ordered in 2021. The present-day Hagland embraces international shipbroking, shipowning, marine agencies, business management and accounting services and real estate. The company, with headquarters in Haugesund, Norway, is owned by brothers Arne and Knut Wendelbo Aanensen, representing a third generation of Aanensen family ownership.



PIONEERING ERA

The first two members of the new generation of 'eco' newbuilds were ordered 8th April 2021 from Dutch shipyard Royal Bodewes. These Bodewes-designed Eco-Trader 5150 self-discharging bulk carriers have a deadweight of 5,000 with an emphasis on zero emissions whilst in port and a substantial reduction of emissions during sailing. The company also aims to achieve greener short sea shipping through reduced local and global greenhouse gases and reduced noise so the vessels are optimised with a plug-in battery hybrid solution that satisfies IMO TIER III requirements. Compared to Hagland's existing fleet, the vessels were expected to reduce CO₂ emission by more than 30% and NO_x emissions by 90-95% from delivery. There was an option for a further two sisterships with one option being taken in early 2022 as mentioned above. At the time of the newbuild announcement, Hagland Shipping was retrofitting the 2,984gt/2012-built Hagland Captain, which became the world's first battery hybrid vessel in the dry cargo short-sea market, a project that was carried out in co-operation with Norwegian company NOAH. The Royal Bodewes Shipyard dates back to 1812 when Shipbuilder Geert Joosten Bodewes registered the company. The shipyard produced various types of wooden barges and coastal vessels. Geert's second son, Wijnandus, became the second generation's business leader and the business flourished. In 1882, he turned the management of the shipyard over to his sons Geert and Harmannus.

In addition to the traditional timber construction, the company introduced ironclad and later steel-clad vessels. Some of these are still in operation. In 1908 the focus turned to steamships and, in 1911, the two brothers (whose company was now called G. & H. Bodewes) transferred the leadership of the company to their oldest sons Herman and Nandus. The introduction of the diesel engine led to the construction of motorised barges and coastal vessels. NB 606 was launched on the 18th May 1916. In January 1918 the vessel was sold to her first owner Holmen Bruks & Fabriks, Norrköping where she was used for towing wood to the paper factories in Norrköping or in Hallstavik. In 1969 the

vessel was sold to the captain and was renamed Holmvik. In 1976 the vessel was sold to the AVRO (a Dutch television organisation) and was renamed Furie. After being used for a television series, she was sold to the foundation Hollands Glorie and the vessel even has her own website. In 1924, the company was expanded by the purchase of a shipyard in the town of Hasselt. After the Dortmund-Ems Canal was opened, the Hasselt and Martenshoek shipyards produced dozens of 'Dortmunders'. The first wholly engine powered coastal vessels were built in 1931. In the 1970s, an imposing construction hall was built at the shipyard and, for a number of decades, the shipbuilding business also operated its own shipping company with an average fleet of five vessels. In 1986, when the shipyard management no longer had family members to serve as successors, it was transferred to non-family members.

In 1988, the company signed a contract to build two multi-purpose ro-ro vessels. These were the very first of their kind, so the shipyard found itself designing technically advanced parts like loading flaps and loading lifts without any frame of reference. The 4,250dwt ship was introduced to the world in 1990 and six were built. The new millennium brought a succession of new ship types designed by Bodewes that responded perfectly to the needs of the market. In 2010, Bodewes Shipyards and Universal Africa Lines (UAL) arrived at a partnership for the building and operating of the Eco Trader 8700 series of ships. In 2012, the shipyard celebrated its 200th jubilee and received the honourable title of 'Royal' on this occasion. On 30th November that year her majesty's provincial governor Mr Max van den Berg officially granted the honourable predicate of 'Royal' at the Hoogezand shipyard on behalf of the Queen of the Netherlands. Since then, the Bodewes Shipyards have been known as Royal Bodewes.

Another building hall was then added to the site and the waterway next to the shipyard, the Winschoterdiep Canal from Groningen, was widened for the purpose of launching newbuilds sideways. The shipyard now has an impressive portfolio of designs for cargo vessels in a range of 1,500dwt up to 15,000dwt not to mention specific vessel types such as oil tankers, paper carriers, LNG carriers, cement carriers and tugs.

NEWBUILD OF THE MONTH



Yard No. 736 became an example of 21st century shipbuilding at the shipyard with a hybrid solution to make her as environmentally friendly as possible. The vessel was named Hagland Pioneer just prior to being launched at the Foxhol Shipyard, just along the canal from Hoogezand, on 27th May 2022. The sideways launching technique always delivers a spectacular sight, and this occasion was no exception. Once fitting out and sea trials were completed, the ship was handed over to Hagland Shipping on 21st October 2022. The deckhouse is situated at the stern with the box hold measuring 57.75m long and 12.40m wide with an internal clear height of 8.68m. The single hold is covered by 10 pontoon-type hatches that are removed/replaced by a gantry crane which travels on rails the length of the hold and is stowed in front of the superstructure. The load capacity of the tank top is 15 tonnes/m² when the hatches are in place. The hold is designed for dry bulk cargoes and also has a pair of two-part grain bulkheads. The self-discharging capability of the ship is via a Fuchs MHL890 F. This 360-degree cargo handler is carriage-mounted on the rails that run along the edge of the cargo hold. Equipped with a 250kW electric motor, the machine has a maximum outreach of 24.50m and can handle various materials including coal, grain, logs, scrap and big bags using a grab, clamshell or lifting hook. The Operator's cab is telescopic to maximise visibility during loading/unloading. The machinery spaces are located aft on the appropriately named Engine Room deck and house a MaK Caterpillar 6M25E 1,800kW/2,446hp and 6-cylinder marine diesel unit plus two 147kVA 118kW/175hp generators and a single 81kVA 65kW/101hp emergency generator. This engine is 8.70m long and 4.30m high when fully assembled with all components, and the width is 1.70m. The dry weight of the engine is 21 tonnes and the dry weight of the generator set is 44 tonnes. The cylinder bore is 255mm and the stroke is 400mm. Propulsion is via a 10m diameter/140rpm controllable pitch screw propeller driven via a Siemens gearbox. Manoeuvrability is assisted by a 450kW transverse tunnel bow thruster. Above the machinery spaces is the Tweendeck and, on the port side, is the battery room that houses a 1000kwh EST-Floattech DNV-certified Green Orca battery system. The ship can sail in fully electric mode in ports, fjords or near coastal communities plus the batteries are also used for peak shaving. EST-Floattech was contracted by system integrator Hoogendijk Electric to design and deliver the complete battery system for the Hagland Pioneer and her sisters. When there is no shore connection available the battery system also allows for zero-emission discharging of the transported bulk cargo. The batteries can be charged during transit or in harbour via the shore connection. The EST-Floattech system includes battery management software and control units for enhanced safety. The Tweendeck also offers 6 crew cabins and facilities plus en-suite accommodation for the Chief Officer and another Officer. At Maindeck level in the deckhouse is mess room, office, galley and pantry plus utility areas. One level up on the Boatdeck is the en-suite accommodation and day rooms for the Chief Engineer and Captain. The upper-most level (besides Topdeck) is the wheelhouse on the Bridgedeck. The new ship has a striking blue and green livery and, at the time of writing, was hard at work and en-passage between Kambo and Trondheim in Norway. Her sisterships will be joining her during 2023.

TECHNICAL SPECIFICATIONS

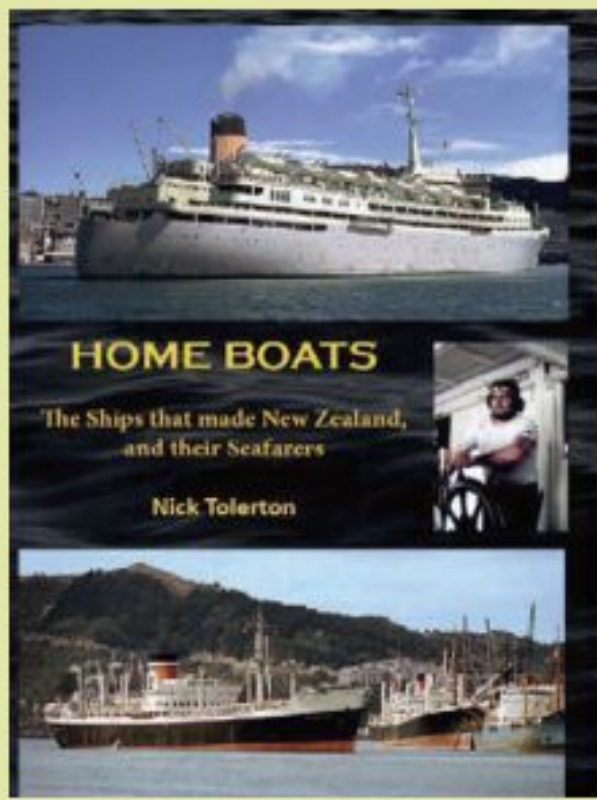
IMO No:	9936331
Shipbuilder:	Bodewes Shipyards BV
Head Office:	Hoogezand, The Netherlands
Shipyard:	SAS Shipyard, Foxhol, near Hoogezand, The Netherlands
Yard No:	736
Hull Material:	Steel
Watertight Compartments:	9
Continuous Decks:	1
Flag:	Norway
Port of Registry:	Haugesund
Owner:	Hagland Bulk Transport KS
Ordered:	8th April 2021
Keel Laid:	6th September 2021
Launched:	27th May 2022
Delivered:	21st October 2022
Design:	Bodwenes Eco Trader 5150
Type of Ship:	General Cargo Ship, Box hold, Self Discharger
Navigation Notations:	Unrestricted Navigation
Class:	BV General Cargo Ship, Electric Hybrid (PM, PB, ZE), AUT-UMS, MON-SHAFT, Strengthened Bottom, Battery System, In Water Survey
Gross tonnage:	3,041
Deadweight tonnage:	4,902
Net Tonnage:	1,685
Length Overall:	86.93m
Length B.P.:	84.98m
Breadth:	15.00m
Hull Depth:	8.38m
Draught:	6.35m
Freeboard:	2,030mm
Cargo Holds:	1
Cargo Hold Capacity:	6,064 m ³ grain/bale
Main Engine:	1x MaK Caterpillar 1,800kW/2,446hp & 6-cylinder marine diesel unit, Tier III 25.50cm x 40.00cm @ 750rpm
Diesel Generators:	2x 147 kVA - 118kW/175hp
Emergency Generators:	1x 81 kVA - 65kW/101hp
Propeller:	1x Screw Propeller Controllable Pitch 10m diameter/140rpm
Battery Output:	1,000kwh
Battery System:	EST-Floattech Green Orca battery system
Service Speed:	12.2 knots
Eco Speed:	11 knots
Fuel Capacity:	129m ³
Fresh Water:	42m ³
Urea:	21m ³
Ballast Water:	1,950m ³
Crew:	9

Special thanks must go to Reidar Nordli, Newbuilding Manager at Hagland Shipping, for the invaluable assistance with information, diagrams and images.



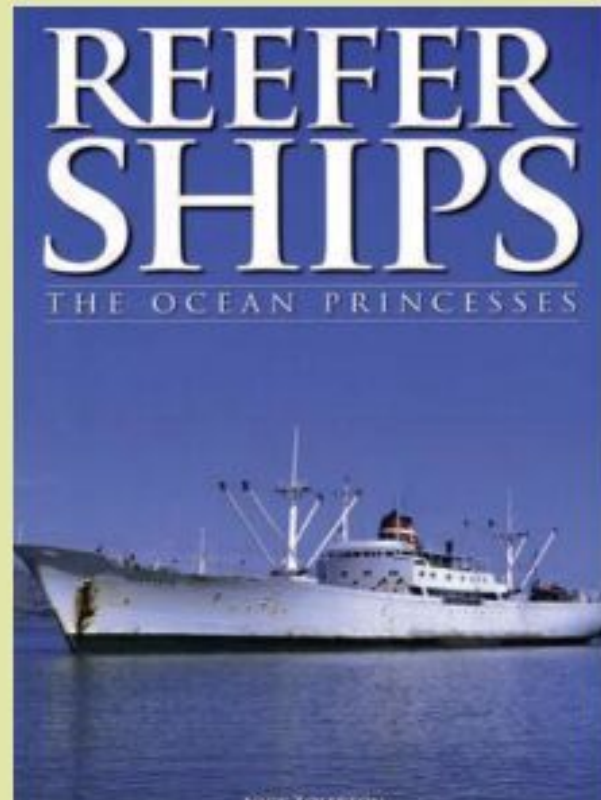
WINTER SALE

TITLES BY NICK TOLERTON



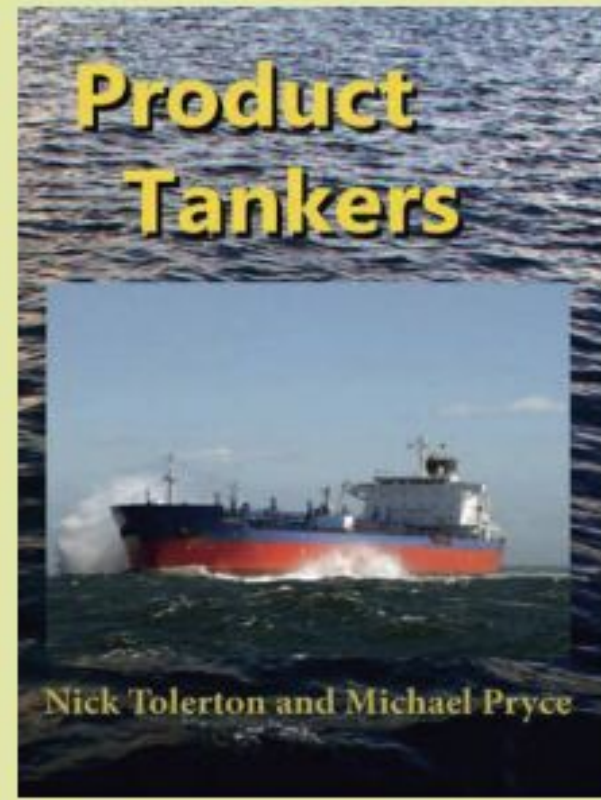
HOME BOATS
 The Ships that made New Zealand,
 and their Seafarers
 Nick Tolerton

Hardback
 329 pages
 was £40.00
 NOW £30.00



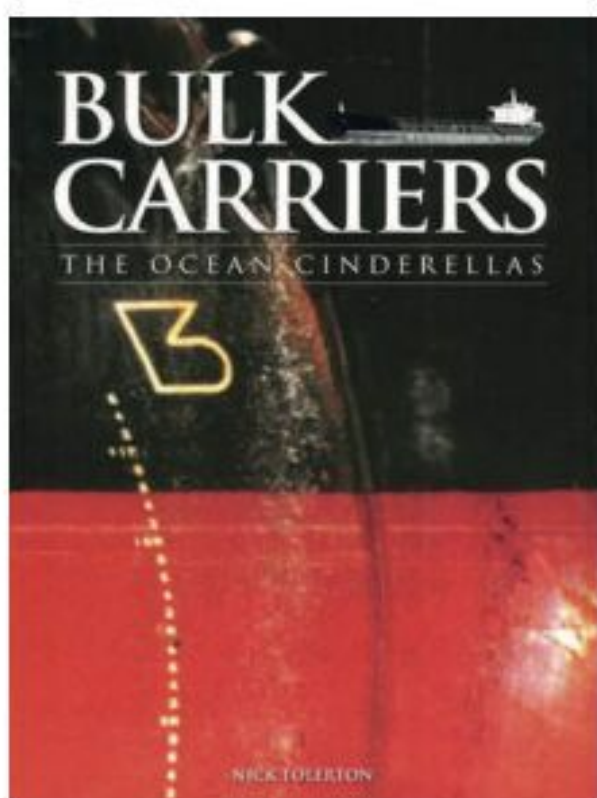
REEFER SHIPS
 THE OCEAN PRINCESSES
 Nick Tolerton

Hardback
 226 pages
 was £27.50
 NOW £22.50



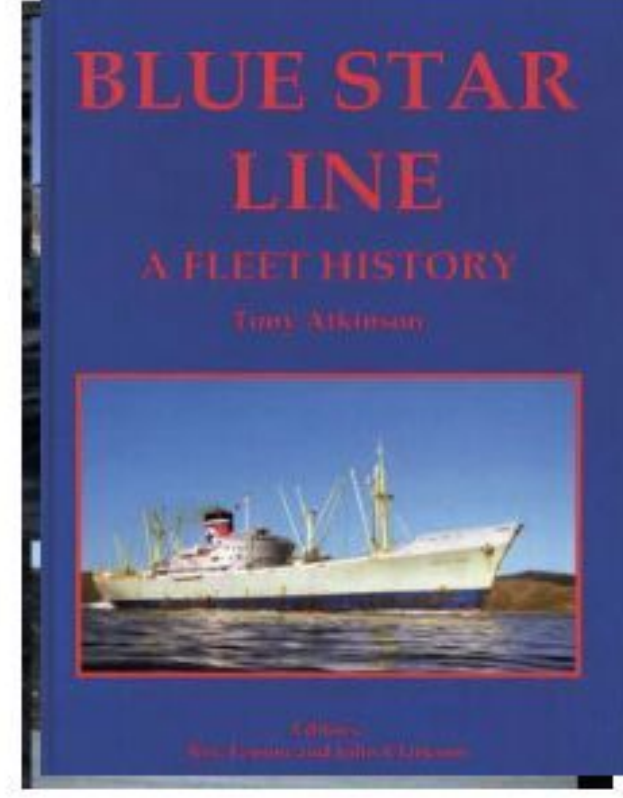
Product Tankers
 Nick Tolerton and Michael Pryce

Hardback
 256 pages
 was £32
 NOW £27.00



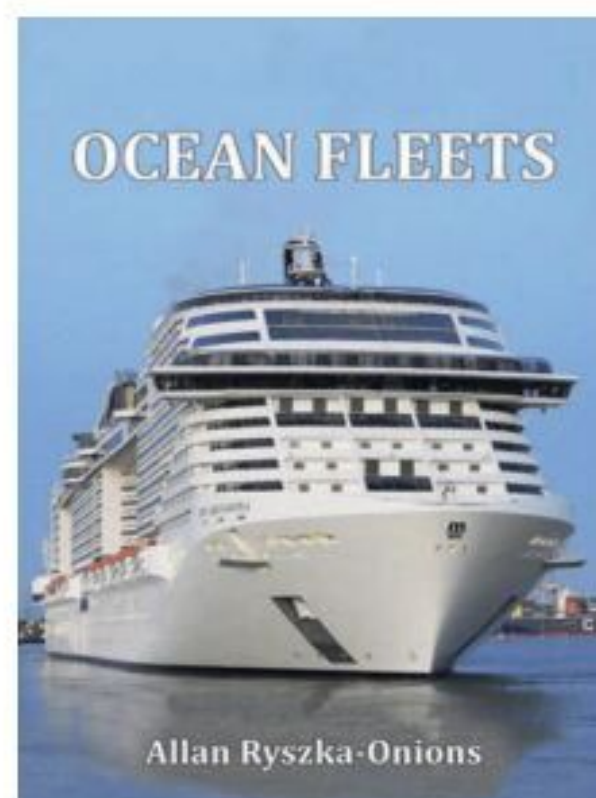
BULK CARRIERS
 THE OCEAN CINDERELLAS
 Nick Tolerton

Hardback
 192 pages
 was £25
 NOW £20.00



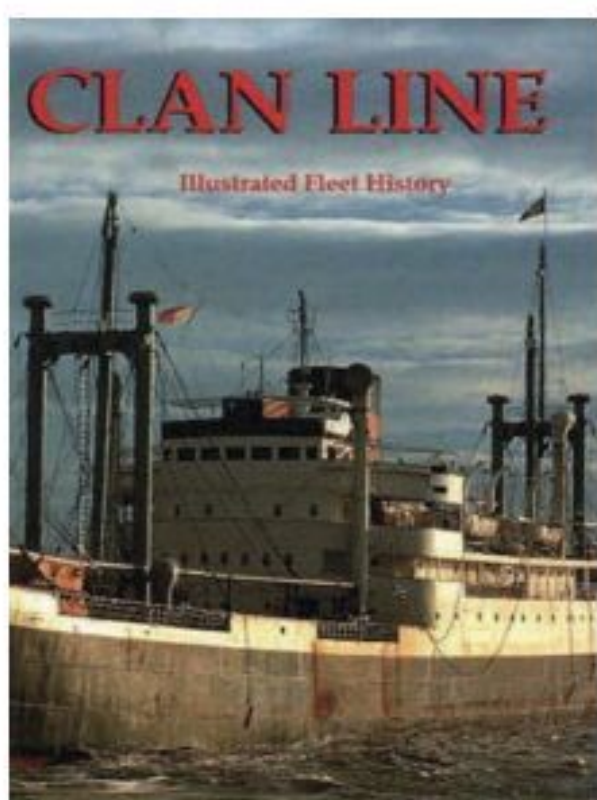
BLUE STAR LINE
 A FLEET HISTORY
 Tony Atkinson

Hardback
 304 pages
 was £37
 NOW £20.00



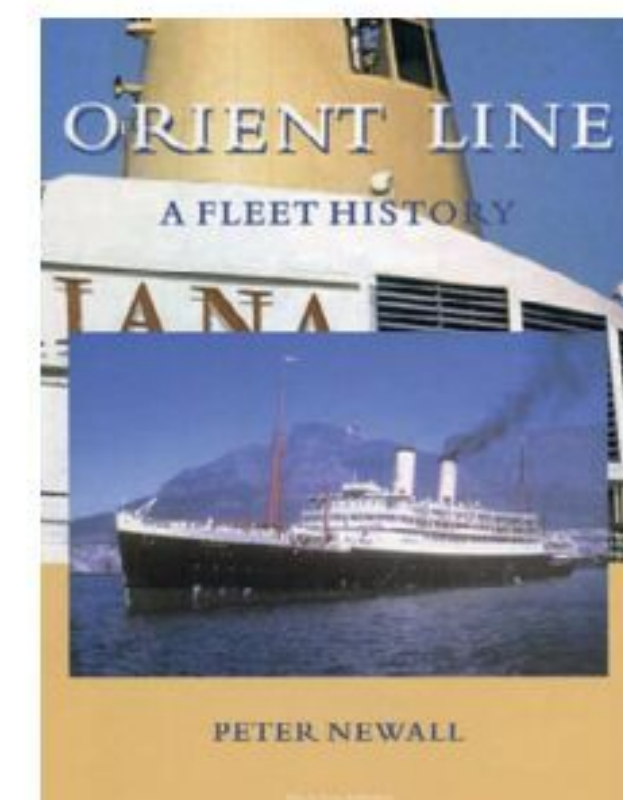
OCEAN FLEETS
 Allan Ryszka-Onions

Hardback
 400 pages
 was £30
 NOW £20.00



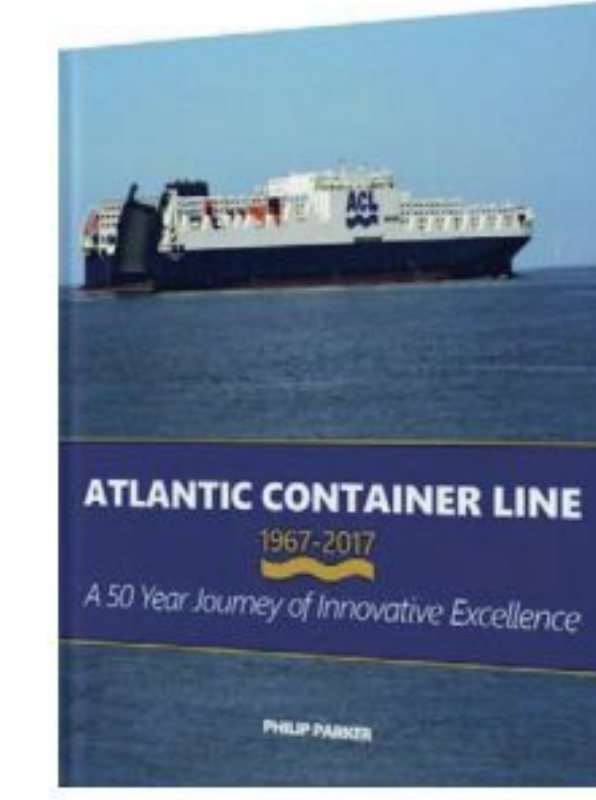
CLAN LINE
 Illustrated Fleet History

Hardback
 344 pages
 was £34
 NOW £15.00



ORIENT LINE
 A FLEET HISTORY
 Peter Newall

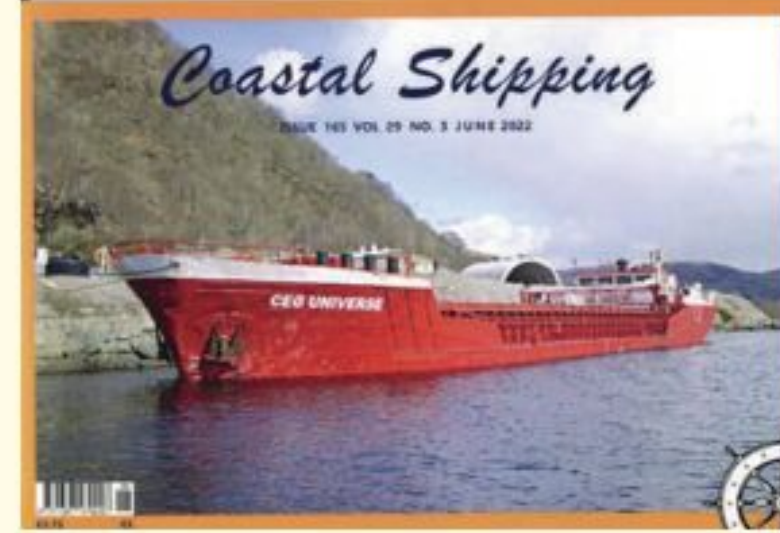
Hardback
 184 pages
 was £23.50
 NOW £5.00



ATLANTIC CONTAINER LINE
 1967-2017
 A 50 Year Journey of Innovative Excellence
 Philip Parker

Hardback
 142 pages
 was £19.50
 NOW £10.00

COASTAL SHIPPING MAGAZINE

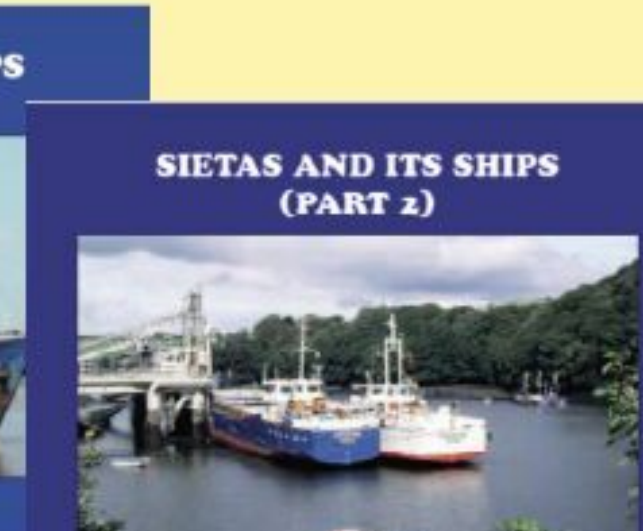
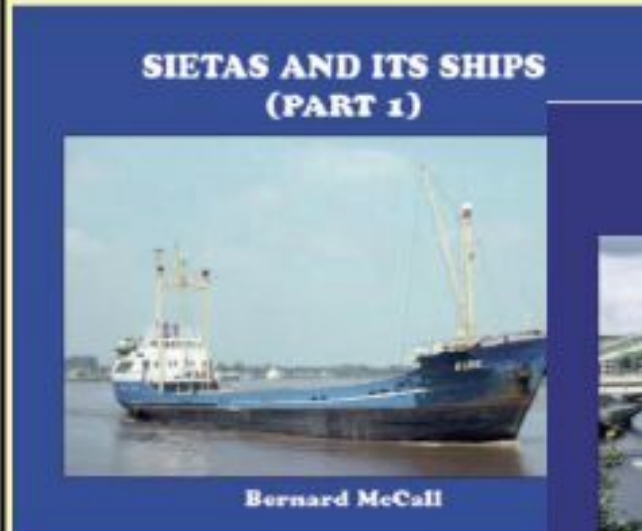


UK SUBSCRIPTION
 1 YEAR (6 ISSUES) 25 .00
 OVERSEAS SUBSCRIPTION
 1 YEAR (6 ISSUES) £38.50

Each bi-monthly issue contains 52 pages of informative text, along with many colour photographs.

Please ask for a free sample copy!

SIETAS AND ITS SHIPS (PARTS 1 & 2) Bernard McCall



Hardbacks; excellent colour photos and detailed captions throughout.

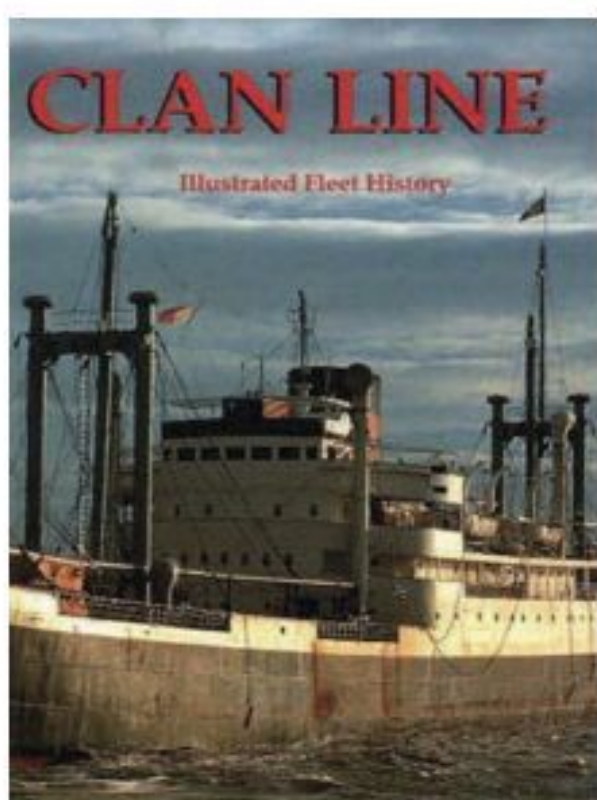
£20 FOR BOTH

COASTAL SHIPPING CALENDAR 2023

Coastal Shipping
 2023 Calendar

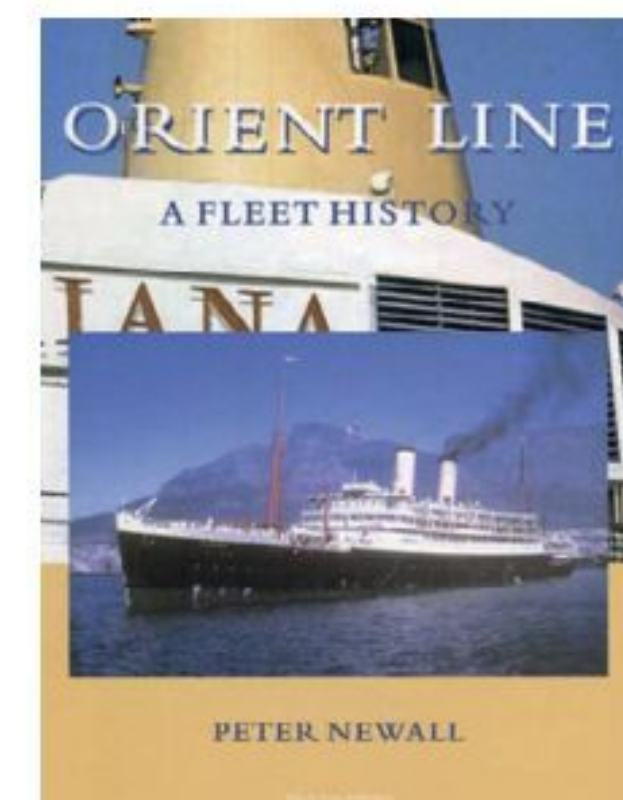


£8.00



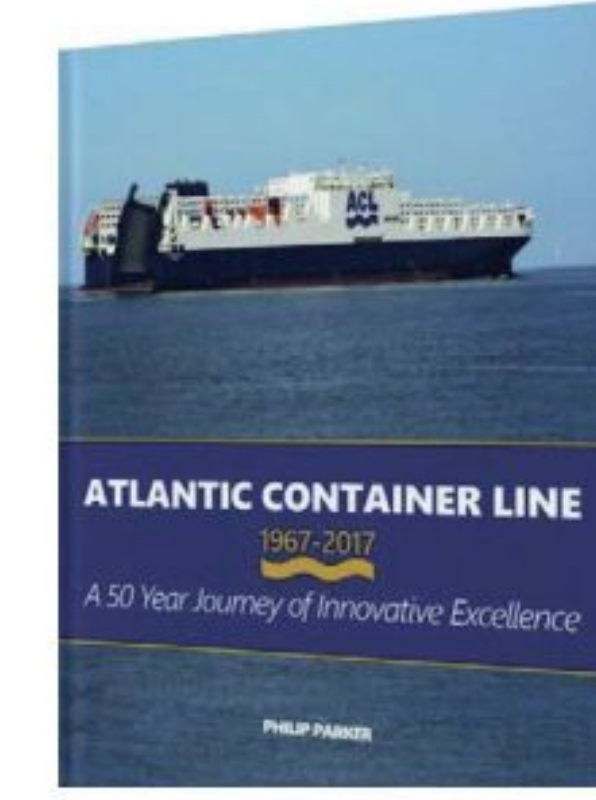
CLAN LINE
 Illustrated Fleet History

Hardback
 344 pages
 was £34
 NOW £15.00



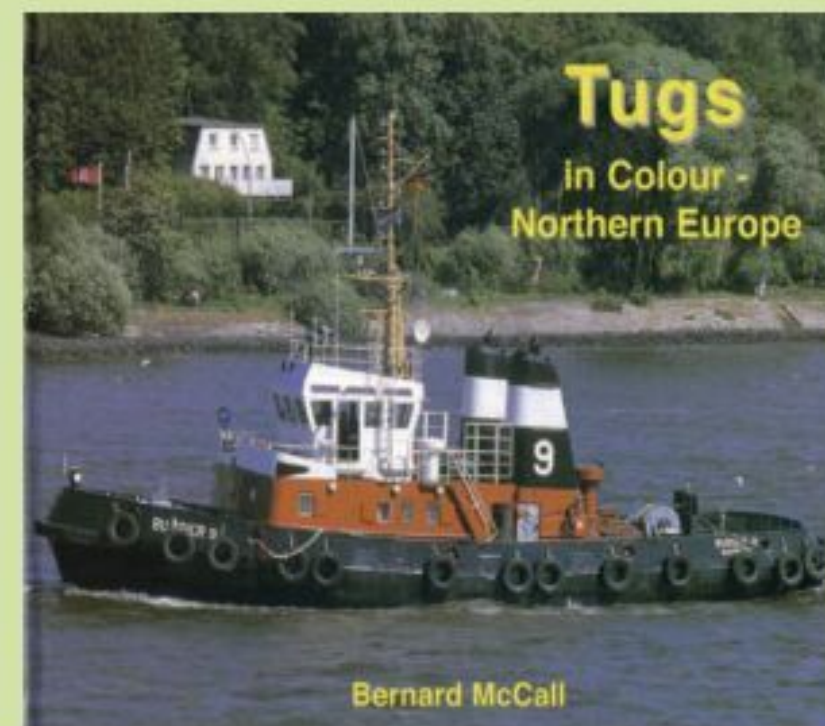
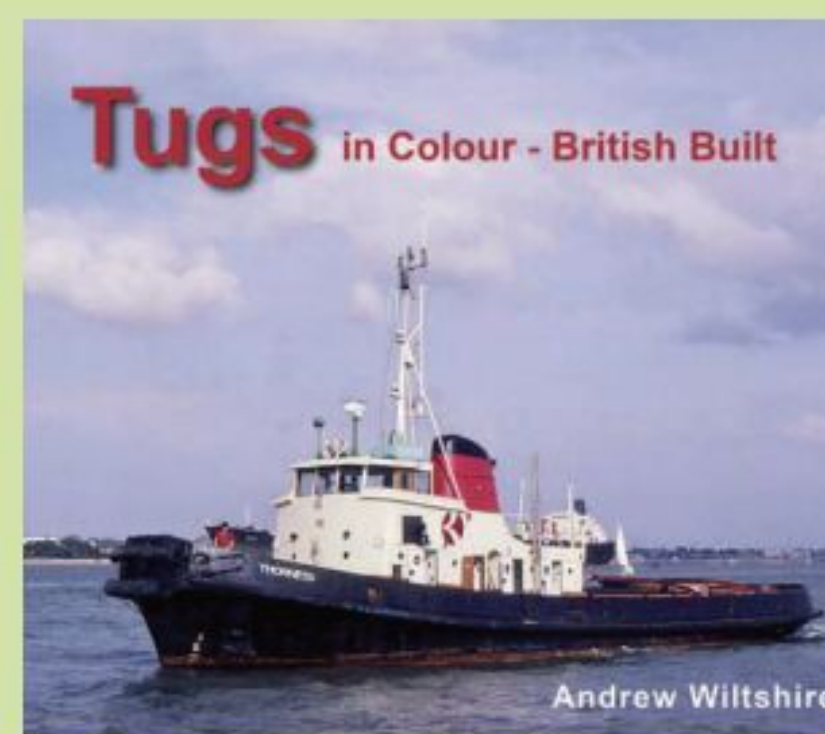
ORIENT LINE
 A FLEET HISTORY
 Peter Newall

Hardback
 184 pages
 was £23.50
 NOW £5.00

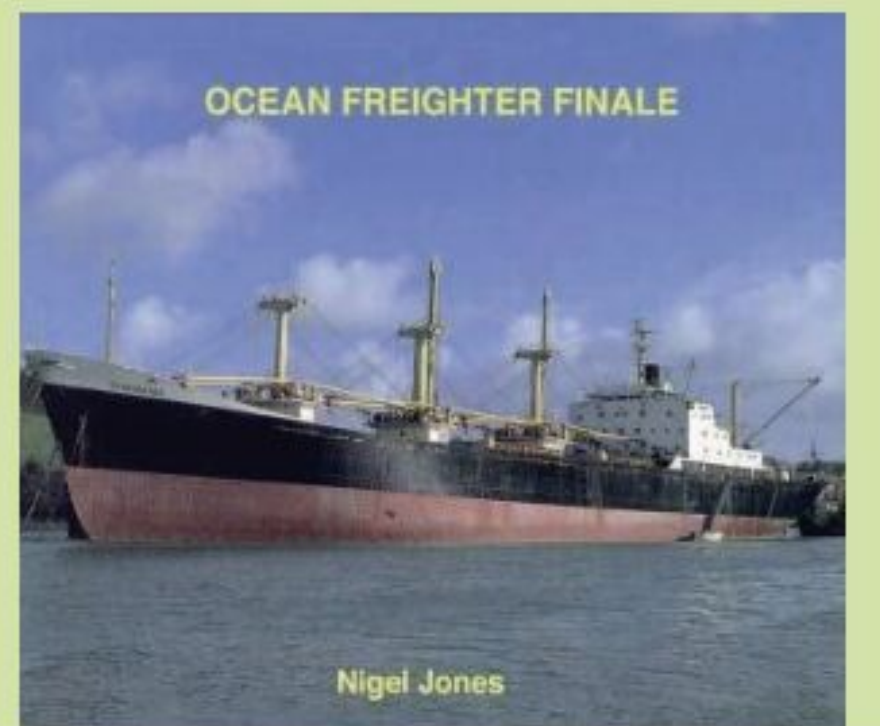
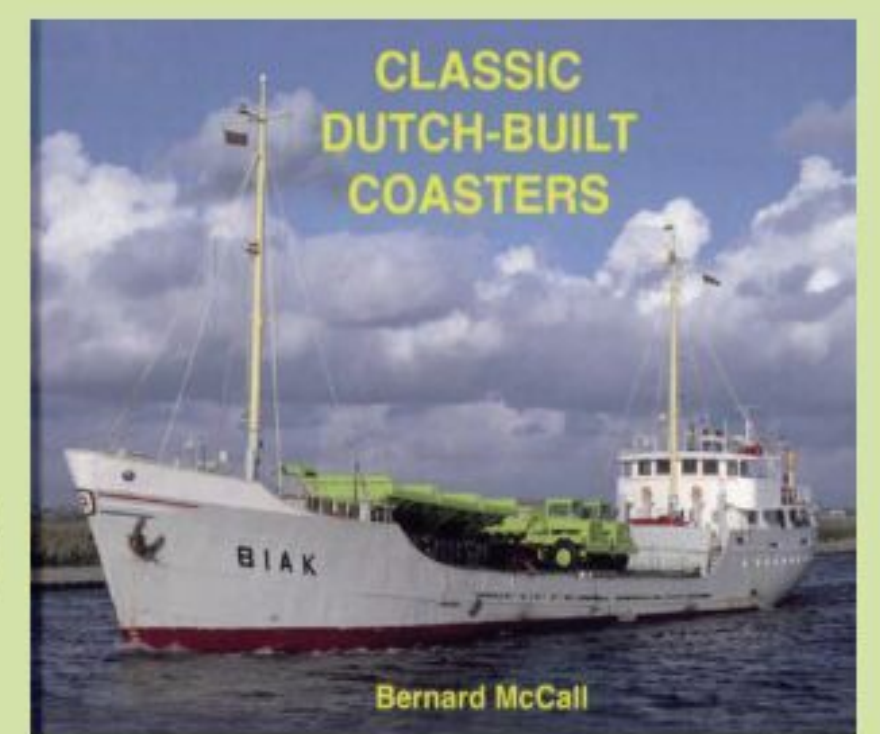


ATLANTIC CONTAINER LINE
 1967-2017
 A 50 Year Journey of Innovative Excellence
 Philip Parker

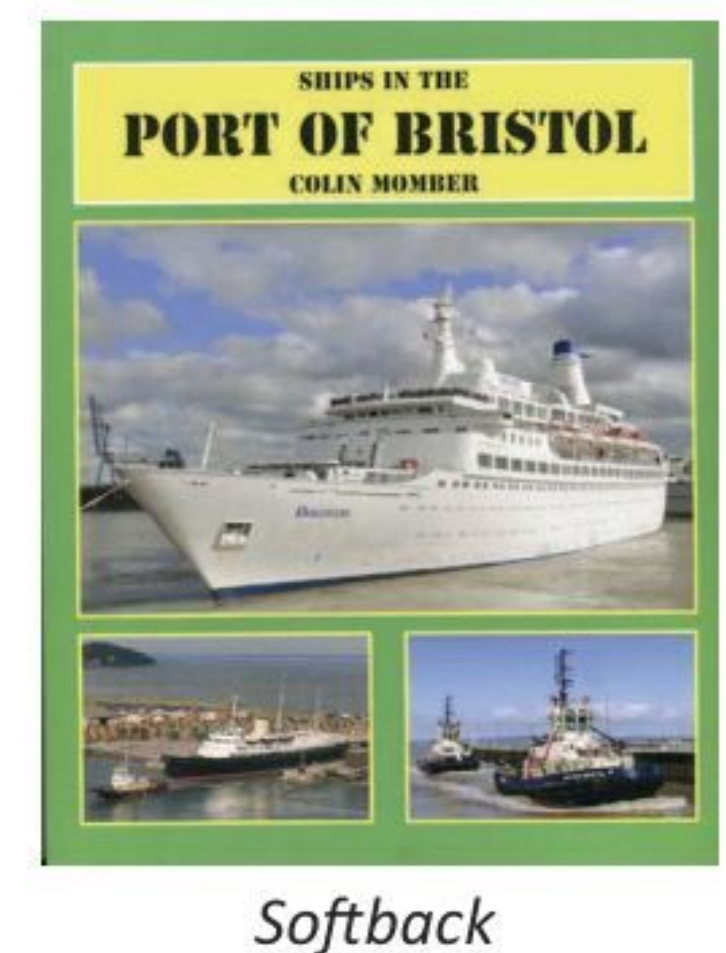
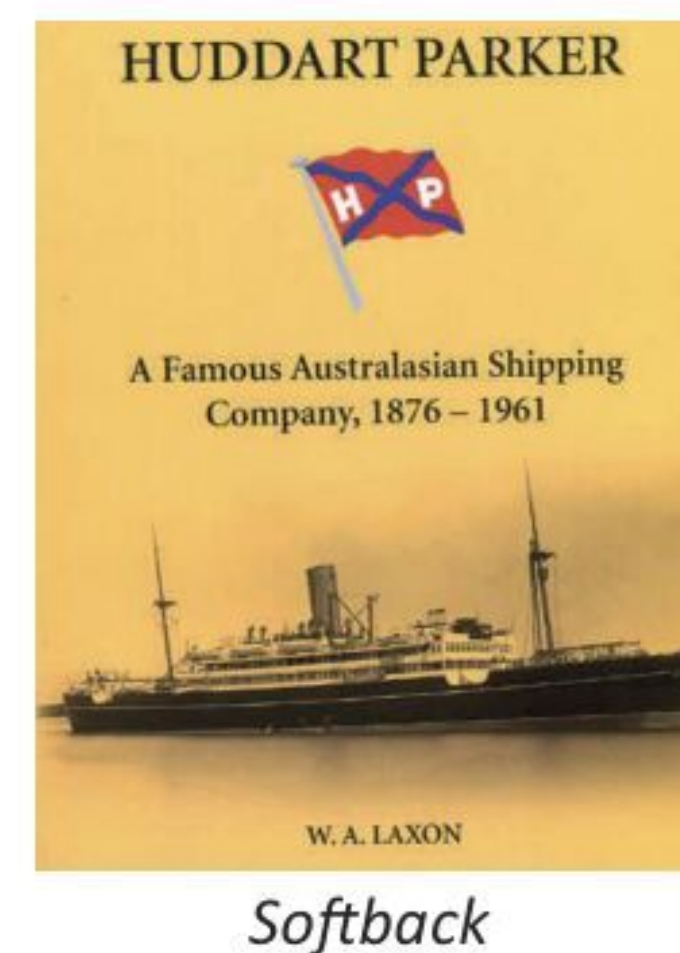
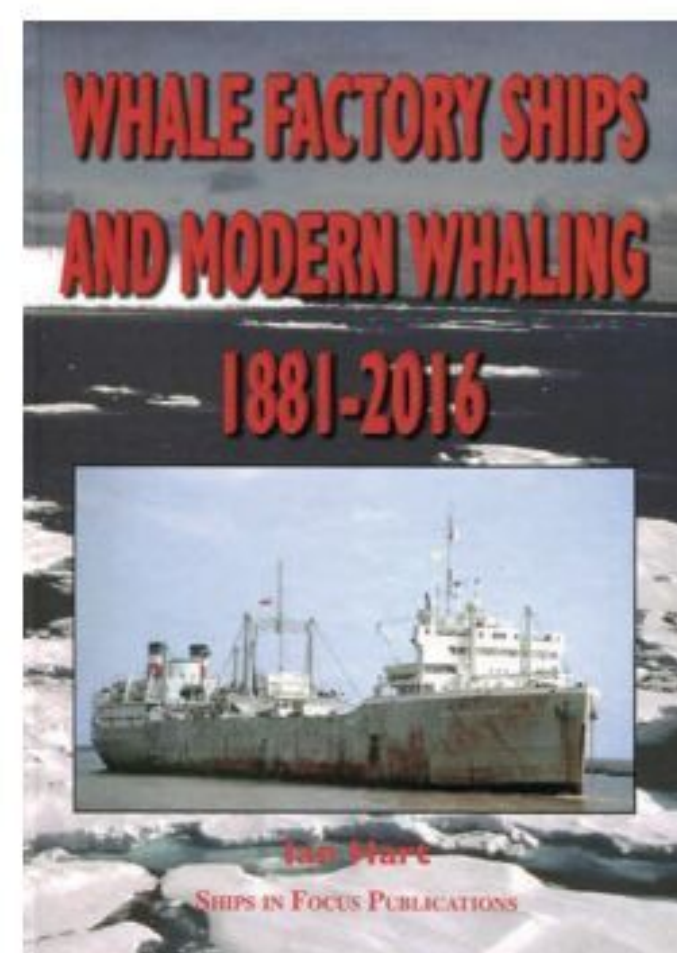
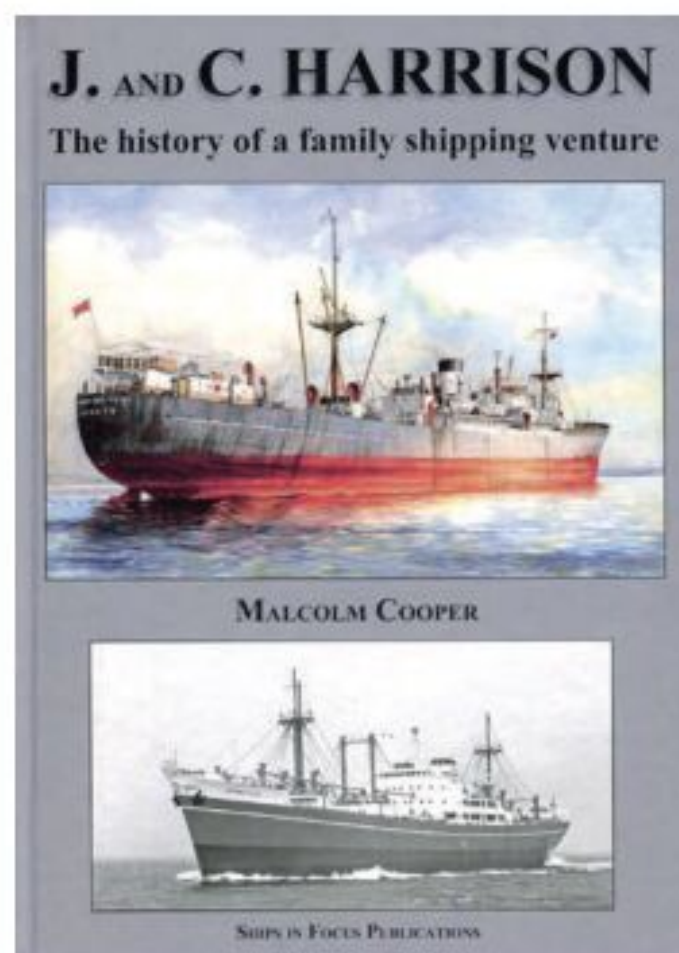
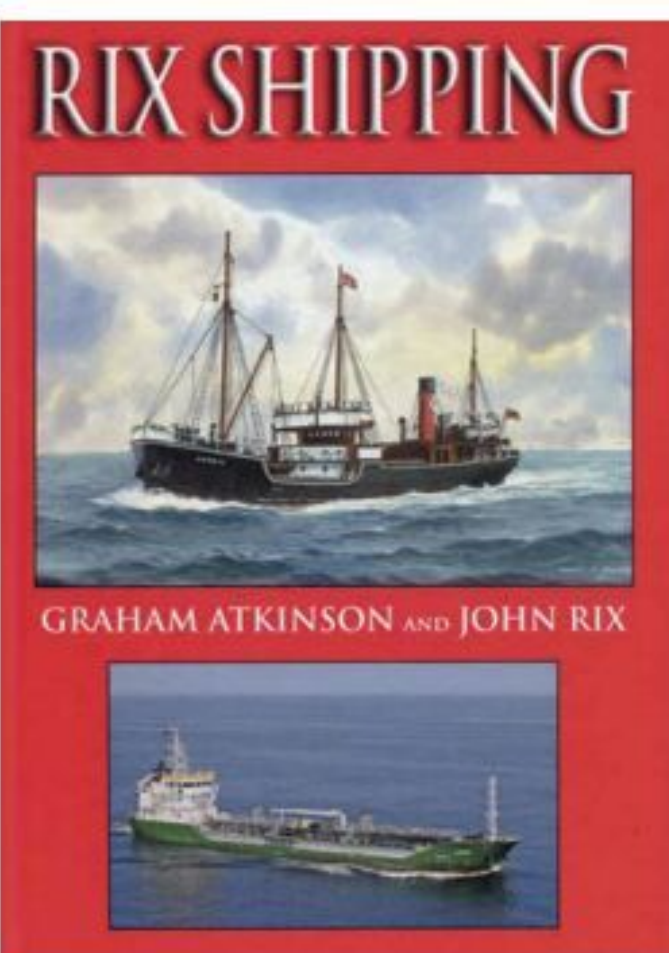
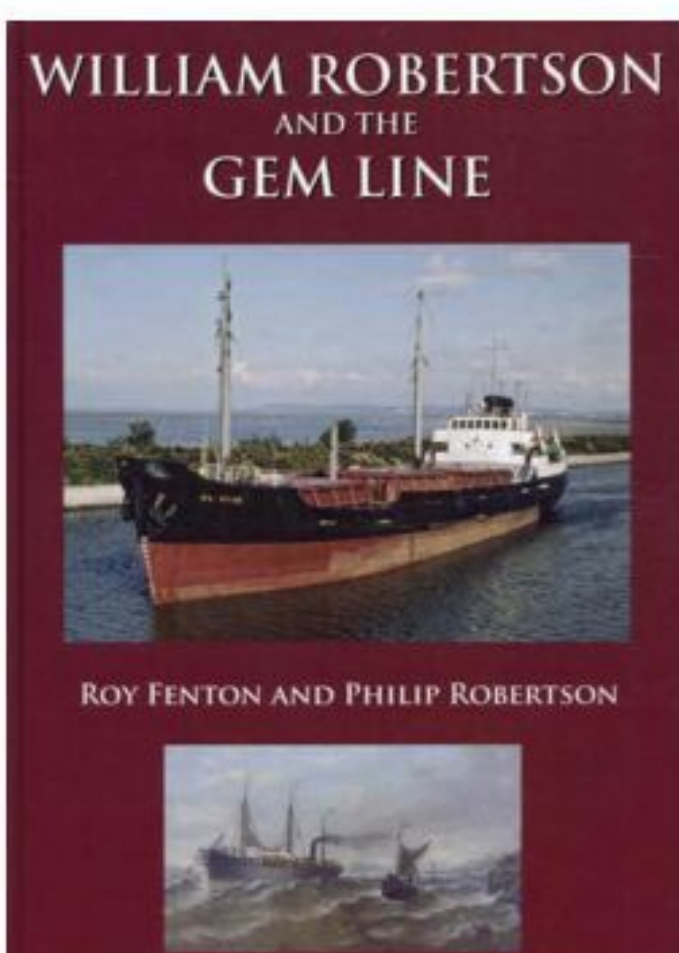
Hardback
 142 pages
 was £19.50
 NOW £10.00



ONLY £4.50 EACH



We have recently obtained the remaining stock of Ships in Focus Records which may now be purchased from us at £3.00 each (min post £1.50)

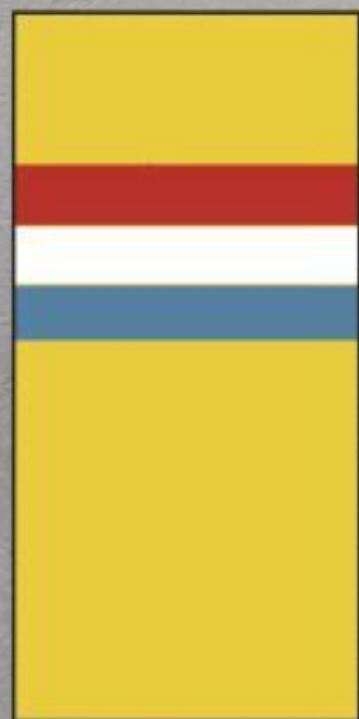


THESE TITLES PUBLISHED BY SHIPS IN FOCUS ALL AT £10.00 EACH. THREE OR MORE (POST FREE!)

ORDERS@COASTALSHIPPING.CO.UK

WWW.COASTALSHIPPING.CO.UK

PLEASE ADD 10% FOR UK POSTAGE (MIN £1.50 MAX £5.00); OVERSEAS POSTAGE AT COST.



GROOTE BEER, WATERMAN and ZUIDERKRUIS

Dutch Government Troop Transports and Emigrant Ships



These three famous ships were originally part of 414 standard 'Victory' (VC2-S-AP5) types of 7,630 grt and 117 Victory Attack Transports (AP and APA) types that were built by numerous American shipyards during World War II. This gave a total of 531 fast ships that were ideal to support the fast-moving American island troop advances in the Pacific towards Japan. Some 97 of the standard VC2-S-AP5 were completed as troopships before the war ended with a service speed of 17 knots or higher from steam turbine machinery. Extensive use of prefabrication was made with arc welding used instead of the traditional riveting by sub-contractors some distance away from where the final assembly of the hull took place on 'green field' shipbuilding sites. The hulls were specially strengthened for use in war zones.

Cranston Victory was launched on 5th May 1944 at the Portland yard of the Oregon Shipbuilding Company, and after fitting out was operated by the U. S. Maritime Commission for the South Atlantic Steamship Company of Savannah. She was purchased in February 1947 by the Dutch Government (Directorate-General of Shipping) for \$1.005 million and renamed Zuiderkruis after the constellation of the Southern Cross of four bright stars. It is also known as Crux, a cross shaped asterism prominent in the Southern Hemisphere, and although the smallest of 88 constellations in the night sky, it is one of the best known and the most prominent seen in Australia and New Zealand.

Costa Rica Victory was launched on 17th June 1944 at the Richmond (California) yard of the Permanente Metals Company, and completed three months later for the U.S. Maritime Commission and operated by the American-Hawaiian Steamship Corporation of New York. She was purchased by the Dutch Government on 19th February 1947 for \$1.005 million and renamed Groote Beer (Great Bear) after the constellation of Ursa Major of seven stars seen in the Northern Hemisphere. The constellation is well-known as the 'Plough' in the U.K. and as the 'Big Dipper' in the U.S.A. and Canada. Consequently, it is the best known constellation in the night sky, and is commonly drawn to represent the hindquarters and tail of a large bear. Six of the seven stars are of magnitude 2.0 or higher.

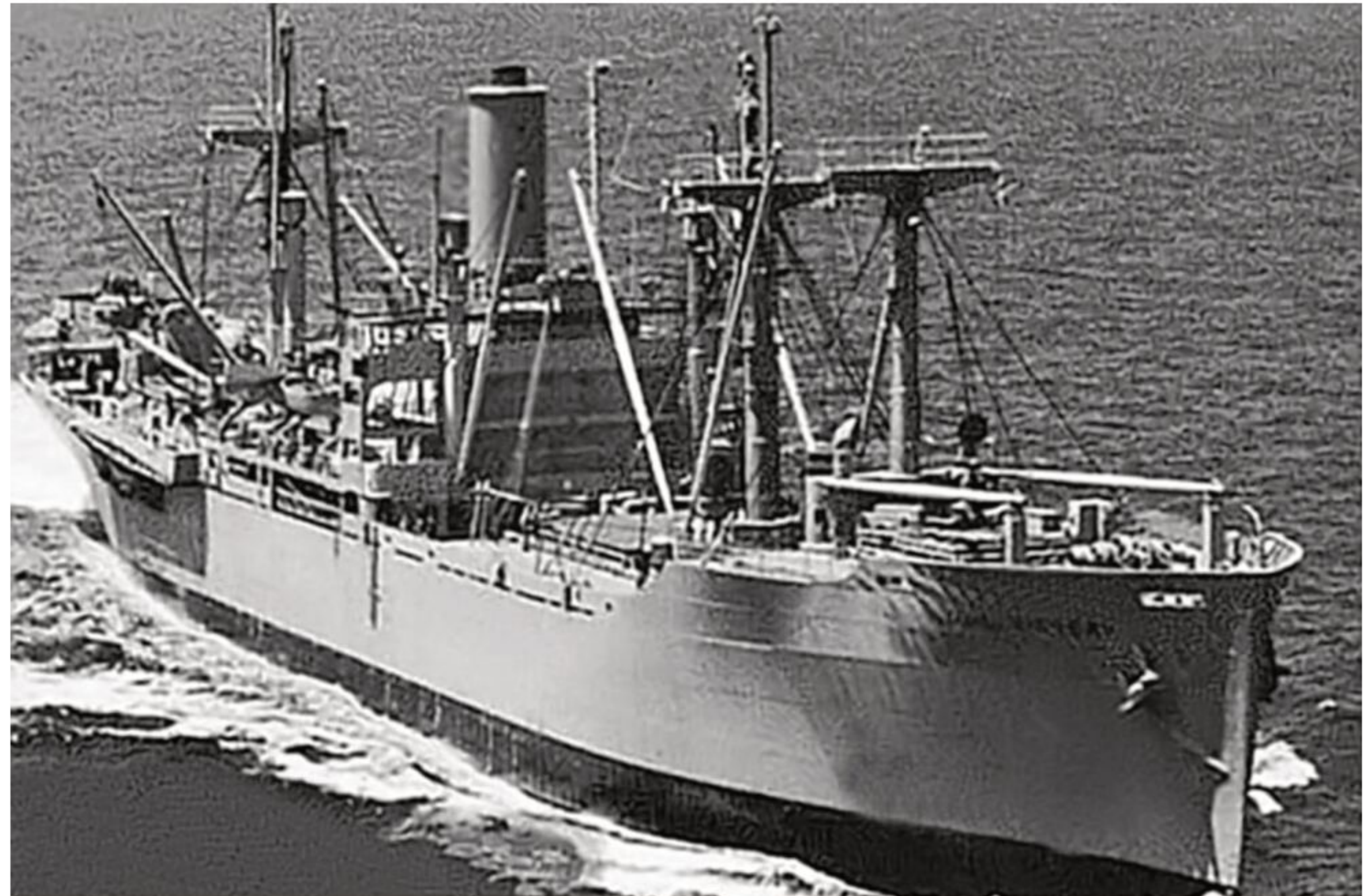
La Grande Victory was launched on 16th January 1945 at the Portland yard of the Oregon Shipbuilding Company for the U.S. Maritime Commission, and was operated by the Shephard Steamship Company of Boston. She was purchased in February 1947 by the Dutch Government (Directorate-General of Shipping) for \$1.005 million and renamed Waterman, which is the constellation of Aquarius. This is one of the oldest recognised constellations along the zodiac of the sun's apparent path, and was known to the Romans as the 'water carrier' or 'waterman'. The star Beta Aquaril is of bright magnitude 2.9 and is the brightest star in this constellation.

Many more of these fast troopships found their way into the fleets of the emi-

grant shipping companies and governments of the United States, Canada, Greece, Australia and New Zealand. The troopships had austere dormitory accommodation down in the five holds of the 'Victory' types, and this was the case with Groote Beer, Waterman and Zuiderkruis between 1947 and 1951 when employed on long voyages to and from the Dutch East Indies and Dutch New Guinea. The trio were used from Holland to the Dutch East Indies to carry troops to the Dutch colony to restore the peace after the Japanese surrender when the Dutch archipelago was in turmoil. After the independence of Indonesia in 1948, all Dutch troops were repatriated, and then it was the turn of the Dutch civilians to be repatriated to Holland. This mission was completely and successfully finished in 1951.

CONVERSION TO EMIGRANT SHIPS

A major steelwork conversion was carried out in 1951 at the Amsterdam yard of the Nederland Dry Dock and Shipbuilding Company to convert the austere troopship accommodation of the Dutch Government trio for 1,500 to 1,600 troops into emigrant carriers carrying 830 passengers, expatriates, students and emigrants. The existing two superstructure decks were converted into continuous passenger decks extending to their sterns, together with the lifting of the navigating bridge to a position one deck higher after the insertion of a complete, new long 'A' Deck extending to a position vertically above the stern. Spacious sports and sunbathing



Left: The Groote Beer.

Above: The 9,191grt Groote Beer was built in 1944 by Permanente Metals at Richmond, California as the Costa Rica Victory for the US Government as seen above. She joined the Netherlands Government as Groote Beer in 1947. In 1963 she was sold to John S. Latsis and renamed Mariann IV. Between 1965 and 1969 she became Groote Beer again. She was broken up by Elliniki Halivairghia SA at Eleusis in June 1970.

Below: A rare colour photograph of the Groote Beer.

Bottom: The Groote Beer about to set sail from Rotterdam.

open air spaces were situated aft on 'A' Deck. The complement of lifeboats for 830 people was updated to ten large boats on 'A' Deck and six large boats on 'B' Deck.

The Main Lounge forward on 'A' Deck had seating for well over one hundred people at the forward end of the deck, with an open entrance to a bar on the port side at the rear of the lounge, and an open entrance to the writing room on the starboard side at the rear of the lounge. A number of smaller internal lounges finished in blue decoration were built on 'C' and 'D' Decks between the passenger cabins, each seating around 30 to 40 people. Passengers paying cabin voyage fares of 610 guilders per adult, children up to 12 years at half price, and babies up to one year at 38 guilders, were accommodated in the super-structure on five decks as follows:-

'A' Deck – Main Lounge forward, Writing Room, Bar, Wireless Office, Doctor, Medical Waiting Room, Children's Play Room, Open Air and Sheltered spaces aft for sports and games e.g. table tennis.

'B' Deck – Entrance Hall, Purser's Office, Hairdressing Salon, Baby Washroom, Laundry and Ironing Room, cabins for 4, 6 or 8 passengers.

'C' Deck – Internal Lounges, cabins for 4, 6 or 8 passengers.

'D' Deck – Internal Lounges, cabins for 4, 6 or 8 passengers.

'E' Deck – Large forward rectangular Dining Room lit from above by strip lighting and by many portholes to starboard and port, with





Above: The 9,177grt Waterman seen here as the La Grande Victory which was built in 1945 by Oregon Shipbuilding at Portland for the US Government, joining the Dutch Government as Waterman in 1947. She joined John S. Latsis as Margarita in 1963. She was broken up by Koshin Sangyo KK at Onomichi in March 1970.

Below: The Waterman in the Netherlands Government colours.

Bottom: The Waterman in the English Channel.

(FotoFlite)



tables for eight, twelve or sixteen diners, Galley, Javanese steward cabins and crew cabins, plus cabins for 4, 6 or 8 passengers.

Four large dormitories housing a huge number of steel upper and lower bunk beds were arranged in groups in the three forward and two aft cargo holds, designated as 'AA', 'BB', 'CC' and 'DD' Decks for use by emigrants at cheaper passage fares of 570 guilders per adult, children up to 12 years at half price, and babies up to one year at 24 guilders.

The funnel colours were buff yellow with thin central red, white and blue bands of the Dutch national colours and a thin black top, and the hull colours were light grey. 'A' and 'B' Decks had raised metal stanchions so that canvas awnings could be erected on top to provide much needed shade for passengers on long six week voyages to Australia and New Zealand. The derricks on the fore mast and main mast were retained for cargo and baggage handling. The trio of Dutch emigrant carriers were registered at The Hague, the capital of Holland, and after conversion had the following specifications:-

- Gross Tonnage – 9,177 to 9,191
- Overall Length – 455.0 feet
- Moulded Beam – 62.0 feet
- Moulded Depth – 38.0 feet
- Loaded Draft – 20.6 feet
- Fo’c’stle length – 87.0 feet
- Bale capacity – 24,295 m³
- Main Machinery – Cross compound steam turbines with double reduction gearing developing 9,350 shp to a single propeller, 3 generators for electricity
- Service Speed – 17 to 18 knots
- Bunker capacity – 1,595 tons
- Ballast water – 1,675 tons
- Classification Society – American Bureau of Shipping
- Bridge equipment – Radar, electric signalling device, gyro compass, direction finder
- Deadweight tonnage – 4,130 tons

THE EMIGRANT VOYAGES FROM 1951 to 1963

The emigrant voyages of all three Dutch Government emigrant ships were mostly nine to ten day westbound voyages to ports in Canada and the U.S.A. particularly Halifax (NS), Quebec, Montreal and New York. Groote Beer especially made a very large number of these voyages and carried a vast number of passengers and emigrants starting new lives, and also carried numerous passengers eastbound returning to Holland. These North Atlantic voyages were interspersed with long six week voyages to the Australian and New Zealand ports of Sydney, Melbourne, Adelaide, Fremantle and Wellington. Several of these voyages stand out in the memories and written accounts of passengers and emigrants.



GROOTE BEER

She was under the management of Holland America Line for Transatlantic voyages, and made three long voyages to Australian ports in 1951 before her conversion, with arrivals at Fremantle on 21st March 1951 and 22nd June 1951, and at Wellington on 19th September 1951. The latter voyage disembarked 450 passengers in New Zealand with another 400 passengers bound for Australian ports. The reconstruction to an emigrant carrier began in November 1951 and she sailed from Rotterdam on a ten day voyage to the disembarkation Pier 21 at Halifax (NS) in April 1952. On 20th November 1955 she arrived at Fremantle from Rotterdam with another 850 passengers and moved on to other Australian ports to disembark the full complement. On 25th October 1958, she sailed from Rotterdam on a six week voyage to the Australian ports of Fremantle, Adelaide, Melbourne, Sydney (NSW) and Brisbane. In January 1959 she sailed from Rotterdam to Australian ports with more emigrants, and also arrived at Fremantle on 17th November 1961 and moved on to other Australian ports from Rotterdam to disembark the full complement of passengers.

Groote Beer averaged thirteen voyages per year to Canada and the U.S.A. during the years 1951 to 1960, and was a very regular visitor to the main Pier 21 disembarkation point at Halifax (NS), with examples of her voyages on the North Atlantic of an arrival at Halifax (NS) on 21st October 1952 and she moved on to New York from Rotterdam, a departure from Rotterdam on 11th June 1955 for Halifax (NS) and New York, and she returned to Rotterdam at the end of that month, a departure from Rotterdam on 16th January 1957 for Halifax (NS) and New York, arriving nine days later, a departure from Rotterdam on 1st August 1957 for Quebec and Montreal, taking twelve days to Montreal, an arrival at Quebec on 7th August 1958 and she moved on to Montreal from Rotterdam, and a departure on 6th August 1959 from Rotterdam for Quebec and Montreal.

WATERMAN

She was under the management of Rotterdam Lloyd of Rotterdam, with Holland America Line acting as agents for her Transatlantic voyages. She began her emigrant carrying career in November 1951 with a six week voyage to Fremantle, Adelaide, Melbourne, Sydney (NSW) and Brisbane. She sailed from the Rotterdam Lloyd Pier at her home port of Rotterdam on 13th March 1957 with 312 Hungarian emigrants and refugees bound for Canada. On the next morning in poor visibility, she was rammed on the stern by the Italian cargo ship Merit shortly after the emigrants had finished their breakfast in the first sitting in the Dining Room, with the passengers taking the second sitting. This was much

more to do with a different menu for the Eastern European and for the Dutch passengers, rather than strict separation. Suddenly at 0820 hours a loud bang was heard at the stern of the ship with the noise of falling furniture and broken crockery and dishes, and a distress call was sent out immediately by her Master as she was carrying a large number of people.

Everyone was then ordered to proceed to the lifeboat stations with their life jackets on as a precaution, but a further order from the Navigating Bridge quickly followed for everyone to return the life jackets and proceed to their cabins and continue with their routine or business as the ship was not in any danger of sinking. If embarkation into the lifeboats had taken place, the men were directed to pull the oars while the women and children lay or were seated on the bottom of the boat. A long horizontal hole had been gouged on her port quarter but was high enough above the waterline to not present any danger, and it was quickly stuffed with mattresses and timber from the nearby carpenter's shop. She then made at reduced speed for the port of Brest with a German liner following her as a precaution, where all passengers and emigrants were disembarked and transferred to the already waiting sister Zuiderkruis and directed to their same cabin numbers, as all of this trio were identical in cabin and public room layout. The agents and crew that were regularly onboard all three members of the trio could not distinguish one ship from another. A choppy North Atlantic crossing was then made to Halifax (NS), where everyone disembarked.

The same absence of passengers and emigrants from the Dining Room was noted by the crew shortly after Waterman had sailed from Rotterdam for Halifax (NS) and New York on 25th April 1955, and again in August 1955 with the ship pitching and rolling badly for several days in the voyage that only lasted nine and a half days. Calmer seas were encountered on a voyage to Wellington via the Panama Canal, having sailed from Amsterdam on 1st December 1960 and arrived at Wellington on 9th January 1961, much to the relief of the passengers and emigrants.

Waterman made the following interspersed emigrant voyages on the North Atlantic and to the Antipodes, with arrivals in June 1952 and June 1953 at Halifax (NS) from Rotterdam, an arrival at Melbourne on 12th February 1955 from Rotterdam after a six week voyage, a departure on 25th April 1955 from Rotterdam to New York, an arrival at Australian ports in July 1957 from Rotterdam after a six week voyage and she moved on to other Australian ports, an arrival at Halifax (NS) in April 1958 from Rotterdam after a nine day voyage, an arrival at Australian ports in June 1958 from Rotterdam after a six week voyage, an arrival

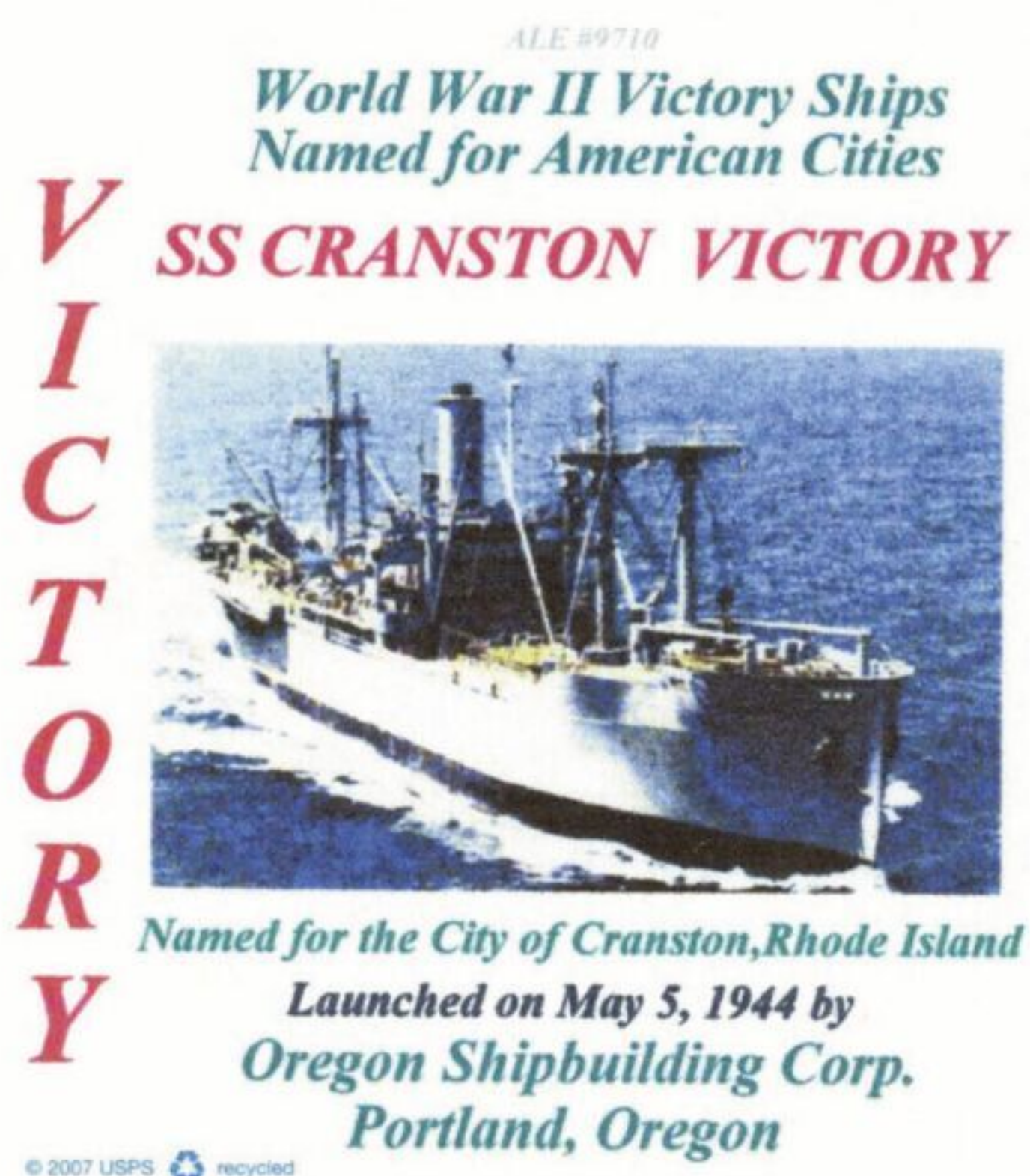
at New York on 24th September 1958 from Rotterdam after a ten day voyage, an arrival at New York on 25th May 1959 from Rotterdam after a ten day voyage, an arrival at Quebec in July 1959 from Rotterdam after a twelve day voyage, and an arrival at Halifax (NS) on 4th July 1960 with some passengers disembarking at the main Pier 21 from Rotterdam, with the remainder sailing on to Quebec, and an arrival at Melbourne from Rotterdam in July 1962 after a six week voyage.

Waterman sailed from Rotterdam on 26th September 1962 on one of her last emigrant voyages to Dutch New Guinea, with the voyage taking her through the Mediterranean to Port Said and the Suez Canal with a call at Djibouti in the French colony on the southern Red Sea, and she then bunkered at the Shell depot on the island of Pulau Bukom off Singapore before arriving at Biak Island on the West Irian part of New Guinea held by Indonesia at that time. On her return to Rotterdam, she then made her final voyage in January 1963 to several Australian and New Zealand ports. All three ships of the trio were then sold by the Dutch Government in 1963.

ZUIDERKRUIS

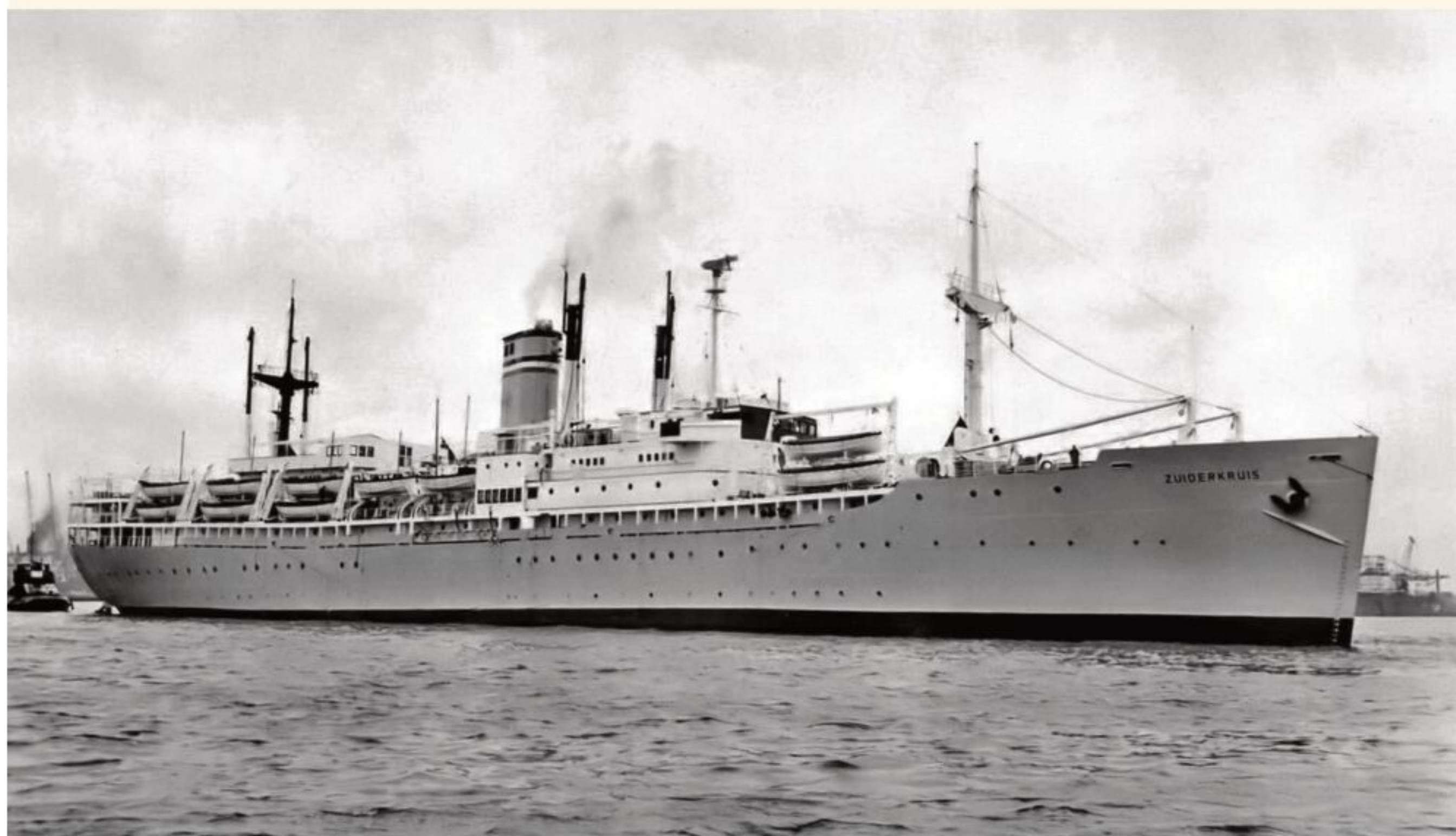
She was under the management of Nederland Line of Amsterdam for the voyages to Australia and New Zealand, with Holland America Line acting as agents for the North Atlantic voyages. She began her emigrant voyages in June 1951 with a sailing from Rotterdam to New York in ten days, with her next voyage being to Quebec and Montreal in twelve days, followed by a voyage with a full complement of 830 migrants to Auckland and Wellington in New Zealand in August 1951 taking six weeks.

Zuiderkruis sailed from Amsterdam on 26th September 1956 on the long six week voyage for Wellington, but ran very short of water during the last four or five days due to the fresh water tanks having run dry. She had called at Willemstad (Curacao) for bunkers and then transitted the Panama Canal with another call at Papeete on Tahiti. The sittings for breakfast were remarkably empty on the second, third and fourth days of the voyage before they cleared the Bay of Biscay due to almost everyone being seasick and they stayed in their cabins. A calmer route well to the south of Madeira but north of the Canary Islands was then followed to ease the stomachs of the passengers. Examples of her emigrant voyages on the North Atlantic were departures from Rotterdam to Halifax (NS) in February and June 1952, a departure from Rotterdam on 19th September 1955 for Quebec and Montreal, a departure from Rotterdam on 14th June 1956 for New York, a departure on 10th April 1957 from Rotterdam for Halifax (NS), and an arrival at Melbourne on 11th September 1961 from Rotterdam after a six week voyage.



Above: A special US Post envelope celebrating Victory Ships named after US cities. Here we see the one commemorating the Cranston Victory which later became the Zuiderkruis.

Below: The 9,178grt Zuiderkruis was built in 1944 by Oregon Shipbuilding at Portland as the Cranston Victory for the US Government. She too joined the Netherlands Government in 1947. After being hulked by the Netherlands Government in 1963 she was broken up at Bilbao where she arrived on 27th November 1969.



In 1960, the Dutch KLM airline became the carrier of choice for most emigrants, and a year later the Dutch Government formed their own shipping company of Trans-Ocean Shipping Co. N.V. of The Hague, and all of the trio were registered under this company, although each ship continued to be managed by the same Dutch shipping companies as before. In the same year, the facilities of the trio were greatly improved with the addition of a cinema and entertainment venue 'top-sides to make their accommodation and facilities truly Tourist Class rather than Emigrant Class, and attract a better class of passenger trade, as the migrant trade was now declining.

The dormitories were reduced in size and additional two berth cabins were added plus a swimming pool. Groote Beer was chartered for the Commonwealth Games at Perth in 1962, and lay at her berth in Fremantle with the very famous twin funnelled liner

Johan van Oldenbarnevelt of 19,787 grt at her stern. She had been built in 1930 at Amsterdam by the Nederland Shipbuilding Company, and was also in use as an accommodation ship on charter from Nederland Line.

In October 1963, Zuiderkruis was handed over to the Royal Netherlands Navy for use as an accommodation and store ship. She was berthed at the main naval base of Den Helder in the north of Holland and was given the pennant number of A853. She was finally taken out of commission and sold in October 1969 to Spanish shipbreakers at Bilbao, where she arrived under tow on 27th November 1969.

Waterman and Groote Beer were both sold in 1963 to John Spyridon Latsis of Greece and were renamed Margareta and Marianna IV respectively for cruising in the Mediterranean, and for the seasonal pilgrim trade from Mediterranean countries to

Jeddah. At Jeddah, pilgrims could stay at the hotel ships of Henrietta Latsi and Marianna Latsi, the former graceful P. & O. liners Strathmore and Stratheden, built in 1935 at Barrow by Vickers -Armstrong Ltd.

In May of 1968, the former Waterman headed for Tokyo to undertake two cruises, the first to Los Angeles and Honolulu, and the second to San Francisco and Honolulu. She was laid up in Japan at the end of the second cruise, but sadly never sailed again, being towed to shipbreakers at Onomachi in Japan in 1970.

The former Groote Beer was chartered by the Netherlands Government for three months from June to September 1964 to operate the 'Atlantic Educational Program Foundation' of four round voyages from Rotterdam to New York.

She was renamed Groote Beer once again but remained under the Greek flag with Holland America Line as her agents, but reverted to Marianna IV each winter. In the summer of 1965, she fulfilled a student exchange program under charter to Holland America Line, but the similar program for 1966 was cancelled.

Groote Beer sailed from Southampton on 12th July 1966 but was in collision with the sand dredger Pen Avon off the Isle of Wight while sailing to New York. The voyage was cancelled and she returned to Southampton, where basic repairs were carried out, and she was then laid up at Eleusis Bay at Piraeus unrepaired. She was renamed Marianna IV again in 1969 but she was sold out of lay up in 1971 for breaking up locally at Eleusis Bay.

SUMMARY



These three memorable Dutch troopships and emigrant carriers were celebrated by the issue of a large number of the 'Emigrant Series' of ceramic wall plaques, measuring six inches square, in a series of twelve plaques showing famous Dutch liners, particularly those of Holland America Line, as well as three plaques for Groote Beer (above), Waterman and Zuiderkruis, that were produced and marketed in Holland in 1978 by Vanderheide Publishing, and which were available for sale



to collectors for the next two decades. These ship plaques were by far the most popular out of a commercial list of 60 historical plaques of many themes, and included the very famous Holland America Line liners Nieuw Amsterdam, Rotterdam, Statendam, Westerdam, Noordam, Ryndam and Maasdam.

The very long links of Dutch people with the Boers of South Africa saw this trio of Dutch emigrant ships also make many voyages to South Africa. Waterman arrived several times at Cape Town between 1951 and 1955 with Dutch immigrants to South Africa. The span of the emigrant voyages of Groote Beer, Waterman and Zuiderkruis took place during the very short space of twelve years from 1951 to 1963.

This mass exodus of Dutch people seeking a new life in North America, Australia, New Zealand and South Africa was a direct consequence of the destruction of the infrastructure of Holland during World War II and the fragile state of its economy in the late 1940s and 1950s.

A report was published by the Dutch Government Publishing Office in 1954 on the characteristics of Dutch emigrants who wished to emigrate to Australia, New Zealand, Canada, the U.S.A., and South Africa. Thousands of single men and families were interviewed and many different reasons

were mentioned but the economic factor, although present in most cases, was not the most significant one.

The presence of relatives in the receiving country was one of the most important factors, as was the aspiration towards self – employment in the receiving country rather than working for other people at substandard wages, working conditions and terms of employment without security of employment and adequate pensions.

Conditions for the emigrants living in cramped dormitories in the holds and 4, 6 and 8 berth cabins in the superstructure on long six week voyages to Australian and New Zealand ports did not begin to improve until the alterations were made in 1961, including much reduced dormitories, fewer passengers per cabin, and a large cinema and entertainment venue ‘topsides with better sports facilities. The funnel colours during the Trans-Ocean Steamship Company were orange with the three thin central bands of red, white and blue of the Dutch national flag from 1961 to 1963.

This company later became a subsidiary of Holland America Line and was used for student travel and for cruising. The trio were often dressed overall with flags stretching from the jack on the fo’c’stle to the fore mast and to the bridge, and also around the main mast to the stern on departures and arrivals.

The equivalent to this trio in the British fleet of Government owned emigrant carriers were the well-known Ministry of Transport ships New Australia, Captain Cook and Captain Hobson. New Australia was the former New York to Bermuda liner Monarch of Bermuda owned by Furness, Withy Shipping Ltd. She was destroyed by fire on 24th March 1947 while undergoing renovation work on the Tyne at the Walker Naval Yard to return her to passenger work from a troopship. She was purchased by the Ministry of Transport and rebuilt by Thornycroft at Southampton as an Australian emigrant carrier with 980 berths. She made her first emigrant voyage from Southampton on 15th August 1950 and continued in this employment until sold in January 1958. Captain Cook of 13,876 grt was built in 1925 by the Fairfield yard on the Clyde as Letitia for Donaldson Line became an emigrant carrier between 1951 and 1960 with 1,070 berths. Captain Hobson of 9,306 grt was built in 1920 as Amarapoor by Denny on the Clyde for Henderson Line and was converted into an emigrant carrier with 585 berths.

A likeness to the profile of the trio of Groote Beer, Waterman and Zuiderkruis, named after constellations, and all of the other many types of emigrant ships with very cramped accommodation, will never be seen again on the seven seas.

All of our high quality photo prints, featuring the different types of transport in one place!

WWW.PHOTO-TRANSPORT.COM

DIGITAL DOWNLOADS NOW AVAILABLE!
HIGH QUALITY TRANSPORT PHOTOS
ON ONE FEATURE-PACKED WEBSITE!
WE NOW HAVE OVER 10,000 PHOTOS!

Our primary photo collection is from the ‘DON SMITH COLLECTION’ – a superb compilation containing many classic photographs from around the world, taken over the last 40 years! We also have other photographers collections included on our website. We hope you like the site and have made it even easier to order from us by opening a **FREE** account!

Don't have access to the internet - then you can still send for a list at the address below.*

We are always looking for collections of good quality images either to purchase or use on a commission basis. Contact us if you are thinking of disposing of a collection.

- We have separate lists for Shipping, Railway and Aviation Photos
- Each list is £3.95. Please specify which list you require and make cheques payable to Mr D Smith.

Orders, lists and a sample print* is available from:

Mr D Smith, 2 Briain Way, St Johns Road, Clacton-on-Sea, CO16 8LR.

Email: mail@phototransport.com



Copyright Don Smith Collection/www.Photo-Transport.com

PICTURE OF THE MONTH

Adeline (Ro-Ro Cargo), 21020 grt, 2012 blt, Malta, IMO 9539092, River Thames 9.7.2015.

Available as 12" x 8" (A4) approx at £9.95 Postage UK included.
 EEC add £2.50 sterling, rest of the world add £4.50 sterling.
 Silk or Glossy finish. Larger sizes available.

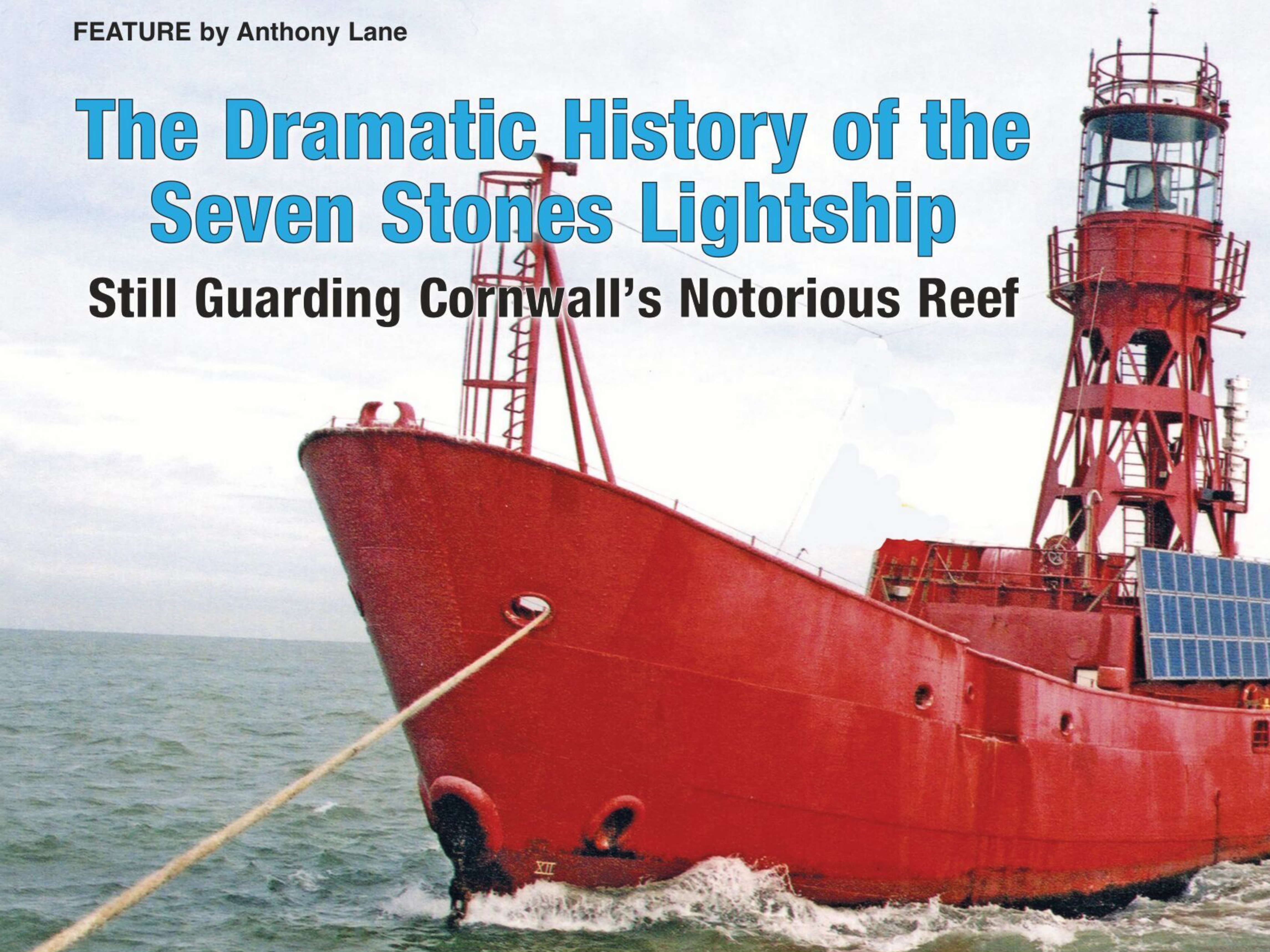
• Spend £50 and get **10% discount** when using our new website – enter the code **SAVE10** on checkout

• Order either list and get a **FREE Aviation list**

Please note that ANY pictures credited to PHOTOTRANSPORT in this magazine are also available from us

The Dramatic History of the Seven Stones Lightship

Still Guarding Cornwall's Notorious Reef



The rock lighthouses of the south-west coast are particularly well known: Bishop Rock, Wolf Rock and Longships, but one less famous seamark, the Seven Stones light vessel has for more than 180 years attempted to warn mariners away from the treacherous reef after which it is named. Situated almost half way between the Isles of Scilly and the Cornish mainland the Seven Stones have, together with the surrounding area, contributed to its earlier reputation as a graveyard for shipping, a continual reminder of which is the collection of figure heads from wrecks displayed in the Valhalla Museum at Tresco Abbey Gardens. Weather-wise, the region experiences the strongest Atlantic gales unopposed and while the lighthouse keepers faced the storms in reasonable comfort, the crew of the solitary lightship had to endure its continual and often violent movement, occasionally suffering damage to themselves and their vessel.

Since 1841 a succession of vessels has maintained, at first two fixed lights, then a flashing light to warn away mariners.

Revolving optics consisting of oil lamps with concave mirrors were used for a long time for it was not until 1954 that an electrified ship was moored on the station. Today an

array of solar panels provides power for the lamp and fog signal of the automated lightship, one of the few remaining in British waters.

It is clear that the building of the lighthouses and the mooring of the light vessel (LV) only reduced the number of wrecks but frequently the latter, perhaps ignored or unseen initially, ultimately offered a refuge for those who abandoned their ships as they sank beneath them. This two-fold purpose of maintaining the light under all conditions and being in close proximity to the reef was to place at times extra and perhaps sometimes unacceptable demands on the crew, especially as the vessel was moored in 40 fathoms of water, far deeper than any other Trinity House vessel.

MOORING THE FIRST FLOATING LIGHT PROVED DIFFICULT

At the start of the 19th century lighthouses existed only on St. Agnes in the Scilly Isles and the Longships off Land's End. Various parties including the Chamber of Commerce of Waterford and a number of Bristol and Liverpool traders felt this was not enough and made requests to Trinity House, leading to a meeting in 1836 when an agreement was

reached that the latter would survey the area. As the Corporation now favoured lightships in contrast to their total opposition to the Nore a century earlier, they agreed to proceed and a vessel was towed out from London in August 1841.

Severe problems were soon encountered in maintaining position at the site chosen to moor the lightship. It continually dragged its anchor, almost stranding on the reef on one occasion.

Hence the length of the chain riding cable carried was increased from 200 to 300 fathoms, which required more crew to handle it, but all through 1842 the ship continued to drift. Storms added to the problem and it was not until 18th April 1843 that the Seven Stones lightship was securely moored. Eleven crew members were needed instead of the normal seven, mainly to work the manual windlass, as more cable had to be let out as the sea grew rougher and hauled in as the weather moderated.

Lightships always rode on the pile of cable on the bottom which, besides giving a smoother motion, meant that the least strain was put on the mushroom anchor. Her eventual position was Latitude 50°3'40"N, Longitude 6°4'30"W.



Left: A solar-powered light vessel under tow to her mooring position at Seven Stones. (Anthony Lane)

Above: A chart of the Seven Stones showing the Isles of Scilly and Land's End in relation to the position of the lightship.

Below: Light vessel 50, completed in 1879, was especially designed for the Seven Stones. It had a much improved light and was equipped with two of the latest caloric engines to compress air to drive the windlass and power the siren fog signal. Unusually it also had a whaleback to prevent the vessel being pooped in heavy weather. (Institution of Civil Engineers)

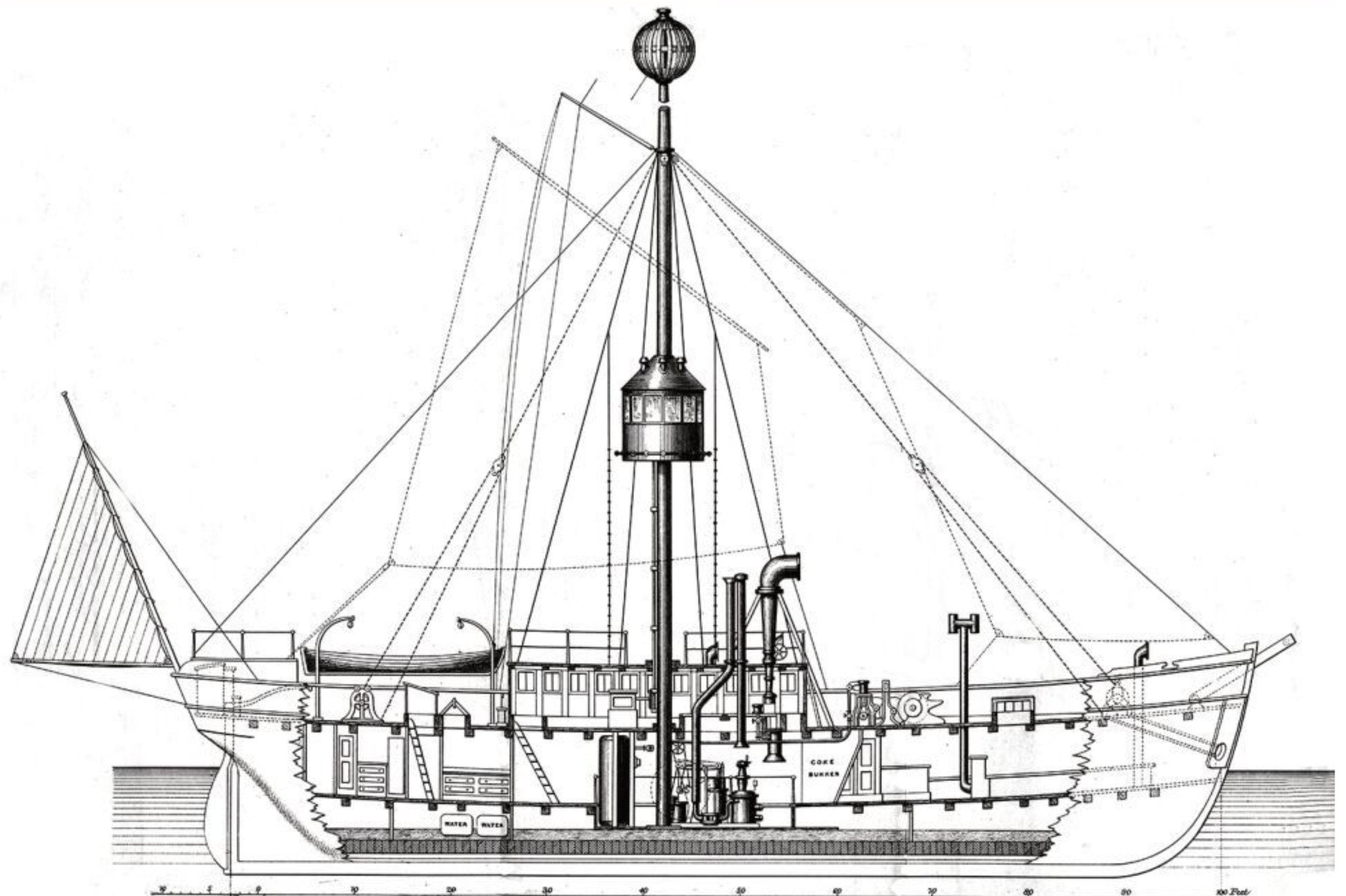
Bottom: This later vessel, probably LV 56, installed prior to the First World War, was fitted with two Hornsby Ackroyd 14 HP semi-diesel engines to drive the air compressors, a considerable improvement on the coke fired caloric versions. (Gibson, Isles of Scilly)



MISFORTUNE WAS NEVER FAR AWAY

Although some light vessel masters claimed that the Seven Stones ships rode more easily on the long Atlantic rollers than the short broken seas of the English Channel, the evidence over the long term indicates a hard life punctuated by gales that threatened injury to the crew and damage to the ship. A carpenter was always carried in Victorian times who could repair modest damage from the stock of timber kept aboard. Records suggest that the level of injury and frequency of accident was higher here than other stations, while the log included shows there were deaths from illness, falling and being washed overboard in addition to drowning from the capsize of the longboat. Some older crew members also retired due to ill-health after service at the Seven Stones.

Once established the vessel was serviced from St. Mary's with the crew housed on Tresco in houses provided by Augustus Smith, the owner of the Scilly Isles. This proved the most convenient arrangement as the ship could be observed from the latter. It was not without danger though, because on 15th October 1851 the longboat capsized returning from St. Mary's with the loss of two of the crew.





Above: A stern view of LV 56 showing the deck layout and deckhouse from where William John Richards fell to his death in June 1909. It also shows typical sea conditions at this exposed location.

Below: Iron light vessel 72 on station at the Seven Stones in the thirties, the date indicated by the absence of a ball daymark at the masthead. These regular features that allowed the vessels to be identified when their hulls were below the horizon were discontinued at this time. The crew have set the mizzen sail, normally only done to gain a lee for a relief boat to go alongside or to help the vessel to swing with the tide in rough seas.

Bottom: The LV7 was decommissioned in 2008.



A different problem arose in 1866 when Augustus Smith received a letter from Trinity House complaining that the dwellings on Tresco were not being properly maintained and demanded that he put things right as this deficiency might affect the general performance of the crew housed there. Mr. Smith, being a straightforward individual came back saying the problems of upkeep were directly related to some of the occupants. Captain Arrow of Trinity House still demanded that he make everything satisfactory and also grant them a further lease for 22 years, neither of which Augustus Smith agreed to do. The correspondence having become acrimonious, Trinity House had little option but to move the crew and tender to Penzance, a far less convenient base as signals could no longer be exchanged with the lightship.

There followed a series of wrecks on the Seven Stones which brought survivors in their boats to the lightship but which also caused complaints and criticism about the management of the vessel – Was its light good enough? Was it there to act in a life-saving capacity? When installed the vessel showed two fixed lights, one higher than the other, on two masts. When the S.S.Oxus mistook the vessel for the Longships lighthouse in August 1869 and ran onto the reef, the subsequent Court of Enquiry allowed her master's claim that the Seven Stones light had not been properly displayed. However, it was to be ten years before a much better light was exhibited.

FALLING STARS

A strange occurrence befitting of this wild location occurred on 13th November 1872 in the shape of a meteorite. After the shock of the impact stunned those on watch, balls of fire, like large stars were seen falling into the water in a remarkable firework display. A strong smell of sulphur followed while the crew crushed cinders underfoot as they trod the deck, but all had been washed overboard by rain and sea before daylight, making it difficult to believe what had happened.

IMPROVED VESSELS REACH THE SEVEN STONES

Experiments with improved fog signals had resulted in the installation of Holmes' patent foghorn powered by an Ericsson caloric engine at the Seven Stones in 1871, probably aboard LV45. Eight years later in September 1879 LV50 arrived, a new, specially constructed vessel equipped with Brown's caloric engines to compress air to power the siren fog signal and drive a Harfield windlass. This vessel also had an early version of the new 8-foot diameter lantern with 21 inch mirrors capable of generating up to 4,000 candle power, which with three to a 'face' meant each flash radiated 12,000 cp. Interestingly LV50 was also fitted with a whaleback over the poop to avoid seas flooding the afterdeck.



Trinity House regulations stated that lifelines should always be rigged in bad weather.

WRECK AND RESCUE - NOT ALWAYS!

Storms pounded the vessel in October 1886, causing severe damage, requiring its withdrawal for repairs. There then followed a series of wrecks, the first causing controversy. On 2nd July 1887, the full-rigged ship Barreman sailed from Shields for San Francisco. A day or so later the remains of a sailing ship were sighted on the Seven Stones, the weather being foggy with a heavy ground swell. There was no sign of the crew of 27. The subsequent Court of Enquiry, held at Glasgow, examined the course taken by the Barreman, a name board of which had been found, and also inquired into the inaction of the light vessel crew in not making any attempt to save the lost men.

The Court went further, unusually, in preferring charges of Culpable Negligence and Inhumanity against the Mate of the Seven Stones. This finding was surprising because lightship crews were never expected to leave their vessel and were actively discouraged by Trinity House from doing so, for if they could not return to their ship for some reason, they would not be able to maintain a light, which was the ultimate purpose of the service. This point was made at the enquiry, as also was the comment that there were only seven crewmen aboard, the extra four provided earlier having presumably been removed when the mechanised LV50 arrived. There was a good deal of public rancour at the time encouraged by the press reports which did not help.

Wrecks continued throughout the 1890s. Survivors from the steamships Chiswick and Camiola arriving alongside in their own boats to be picked up later by the Trinity tender. The millennium year 1900 was memorable for a severe storm on 29th December. So severe was the weather that a large section of the bulwarks of the ship was carried away, and a boat smashed against one of the ventilators in the process of which it trapped one of the crew and tore away a piece of his thigh. Another man's face was lacerated from his eyebrow to his chin. Two shipwrights on this occasion required three weeks to repair the damage but LV54 was brought in early for refitting as a consequence.

CALMER TIMES AND BETTER SHIPS

The Edwardian period was relatively calm, except for the sad death of John Richards who fell from the deckhouse roof on to the main deck on 11th June 1909 fracturing his skull. For once weather was not a contributing factor. With the advent of wireless communication wrecks became fewer, and having survived the War the wooden LV56 was replaced by iron vessel LV72 in the peacetime that followed. Both ships were fitted with Hornsby Ackroyd 14HP hot bulb oil

engines to drive air compressors to power the windlass and fog siren, a considerable improvement on the coke fired caloric engines, as they burned paraffin and could be started relatively quickly.

LV72 was replaced eventually by LV80 on 20th November 1939. Although relatively modern the latter still had Argand oil lamps with concave mirrors for its light but it had more powerful 22HP Hornsby engines better able to handle the longer lengths of mooring cable, the only Trinity House vessel so fitted. Its time on station was short, however, for enemy air attacks caused its withdrawal in May 1941, a gas buoy being moored in its place.

LV80 BREAKS ADRIFT AND BREAKS DOWN

LV80 was returned to the Seven Stones in January 1947, a very bad winter with storms also returning later in the year to take the life of lightsman Albert Hill, washed overboard from the light vessel at the beginning of November while attempting to bring the ship's boat inboard.

In March 1948 it was the ship's turn to suffer, breaking adrift and driving up the coast as far as Pendeen lighthouse before it could be anchored. William Harvey from Newlyn was aboard on that occasion, one he was to remember later when as Master of LV13 at East Goodwin he was to drift within a whisker of the Sands in an easterly gale before catching his hook on a cross-channel telephone cable. He was accorded celebrity status by the media for saving his ship and awarded the BEM. LV80 was re-moored on 16th April.

Two-and-a-half years later in November 1950 an incident occurred which would change the lives of the crew completely. While in operation the massive flywheel of the starboard 22HP Hornsby engine broke free, causing considerable damage to the ship but fortunately no injuries to the crew. Again the vessel had to be withdrawn but a further problem arose.

The replacement immediately available was the almost new electric ship LV3, (the light vessel numbering system started again after the Second World War).

Unfortunately the Seven Stones crew were only trained on oil-lit ships with ancient Hornsby engines so could not operate it, thus an alternative had to be found in the shape of the equivalent LV66 which at that time was at the Owers and had to be withdrawn to serve at the Seven Stones. Repairs were rapidly carried out and LV80 was soon placed back on station. At this point Trinity House must have decided to fully refit the ship, converting it to electric light and providing Gardner engines and Reavell compressors in the process.

Thereafter the human cost of service at the station became more apparent. Edward

Sowden boarded the ship at the very wet Christmas changeover of 1952 only to be found dead in his bunk the following 23rd February. A doctor and detectives visited the ship but his death appeared to have been due to natural causes.

NEW LAMPS FOR OLD - MODERN COMFORTS ARRIVE

In July 1953 LV80 was withdrawn for refitting and eventually returned in March 1954, completely modernised, electrified with hot-water showers, refrigerator and improved accommodation. It was to remain there until October 1958 when it was replaced by the brand new LV19 which was one of the most advanced vessels built for Trinity House, its 600,000 candela light being somewhat greater than the 2,000 output from the vessel of a century earlier.

THE TORREY CANYON WRECK PUTS THE SEVEN STONES ON THE MAP

Sick crewmen were taken off by lifeboat in May 1960 and June 1963 but the event that really put the lightvessel and the Isles of Scilly on the map was the wreck of the supertanker Torrey Canyon, one of the largest in the world, on 18th March, 1967.

Despite firing four rockets and signalling by Aldis lamp in warning, the tanker drove straight on to the reef, eventually releasing most of its 100,000 tons of crude oil to pollute the Cornish and some French beaches on a massive scale. In order to try to reduce the amount of oil escaping a decision was made to bomb the wreck to set it on fire, a move which was largely successful but required the lightship to be towed into Penzance while it took place.

On 30th August 1972, Wilfred Johnson aged 62, Master of the Seven Stones, collapsed onboard and was brought ashore by helicopter, sadly dying the next day. Six years later the crew reliefs were carried out in the same way, which at last avoided the hazardous transfers of men in heavy weather, however in similar conditions the helicopters were still unable to land and delayed reliefs still occurred.

Before that the boats would always try, as in November 1969 when First Sea Lord Sir Michael le Fanu made a courtesy visit in conditions which were at the limit for launching a boat. He wished to learn more about the operations of Trinity House and afterwards complimented all concerned on the standard of their seamanship.

AUTOMATION ARRIVES - THE CREW COMES ASHORE!

Automation, which commenced with Calshot Spit, and progressed through the east coast vessels, finally arrived at the Seven Stones in October 1987 after the crews had arrived and left by helicopter for the previous ten years. ALV24 was left unmanned with a continu-



FEATURE - The Seven Stones Lightship



Above: The conditions often prevailing in winter time were tough to endure. First Sea Lord, Admiral le Fanu visited LV19 in November 1969 experiencing weather that just about allowed a boat to be launched. The picture was taken from THV Stella. *(Michael Tarrant)*

Below: The lightship at the Sevenstones station was converted to solar power in 2008. Nowadays LV 19 has returned, fully refitted and solarised as seen from this unusual angle. It continuously transmits weather data as well as having a Racon to show its identity on approaching ship's radar screens, besides responding to AIS interrogation. *(Toby Carr)*

Bottom: The current lightship LV19 undergoing an overhaul at Harwich in May 2022. *(Nigel Lawrence)*



ously running diesel generator to power the light and fog signal. When the Admiralty allowed for the power of the lamp to be reduced late in 2007, a solarised vessel replaced the diesel one, and so it remains today.

Today the Sevenstones lightship acts as a weather beacon as well as a seamark (The station name has been painted as a single word since the arrival of LV19 in 1958). As part of the NOAA coverage of the world's oceans it acts as buoy No. 62107 of the National Data Buoy Center in conjunction with the Meteorological Office, continuously transmitting data on wave height, sea and air temperature, barometric pressure etc. As an aid to navigation it has a Racon which shows a 'paint' of the Morse letter 'O' (- - -) on an approaching ship's radar screens and it responds to AIS interrogation (MMSI No.992351023). The operation of the vessel is monitored by Trinity House staff at Harwich.

REFLECTIONS

Graham Fearn, Principal Keeper at Bishop Rock lighthouse called "A Cheery Good Morning" by radio to the Master of the Seven Stones vessel one stormy day, continuing, "Is it a bit slippery underfoot your way this morning, skipper?" Back came the reply, "I should say so, the seas are coming down here the size of council houses!"

Trinity House in the video 'Stormswept', demonstrated the landing of a seriously ill seaman from the same vessel in similar conditions in the 1930s by a boat from the tender Satellite. The choice of Seven Stones for that film was very apt in consideration of the rigours of that station which Michael Tarrant also recalled vividly in his book 'Trinity House, the Super Silent Service,' including the time when another lightship master's nightmare occurred in the shape of the riding cable becoming foul of her anchor, the problem increasing with each swing of the ship with the tide.

As the Seven Stones had such a long cable the tangled mass on the seabed was considerable, needing the tender's heavy lift derrick to raise it to the surface. The recovery had to be carried out on a calm day.

The ship's current state is very different from the long years of manning and the crew's trials and tribulations of raging seas and shipwrecks. Their record stands as one of courage, fortitude and endurance in the face at times of extreme adversity.

They were unsung heroes who often had to work with one hand holding on. Their lot may not have been a great deal harder than those who went to sea generally and other lightships suffered numerous collisions, hazards the Seven Stones seemed to be spared, but merchant seamen could often seek port or shelter when storms occurred and the lightships could not!



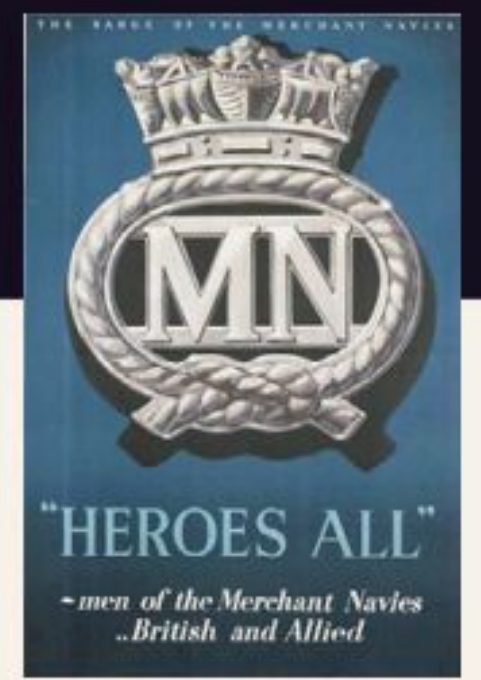
PARTIAL LOG OF THE SEVEN STONES LIGHTSHIP

Year Date and Details of Event

1841	August: First light vessel established - found to be drifting.
1842	2nd February: vessel found to be drifting, re-moored 7th February. 21st November vessel drifting from Station.
1843	18th April: Vessel finally secured.
1851	15th October: light vessel's longboat capsized, two drowned.
1853	12th June: Brig Ambassador of Malta, from Cardiff, sank on Seven Stones. Crew made for lightship.
1860	Light vessel LV18 stationed at Seven Stones.
1869	31st August: S.S. Oxus mistook lightship for Longships lighthouse and struck edge of reef. Fourteen crew took 5 hours to row to lightship.
1870	Light vessel LV38 at Seven Stones.
1872	13th November: vessel struck by meteor.
1873	30th January: Barque Athole fouls bumpkin and rigging.
1876	Light vessel LV45 at Seven Stones.
1879	18th September: New improved light vessel LV50 placed at Seven Stones.
1886	October: severe gales, vessel badly damaged and leaking. Gig Emperor assisted.
1887	21st December: Superintendent finds eight survivors from S.S. Brighthouse wrecked on 12th onboard.
1889	LV 54 replaces LV50.
1891	6th February: Two officers and six seamen aboard from S.S. Chiswick wrecked previous day. Eleven others drowned.
1892	1st October: Twenty-five men rescued from the boats of S.S. Camiola, wrecked.
1900	29th December: Severe storm, vessel badly damaged, crew member injured. LV 54 brought in for early refit as a consequence.
1909	11th June: John Richards fell from the deckhouse roof and died.
1910	Light Vessel LV56 stationed at Seven Stones.
1913	18th November: Submarine fog bell established.
1927	Light vessel LV72 at Seven Stones.
1929	December: Wind speed of 112 mph recorded, a record for the United Kingdom.
1939	20th November: LV80 established at the Seven Stones. Attacked by enemy aircraft. Withdrawn 2nd May 1941 for fitting of defensive armament, but not replaced. Buoy marks station.
1947	28th January: LV80 re-established at the Seven Stones.
1948	30th March: LV80 breaks adrift but crew manage to anchor her near Pendeen lighthouse. LV80 re-moored on 16th April.
1950	15th November: starboard 22HP Hornsby engine damaged, vessel withdrawn and replaced by LV66.
1952	Christmas: very wet relief, crew change effected but provisions lost.
1953	23rd February: Lightsman Edward Sowden found dead in his bunk. Detectives and doctor attend.
1953	19th July: LV 80 withdrawn for refitting.
1954	25th March: LV80 returned, converted to electricity, hot water, refrigerator and improved accommodation.
1958	14th October: LV80 finally withdrawn and devoted to relieving duties. New LV19 established with 600,000 cp light.
1960	8th May: Sick crew member taken off by lifeboat.
1963	25th June: Sick crew member taken off by lifeboat.
1967	18th March: Supertanker Torrey Canyon wrecked on Seven Stones.
1969	November: First Sea Lord Sir Michael le Fanu visits on a stormy day.
1977	Helicopter reliefs begin.
1987	October: LV19 replaced by ALV24 automatic vessel on station, crew comes ashore.
2008	Automatic vessel converted to solar power.

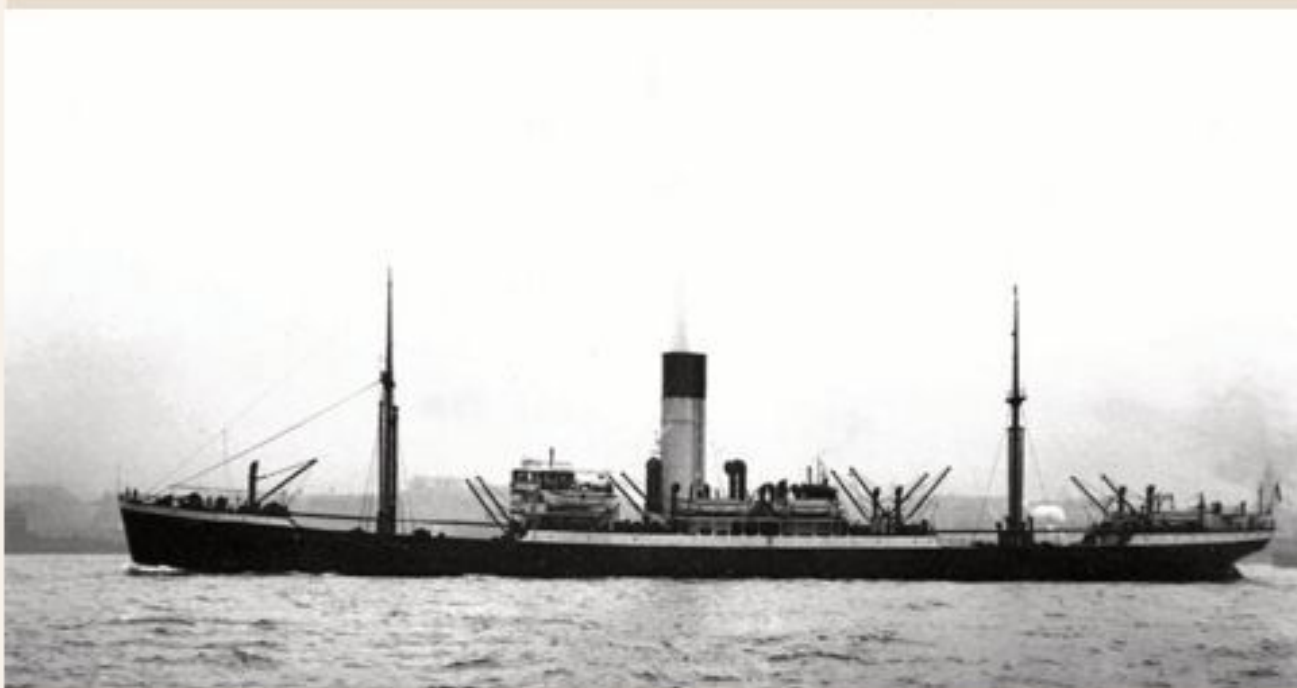


80 YEARS AGO



Significant British Merchant Ships lost in February 1943

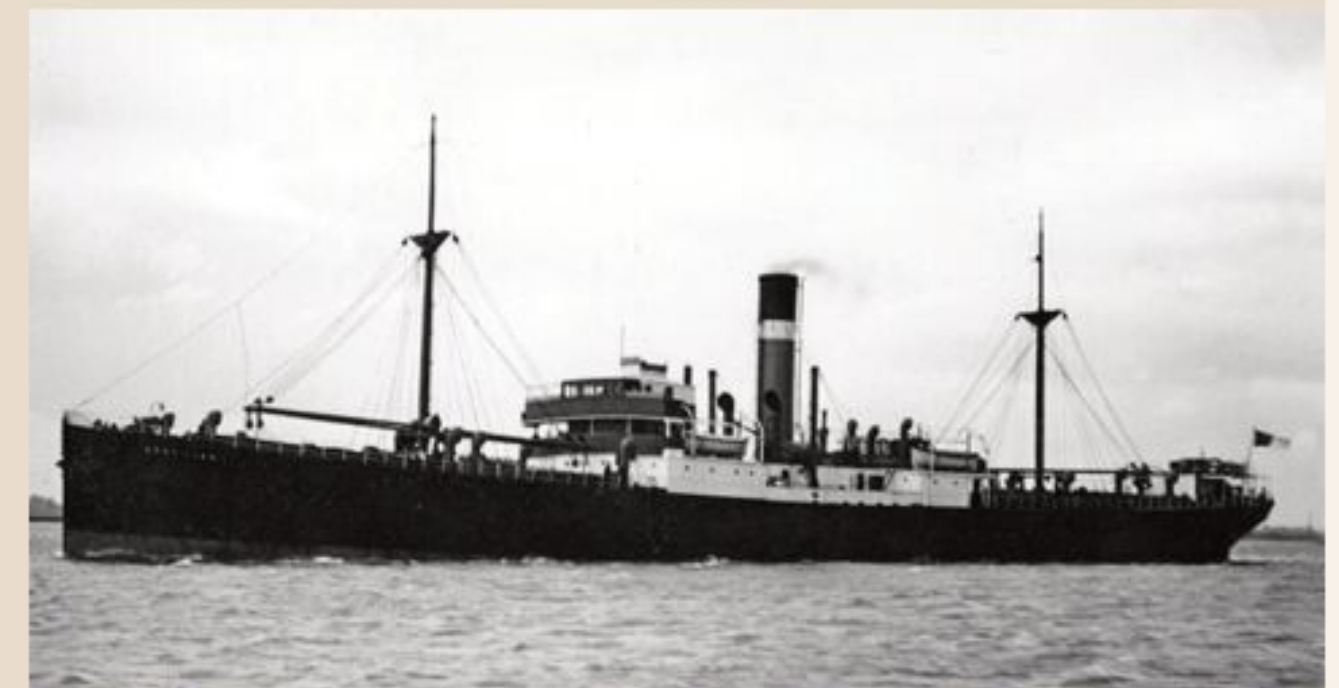
Date	Name	Built	GRT	Owners	Position	Lives lost
3	Cordelia	1932	8,190	C.T. Bowring	Torpedoed (U-632) S of Iceland	46
3	Inverilen	1938	9,456	Bank Line	Torpedoed (U- 456) in N Atlantic	31
3	Rhexenor	1922	7,957	Blue Funnel Line	Torpedoed (U-217) in N Atlantic	2
7	Afrika	1920	8,597	United Baltic Corporation	Torpedoed (U-402) SE of Cape Farewell	24
7	Baltonia	1925	1,999	United Baltic Corporation	Mined W of Gibraltar	11
7	Empire Banner	1942	6,699	Ministry of War Transport	Torpedoed (U-77) then bombed and sunk off Algeria	
7	Empire Mordred	1942	7,024	Ministry of War Transport	Mined off Tangiers	15
7	Empire Webster	1942	7,043	Ministry of War Transport	Torpedoed (U-77) 80nm W of Algiers	4
7	Harmala	1935	5,730	J. & C. Harrison	Torpedoed (U-614) 750nm W of Ireland	43
7	Mary Slessor	1930	4,016	Elder Dempster	Mined in the Strait of Gibraltar	32
7	Toward	1923	1,571	Clyde Shipping Co.	Torpedoed (U-402) SE of Cape Farewell	46
8	Newton Ash	1925	4,619	J. Ridley, Son & Tully	Torpedoed (U-402) S of Iceland	38
10	Queen Anne	1937	4,937	T. Dunlop & Sons	Torpedoed (U-509) off Cape Agulhas, South Africa	5
11	Helmspey	1931	4,764	Nailsea SS Co.	Torpedoed (U-516) 11nm S of Cape Francis	5
12	Castilian	1919	3,067	Ellerman Lines	Struck East Platters Rocks, Anglesey and sank	
17	Llanashe	1936	4,836	Evan Thomas, Radcliffe	Torpedoed (U-182) off Cape St Francis, South Africa	28
20	Radhurst	1910	3,454	Ministry of War Transport	Torpedoed (U-525) NW of St. Johns, Newfoundland	42
21	Empire Trader	1908	9,990	Ministry of War Transport	Torpedoed (U-92) N of the Azores, then scuttled	
22	Empire Redshank	1919	6,629	Ministry of War Transport	Torpedoed (U-606) E of St. Johns, then scuttled	
22	Roxburgh Castle	1937	7,801	Union-Castle Line	Torpedoed (U-107) N of the Azores	
23	Atheprincess	1929	8,782	Athel Line	Torpedoed (U-522) W of Madeira	1
23	Empire Norseman	1942	9,811	Eagle Oil	Torpedoed (U-382 & U-522) W of Madeira	
23	Eulima	1937	6,207	Anglo-Saxon Petroleum	Torpedoed (U-186) 310nm S of Cape Race	63
23	Fintra	1918	2,089	Christian Salvesen	Torpedoed (U-371) NE of Algiers	9
23	Stockport	1911	1,683	London & NE Railway	Torpedoed (U-604) E of Cape Race	64
25	Manchester Merchant	1940	7,264	Manchester Liners	Torpedoed (U-628) 400nm SE of Cape Race	35
27	Modavia	1927	4,858	Donaldson Line	Torpedoed (S-65, S-68, S-81 & S-85) in Lyme Bay	
27	St. Margaret	1936	4,312	South American Saint Line	Torpedoed (U-66) SE of Bermuda	3
28	Loch Awe	1909	216	Milford Fisheries	Lost without trace in the Irish Sea	



The Rhexenor was torpedoed and sunk in the North Atlantic on 3rd February.



The Baltonia was sunk by a mine in the Strait of Gibraltar on 7th February



The Castilian ran aground on East Platters Rocks near The Skerries, Anglesey. She sank shortly afterwards.



The Llanashe was torpedoed while on a voyage from New York, Busreh & Bandar Abbas to Port Elizabeth and Cape Town.



The Roxburgh Castle was torpedoed and sunk in the Atlantic, north of The Azores. All crew survived.



The St. Margaret was torpedoed and sunk south east of Bermuda. Survivors were rescued by USS Hobson.

SUBSCRIBE

Don't Miss An Issue!

Each issue brings you up-to-date news, topical features alongside in-depth historical articles. All illustrated with photos, many of which are exclusive to the magazine.

Get the **PRINTED** edition delivered direct to your door.

OR

Read the **DIGITAL** edition on your device.



The digital edition can be read on all devices and provides access to digital copies available during the duration of your subscription. The annual cost for access to our digital version is £32 wherever you are in the world. To take out a digital subscription go to our website.



Go to our website: www.tandymedia.com
For print subscriptions you can also phone: +44 (0)20 3745 3367
Or return the form below (or a copy) to:
Shipping T&Y, Tandy Media, PO Box 302, Bexhill-on-Sea, TN40 9HN, UK

PRINT SUBSCRIPTION FORM

NOT For Use With Digital Subscriptions

Start my print subscription to Shipping T&Y with the next available issue, or issue.

Please note we can backdate a subscription to start 3 months prior to the current issue (subject to stock).

SUBSCRIPTION RATES				
PRINT	UK	Europe	Rest of World	
6 issues	£28.00	£36.50	£39.50	
12 issues	£56.00	£73.00	£78.50	

PAYMENT METHODS

Cheque/Postal Order made payable to **Tandy Media Ltd (in GBP £ Sterling ONLY)**

Credit/Debit Card American Express/Mastercard/Visa
 Card No: _____

Expiry Date: _____ Security No*: _____

*Last 3 digits on the back of your card or 4 digits on front for AmEx

Name as on Card: _____

SEND THE MAGAZINES TO

Name: _____

Address: _____

Postcode: _____

Country: _____

Tel: _____

*Email: _____

Please provide the billing address if this is different from above.

PRIVACY: Please note we won't share your data for marketing with anyone else and will only contact you in regards to administering your account. If you agree for us to contact you in regards to our own products and services please tick all the methods of contact you are happy for us to use: Email Post Phone SMS

Douglas Steamship Co. Ltd. (1883-1976)

aka S.T. Williamson & Co. / Inch Steamship Co. – Hong Kong

Douglas Lapraik was, without doubt, a true Hong Kong shipping magnate and “Taipan” being the owner of one of the largest shipping concerns in Asia by the early 1900s.

Born in London in 1818, he was nevertheless of Scottish origins, commencing his working life in London with the trading house of Wm. Mathieson & Company. The young and widely ambitious Lapraik arrived in the Portuguese colony of Macao in 1839 and became apprentice to the Scottish watch and clockmaking firm of Leonard Just & Son. In 1842, his employer sent Douglas Lapraik to Hong Kong to open a new branch of the company in the newly founded, and fledgling colony, following the cession of Hong Kong to the British Crown. Not long after arriving in the colony, Lapraik established himself with his own business as a watchmaker by 1846, while also conducting similar duties for Just & Son.

The large number of ships using the colony offered opportunities to repair and manufacture ship’s chronometers which were used for navigation. Due to his trade in chronometers and watchmaking and given the need in the colony for shipping companies to register a local address, Lapraik soon found himself nominated as a shipping agent. Over the ensuing years Lapraik became established as a wealthy citizen of Hong Kong during the 1850s and 1860s, earning the exalted title of a “Taipan” and, as such, taking part in the founding of many of the colony’s business ventures and expanding his own business interests in many sectors of Hong Kong’s burgeoning economy.

In 1863, after acquiring a small shipyard off Queen’s Road, and building two more at Aberdeen and Whampoa, Lapraik cofounded the Hong Kong and Whampoa Dock Company together with Jardine Matheson & Company and Thomas Sutherland, the officially appointed Hong Kong agent of the Peninsular and Oriental Steam Navigation Company. The dockyard would go on to become the largest shipyard in Asia at its peak. In 1864, Douglas Lapraik went on to be appointed as a member of the transitional founders committee of The Hongkong and Shanghai Banking Corporation which would be founded in 1865. Douglas Lapraik retired and returned to England in 1866 after creating a trust in benefit of his longtime Chinese mistress. He died in London in March of 1869 without any legitimate heir.

Lapraik’s watch business was acquired by a former employee, George Falconer, and still trades in that name as a principal supplier of British Admiralty Charts, nautical publications, and literature, as well as nautical instruments. Although the company was acquired by others in 1997, it still retains the name George Falconer & Co. and acts as an official British Admiralty Chart Agent in Hong Kong.

Earlier, during 1858, John Steward Lapraik, the son of Douglas Lapraik’s eldest brother, had arrived in Hong Kong to join his uncle’s firm. John Steward Lapraik would go on to inherit his uncle’s business fortune and empire after Lapraik’s death in 1869. Following the death of his uncle, John Lapraik formed the Douglas Steamship Company in Hong Kong, in 1883, with two other partners, and continued to oversee the running of its small fleet of coastal steamers, mainly engaged in trading between Chinese Treaty ports.

Over the years, Lapraik had become heavily involved in shipping between Formosa and Amoy in China, which had developed into one of the most profitable parts of his Douglas Steamship shipping business.

The cession of Formosa to Japan under the Treaty of Shimonoseki in 1895 which ended the Sino- Japanese War, had a profound influence on the future trading prospects and profitability for the Douglas Steamship Company’s Formosa enterprises. Osaka Shosen

Kaisha (OSK) placed several steamers on the Amoy Tansui Line and the Douglas Steamship Company was forced to cut freight rates. Also, OSK opened several other lines and began to compete on the China coast with Douglas Steamship Company. This caused the Douglas SS Co. to incur severe financial losses.

Fortunately, in 1900 and 1901, satisfactory earnings were made by chartering several of their ships to the British Government and later to the American Government, due to the Boxer uprising in China. The Formosa trade was proving to be a lost cause, and the company withdrew from that market.

After the loss of the Formosa trade, the company retained its operations in the China coastal and river trade, however it met with financial difficulties by the late 1920s. In 1932, Stewart Taylor Williamson, a New Zealander by birth, acquired a controlling stake in the Douglas Steamship Company. Williamson was one of the most prominent and colourful figures in Hong Kong business circles, and the holder of extensive interests in shipping, amongst other things. He began his career as an engineer officer with the Atlantic Transport Line and subsequently, joined the office of Douglas Lapraik, and from that time, steadily advanced within the firm. Mr. S.T. Williamson was Managing Director of the Douglas Steamship Company, Chairman of Directors of the Kowloon Docks, and a Director of numerous local companies.

At the time of his sudden death in 1950, he was 62 years of age and was reputed to be one of the wealthiest expatriates in the Far East. The Inch S.S. Company was formed as a subsidiary of the Douglas S.S. Company in 1947, and thereafter all Williamson ships bore ‘Inch’ names, the last of them being sold in 1975 shortly before Mullions, their future shipping associates, also ceased ship owning.

With the outbreak of WWII, the company had most of its ships seized by the Hong Kong Government on behalf of the British Ministry of War Transport and with the capture of Hong Kong by the Imperial Japanese Army in December 1941, most of the staff of the Douglas Steamship Company were interred in prison camps in Hong Kong, including Stewart Taylor Williamson. After the war, the company resumed its operations with the two remaining ships that survived the war years.

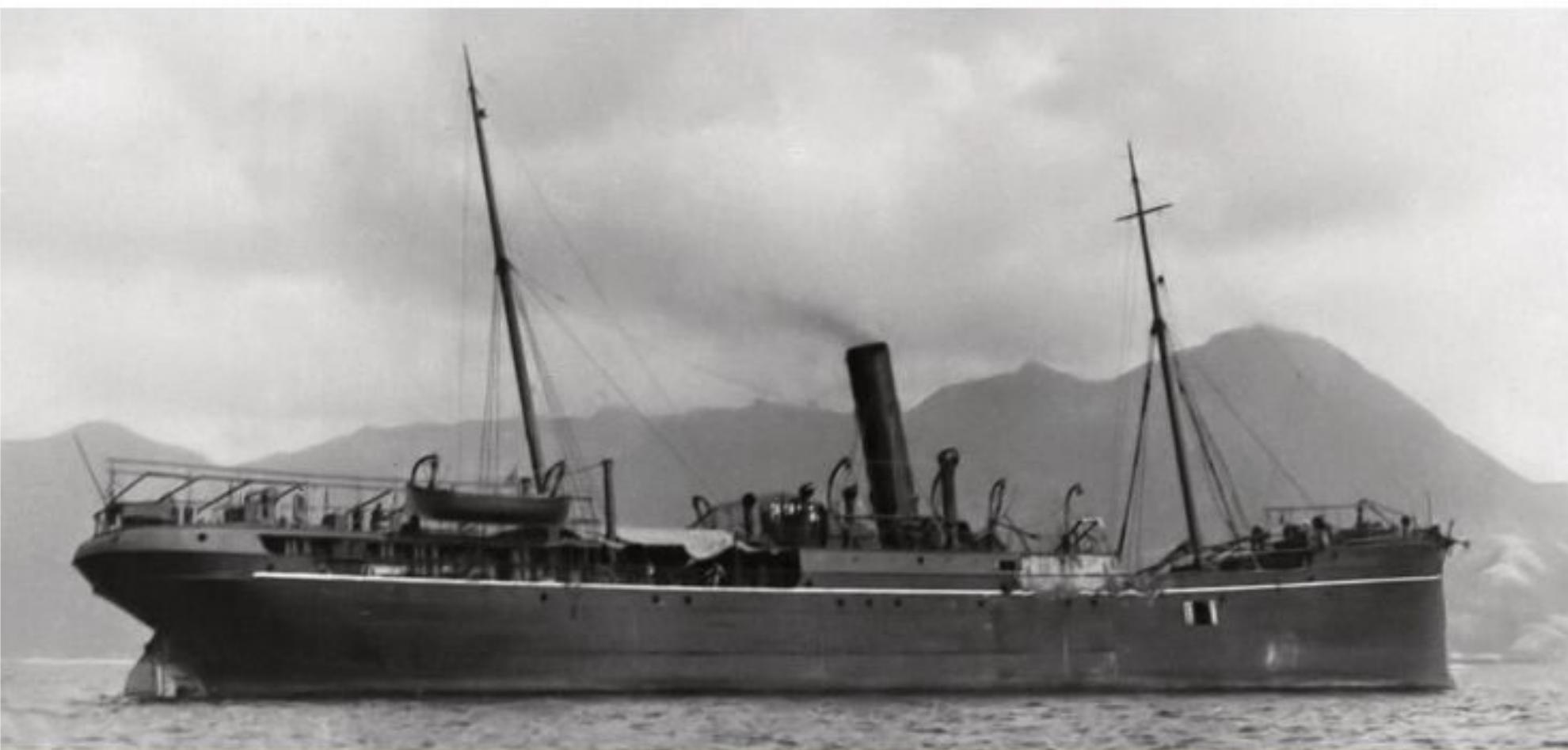
Upon the death of Stewart Taylor Williamson, control of the company passed to James Robertson Mullion who became the new chairman with Robert Ho Tung and John David Alexander serving as Directors. Considering the exposed financial state of the company, Mullion divested of the remaining two ships and focussed the business activities of the company in financial investments.

In the mid-1950s Mullion decided to reinvest in shipping once again, and the Douglas Steamship Company bought three Empire ships followed in 1959 with a similar ship. In 1966 J.R. Mullion & Co. formally took over as managers for the entire fleet and in 1969-1970 the then serving Empire ships, were replaced by other tonnage, among them two tankers.

By 1969, James Robertson Mullion became the controlling stakeholder of the Douglas Steamship Co., and he attempted to introduce several structural changes to the business, however, by 1972, the company was running large losses and Mullion was forced to inject substantial funds of his own money into the company to keep it solvent. The Mullion Group decided to sell off its ships in the mid-1970s and and by 1972 the company was making huge losses. On 21st July 1976, the company’s board voted to enter liquidation and wind up the company. The dissolution was made formally in 1985 and Douglas Steamship Co., was dissolved on 1st June 1987.



A Selection of the Ships of Douglas SS Co. Ltd.



The 2,080grt Haiching was built in 1898 by David J. Dunlop & Co. at Inch Yard, Glasgow. In 1929 she was seized by pirates whilst on a passage to Swatow, set on fire and gutted amidships. Fortunately she was saved by H.M.S. Shirley who escorted her back to Hong Kong. Following repairs, she resumed service but was torpedoed and sunk by U-168 100 miles west of Bombay on 2nd October 1943 with the loss of 12 lives.



Malcolm Cranfield

The 7,024grt Inchearn was built in 1943 by Armstrong Whitworth at Low Walker as the Empire Flag for the British Government. In 1946 she joined Donaldson Line as Carmia and in 1954 she moved to Blue Star Line as Victoria Star. She became Inchearn in 1955. On 26th May 1966 she arrived at Izumi-Ohtsu to be broken up.



John B. Hill collection

The 8,295grt Inchwells was built in 1920 by Pusey & Jones at Gloucester, New Jersey as the Ethan Allen for the US Government. In 1940 she became Empire Puma of the British Government before joining Williamsons in 1947. She later sailed as Point Clear, Giacomo Piaggio, Enrichetto and Silvana before being broken up at Hong Kong where she arrived on 30th May 1959.



John B. Hill collection

The 7,043grt Inchstuart was built in 1942 by Burntisland Shipbuilding as the Highland Prince for Prince Line. She became Inchstuart in 1955. On 6th June 1969 she arrived at Hong Kong to be broken up by Leung Tau & Co.



Walter E. Frost - City of Vancouver Archives

The 5,609grt Inchcastle was built in 1938 by Short Bros. at Pallion as the Anglo-Indian for Nitrate Producers' SS Co. In 1948 she joined Reardon Smith Line as Tacoma City before becoming Inchcastle in 1954. In 1966 she joined Wing On SS Co. as Lucky then on 8th November 1969 she arrived at Kaohsiung to be broken up.



Malcolm Cranfield

The 7,275grt Inchdouglass was built in 1943 by W. Doxford & Sons at Pallion as the Jersey Hart for Nolisement SS Co. In 1944 she joined Stanhope Shipping as Stanpark and in 1951 she moved to Queen Line as Queen Eleanor, before becoming Inchdouglass in 1956. On 4th November 1970 she arrived at Kaohsiung to be broken up by Hua Engineering, Copper & Iron Industrial Co.



John B. Hill collection

The 7,242grt Inchmull was built in 1941 by W. Doxford & Sons at Pallion as the Empire Spray for the British Government. In 1943 she joined the Netherlands Government as Gerard Dou and in 1947 she moved to NV Stoomvaart Mij as Marken. She became Inchmull in 1955. She was broken up by Shin Lie Steel at Kaohsiung during February 1969.



John B. Hill collection

The 8,261grt Inchona was built in 1960 by Pickersgills at Southwick as the Glanely for Tatem & Co. She became Inchona in 1969. In 1975 she joined Bardal Shipping as Alekos K and in 1978 she moved to Alkistis Shipping as Aries. On 2th April 1987 she arrived at Alang to be broken up by Chaudhary Industries.

PHOTO OF THE MONTH

Four Pelagic Trawlers in port at Lerwick on 4th August 2022. In the foreground are the 2,809gt Altaire and the 2,974gt Antares and in front of them are berthed the 2,719gt Adenia and the 2,934gt Zephyr. The Altaire of Interfish Ltd., operated by LHD Ltd. was built in 2004 by Sedef Gemi Endustrisi at Tuzla and completed by Solstrand, at Tomrefjord. The Antares of LHD Ltd. was built in 2016 by SIMEK at Flekkefjord. The Adenia of LHD Ltd. was built in 2019 by Zamakona at Santurtzi. The Zephyr also of LHD Ltd. was built in 2019 by Marine Projects at Gdansk.

Photo: Nigel Lawrence





TWO SHIPS BISCUITS, WHAT A MAN

Frank Coutts Hendry - Sailor, Soldier, Artist, Author

TWO SHIPS BISCUITS

I was born in 1935 and we lived in a suburb of Swansea. From our house we had a sweeping view across Swansea bay. In 1940 I clearly remember seeing from our windows the two halves of the *Protesilaus* beached off West Cross. She was one of the first ships to be mined by an acoustic mine which in this incident was dropped off Mumbles head. The *Protesilaus* was Blue Funnel Line's first 2nd world war casualty.

Swansea was from time to time bombed, which culminating in the '3 nights blitz' in 1941. However about that time my parents evacuated me to a friend of my fathers who lived in a small cottage at Cartersford in Gower, 8 miles from Swansea. This was to be my home for the next year or so. I was staying with Mr and Mrs Percy Rees. Percy did only occasional work besides running his small farm, which was little more than subsistence farming on about 8 acres I well remember haymaking, the hay being cut with a borrowed finger mower pulled by a horse.

In subsequent years I used to cycle over and call and see them from time to time. Percy Rees died towards the end of the 1940s and one of the last visits I made to Mrs Rees shortly before she moved out of the rented cottage she gave me 2 ships biscuits that were wrapped in tissue paper. I had never seen them before. Both had paintings of a sailing ship on them, one in storm conditions, which has some damage and one a sailing ship in full sail. Unfortunately she did not give me any information about them and regretfully I never asked. Both were of a 4 masted barque. From time to time I would unwrap them to see them.

In 1952 I went to sea as an apprentice with H. Hogarth & Sons of Glasgow on the *Baron Herries*.

The years passed and I left the sea in 1960. In 1981 I unwrapped the biscuits and on this particular day with strong sunlight my wife looking at them said, "I can see a name". Getting a magnifying glass we were able to pick out the name of the ship and the initials of the painter. With my interest aroused I wrote to the National Maritime Museum and in due course received some information and a photocopy of a letter that appeared in a nautical magazine of 1932. I now had a name to my ships biscuits. By 1997 I investigated further and in response to request for information I have been able to accumulate considerable information thanks to correspondence.



The Routenburn

THE SHIP

The ships name was the barque *Routenburn*, one of Shankland's all named after Scottish burns, in this instant the one entering the sea at Largs. The *Routenburn* was the last British built wool chipper. The initials on my biscuits were F.C.H., Frank Coutts Hendry. He commenced his apprenticeship in the *Celticburn* in 1891 and was on the *Routenburn* in 1895 when she left Swansea on the 28th June that year. He wrote an account of his time in the ship called 'Around the Horn and Home Again'. The junior apprentice on the *Routenburn* F.C.H. records, was a Percy Rees from Swansea. It can only be the Percy Rees with whom I was evacuated in 1941 and whose widow gave me the ship's biscuits.

I did not know if F.C.H. was handy with the paint brush but confirmation was to come from a person who had read my requests for information and kindly sent me a dust jacket for 'The Yomah-and After' which was illustrated by F.C.H. When F.C.H. wrote to a nautical magazine in 1932 it was to comment that in the November issue it recorded the news Hendry had been dreading for some time, the *Routenburn*, though she was now the *Beatrice*, was to be broken up. This was a ship he had had happy years in as an apprentice. This information was sent to me from the National Maritime Museum Greenwich.

The 2,097grt *Routenburn* was built in 1881 by R. Steele at Greenock for R. Shankland & Co. intended for the Australian emigrant trade and cargoes of wool on the home leg. It was recorded that she had one of the nicest figureheads of any British ship. She was sold to J.E. Olsen in 1905 and her name was changed to *Svithiod*. In 1922 she was sold to A. Pederson and renamed *Beatrice* by which time the height of mast and the square rig had been cut down and reduced from 20 sails to 15. She was broken up in September 1932 at Stavanger, hence the F.C.H. letter of that year.

F.C.H. THE SAILOR

Frank Coutts Hendry was born in Belfast in 1875. He joined the *Celticburn* on the 7th March 1892. He was on the *Routenburn* by 1895 when they sailed from Swansea for San Francisco on the 28th June 1895, with fellow apprentices Jack Boag, Percy Rees and two others. He completed his time in her, as he says, 'The very fine four masted barque *Routenburn*', and he obtained his 2nd mates certificate in Aberdeen. His new certificate in his pocket he travelled to Swansea where he had friends who might have influence in obtaining a berth. These were the days before the 'Pool' as the marine employment agency was known, but in Hendry's time you had to walk the docks for employment. He also travelled to Cardiff together with Jack Boag and through a contact he was introduced to a master of a barquentine *Kathleen* of Charlottetown, Prince Edward Island. The master told him that he did not normally take a 2nd mate only a boatswain but if Hendry did not mind hard work then he would take him. Hendry said he knew an able seaman who did not mind hard work as well, the Captain agreed also to take him. It seems that Boag had not got all his sea time in at this stage to sit for his certificate.

The *Kathleen* sailed from Cardiff with a full cargo of coal for Terceira, the eastern most Island of the Azores. Discharging was slow as no barges were available and fishing boats had to be used lifting only a ton at a time. During the time there the weather deteriorated and the storm built up to hurricane force. The barquentine was pitching on her anchors and she was dragging toward the cliffs and the final links of the cables were jumping over the whelps of the windlass. The ends of the cable were doubly secured around the foremast foot. Due to the pitching in head seas the cables had 60 fathoms out and one was grinding the spurling pipe (the pipe that carried the anchor cable to the deck) and the soft wood construction was disintegrating. Half a mile astern the seas were audibly crashing against the sheer cliffs. As the hawse pipe (the hole from the deck to the ships side) had gouged out a jagged hole in the hull they had to rig the towing cable to support the anchor cable and to take some of the strain. This worked and they weathered the storm. They sailed for Charlottetown and paid off in Swansea, Boag having got his sea time in, sat for his certificates, gaining his extra masters certificate and he joined Clan Line in 1903.

Hendry set up his home at Aberdeen and attended nautical college there and married. One day in 1897 walking the dock he 'came up all standing' when he saw a beautiful barque unloading nitrates from Chile. He had to go aboard and look around and in a few days signed on as 2nd mate. The John Lockett was sister ship to the J T North which John Masefield described as 'the perfect J T North' in his poem. He joined in Aberdeen and she loaded in the Tyne for Valparaiso, around the Horn in winter made the passage in 69 days close to a record. He paid off in Aberdeen and said goodbye to sail.

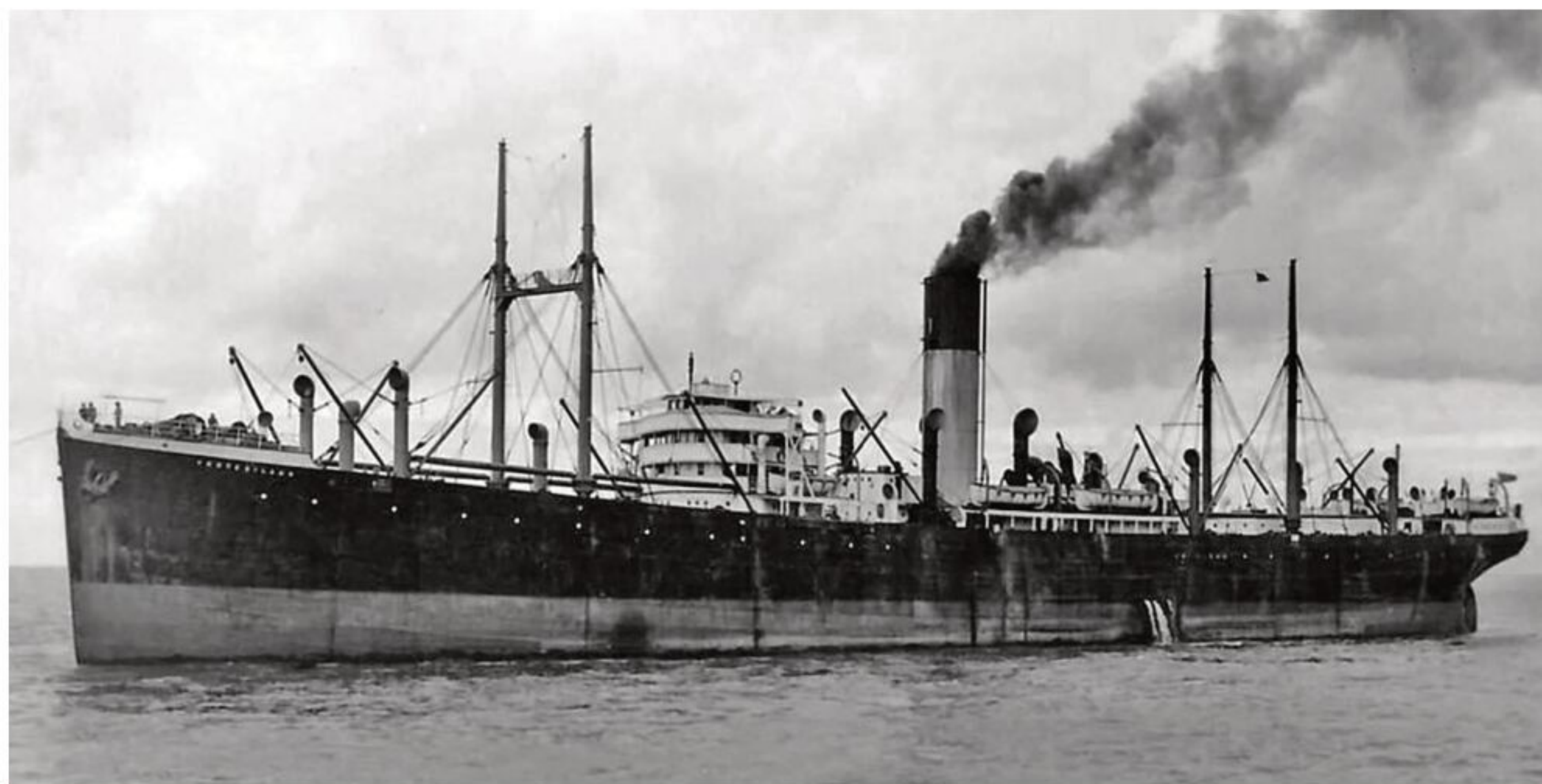
He taught navigation in Aberdeen, obtained his extra masters certificate, and obtained certificates in nautical and spherical astronomy (with honours) and in advanced naval architecture. About this time he was an officer in Cunards Ivernia. His desire now was to serve as master. He was aware that in many shipping companies it would take years to get command. It took Jack Boag 20 years in Clan Line to get command. However a ship master captain Jim Lingard on leave from Singapore told Hendry to go out to the Malay Straits and he would get a command in less than 2 years. The friend giving this advice had at one time had a chief officer who had never shaved had fluent Malay. He was to become the great writer Joseph Conrad. Hendry was convinced that Conrad's Lord Jim was based on Jim Lingard.

1904 saw Hendry out east joining the ss Waihora as chief officer. The Waihora was Penang owned but a former Union passenger ship of New Zealand. Hendry said each officer had his own steward.

It was during this time he made local contacts and was offered his own command on the ss Flevo owned by Straits Chinese. Some 9 years since he had his first certificate and with youthful looks he was just under 30 years of age, but his new employer showed confidence in him. Not so his employer's father, who felt his beloved ship was about to be lost. The former master had been unco-operative, unreliable and given to going missing when the Flevo returned to Singapore. Each time he had to be found and returned to the ship often having caused delays to the sailing. However he had excellent navigational ability and often boasted that if he was ever replaced then the next master would lose the ship. This had been put about Singapore at that time and the knowledge gave Hendry some unease, as had the old shipowner, but his son said they had to make the change.

The trade was general cargo out from Singapore to and around the Anambas Islands and copra and some sago back to Singapore. At that time the Anabas Natuna Besar and Natuna Selatan Islands were little charted and infrequently visited except by the Flevo. Because of this the owners were unable to get insurance on their ship.

On joining his ship he and the Eurasian chief engineer were the only two certified



Above: The 9,528grt Protesilaus was built in 1910 by Hawthorn Leslie at Hebburn for the Blue Funnel Line. On 21st January 1940 she was mined off South Wales. The wreck was scuttled off Skerryvore on 13th September 1940.

Below: The 2,655grt Celticburn was built in 1892 by Barclay, Curle & Co. at Whiteinch for R. Shankland & Co. In 1917 she joined Anglo-Saxon Petroleum Ltd. and was converted into the tanker Circe Shell. From April 1922 she was used as a storage vessel in Japan and was deleted from the register in 1927.

Bottom: The 2,097grt barque Routenburn was built in 1881 by Robert Steele & Co. at Greenock for R. Shankland & Co. As explained in the text she later sailed as Svithoid and Beatrice before being broken up at Stavanger in September 1932.

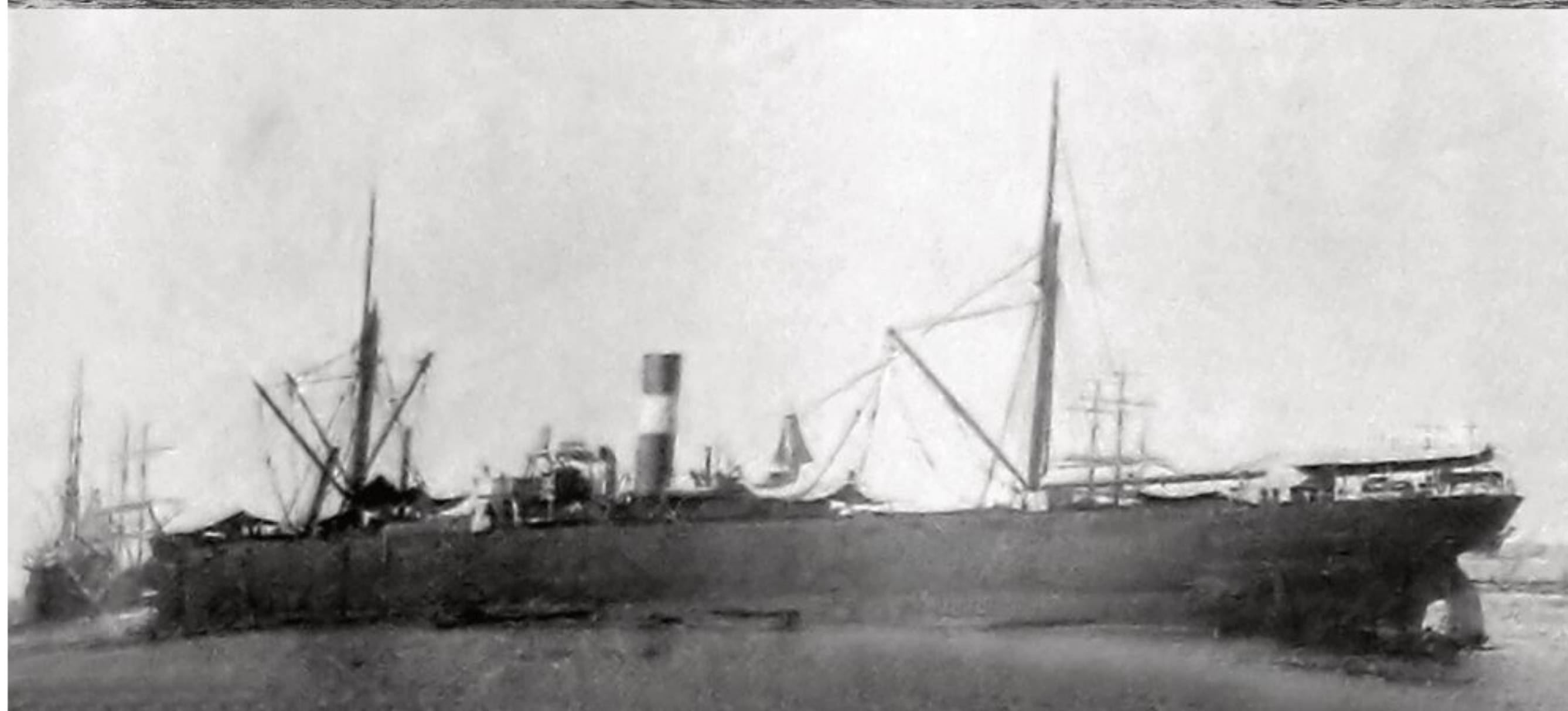




Above: The 4,574grt Baron Herries on which the author first went to sea. She was built in 1940 by Lithgows at Port Glasgow for Hugh Hogarth & Sons. In 1960 she was sold to Avlis Shipping of Piraeus and renamed Athos II. On 16th March 1962 she was wrecked on Hairsis Island in the Bosphorus while on a voyage from Constanta to Antwerp with a cargo of grain. She was broken up in situ. *(FotoFlite)*

Below: The 2,003grt Waihora was built in 1883 by Wm. Denny & Bros. at Dumbarton for the Union SS Co. of New Zealand. In 1903 she was sold to Koe Guan Co. of Penang without changing her name. In 1906 she joined Diederichsen, Jebsen & Co. as Lysholt. She was broken up at Shanghai in May 2011. *(The Alexander Turnbull Library)*

Bottom: The 2,379grt Roddam was built in 1887 by Edward Withy at West Hartlepool. She escaped the inferno caused by Mount Pelee's eruption in 1920. On 26th September 1905 she was wrecked on Beroskoil Island in the Yenisei River, Russia while on a voyage to Onega in ballast.



officers and non Asians on the 149 net registered ton vessel but with her smart appearance and white awnings she looked like a yacht. When Hendry took her to sea he felt that all eyes were on him to see how he handled her. From Singapore he consulted the chart and set course to pass down the middle of the Straits. The compass bearing was totally different to the ships actual heading and Hendry wondered what could be wrong. He checked the compass stand, then the quartermaster noticed Hendry's puzzlement and said had he, Hendry, remembered to put back the red and blue rods, the magnets. It seemed that the previous master always took them out when the ship arrived back at Singapore and he put them back in when he went to sea again. Hendry had learnt his first lesson about the previous master, there were others to follow. On putting in the correcting magnets he decided to swing the ship for compass correcting. This done he proceeded with confidence and caution. On making his first call part cargo was discharged and some cargo taken on. On leaving and being pleased with his and the ship's handling he was looking forward to the next Island Natuuna Besar. It was at this point that the chief Engineer said that it was an extremely difficult access through narrow reef passages and unmarked channels. Looking at his chart was little help as it was Dutch dated 1811 and many 'Positions Doubtful' were shown.

On arrival off the Island he went up the mast to try to find his way in. He could see some marks which did not appear to make sense, so he decided to anchor and make his own survey using his ship's boat. He found it hard to pick the channel out from the reefs. Using that age old steam ship useful item, old fire bars, wire and shifting boards he set out to sound the channel and mark its course and the small pinnacles that protruded from the bottom to within a fathom or so of the surface. About half way towards the settlement there was a sharp bend, and although the previous master had marked it, his markings would not have given enough clearance on the bend, so the ship would have touched the reef edge. The previous master knew this and he made the necessary distance adjustment but that was only known to him. Hendry was 4 days surveying and charting his findings.

From Natuna Besar he headed for Natuna Selatan pleased with his achievements looking over the bridge at the flat calm green sea and clear blue sky his beautiful yacht making a respectable 10 knots. When suddenly his eyes were drawn to immediately beneath the ship, rocks were rising sharply up to the ship with weed and fish swimming around. As he leapt for the bridge to engine room telegraph and rang full astern, his thoughts were the loss of his first command after some 12 days. He thought that he would never get another chance and that he had not lived up to the trust the young Chinese owner had given him. He

also thought that the waterfront in Singapore would be resounding to the joy of the former master and his friends when the news arrived. As the telegraph rang Hendry was surprised to see the chief engineer run to the bridge not the engine room as he would have expected. The chief engineer arrived on the bridge apologising for not having warned Hendry that on this part of the passage they always came across this ridge of rock but it never sounded less than 8 fathoms and they had come to know it as the 'Aquarium'. With the vessel stopped all round all they could see were rocks red and pink coral weed through which were swimming brilliantly coloured fish. Still shaken, Hendry put the ship to full ahead again.

On passage from Natuna Selatan to Singapore and as they entered the Straits he could see far ahead on the horizon a very dark cloud that appeared to be developing for a thunderstorm. As he came more to the west the black cloud got bigger but now looked like smoke. Appearing also were masts and soon he was passing the Russian Baltic fleet on its way to destruction at the hands of the Japanese. Shortly after he arrived off the signalling station and he knew their arrival would be reported to his owners. At Singapore he put her in the same position that he joined her.

His young owner came out beaming with delight and reported that when the ship was first one, then two days overdue, his father took to his bed convinced by the fourth day his beloved ship had been lost, but now was overjoyed with his 'joss man'.

Hendry left in 1907 after 2 years to become a Rangoon Pilot where he remained for the next 7 years.

F.C.H. THE SOLDIER

In 1914 he joined the army and was a Captain in the 4th Rajputd and served on the North West Frontier. In November 1915 Hendry was in General Townshend's push to Baghdad and he was looking forward to triumphant entry to that city. The Turks stiffened their resistance and at the battle at Ctesiphon Hendry was wounded in the foot. He waited to be transported by cart and as he could not walk he was no use as a soldier. He asked if he could be of use to the navy, by now Townshend's forces were in retreat and most were about to be cut off. Captain Nunn RN (afterwards Vice Admiral Wilfred Nunn, C.B., G.S.I., C.M.G., D.S.O.) took up his offer and Hendry was taken by cart to the river to become Lieutenant F.C. Hendry, Indian Army, in command of the stern wheeler Mahsoudi flying the white ensign. She was one of six craft with instructions to proceed down the Tigris River with the general retreat. Over the next days the boats moved steadily downstream helping each other and the barges of wounded.

One evening as dusk was falling Hendry noticed what he first thought was another Arab

was running along the hard mud at the river edge below the riverbank. But when he looked again the runner's legs looked strangely white. Hendry got his field glasses looked again and it was a soldier dressed only in a shirt and his legs were white where his shorts and putties should have been. By this time the man was quite close and to stop for him Hendry had to turn his boat's head to the river flow. He ordered the helm to port and increased the engine speed to make the turn. The soldier at the water's edge thinking he was being left cried out, "My God sir! Don't leave me! Don't leave me". Hendry assured him he would not leave him and to jump aboard when the boat came alongside. By this time it was dark and outlined on top of the riverbank there were a large group of armed Arabs. The soldiers in the Mahsoudi and its towing barges were watching the Arabs. There was a rattle of rifle bolts and one of the gunners shouted, "Jump mate" when the Mahsoudi was close enough to the bank. Hendry ordered hard a starboard and increased speed pulling the boat away from the bank. At this time the Arabs opened fire and shots were pinging everywhere. The petty officer opened up with the pom pom gun and in the gathering darkness the boat continued down river.

The rescued soldier now clad in navy gear was brought to the bridge to relate his story. He was in a column which had made a temporary stop and he and his mate found shade under a bush a little removed from most of his comrades, and when the order to move of was given they were missed. They awakened to find themselves surrounded by Arabs, the Arabs stripped his mate of his clothing so as not to spoil them and then cut his throat. At that moment this soldier had only partly been stripped when he noticed the mast and funnel of the Mahsoudi showing above the river bank, with a desperate burst of strength he broke away from his captors and dashed for the river bank. Hendry said that soldiers cry for help stayed with him all his life.

That night Hendry risked more night navigation to put greater distance between themselves and the Arabs. A few days later they came to anchor at Basra and Hendry's 17 days Royal Navy service came to an end.

He became Principle Harbour Master at Basra and he finished with the war with OBE and MC, and was mentioned in dispatches 4 times. He returned to the Rangoon Pilotage for a further 7 years.

F.C.H. THE ARTIST AND AUTHOR

In 1923 Captain Hendry retired and in 1925 took up residence in Grantown on Spey Scotland and became a full time writer, using both his own name and sometimes 'Shalimar', recording his apprenticeship in 'Around the Horn and Home Again', many true and factious stories, reflecting his wide experience of the sea. Many of his short stories 'Good Pilot', 'Through the Gap', 'What a Man', 'Almost an Ocean Mystery' and many more were col-

lected and published in book form. In total he wrote 18 or so books. Most were published by Blackwood & Son and for whom he was one of their most prolific writers, certainly in the marine field. Much of the illustration was done by Frank H. Mason R.I. some by Hendry himself.

Captain Hendry interviewed Captain E.W. Freeman when Captain Freeman was in retirement. As a result Hendry wrote 'The Escape of the Roddam'. This was an account of the only ship to survive the pyroclastic explosion when Mount Pelee in Martinique blew up at 0745 on the 8th May 1902. The explosion was heard 250 miles away, and all excepting two of St. Pierre's 38,000 inhabitants were killed. A passenger ship and a cable layer were lost. The Roddam had just come to anchor and the captain was about to ring 'finished with engines', when the super heated dust cloud began to fall. Captain Freeman called to the fore deck and shouted, "let the brake go free on the windless". Someone did, as Freeman could hear the links of the anchor cable going out. He never knew who released the brake but that person saved the lives of some of his ship mates but not his own as no one on deck survived. Captain Freeman rang the telegraph, using his arms as his hands were badly burned, to full astern and as the ship was gathering seaway the cable was running out fast, the only hope was that the cable would break away from it's mountings - it did!

The sea was beginning to boil as the gathered sternway ash was falling and burning awnings, boats and hatch covers. The steering had jammed so Captain Freeman could only get clear by using astern and ahead on the engine. After a time they were able to clear the steering gear. As all instruments and charts were destroyed, he used the sun through the dust fog, and headed for St. Lucia. The Roddam arrived there as little more than a smouldering hulk covered in thick grey dust.

Captain Hendry took a keen interest in his surroundings at Grantown on Spey. He loved the countryside and his knowledge extended to plants and birds in the area. He was also a keen fisherman in one of Scotland's finest rivers.

He also took an interest in sport. During the Second World War he was largely instrumental in formation of the local Home Guard. He became President of The Grantown on Spey British Legion, he also took a keen interest in ex-servicemen's welfare. He died in 1955 in his 80th year and is buried at Grantown on Spey's cemetery.

Much of the foregoing was obtained from readers and responders to letters and help wanted columns, 'True Tales of Sail and Steam' Oxford University Press, 'From the Log Book of Memory' William Blackwood & Sons Ltd., Molly Duckett, manager Grantown Museum & Heritage Trust, Gavin Musgrove of the Strathspey & Badenoch Herald and the National Maritime Museum.

A WORKING LIFE IN THE AUSTRALIAN MARITIME INDUSTRY Part Two - A Very Ordinary Seaman

Having completed my sea time as deck boy on the SS Balarr I paid off in September 1957 at age 16 and joined the SS Denman my first ship as Ordinary Seaman in October. The next few years were uneventful, and I continued to work on a wide range of merchant ships.

In 1959 both my brother and I served on the MV Baralga for what would become a unique voyage for an Australian ship as Australian shipping was traditionally coastal trade. Owned by the Australian National Line it was given a charter to deliver a full cargo of railway sleepers to Calcutta as part of some foreign aid program.

Our first loading port was Eden a small fishing port in New South Wales, much too small to fully accommodate a ship the size of the Baralga alongside the berth resulting in the ship having to be moored with headlines to the wharf and stern lines to a buoy with only the forward three cargo holds and the midships accommodation alongside the wharf.

The part loading was to take a couple of days and we were able to go ashore at the end of each day. The only place to get any alcohol was at the Fisherman's Club which in a small fishing port can be quite exclusive as was this one. After sailing it was a short run up the coast for a further part loading of the cargo in Coffs Harbour after which we sailed to our next port, Brisbane, to finish the full load of cargo.

While the ship was in Brisbane, we were given a battery of injections for smallpox, cholera and yellow fever being hit with the lot over two days. The effect was an overall shock to the body resulting in fever, chills, tiredness, and not much interest in working. To complete the process, we were issued with a Seaman's Document of Identity rather than a passport.

After sailing from Brisbane, we continued up the coast of Queensland to the Port of Townsville where we topped up the fuel bunkers, freshwater tanks, and stores. The early part of the voyage meant passing near the Island of Sumatra. Lying to the east of Sumatra is Banka Island, notorious for the murder of Australian nurses by the Japanese after the fall of Singapore in 1942.

A group of Australian nurses and British soldiers who were captured while attempting to flee from Singapore were murdered by the Japanese in what came to be known as the Banka Island massacre. Captured by the Japanese they separated the male soldiers and the female nurses before bayoneting the men out of sight of the nurses then marching the nurses into the surf and machine gunning them.



The 2,265grt Denman was built in 1949 by the New South Wales Government Drydock Co. at Dyke End, Newcastle, NSW for the Australian National Line. In 1967 she was sold to Eddie Steamships (Philippines) Inc. and renamed Aurelio K.L. She was broken up by Ming Hing & Co. at Hong Kong in May 1970.



The 3,895grt Baralga was built in 1956 by Mort's Dock at Balmain, Sydney for the Australian National Line. In 1972 she was sold to Nilmore Ltd. of Somalia and was renamed Hangchow and in 1977 she was renamed Taiping. In 1979 she moved to Sea Horse Shipping of Honduras as Sea Horse and in 1980 she was renamed Ever Luck for her final voyage to Kaohsiung where she arrived on 1st April to be broken up.

The sole survivor of the nurses was nurse Vivian Bullwinkle who although being machine gunned and wounded in the massacre survived by playing dead. She hid in the jungle and was taken as a prisoner of war, eventually returning to Australia at the end of the war.

During her time in captivity, she never mentioned that she was a survivor of the massacre for fear that if the Japanese knew they would kill her as they didn't want any evidence of the incident.

Of the small group of men who were massacred, two are known to have survived. Realising we were to pass this island we constructed a cross, and shield inscribed with the words:

*Australian Nurses
Murdered by Japs
Banka Island
Crew Australian Ship
Baralga
Date*

With the agreement of the ships Master, and at an appropriate time when passing the Island, the ship was slowed, a short service was held and the cross lowered over the side, released and the voyage continued.

With no air conditioning other than a single porthole and a punka louvre system of air blown through a small ball for spot cooling in each cabin, the accommodation became hot. The outside atmosphere also became



The memorial to the murdered Australian Nurses prepared onboard the Baralga.



The 3,904grt Boonaroo was built in 1953 by Mort's Dock at Balmain, Sydney for the Australian National Line. In 1970 she was sold to Collin Navigation Co. Ltd. of Hong Kong and was renamed Collin Four. In 1976 she moved to Cia de Navigation Reunion SA of Singapore as Reunion. In 1997 she operated for United Orient Line without a change of name. She arrived at Chittagong in May 1985 and was stranded on 24th May. Her dismantling commenced on 17th November 1985. *(The late Don Ross collection)*

moist as we steamed across the Indian Ocean. After a few days of this we decided to innovate and with the permission of the chief officer built a swimming pool using some wooden hatch boards and a canvas tarpaulin. Surrounded by an ocean of salt water it was only a matter of connecting a wash down hose to a hydrant and the pool was constantly full. Care had to be taken when near the outside of the pool as it was hard up against the side of the ship.

The next 15 days at sea were without incident other than saturation monsoonal rain for several days and nights while in the Bay of Bengal, then a long run up the Hooghly River to the port of Calcutta. After clearing Quarantine and Customs we berthed, cargo commenced, we broke sea watches (4 on 8 off) and resumed 'day work' hours. Normally this would be from 0800 to 1700 but we had

an agreement with the chief officer that 'day work' hours while in Calcutta would be based on a 'tropical day' of 0600 to 1300. Early excursions ashore were to the markets where we purchased the usual useless trinkets, but this 'tourist' activity soon became boring with the inevitable result that shore excursions quickly turned to visits to one or more of the best hotels.

After seven days in Calcutta the cargo was discharged, fuel and fresh water topped up (the fresh water had to be heavily chlorinated) and we sailed back to Australia for our next cargo, a load of iron ore from Cockatoo Island in Yampi Sound, northern Australia. The voyage to Yampi Sound took about 15 days. The loading of iron ore involved quite a lot of work opening and closing cargo hatches and shifting the ship along the jetty to accommodate the fixed

loading conveyor belt. At the end of the loading the white superstructure was covered in red iron ore dust that took endless work after sailing to try and get it off and return the paintwork to some semblance of white. Instead of going to Newcastle or Port Kembla as expected we finished up mooring to a buoy in Sydney Harbour where we cleared Quarantine and Customs. It was here that I paid off and headed back to Brisbane where I presented myself to the union roster and picked up a job as a deckhand on a trailer suction dredge the SD 'Echinese' working on the Brisbane River.

This job lasted four months at which time I decided it was best if I returned to sea and complete the remaining sea time necessary to obtain the rank of Able Seaman. As jobs for an Ordinary Seaman were more available in Port Kembla than they were in Brisbane I went there and immediately joined the MV 'Boonaroo' a five hatch 16 derrick cargo ship with the rank of 'seaman', a rank that was used to enable an Ordinary Seaman with a minimum of 12 months sea time as an Ordinary Seaman to take the place of an Able Seaman if one was not available. We sailed from Port Kembla to Melbourne and then to Fremantle. On arrival in Fremantle, I had completed the remaining sea time and received the appropriate endorsement from the Shipping Master as being 'Eligible to Sail as Able Seaman'.

A VERY ABLE SEAMAN

My first ship as AB was the SS Iron Wyndham trading between Port Kembla and Yampi Sound. On the voyage back to Port Kembla from Yampi Sound with a full load of iron ore the ship ran hard aground at full speed on South Warden Reef in the Barrier Reef.

While waiting for a powerful enough tug to reach us and tow the ship off the reef we were set the task of trying to lighten the ship by discharging some of the cargo of iron ore. With the expected arrival of the tug being 72 hours, we set to with shovels and empty 44-gallon drums. Using the cargo derricks, each individual drum was lifted to deck level, swung over the side of the ship and with a rope tail attached to the bottom of the drum the contents were unceremoniously tipped into the ocean. I think I know what today's environmentalists would say about that. We worked round the clock in shifts, including during periods of monsoonal rain, until the tug arrived on the 3rd day. The combination of lightening, the power of the tug and a spring tide (High-High water) were sufficient to get us off the reef and once clear to proceed to anchor for a diver to examine the underwater hull plates to determine the extent of any damage. As it turned out there was very little damage and we proceeded on our way to Port Kembla where I paid off and returned to Brisbane but continued at sea.



Above: The 12,828dwt ore carrier Iron Wyndham was built in 1953 by Broken Hill Pty. at Whyalla for the Broken Hill company. In 1976 she was sold to Union Brothers Marine Corporation SA of Panama and was renamed Union Atlantic. On 8th January 1979 she arrived at Kaohsiung to be broken up by Lung Ching Steel Enterprise Co. *(William T. Barker collection)*

Below: The 158grt tug York Syme was built in 1961 by Adelaide Ship Construction at Port Adelaide. She suffered a serious fire at Auckland but is now being renovated. *(Trevor Coppock - Seapixonline)*

Bottom: The 7,530grt Timbarra was built in 1954 by Blyth Drydock at Shipbuilding at Cowpen Quay. In 1969 she was sold to Alter Marine Corporation and renamed Paterelias and in 1973 she joined Montauk Maritime as Montauk. On 2nd November 1973 she arrived at Split to be broken up by Brodospas. *(The late Don Ross collection)*



I next found myself on the roster in Melbourne where I picked up a job on the Melbourne harbour tug the MT York Syme. After 4 months the call of the sea returned, and I joined the SS Timbarra. We sailed for Newcastle and discharged a cargo of steel. With the ship's cargo gear all squared up we were sitting in the mess room about 30 minutes before sailing time when one of the AB's fell over and lacerated his leg. The 2nd mate came down with a large bottle of iodine and proceeded to lather it onto the laceration. While he was doing this another AB collapsed and crashed to the deck. The 2nd mate went to his aid and while he was otherwise occupied the AB with the laceration took a swig out of the bottle of iodine! After an examination of the collapsed AB, the Master decided to call for an ambulance. The ambulance paramedics advised that he had to be taken to hospital. As the mess room was below the main deck, we had to get him up a companionway, then along the deck alleyway to the gangway. As it was too difficult for the paramedics to use a standard stretcher, we used the wrap around 'stokes litter'. Once securely wrapped we managed to get him to the gangway with a few bumps on the way.

The problem now was getting him safely down the gangway especially as the ship was in lightship condition making the gangway very high, long, and steep. With one AB at each end of the 'litter' they slowly commenced to manoeuvre it down the gangway with each man having to hang on to the gangway man ropes with one hand and hold the single rope tail on each end of the 'litter' with the other hand. As a result, the litter tended to roll over requiring the handlers to stop at regular intervals. All ended well and they arrived at the wharf without further issues but I'm sure the patient was more frightened by the evacuation than he was of the complaint! We eventually sailed about 2100 and I was on the 4 to 8 watch. As I was the ship delegate, before going to bed I did a quick check on the AB who had taken the swig of iodine. He was asleep and I felt he was okay. He was on the 12 to 4 watch, so I left it at that. At 0400 the next morning when I relieved him at the wheel, I asked him how he felt. He said quite nonchalantly 'not too good'. When I told him he had taken a swig of iodine he didn't seem to be the slightest bit concerned. He came good and was back to normal by the end of the day.

By now it was 1963 and for the next 12 months I drifted between going to sea and working on the Brisbane River on a variety of different vessels. It was also around this time that I joined the MV Waiben a small coastal cargo passenger ship as bosun trading between Brisbane, Hayman Island, Townsville, Palm Island, Cairns, Cooktown, Lockhart River, Portland Roads, and Thursday Island northbound and then Cairns and Townsville southbound.



The 3,952grt Binburra was built in 1950 by Evans, Deakin & Co. at Brisbane for Australian National Line. In 1969 she was sold to Malaysian International Shipping Corporation and renamed Malaysia Pertama and in 1971 she moved to Pacific Trade Navigation as Santa Rosa. On 9th June 1974 she arrived at Kaohsiung to be broken up by Tien Cheng Steel Manufacturing Co. Ltd. *(The late Allan Green collection)*

AN ANECDOTE - CAIRNS OR CANS?

The usual practice on this ship was to take on a full load of provisions in Brisbane before sailing. This meant that on the north bound part of the voyage, we always had a good supply and variety of fresh fruit as part of our meals. But on the southbound part of the voyage as we could only provision in Cairns and Townsville the supply, and especially the variety of fruit would decline, and we were generally left with only bananas and pineapples as the availability of most other varieties of fruit was limited in these places. At some point we decided to complain and contacted the union in Brisbane. A meeting was arranged onboard between the Chief Steward, Captain, union official and the ships delegates of which I was one. I asked why we could not get a variety of fruit in Cairns and as an example I mentioned pears. The chief steward said that you can't get pears in Cairns but before he had time to explain why the union official, a fiery Scotsman shouted, "of course you can get pears in cans, big cans, and little cans". The meeting broke up in laughter and we accepted the status quo.

After paying off I joined the SS Binburra. When I joined this ship, it had just been converted into what was known as a 'semi container' ship, meaning rather than carrying loose general cargo it now carried all cargo in containers stowed in the lower hold and on the hatch covers, and palletised cargo in the 'tween deck but still used its own conventional cargo gear (16 derricks and 2 jumbo derricks) rather than a dedicated shore side container facility and equipment. After sailing from Melbourne, we encountered quite severe bad weather on the

eastward transit of the Bass Strait and the ship was rolling heavily. About 0800 there was a load crashing noise as one of the fully loaded containers on number 3 hatch at the aft end of the foredeck broke its heavy chain lashings and fell off the hatch top landing on the deck and coming to rest against the outside bulwark. It was quickly noticed that every time the ship rolled the container would move slightly and then when the ship rolled back again the container would bump heavily on the bulwark.

All the off-duty deck crew (4 remaining watchkeepers and 2-day workers) were called out and given the task of 'hardening' down the container to stop it from moving. This meant using the cargo runners (heavy wire) connected to the cargo winches to form a 'bird cage' of wire over and around the container and then heave the wires tight using the cargo winch. To do this we had to clamber around the container attaching cargo lead blocks at various parts of the container and then dragging the wire cargo runner and feeding it through the lead blocks. It was dangerous as the ship was still rolling although not as bad because the ship had been placed in the 'heave to' position with reduced speed. But each of us had to be careful and especially nimble so as to quickly step back when the container moved and only rush in when things settled temporarily. After several hours we managed to get the wire cargo runner rigged and hauled tight on the cargo winch locking the container firmly in a rested position. Once in Brisbane and with the container safely removed the hull plates and bulwark were inspected and repaired. I think we even got a photo and mention in the Brisbane Courier Mail.

NEVER GIVE AWAY A JOB

Because this ship was semi containerised as mentioned, the number 1 cargo hold was too small to hold more than a couple of containers, so it was converted into an area to carry bulk malt. This was achieved by lining the inside of the cargo hold with stainless steel sheeting. The cargo of bulk malt was loaded using a hose suspended by a cargo runner and cargo hook from one of the cargo derricks at number 1 hatch. The cargo would arrive on the wharf in road tankers and park adjacent to the location of the cargo hold. The loading hose would be lifted into position with one end inside the cargo tank and the other connected to the tanker on the wharf from where the cargo was pumped through the hose into the cargo hold.

As the cargo hose would have to be regularly lifted above the level of the malt as the cargo space was being progressively filled each of the crew took it in shifts to sit on the cargo winch and make these small but repeated adjustments to the height of the cargo hose. It was a boring job and after a few voyages it was argued by the crew that the job would best be done by the waterside labour and the job was given to them. I recall the Melbourne union official being critical of us giving this job away. His argument was that if you give a job away you will never get it back and it could mean you being out of a job while the other party were still employed.

He made sense to me. After discharge from the Binburra I joined a large British ship the MV Tri-Ellis, trading from Melbourne and Geelong to Nauru, Ocean Island and New Zealand.

CONTINUED NEXT MONTH

The Lizzie May - Kathleen & MAY

By the turn of the 20th century the steamships of the day had decisively taken the ocean trade away from the sailing vessels, and that led to just a small number of coastal sailing ships being built in the UK. But in North Wales where sailing coasters were used to great effect, Captain John Coppack and his brother took it upon themselves to have a small topsail schooner built for the shallow waters of the North Wales slate ports.

They decided on a ship of about 150 gross tons on which Captain Coppack with a mate and four sailors could man her. Such a size ship was quite the norm in North Wales where little ships could load their cargoes of slate or bricks from the shallow water quarry ports.

Therefore, it was at the latter end of 1899 that a contract for the Coppacks to build their planned ship was given to the highly acclaimed Ferguson & Baird of Connah's Quay. The frame of the ship was double framed oak over three-inch pine planks.

The result of the build was a vessel of 99 nett, 136 gross and a deadweight of 226 tons. She had a waterline length of 98 feet and a beam of 23 feet. The bowsprit on any sailing ship is never included in the ship's length. The topsail schooner was launched in April 1900 and christened by both of Captain Coppack's daughters Lizzie and May, and such was the name of Lizzie May being given to the double top-sail schooner with her reddish brick red sails. The building costs of Captain Coppack's schooner was £2,700.



A lovely oil painting of the Lizzie May by John Richardson

The Lizzie May's first cargo was 226 tons of house bricks from North Wales to Dover, from then on with her crew of six, she traded on the west coast of the UK with Liverpool being her most visited port and from where she lugged coal from Garston to Ireland. The youngest member of the crew on such ships always acted as the cook.

In 1908 the Lizzie May was sold for £1,700 to Martin J. Fleming of Youghal in County Cork and was given a name change. The wife of the new owner was named Kathleen while his daughter's name was May, and as a result the new name of the schooner became Kathleen & May. Under the Irish flag the schooner continued plying the same sailing routes with the same cargoes of Welsh slate, Lancashire coal, sand or any other bulk cargoes. However, in 1931 the Kathleen & May changed hands once again and went to Captain Jewell of Appledore for £700. He spent a further £800 on a refit which included an 80HP diesel engine. The topsails were removed and self-reefing gear was fitted to the main and mizzen sails. After the death of Captain Jewell in 1945 the schooner passed to his son Tommy.

In 1947 the martingale boom was removed from the bowsprit and the little ship continued on the Irish Sea coal trade which by that time was in severe decline. In the same year she was involved in a heavy collision at Swansea's south dock with the local fishing trawler Tenby Castle whilst trying to leave with coal for Ireland. That accident which later proved to be quite costly left her with a stove in bow and a bowsprit that carried away.



The Kathleen & May at Liverpool in her heyday painted by John Richardson

Kathleen & May was the last ever sailing ship to trade in and out of Liverpool. But with no work or any prospects of it in sight in the late 1950s the Kathleen & May was acquired by a film company and was used in a small number of films before being laid up in Southampton Water.

But after lying there for a few months and while she was rotting away, the out of work schooner was spotted in 1966 by master mariner Captain Paul Davis. Paul, who had a love for sail, sold most of his collection of vintage motor cars to raise the money to buy the out of work and unwanted former sailing collier. With a complement of just one, who was a retired agricultural engineer, the two men sailed her around the coast from Southampton to Appledore, where to avoid harbour dues, she was berthed on the mud in the estuary outside the port. Paul Davis resigned his post with James Fisher & Co. and spent the next five years working on the restoration of the schooner with the help of volunteers, all of which was financed by the sale of the last of his vintage cars. Occasionally he conducted sea trials on any of the new vessels that were built by the Appledore shipbuilders while he continued with the restoration of his schooner. Paul's ambition was to restore the Kathleen & May to a working condition and to ply her once again as a merchantman, but due to ever increasing financial costs the job proved too big a challenge.

Therefore, it was in 1970 that he was reluctantly forced to sell her. From then on, the little schooner that nobody wanted went to the National Trust and was laid up at Gloucester.

In 1999 she was sold to Steve Clarke and moved to Bideford where another effort was made to restore the ship, and where the author of this story lived and helped in the restoration. As a result of his efforts in restoring Kathleen & May, Councillor Steve Clarke was awarded the OBE in 2008. She is currently moored in Salthouse Dock at the Liverpool Maritime Museum. The 118 year-old schooner is open to visitors and funding is being provided by the Kathleen & May Heritage Trust.



The Kathleen & May in Liverpool as she is today



ISLE OF MAN SHIPWRECKS

Isle of Man Post Office presents six of the most notorious and significant shipwrecks in the waters off the isle of Man over a period of almost five hundred years.

Adrian Corkill writes....

Many hundreds of ships have met their final fate around the coast of the Isle of Man. The Island's central location in the Irish Sea and proximity to major shipping routes have been factors in centuries of losses.

The six-stamp collection vividly illustrates the ships at their ultimate resting place, as well as key details on each ship's voyage, its crew, and the development of the events that followed and how those events affected the Isle of Man.

The ships featured are:

- Patache Sancta Catalina - The Spanish Head Armada Wreck (1588)
- HMS Brig Racehorse - The Skerranes, Langness (14th December 1822)
- Brig Lily - Kitterland in the Calf Sound (27th December 1852)
- Barque Thorne - Port Jack, Onchan (25th January 1890)
- Steamship Clan MacMaster - The Calf Sound (30th September 1923)
- Steam Trawler Cevic - Ballure, Ramsey (26th June 1927)

Issued on the 12th October 2022, the collection is available as a Stamp Set, Sheet Set, Presentation Pack and a First Day Cover.

Order yours at iompost.com/Shipwrecks

TECHNICAL DETAILS

Illustrations:Paul Parker
 Text: Adrian Corkill
 Design: IOM Advertising & PR
 Printer: bpost
 Process: Offset Lithography
 Colours:4
 Paper: 413 True White Litho FSC 110
 Perforations:11.5 per 2cm

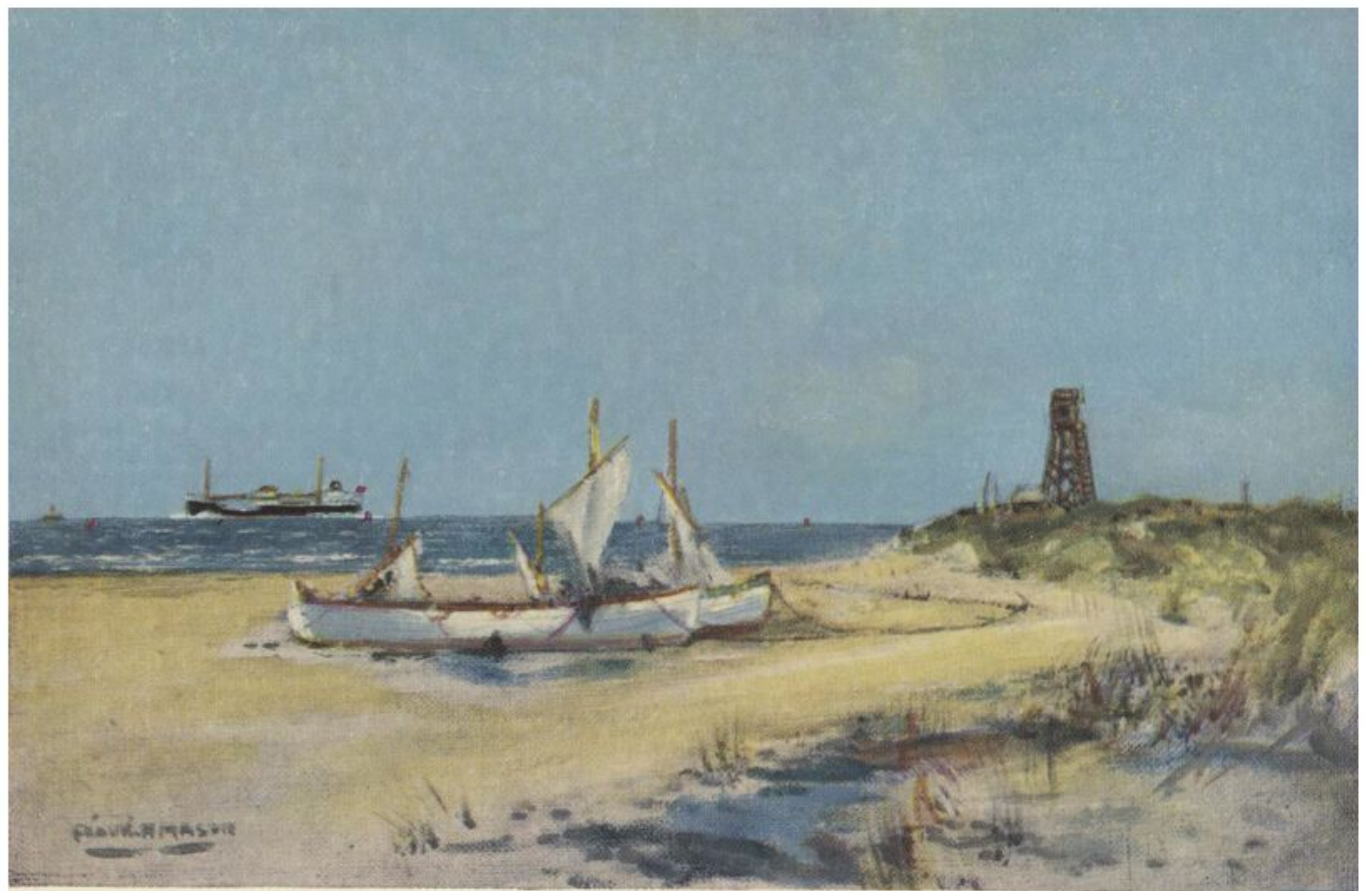
Stamp Size:40 x 30mm
 Format: Sheets of 20
 Date of Issue:12th October 2022
 Limited Editions:Presentation Pack 1100
 First Day Cover 150



THROUGH THE EYES OF THE ARTIST

Everards around The Coast - Part Four

In this series we are taking a look at the work Frank Mason did for F.T. Everard & Sons in the immediate post-war period together with some exceptional photographs and some other artists. They will together take us on a journey from the Thames around the British coast in an anti-clockwise direction illustrating the days when just about any waterway that could boast seven or eight feet of water at high tide and a quay would see the famous red and white house flag on a coaster moored alongside at some time. Most of the Mason illustrations come from my own collection, but I have had the privilege of being able to use some of the rare prints from Ken Garrett's collection which are lodged with the World Ship Society at their Chatham archive, for which I am very grateful. I have also used some of the exceptional photographs that have found their way into the public domain via the superb F.T. Everard Facebook site, acknowledging where I can their provenance. Much of the material is from a forthcoming book on F.T. Everard which will be available soon. This month we look at the East Coast ports.



M.V. "Sincerity" passing Caister

Original painting by Frank H. Mason, R.I.

Last month we showed the importance of the trade to Great Yarmouth and Norwich to the Everard fleet, and Mason only moves a little Northwards to show one of the motorships, **Sincerity**, passing Caistor beach (above right).



This tranquil scene would have looked very different in November 1929 when the Everard barge **Scotia** was caught in a heavy storm, dragged her anchors and was driven ashore on a nearby beach when on passage from Keadby to Maldon with a cargo of basic slag. The sad aftermath is captured in the photo above left, courtesy of Tony Farnham. The 108 grt **Scotia** was the fourth barge built at Greenhithe by F.T. Everard and the second for his own account after the **Britisher**. Completed in 1903, she was a near sister to the **Cambria** and **Hibernia** built by F.T. Everard's two sons in 1906, and continued the theme of patriotic country names for Everard barges. She is seen (above right) in happier times being towed down the River Trent from Keadby, by the United Towing Co. of Hull steam tug **Krooman**, again courtesy of the Tony Farnham collection.

WELLS-NEXT-THE-SEA

Further up the Norfolk coast the little port of Wells was a frequent destination for the Everard barges, and this postcard shows the **Will Everard** discharged and ready to sail. The channel was a tortuous one and local pilotage was essential, although Jim Uglow describes graphically in his book *Sailorman* an occasion when they incurred his wrath by not appearing when needed.



THE QUAY, WELLS ON SEA.

27984



KING'S LYNN

“Of all the Navigable Rivers in England the River Great Ouse is one of the Chief... and Lynn sits at the door of this river as if it was the Turnkey of it”. Thos. Badeslade (1766).



This quote adorns the front cover of the Official Handbook produced by the King’s Lynn Conservancy Board in 1961. Unfortunately the Great Ouse never lived up to Badeslade’s expectations in terms of river traffic but Lynn’s position on the Wash at the centre of a rich agricultural area and its proximity to the great industrial manufacturing centres of the Midlands certainly made up for that. In 1874 its customs duties exceeded all other ports except London, Bristol, Liverpool and Hull. The coming of the railways led to the construction of two enclosed docks, the Alexandra in 1869 and the larger Bentinck in 1878. By 1961 these and the East bank of the River Ouse were lined with warehouses, many of which were ironically built to accommodate imports of grain from the Argentine and Black Sea ports, but by the 1960s were giving yeoman service to merchants in the English grain trade. Mason’s busy painting, above, shows how important King’s Lynn was to the Everard fleet, with yellow Everards particularly regular visitors to the South Quay and Boal Quay, while smaller motorships and the barges frequented the inlets at Purfleet and R.&W. Paul’s huge mill making animal feeding stuff on the little River Nar, wharves on creeks now silted up entirely and mills long since flattened.



This shot, by West Norfolk Newspapers, shows the 655 grt 1955 Wallsend built **Centricity** squeezed into the Purfleet alongside C.W. Byford's Silos, now no more.



This picture, posted on Facebook by daughter Lynne Harper, shows long-time Everard skipper Fred 'Bimbo' Mackie, a native of Margate, in the Purfleet probably on the barge **Will Everard**. In the background can be seen the ancient Custom House, built in 1683. A full appreciation of his amazing career, during which he served on 29 Everard vessels, will be in the forthcoming book.



KING'S LYNN POSTSCRIPT

Everard's rarely registered their vessels other than in London, although Grangemouth and Goole-built ships sometimes honoured their place of birth on their sterns, and Hay's boats were registered in Glasgow. However, so important was a place on the Conservancy Board at King's Lynn that the Dutch-built **Sociality**, when she entered the fleet in 1953, was registered there as can be seen in this photograph (right) of her in Margate harbour, a regular destination for this attractive looking ship. I had the privilege of being onboard her when she entered Margate once, as an 11-year-old, thanks to my grandfather pulling strings with the well-known Margate pilot and lifeboatman "Teddy" Parker. I remember being impressed by the way she was steered by an overhead tiller in the deckhead of the bridge despite her having a wonderful wooden wheel.



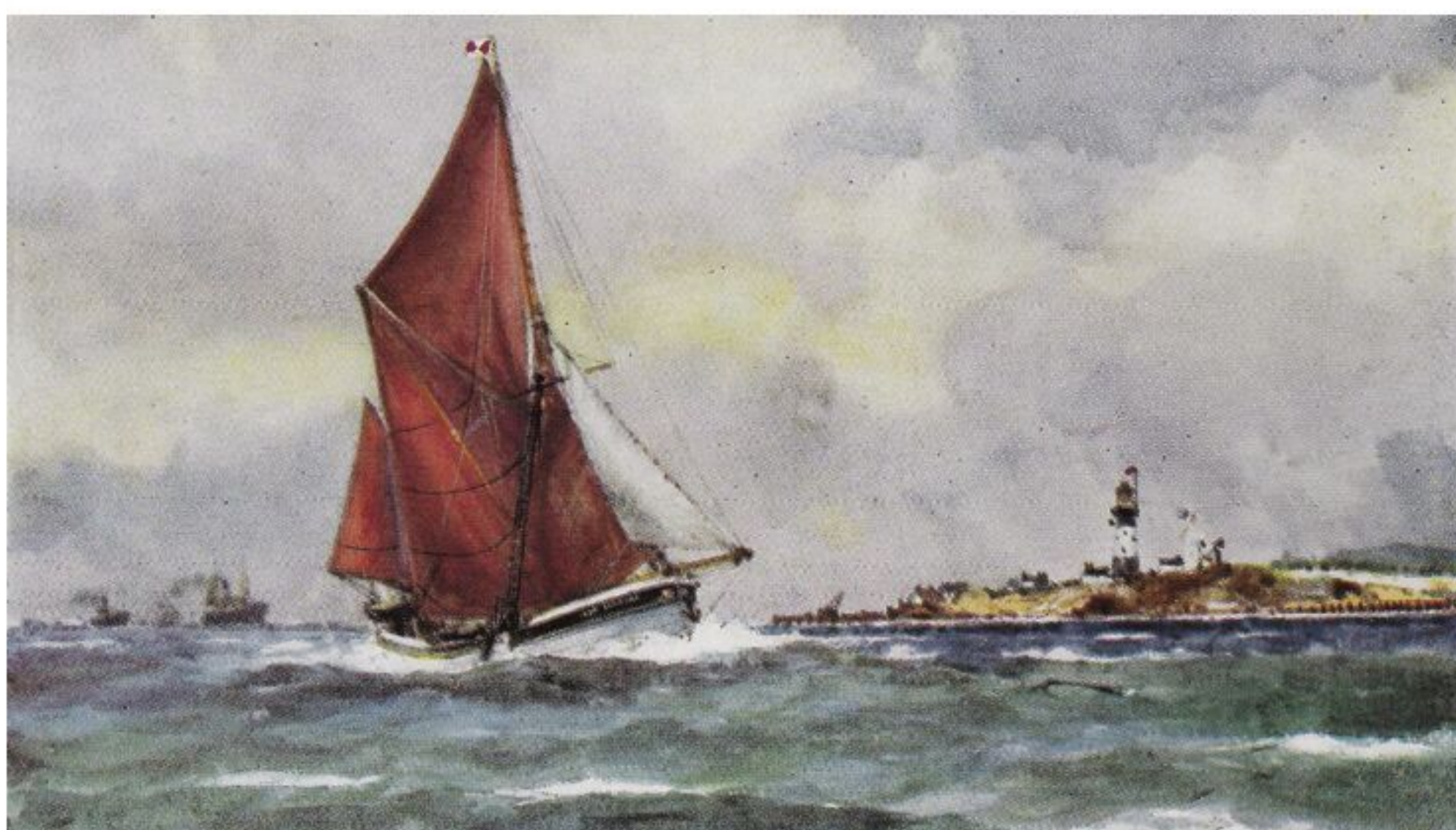
WISBECH

The port of Wisbech is another Wash port which, like Lynn, lies at the heart of an area of rich agricultural land. Exports of grain, mainly corn and oilseed rape, and imports of coal and timber kept Everards busy for many years. On the right we see the **Will Everard** at the port. The passage up the River Nene often needed help from local tugs. The wharves at Port Sutton near the mouth of the river just below the swing bridge opened in 1987, but their closure was announced recently. In 2000 the coaster **Lagik**, in with steel from Norway, grounded while attempting to swing in the turning bay and broke her back (see below right).



THE HUMBER

Mason seems to have been drawn to the spectacular views of Everard ships passing Spurn Point at the entrance to the Humber. The 1,016 grt **Agility (2)** (below right) was completed at Goole in 1959 and sold to Saudi interests in 1987. The 1925-built **Alf Everard** (below left) was converted to a motor coaster in 1943 and suffered a collision with the Ellerman ship City of Johannesburg off Whitstable in December 1953.





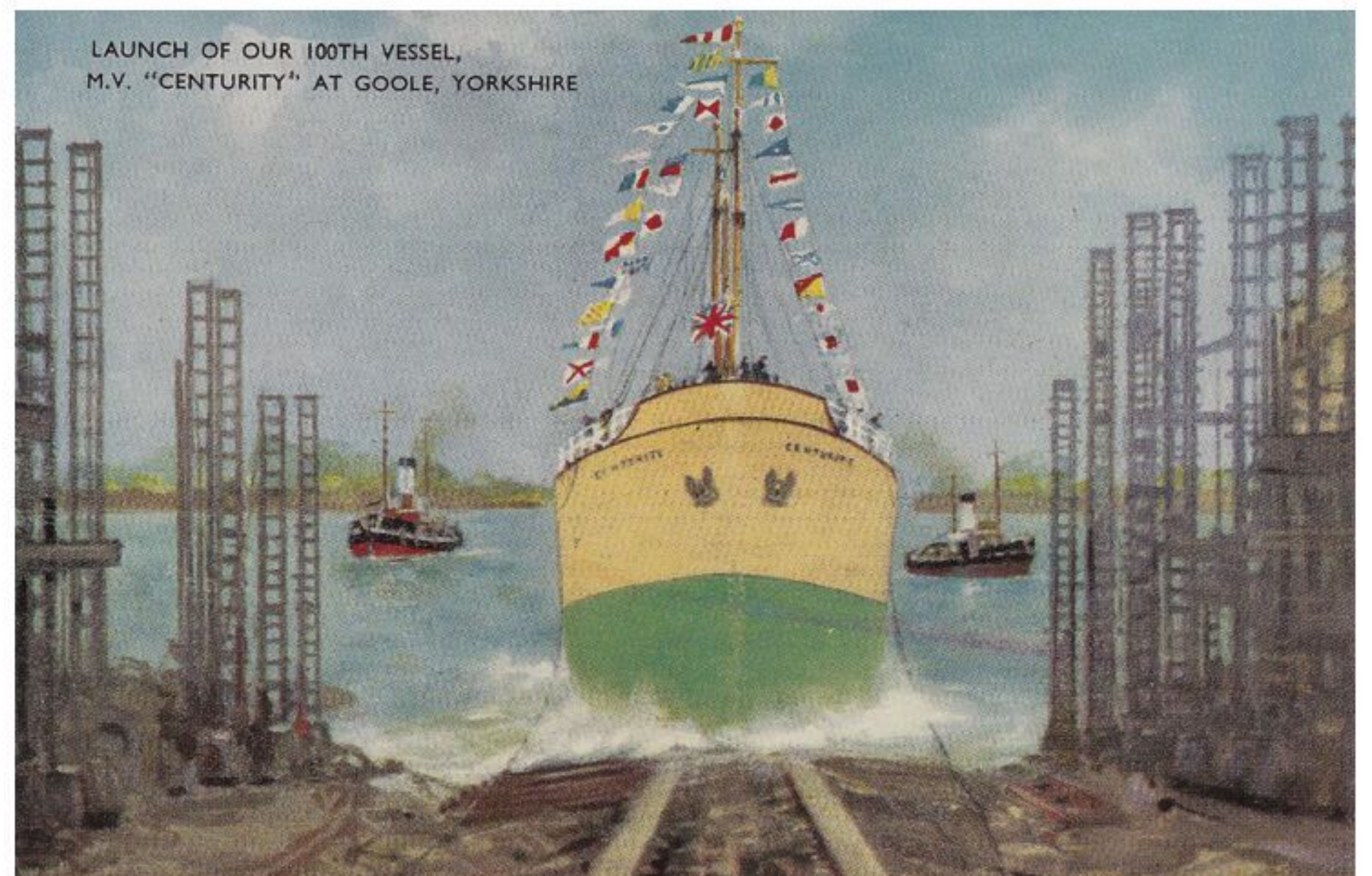
RIVER HULL

The diminutive River Hull flows Southwards into the Humber estuary through the heart of the city and gave Kingston-upon-Hull the name by which it is most commonly known. In the post-war years the river was still very busy and a frequent destination for Everard's ships. Here (right, courtesy of Ray Lester on Facebook) we see the **Will Everard** in her motorised days alongside a flour mill up the river. Bruce Price, also on Facebook, remembers visiting Stoneferry further up the river aboard either the **Signality** or the **Aridity** with china clay. They went upstream on the tide stern first with the anchor 'drudging' along the bottom to provide the rudder with some leverage to steer past the numerous barges en-route. Charles Tulloch also remembers visiting Stoneferry Oil Mill in the Affirmity and Sam Wallis remembers similar journeys across the North Sea, mostly underwater, in the little **Aptity**.



GOOLE AND SELBY, RIVER OUSE

The railway docks at Goole were another important destination for Everard vessels, often with timber. So much so that several ships were built to 'Goolemax' dimensions to fit the Ocean Lock there. Of course the shipyard at Goole, linked to the Grangemouth yard through the joint ownership of the Craggs family, also supplied many ships to the fleet and Mason was clearly deputised to record the launching of what allegedly was Everard's 100th ship, the **Centurity**, as seen below right. The superb photograph (below left) courtesy of Neil Burns on Facebook, shows the 1955-built **Centricity** in No.1 dry dock at Goole on 2nd October 1975. Capt. David Ingham, remembers her as "a very pleasant ship", as do others.



Ships were also built further up the Ouse at Selby by Cochrane & Son for Everard's, such as the 799 grt **Sociality**, seen below right in her home port waiting for water to deliver her cargo of power station ducts from Glasgow to Drax Power station just up the Ouse. She was completed in 1986 as the **Stevonia** for Everard associate Whartons and renamed the following year. Photo courtesy of Peter Robinson on Facebook.



KEADBY, RIVER TRENT

Few Everard crews from the immediate pre- and post-war years would have not been familiar with the delights of this tiny village and its rail coal hoist at the end of the Stainforth-Keadby canal. Best gas coal from the South Yorkshire pits were taken to South East England every tide. Best hostelry in the Friendship Inn as vividly described by Bob Roberts in his "Breeze for a Bargeman".

Below left shows the **Alf Everard** being towed down the River Trent with another load, while in an evocative scene from the past (below centre) and the motorship **Grit** in mid-river while a Humber sloop fights her way upstream against the wind. Both photos courtesy Tony Farnham. Below right is a postcard showing local barge **River Witham** with the **Sincerity** and a Chant vessel waiting their turn at Keadby for the black gold.





PALM BEACH



If you live almost anywhere in the Caribbean, chances are much of your food, supplies, and other commodities were shipped from the Port of Palm Beach, Florida, in the United States.

About 80% of the nearly 2.5 million short tons of cargo transiting the port annually is exported, with most of it shipped to countries in the Caribbean. The Bahamas gets more than half of its consumer products from the port. The port ships and receives nearly \$15 billion worth of goods annually and is one of the area's largest employers directly providing more than 2,700 jobs. An additional 6,000 jobs are associated with the importers and exporters that use the port to ship cargo.

Located on Florida's southeastern coast, the port occupies 165 acres with the highest container volume per acre in the U.S. It was the fourth busiest container port in Florida in 2020, behind Port Miami, Port Everglades in Fort Lauderdale and Jax Port in Jacksonville. The port is also unique in Florida in that it is one of only two ports with on-dock rail.

More than a century old, the Port of Palm Beach opened on 18th January 1920, but it would take a few more years before its 4-foot-deep inlet was dredged deep and wide enough for cargo ships.

When the inlet was deepened to 18 feet, the port was visited by its first passenger ship, the 75-passenger Mary Weems, and its first cargo steamer, the Lake Chelan. Today, in addition to the port's bustling cargo operations, the 1,680-passenger Margaritaville Paradise sails a two-night cruise from the Port of Palm Beach to Grand Bahama Island.

Railroad service played an important role in the development of the port, including a unique Havana Car Ferry service operated by the West India Fruit & Steamship Company that became the most prominent rail operation at the port. In its heyday, a fleet of five ferries offered carload freight service connecting the U.S. mainland and the Cuban capital.

GATEWAY TO CUBA

Box cars were loaded aboard the seagoing ferries for an overnight trip to Havana, where the cars were rolled off the ship and turned over to the Cuban railways. On the return trip, box cars loaded with Cuban products were brought back to the port to be unloaded and sent on to their destinations via the Florida East Coast Railway (FEC).

For some 15 years, the car ferry remained the principal freight link between the U.S. and Cuba with the commerce

between the two nations helping the Port of Palm Beach to become one of Florida's leading ports. Rail traffic reached an all-time high in 1957 with more than half a million tons of freight being handled between the two countries.

Switching duties were handled by two oil-fired steam locomotives, originally built for the U.S. Army in 1942. In 1959, the port's steam engines became the last of their kind in regular service anywhere in Florida, and among the very last steamers operating anywhere in the United States. Increasing maintenance and a lack of parts sent the steamers to the scrapper. Two replacement diesel locomotives were purchased that were older than the steam engines!

The days were numbered for the Havana service when the U.S. placed an embargo on most exports to Cuba in response to the increasing communist influence in the Castro government. In August 1961, the West India Fruit & Steamship Company ended rail service.

While the embargo devastated cargo traffic for years, the port's railroad operations gradually regrew and, in recent years, have become even more vital. More than 14,000 rail cars move in and out of the port today, including intermodal cars, tank cars, gondolas



Left: An aerial view of the port.

(Port of Palm Beach)

Above: Two of the Florida Havana Railroad Car Ferries which operated until 1960. The largest was the 5,074grt New Grand Haven which was built in 1951 by Canadian Vickers at Montreal for the West India Fruit & SS Co. Inc. of Honduras who operated the Florida Havana Railroad Car Ferries service. In 1965 she was sold to the Canadian Government and renamed Patrick Morris. On 20th April 1970 she sank after her stern door was breached off Cape Breton. Four crew were lost.

(Port of Palm Beach)

Below: The ferry in the foreground in the above photograph is the 2,699grt Henry M. Flagler which was built in 1914 by Wm. Cramp & Sons at Philadelphia. On 16th December 1971 she sank while on her final voyage from Jacksonville to Bilbao for breaking up.

Bottom: The 289grt Boeing Jetfoil entered service in 1981 for RMT as Princesse Clementine between Ostend and Dover (Ramsgate from 1994). She was sold to Adler Blizzard of Hamburg in 1998 and renamed Adler Blizzard. She was renamed Alderney Blizzard in 1999 for a planned charter that never happened and so reverted to Adler Blizzard. She was transported to Florida later in 1999 and renamed Seajet Kara but shortly afterwards was laid up with mechanical problems. She was sold to Tokei Kisen of Tokyo in 2001 and entered service between Tokyo and Kozushima in 2002 as Seven Island Niji. She is still in service there today.

(Port of Palm Beach)



and covered hoppers. Switching operations within the 6.5 miles of sidings in the port is enough to keep a single diesel engine and crew busy five days or more a week. The brightly colored GP-38-2 diesel switcher with a tropical motif now carries on the tradition of more than 35 years of railroading at the port.

In 1965, Perry Submarine Builders, owned by the publisher of 26 Florida and Bahamian newspapers, relocated to the Port of Palm Beach. The company designed and built small one and two-man submarines ranging in depth capability from 150 ft of sea water (FSW) to 600 FSW. Later changing its name to Perry Oceanographics, the firm expanded its operations, designing and developing numerous submersibles, saturation diving systems, remote controlled unmanned vehicles for global commercial markets as well as military programs for the U.S. Government. The firm also built the Lotus underwater car for the James Bond Film “The Spy who Loved Me”.

PRESIDENT’S WARTIME BUNKER

Peanut Island, an 80-acre man-made island created when crews first dredged the Palm Beach Inlet, is owned by the port and contains President John F. Kennedy’s Cold War-



PORT OF CALL - Palm Beach



Above: A busy day at the port. In dock is the 3,992gt Caribe Legend of Hyde Shipping Corporation. She was built in 1993 by Sietas at Neuenfelde. She sailed as Hohewig, Armada Reliance, TOOCL Nevskiy and Canarias before becoming Caribe Legend in 2004. In the background is the 10,851gt Tropic Carib of Tropical Shipping. She was built in 2001 by Edward Yard at Shanghai. *(Port of Palm Beach)*

Below: The 10,308gt Berra K at Palm Beach. She was built in 2009 by Sedef Gemi Endustrisi at Tuzla for Kasif Denizcilik AS. In 2016 she became Sedef of Kalkavan Ship Management and in 2019 they renamed her Spirit of Dubai. *(Port of Palm Beach)*

Bottom: The 53,015gt Margaritaville at Sea Paradise operates for Bahamas Paradise Cruise Line. She was built in 1991 by Fincantieri Breda at Marghera as the Costa Classica of Costa Cruises. In 2015 they renamed her Costa Neoclassica and in 2018 she was renamed Grand Classica for the Palm Beach to Bahamas service. *(Margarita at Sea Paradise)*



era bunker. The bunker was built in 1961 for use if a nuclear attack threatened the President while visiting his Winter White House in Palm Beach. The bunker was refurbished in later years to become a unique tourist attraction.

Former President Donald Trump's Winter White House and current residence at Mar-a-Lago also is located on Palm Beach a few miles south of the port.

Most of Peanut Island today serves as a beachfront recreation area and an environmental preserve accessible only by boat. It's also a great viewing area for the many ships transiting the port.

GLOBAL REACH, CARIBBEAN LIFELINE

With more than 30 onsite tenants and users, the Port of Palm Beach today is an important distribution center for commodities being shipped all over the world, and especially the Caribbean Basin.

The port has three slips, 17 berths, and four roll on/roll off ramps for 6,500 linear feet of berthing space to accommodate vessels up to 700 feet long and 100 feet wide. The port's berthing is 20 minutes from the first sea buoy to anchorage, with operating drafts of minus 33 feet mean low water (MLW).

The Army Corps of Engineers dredges the Palm Beach inlet on average every two years to manage the navigability. The sand scooped from the depths is used to replenish the beaches of Palm Beach.

Operations include containerized, dry bulk, liquid bulk, break bulk, roll on/roll off and heavy-lift/project cargoes.

The full-service, diversified port provides economic development within three surrounding counties through its designation as Foreign Trade Zone (FTZ) #135. The FTZ has offered companies millions of dollars in savings through duty relief or duty deferment since 1987.

The Port of Palm Beach cargo market is comprised of liquid and dry bulks, break bulk and containerized commodities transported between domestic and international markets. Grocery products, food products, beverages, and building materials are the key export commodities, accounting for 45% of the Palm Beach export market.

All of the exported raw sugar grown in south central Florida ships through the port, equating to more than 705,000 short tons annually.

About 130,500 short tons of molasses, a sugar by-product, are exported each year. More than 121,000 short tonnes of liquid asphalt, most of which comes from U.S. refineries, was shipped into the port last year to be used for road construction projects.

In response to a post-pandemic construction boom, bulk cement shipments by CEMEX, the largest supplier of building



materials in Florida, have returned with the recent reactivation and expansion of the company's 111,000 square-foot port terminal. The site had been inactive for 13 years and is expected to provide a healthy increase in vessel calls and cargo tonnage. The bulk cement is stored in large silos at the site. CEMEX's U.S. network includes 10 cement plants, more than 50 distribution terminals, and 270 ready-mix concrete plants.

With its fleet of 17 vessels, Tropical Shipping has taken up where the West India Fruit & Steamship Company left off, providing cargo transportation services to 32 ports in the Bahamas and the Caribbean. Their services include refrigerated, Less Than Container Load (LCL), consolidation, cargo transfer, inland transportation, global partner and project cargo services. The firm owns and operates a wide range of equipment at the port including chassis, Gottwald mobile harbour cranes, Kalmar Gloria reach stackers, Kalmar diesel-electric straddle carriers, and jockey trucks to handle container lifting and shuttling.

Dry containers, insulated refrigerator containers and tanks are all handled. Piggyback and double-stack well cars are accommodated in the container rail yard. Containers arriving by truck enter at terminal gates, inspected, and moved to the marshaling area for loading onboard ships.

Specialized and heavy lifts have included electric transformers and other power industry equipment, a seaplane, building and construction equipment, heavy machinery, and iron and steel products.

Major facilities for world-class yacht service providers and builders, such as Rybovich Super Yachts and Viking Yachts, are located adjacent to the port. These facilities feature slips for in-water work, as well as land storage to handle larger projects and outfitting.

Port Statistics are:-

- Highest container volume per acre in the U.S.
- 2,492,709 Short tons cargo transitting annually
- 14.9 billion \$ in goods shipped and received annually
- 80 Percentage of goods exported annually
- 1,392 Cargo vessels handled annually
- 266,431 Container units (TEUs) handled annually
- 14,288 Rail cars handled per year
- 6,609 Feet of berthing
- 7 Roll on/roll off ramps
- 2,700+ direct jobs

CRUISE SHIP OPERATIONS

Cruise ship operations were recently restored following the pandemic with the 52,926 gt Margaritaville at Sea Paradise, sailing twice a week from the Port of Palm Beach to Grand

Bahama Island following a multi-million-dollar renovation. Formerly known as the Grand Classica, the ship operates as a partnership with Bahamas Paradise Cruise Line and entertainer Jimmy Buffett's Margaritaville.

The Paradise has 10 passenger decks and 658 cabins in various categories. The main attraction is the ship's Margaritaville signature design inspired by Buffett's 1977 hit song. A Cruise and Stay program allows passengers to take an optional two-night stay at one of two resorts on Grand Bahama Island.

Paradise was built in 1991 as Costa Classica for Costa Cruise Line, then sold in 2018 to Bahamas Paradise Cruise Line to set sail as Grand Classica.

In addition to the Bahamas, the company could possibly expand its operations to other Margaritaville destinations in cruise ports in Jamaica, Cozumel, Grand Cayman, and Grand Turk, making a tour of Margaritaville's around the Caribbean.

Cruise operations at the Port of Palm Beach are supported by a 40,000 square-foot two-story facility with baggage and U.S. Customs and Border Protection Agency facilities on the ground floor, and check-in and VIP areas on the second floor. A radial-telescoping, enclosed, adjustable-height passenger bridge is provided from the second floor to the cruise berth. The cruise ship currently is the only one to operate out of Port of Palm Beach.

Options for expanding cruise business include adding a second multiday cruise ship, a day cruise vessel, ferries to the Bahamas or Cuba, and attracting Itinerant luxury cruise ships.

HURRICANE DISASTER PREPARATION AND RECOVERY

The Port of Palm Beach plays a vital role in disaster preparedness and business recovery in the Caribbean, Bahamas and Florida. Port staff collaborates with emergency management agencies, service providers, industry partners, and tourism associations in public/private partnership. Disaster recovery assistance is provided to businesses, individuals and governments after a catastrophic event, focussing on quick and efficient movement of recovery supplies to impacted locations.

The most recent example of this occurred on 1st September 2019 when Hurricane Dorian slammed into the Bahamas as a massive Category 5 storm, causing catastrophic damage on Abaco and Grand Bahama Island.

It is regarded as the worst natural disaster in the Bahamas' recorded history and one of the most powerful hurricanes recorded in the Atlantic Ocean with winds peaking at 185 mph (295 km/h).

Most structures were flattened or swept to sea, with a death toll of 74 although many

of those missing were unable to be found and accounted for. In addition to the loss of lives, some 30,000 people were left homeless and/or jobless.

Relief and medical supplies, food, water, temporary shelters, machinery, vehicles and teams of emergency personnel began flowing almost immediately from the Port of Palm Beach. Following that came millions of dollars in construction materials and supplies to assist in the years-long rebuilding effort.

INLAND PORT OFFERS POTENTIAL FOR EXPANDED CAPACITY

While opportunities are limited for purchasing or leasing properties around the Port of Palm Beach's current 165 acres, an inland port currently under study for rural western Palm Beach County on the eastern side of Lake Okeechobee could expand operational capacity for the port several times over.

Studies and discussions have focussed on an anticipated 850-acre Inland Logistics Center (ILC) for materials distribution, warehousing, assembly and light manufacturing. The inland location would alleviate congestion along coastal highways by moving cargo onto rail lines and stimulate Palm Beach County's economy by providing jobs and developing a huge tract of rural land.

While the ILC would primarily benefit the Port of Palm Beach, it could be expanded to serve all of South Florida. The project would be within 100 miles of three seaports, four international airports and three railroads with an abundance of undeveloped land, all assets that would help attract even more commerce.

A feasibility study concluded the region could benefit from the inland facility to warehouse goods and serve as a regional shipping hub, and the project has received approval for an economic feasibility study as the next step. Important questions still to be addressed include rail service expansion to accommodate inland cargo, environmental impacts, zoning, and project funding sources.

The port is governed by a five-member commission. The commissioners are actively involved in these studies and discussions. The commissioners are elected at large by voters within the Port of Palm Beach District, a political subdivision of the State of Florida. Although the port has the statutory authority to levy up to \$200,000 annually of ad valorem taxes on all taxable property within the District to pay operating and maintenance expenses and the cost of capital improvements, the port has not levied any taxes since fiscal year 1974-1975.

Initially, much of the cargo traffic for the ILC could come by truck on highways already serving the area, but connections to rail lines would be needed. The Port of Palm Beach already has a leg up on this with its nearby connection between the Florida East Coast and CSX Railroads.



PORT OF CALL - Palm Beach



Above: The 8,448gt Eurogracht of Spliethoffs at Palm Beach. She was built in 1995 by Ulstein at Ulsteinvik. In 2021 she was sold to TK Nord Project LLC of Russia and renamed Taibola.

Below: The 15,215gt container ship Tropic Lisette of Tropical Shipping on the left. She was built in 2019 by Wenchong at Guangzhou. On her right is the 5,726gt Ro-Ro Monarch Countess of Monarch Shipping. She was built in 1977 by Nouvelle Havre at Le Havre as the Cap Lardier. She later sailed as Gyptis, Seafowl, Libeccio and Cap Canaille before joining Monarch Shipping in 2012.

Bottom: A typical sight in the port is that of luxury yachts such as below.

(All photos courtesy of the Port of Palm Beach)



Once containers are discharged from ships and loaded onto rail cars, they would be transported from the on-dock facilities to the ILC. Designation as a U.S. Customs port of entry would allow cargo to be cleared there followed by further processing, transportation, storage, and/or distribution. Outbound containers for export would be brought to the ILC, loaded onto rail cars, and transported back to the Port of Palm Beach for loading onto outbound ships.

Advantages of the inland port include:

- Reduced congestion/faster transit, including improved access to major highways and other cities
- Reduced emissions with the use of rail transport
- Added space for importers/exporters to build warehouses and distribution centres at less cost than for facilities located in or near waterside ports
- Increased employment and economic development, with new investment from business and industry in surrounding areas

GROWING FOR THE FUTURE

The Port of Palm Beach continues to thrive with a significant redevelopment and upgrading of intermodal facilities and other improvements currently underway. These include an expansion program to double rail traffic capacity from 44,000 containers a year to 95,000, expected to eliminate about 29,000 truck trips on roads annually.

A forward-looking strategic Master Plan is focussing on expanding economic development, infrastructure development and improvement, intermodal transportation facilities and intergovernmental coordination. The plan will explore purchasing or leasing surrounding properties for expansion as well as what functions could be located or relocated there.

A nearby connection between the FEC and CSX Railroads could provide for the development of an inland intermodal logistics center on sites west of the port.

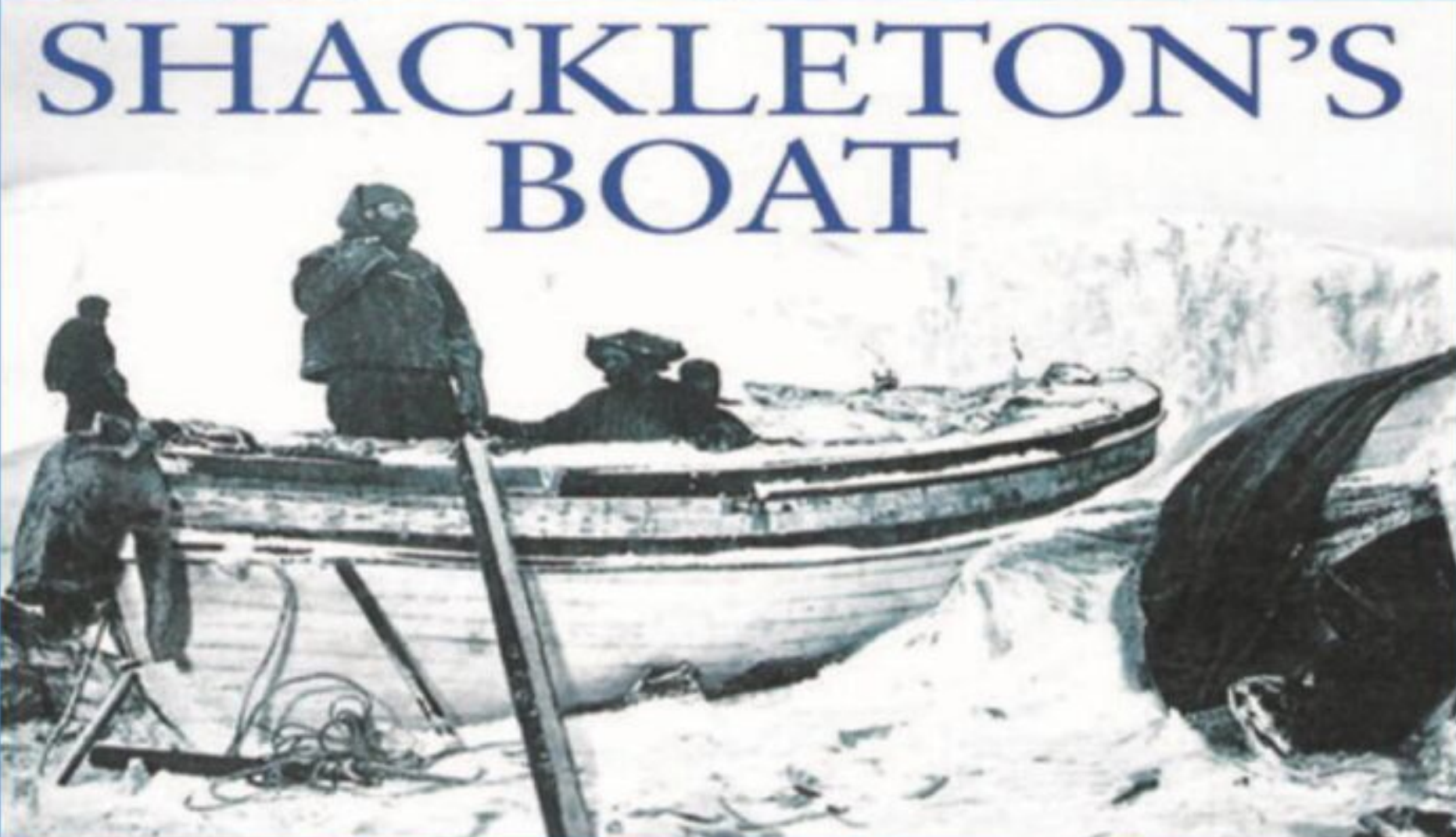
There may be future potential ferry service to the Bahamas and Cuba. If Port history repeats itself and Cuba reopens to U.S. markets, the first support items would likely be building materials, food stuffs, medical supplies, and other humanitarian aid cargo. These could be mobilized on container ships and brought to ports that can support small, short-haul freighters.

The nearby Palm Beach International Airport along with expanded hotel capacity in the revitalized downtown area provide a combination of convenience, service, cache, reputation, and operations/logistical ease for expanded cruise line operations.

Indeed the future for the Port of Palm Beach is as bright as the tropical sun!

Shackleton Centenary 2022

SHACKLETON'S BOAT




THE STORY OF THE
JAMES CAIRD

HARDING MCGREGOR DUNNETT
Foreword by The Hon. Alexandra Shackleton


- Softback, £14.50 plus £2.50 postage.
- There is also a 35-minute DVD: £6 inc. postage.
- The two together: £18.00 inc. postage.

Contact: Neville & Harding,
07962 902751
roderic.dunnett@gmail.com



'A Voyage to Hong Kong'

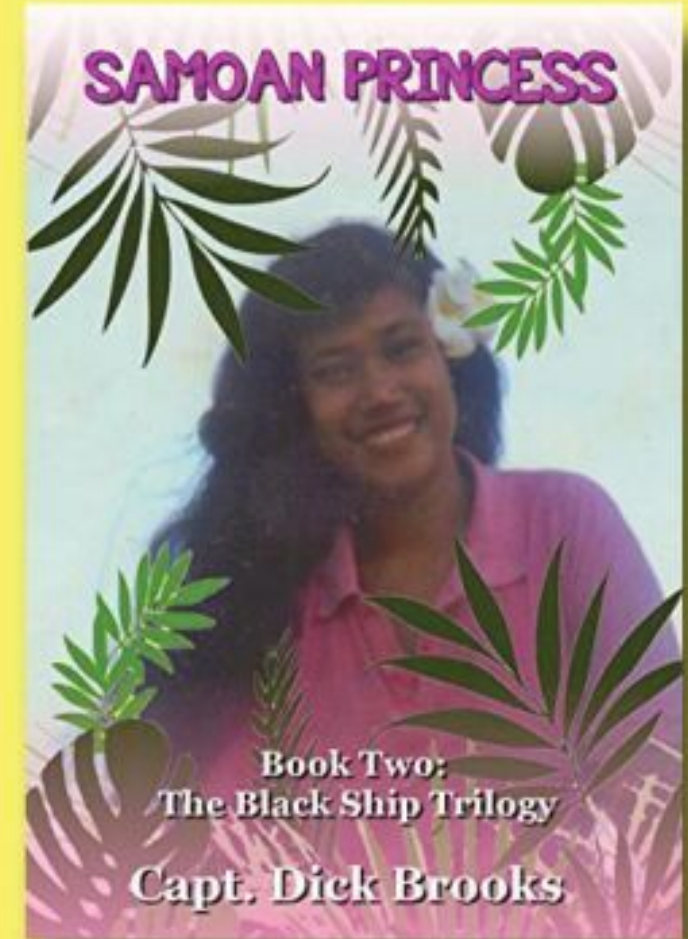
Mark Harland



A personal account by author, Mark Harland, of the S.S. Bendoran's event-filled voyage to Hong Kong in 1966. To be published in two parts in the May '23 and June '23 editions of this magazine.

www.mvhbooks.com

SAMOAN PRINCESS



Please do read my book
Samoa Princess
by Capt Dick Brooks,
published by Amazon on Kindle.
Code: B00MRAZFWE

Book Two in the Black Ship Trilogy.
A love story in the South Seas.

Tel: 01473 421 742 or email
dick.brooks@hotmail.co.uk

WORLD SHIP SOCIETY

Monthly 64 page Digital Magazine
"Marine News" plus Supplements


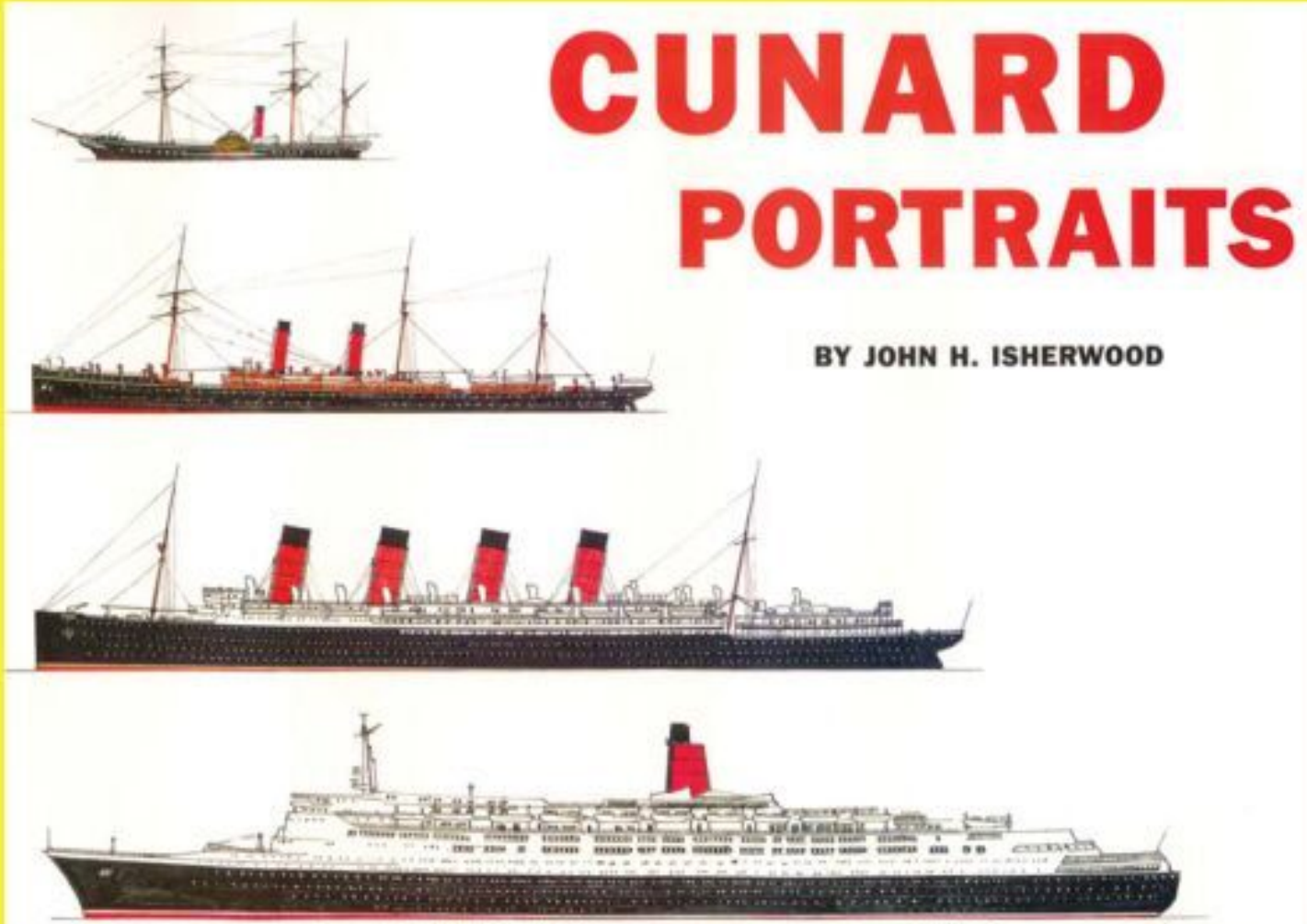
Over 50 publications at discounted prices

Community of over 2,000 members
and 50 branches worldwide

Branch activities - trips, meetings etc.

ANNUAL MEMBERSHIP JUST £22!
For more details and sample issues:
membershipsecretary@worldshipsociety.org

www.worldshipsociety.org

CUNARD PORTRAITS
BY JOHN H. ISHERWOOD

**THIS BOOK
JUST
£2
TO SOCIETY MEMBERS!**



MOORE-McCORMACK LINES



The iconic Moore-McCormack Lines was founded in New York on 9th July 1913 by Albert V. Moore (1880-1953) and Emmet J. McCormack (1880-1965) with a capital of \$5,000. One small ship, Montara of 2,562 grt built back in 1881, loaded coal in 1913 at Norfolk (Virginia) for Searsport (Maine), and then moved down to Wilmington (Delaware) to load dynamite for Rio de Janeiro. Albert V. Moore lived in Hackensack (New Jersey) and Emmet J. McCormack lived in Brooklyn (New York) and both were young men when they began their partnership.

Mr. Moore came from a family of ship-owners and shipmasters and obtained his early experience in the New York office of British shipowners, Bowring & Company. Profitable voyages were made by other cargo ships to Brazilian ports during World War I, including the former Great Lakers Barnstaple of 1,358 grt and Mooremack of 1,043 grt.

At the end of 1916, the first passenger ship was chartered for two years in Saga of 2,809 grt built in 1909 by Swan, Hunter & Wigham Richardson Ltd. for the Thule Line and Swedish Lloyd Line service on the North Sea between England and Sweden. Saga had been launched on 21st April 1909 at the Neptune Yard and ran her trials on 10th June 1909.

During the First World War, Saga was the only American ship sailing between American ports and Rio de Janeiro, with Brazilian industrial production doubling and agricultural diversity increasing. Later, further

Swedish Lloyd Line passenger ships such as Calabria 1,825/16, Graecia 2,951/11, and Anglia 1,750/14 were taken on charter for South American services, with Anglia sinking on 18th June 1931 after a collision at San Nicolas in Argentina.

Moore-McCormack vessels averaged fifteen sailings per annum to Brazilian ports during World War I. The larger cargo ship Nantahala of 5,714 grt, built in 1918 by the Western Pipe & Steel yard at San Francisco, introduced the Mooremack flag as far south as Buenos Aires.

During 1919 and subsequent early inter-war years, 28 vessels were purchased from the vast stock of 2,311 surplus war built ships of the U.S. Shipping Board in order for them to enter commercial service, these were:-

- 15 engines 'midships' 'Hog Islander' cargo ships of 5,150 grt built in 1919, which kept their original names for the American Scantic Line service to Copenhagen, Oslo, Helsingfors, Polish and Russian ports, until four were converted into passenger and cargo-liners in 1932 and renamed Scanmail, Scanpenn, Scanstates and Scanyork.
- 8 engines 'midships' 'Great Lakers' of 2,606 grt which were built in 1919 with 'Lake' prefixes to their names and were renamed with 'Commercial' prefixes e.g. Commercial Quaker for the Mooremack Gulf Lines services from U.S. Gulf ports to Mexican ports to load fruit and other perishables for Eastern Seaboard ports.

- 5 captured German prizes of varying sizes from the Deutsche Australien Line, Hapag, Norddeutscher Lloyd, Kosmos Line and Holm & Molzen fleets and also given 'Commercial' prefixes to their names.

During the inter-war years, Moore-McCormack managed nine subsidiaries with various titles for various routes. In 1932, twenty ships were being managed, increased in the following year by the purchase of Crofton Hall 5,774/1913 built from the Lancashire Shipping Co. Ltd. fleet, managed by C. G. Dunn & Co. Ltd. of Liverpool, and renamed Commercial Traveler. On 8th September 1938, these nine subsidiaries were consolidated within this group to become Moore-McCormack Lines Inc.

These nine subsidiaries were:-

- American Caribbean Line with Caribbean services.
- American Republics Line with services between the Eastern Seaboard of the U.S.A. and East Coast ports of the South American countries of Brazil, Uruguay and Argentina via Barbados outward and Trinidad homeward, and with ships that were previously in the service of the Panama Pacific Line.
- American Scantic Line Inc. with services to Scandinavian and Baltic countries.
- Honolulu Steamship Co. Inc. for services to the islands of Hawaii.
- Calmar Steamship Corporation for iron ore and bulk dry cargoes.



- Mooremack Lines Inc. with services with services from U.S. ports to Caribbean.
- Mooremack Gulf Lines Inc. with services from U.S. Gulf ports to Mexico for fruit and return to Eastern Seaboard ports.
- Moore-McCormack Co. Inc. as the main holding company with services to South America, the Mediterranean, Black Sea ports, Levant countries and India.
- Pacific Republics Line with cargo services between Los Angeles, San Francisco, Portland and Seattle to Central and South America.

Hull colours were either black or grey, masts and derricks were cream, while funnel colours were yellow with a green central band and a black top, with a logo on the green band that showed the various inter-war years subsidiaries.

URUGUAY, BRAZIL and ARGENTINA

Moore-McCormack Lines survived the inter-war years trading on many routes, with passenger numbers to South America sharply down to low unprofitable figures during the Depression years. The company had achieved a large fleet strength of 40 ships in 1939 serving the East Coast of South America and other world services from New York. This was helped by the granting of large amounts of economic aid to Brazil by the U.S.A., including a cheap loan to enable the Brazilian Government to build a large integrated steel mill at Volta Redonda. On 4th October 1938, as part of a consolidation of nine companies

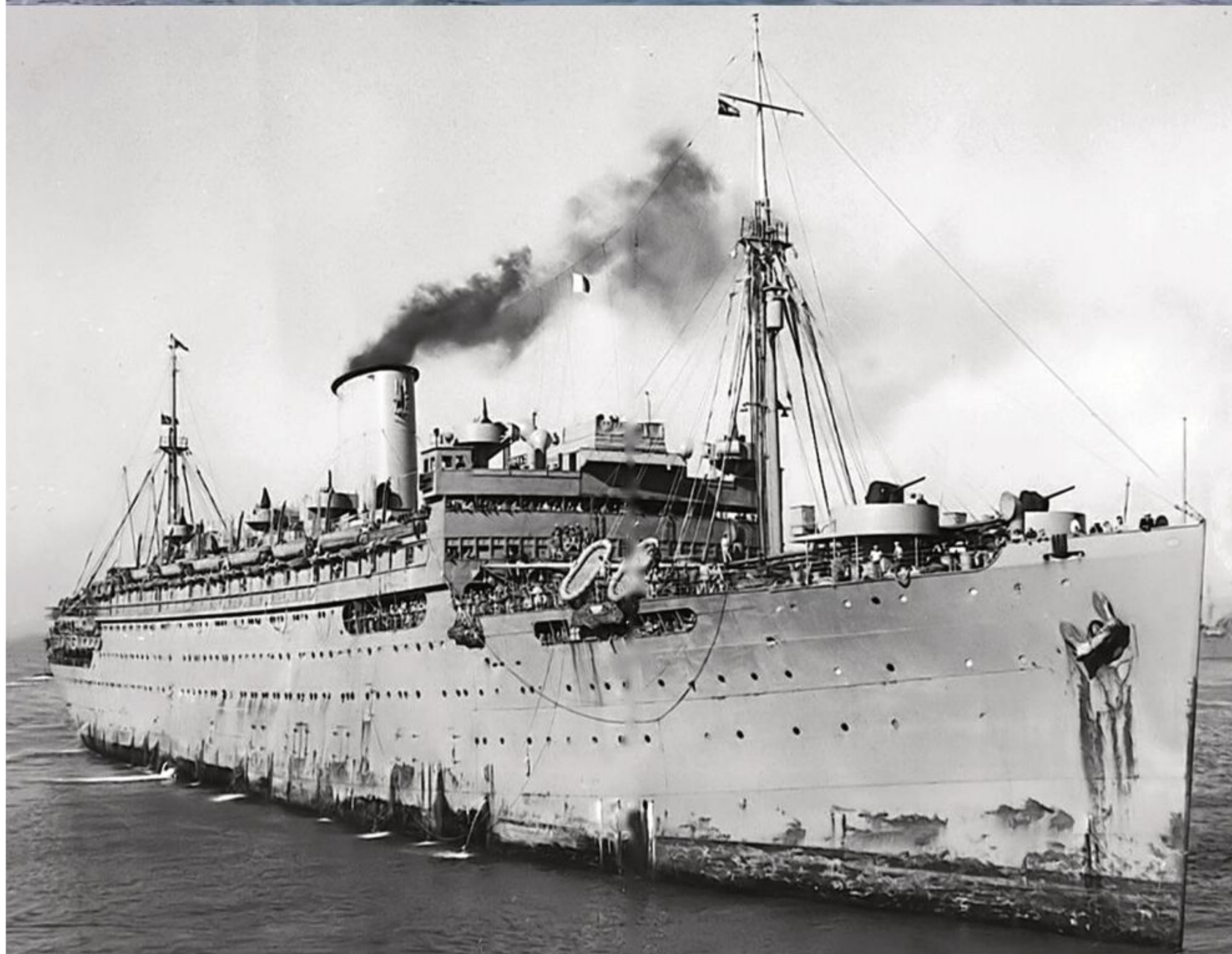


Left: The 7,909grt Mormacpenn leaving Durban. She was built in 1946 by Ingalls at Pasagoula. In 1970 she moved to Oswego SS Co. and was renamed Silver Lark. On 25th March 1972 she arrived at Kaohsiung to be broken up by Keun Hwa Steel Enterprises. *(Don Smith/photo-transport.com)*

Above: The 5,021grt Scanstates was built in 1919 by American International Shipbuilding Corporation at Hog Island as the Saguache for the US Government. She was renamed Scanstates in 1932. In 1940 she joined Lloyd Brasileiro as Cantuaria and was broken up in Brazil in November 1961.

Below: The 20,526grt Argentina was built in 1929 by Newport News Shipbuilding as the Pennsylvania, becoming Argentina in 1938. She was broken up by Lipsett Division at Kearny during October 1964.

Bottom: The 20,773grt Brazil arriving at San Francisco on 26th September 1945 with 4,682 troops aboard. She was built in 1928 by Newport News Shipbuilding as the Virginia, becoming Brazil in 1938. On 22nd September 1964 she arrived at Kearny to be broken up by First Ship & Steel Co.





Above: The 7,909grt Mormac dawn was built in 1946 by Ingalls as Pasagoula. In 1970 she moved to Oswego SS Co. as Silver Gull. On 5th February 1971 she arrived at Kaohsiung to be broken up by Shyeh Sheng Huat Steel & Iron Co. Ltd. *(René Beauchamp)*

Below: The 6,191grt C2-type Mormac dove was built in 1944 by Moore Dry Dock at Oakland as the Ringleader for the US Government. She joined Moore-McCormack in 1947. In 1964 she joined the US reserve fleet then in November 1968 she was broken up by Zidell Explorations at Tacoma. *(René Beauchamp)*

Bottom: The 8,007grt C3-type Mormac mar was built in 1943 by Ingalls at Pasagoula as the Custer for the US Navy. She became Mormac mar in 1948, then in 1966 she joined Grace Line as Santa Ana. On 19th January 1973 she arrived at Kaohsiung to be broken up by Hua Engineering Steel & Iron Works. *(Russell Priest)*



within the Moore-McCormack Group, twenty ships had been purchased from the United States Maritime Commission for \$4.8 million, with the general cargo ships renamed with the 'Mormac' prefix to their names. This prefix was to become very familiar in post-war years for the cargo-liners, with the passenger liners continuing to use South American country names.

Three former twin funnelled passenger liners with excellent accommodation for 750 passengers were also included in the purchase. These were the Uruguay, Brazil and the Argentina. The turbo-electric trio had been built by the Newport News Shipbuilding and Dry Dock Company as California, Virginia and Pennsylvania for the New York to San Francisco service via the Panama Canal of the Panama Pacific Line. In 1937, after their subsidy had been withdrawn and Panama Canal charges had increased, the trio had been sold to the United States Maritime Commission and rebuilt for South American service with only one funnel. They ran on the American Republic Line service from American ports to South America with Moore & McCormack as managers for Uruguay, Brazil and Argentina. The American Republic Line had begun during the Depression as a trade initiative by President Franklin Roosevelt, and its funnel colours were yellow with a blue diamond between two thin black bands, the upper of which was at the top of the funnel.

The trio had an overall length of 601 feet, moulded beam of 80 feet and a loaded draft to the bottom of the keel of 32.3 feet, and a gross tonnage of over 20,000. First Class passengers numbered 386 and Tourist Class passengers numbered 363. Their turbo-electric propulsion produced 17,000 shaft horse power giving a service speed of 18 knots. First Class passengers were accommodated 'midships over four decks, namely Boat Deck, Promenade Deck, Upper Deck and Main Deck, with the Tourist Class passengers aft. Boat Deck had the Navigating Officers accommodated at the forward end, with the Engineering Officers around the funnel exhaust spaces, and the rest of the crew were accommodated on two decks below Main Deck and in the fo'c'stle.

First Class public rooms of the trio were the Library, Lounge, Lounge Lobby, Smoking Room, Verandah café, Children's playroom and Gymnasium, all on the Promenade Deck. The elegant First Class Lounge had a central glass dome, crystal ceiling fixtures, and a raised dais for the ship's orchestra. The Tourist Class public rooms comprised a Lounge, Smoking Room and Dining Room, the latter and the First Class Dining Room seating 300 passengers being 'midships on the Upper Deck, with the pantries and galleys between the two rooms. The First Class Dining Room had a central area two decks high with supporting columns to the sides



and tables for six or eight passengers. Two outdoor swimming pools were provided by adapting number 2 trunked hatch and number 8 trunked hatch. The hatches were specially designed for the purpose, having jointed hinged bottoms for the pools, and allowed full use of the hatch for cargo. All passengers had outside staterooms, and there were two special De Luxe staterooms that included sitting rooms, bedrooms and private baths, and many other First Class cabins had bathrooms.

WORLD WAR II

The trio of Argentina, Brasil and Uruguay served with distinction during World War II as American troopships. Unfortunately, thirteen people were killed on Uruguay on 12th February 1943 in a collision with the U.S. Navy tanker Salamonie off Bermuda. Brasil and Argentina took part in the Operation Torch landings in North Africa during November 1942. All three troop transports trooped worldwide, including to Australia, New Zealand and to New Caledonia and other South Pacific islands.

Uruguay trooped many times across the Atlantic to British ports, as well as to Casablanca, Naples, Yokohama, and Australia and New Zealand. On one occasion in November 1944, she sailed up the Hudson river to pick up West Point military cadets in the upper Hudson, with her ballast lightened and her top masts shortened to pass under bridges.

She carried a total of 125,500 troops during the war and steamed 263,600 miles. Argentina made 56 trooping voyages with over 175,600 troops and covered 335,906 nautical miles during the war. Brasil carried infantry and engineer battalions from the Autumn of 1943 across the Atlantic to fight the war in Europe until July 1945, when she transitted the Panama Canal to make two troop voyages homeward from Manila to San Francisco. Argentina and Brasil were chartered to United States Lines between March and August 1946 to carry war brides from Southampton to New York.

Fourteen 'C3' Moore-McCormack Line cargo ships were converted into escort carriers for war service in the Royal Navy and U.S. Navy. These were:-

- Rio de Janeiro completed November 1941 and converted into HMS Dasher in July 1942
- Rio de la Plata completed August 1941 and converted into HMS Charger in March 1942
- Rio Parana completed September 1941 and converted into HMS Biter in May 1942
- Rio Hudson completed July 1941 and converted into HMS Avenger in March 1942
- Mormaerland completed April 1940 and converted into HMS Archer in November 1941

- Mormacmail completed March 1941 and converted into USS Long Island in June 1941
- Mormaerland (2) completed 1942 and converted into HMS Pursuer in 1942
- Mormacgulf completed 1942 and converted into HMS Chaser in 1942
- Mormacmail (2) completed 1942 and converted into HMS Tracker in 1942
- Mormacmail (3) completed 1942 and converted into HMS Battler in 1942
- Mormacpenn completed 1942 and converted into HMS Hunter in 1942
- Robin Kirk completed 1943 and converted into HMS Ameer in 1943
- Robin Mowbray completed 1943 and converted into HMS Slinger in 1943
- Robin Trent completed 1943 and converted into HMS Ravager in 1943

HMS Dasher carried fifteen aircraft and was armed with three 4-inch anti-aircraft guns and fifteen 20 mm cannons. The hangar below the flight deck measured 190 feet by 47 feet and she had one aircraft lift, and fifteen arrester wires on her wooden flight deck. Dasher took part in the Operation Torch landings in North Africa along with her sister ship Biter, flying off their squadron of Sea Hurricane fighters. She embarked Fairey Swordfish torpedo bombers in the Clyde in March 1943. She then escorted one convoy successfully, but after leaving with the second convoy she developed engine trouble and put back to port. She suffered an enormous internal explosion off Ardrossan about midway to the ferry route to Brodick on Arran on 27th March 1943 and sank with the loss of 379 from her crew of 528.

HMS Charger became USS Charger only a few days after being commissioned into the Royal Navy in March 1942. She operated throughout the war as a training ship at Chesapeake Bay along with two aircraft ferry missions to Bermuda and Guantanamo Bay on Cuba. She was decommissioned in March 1946.

HMS Biter commissioned on 6th May 1942 and arrived at Scapa Flow on 1st October 1942 to join up with sister ship Avenger. The two escort carriers and the fleet carrier Victorious then sailed for the Operation Torch landings in North Africa, and on her return she sailed to Iceland as part of the 5th Support Group. On 21st April 1943, she sailed from Iceland to escort convoy ONS4 to Argentina in Newfoundland and played a major role in the sinking of two U-boats. Biter left Argentina on 5th May 1943 to escort convoy HX 237 from Halifax (NS) to Liverpool with a total of three U-boats sunk by her Swordfish aircraft and surface escorts. She was then ordered to escort convoy SC 129 homeward after leaving HX 237 with another U-boat attacked on the surface, and this convoy reached Britain on

16th May 1943 without loss. Biter was ordered to the Clyde, escorting other convoys, until she sailed again on 19th October 1943 to escort westward bound convoy ON 207 for Argentina, Canada. She then escorted homeward convoy HX 265 and sailed with the 7th Escort Group around 60 miles ahead of the convoy to detect the waiting U-boat wolf pack.

One U-boat was reported as damaged, but Biter was badly damaged at the stern when a Swordfish aircraft crashed into the sea with its torpedo detonating on the rudder. After four weeks of repairs, she continued her North Atlantic convoy escort duties until transferred to the French Navy as the escort carrier Dixmunde, which served in several campaigns in French Indo China between 1945 and 1949.

HMS Avenger commissioned on 2nd March 1942 and took part in the successful escort of the Russian convoy PQ18 in September 1942, with one U-boat sunk and many enemy aircraft shot down. She then took part in the Operation Torch landings in North Africa in November 1942 flying sixty fighter missions, but while returning she was sunk by U-155 on 15th November 1942, only nine hours after leaving Gibraltar with the loss of 516 men from her crew of 555.

HMS Archer was commissioned on 17th November 1941 and earned the Battle Honours of North Atlantic 1943-1944 and Biscay 1944. She had no island structure on the long flight deck, this being under the starboard side with only her navigation mast above the flight deck. Unfortunately, Archer was plagued with mechanical defects to her engines, steering gear and gyrocompass, and also unfortunately had a collision that sank the U.S. cargo ship Bravos in January 1942. She then escorted a convoy to San Juan (Puerto Rico) and followed this by transferring her aircraft to fleet carrier Victorious at Freetown. She took part in the Operation Torch landings in North Africa in November 1942 carrying 30 aircraft and U.S. troops to Casablanca, and was then refitted at Liverpool with her flight deck lengthened by fifty feet. In May 1942, Archer was on escort duty with convoys ONS 6, ON 182 and HX 239 from a base in Iceland with the 4th Escort Group with U752 sunk by rocket attack. She was withdrawn from the 4th Escort Group to take part in operations in the Irish Sea and Bay of Biscay, but her service career was cut short due to extensive defects, and she was decommissioned in the Gare Loch on the Clyde on 6th December 1943. She was used as an accommodation ship, and later as an aircraft ferry ship. HMS Archer was the first of no fewer than 38 'C3' type U.S. built and converted escort carriers commissioned into the Royal Navy between 1941 and 1944.



Above: The 10,484grt Mormaclynx was built in 1964 by Ingalls at Pasagoula. In 1982 she was lengthened by 35.1 metres which increased her gross tonnage to 14,081. In 1983 she joined United States Lines as American Reservist and in 1992 she moved to Afram Lines as Corpus Christi. On 21st October 1997 she arrived at Alang to be broken up. *(Marc Piché)*

Below: The 11,757grt Mormacsky was built in 1969 by Ingalls at Pasagoula. In 1970 she joined Mediterranean Marine Lines as Great Republic, then in 1987 she underwent a conversion to an Aviation Maintenance Logistics Ship at Todd Shipyards, Galveston, was renamed Cutiss and placed in the Ready Reserve Force. She is presently held in reduced operation status at San Diego. *(FotoFlite)*

Bottom: The 12,724grt Mormacsaga was built in 1962 by National Steel at San Diego as the M.M. Dant for States SS Co. She became Mormacsag in 1977. Between 1983 and 1985 she operated for United States Lines as American Saga before joining the US Government as Cape Johnson. She is currently in the reserve fleet. *(Trevor Jones - Russell Priest collection)*



USS Long Island was commissioned on 2nd June 1941 and took part in escorting convoys to Newfoundland before transferring to Pearl Harbour and Task Force 1 to provide air cover for battleships and warships off West Coast ports. She took part in the Battle of Midway, and then launched her aircraft from a position 170 miles south east of Guadalcanal for Henderson Field on that island, with the aircraft massively involved in the success of the Guadalcanal and Solomon Islands campaigns. She returned to San Diego on 20th September 1942 to train pilots for one year, and later transported aircraft to forward islands in the Pacific, and then was part of the happier Operation Magic Carpet after VJ Day transporting troops and Navy crews back home to the West Coast.

Four 'C3' Moore-McCormack cargo ships were converted into troopships and renamed:-

Mormacstar renamed as Elizabeth C. Stanton (AP-69) and earned four 'Battle Stars' for the Operation Torch landings in North Africa, the invasion of Sicily, the invasion of Southern France and the D-Day invasion at Normandy. She then sailed to the South Pacific and arrived at Espiritu Santo on 23rd February 1945, and carried troops to the central and southern Pacific area of the Solomon Islands, New Hebrides, Mariana Islands, Marshall Islands, Caroline Islands and Okinawa. She arrived back at San Francisco for repairs on 11th July 1945 and carried her Japan occupation troops in August 1945. She carried 1,800 German prisoners of war and their guards from Long Beach to Liverpool and Le Havre in January 1946, and returned to New York on 5th March 1946 for decommission.

Mormacsun renamed as Florence Nightingale (AP-70) and earned four 'Battle Stars' for the Operation Torch landings in North Africa, the invasions in Sicily and Southern France, as well as the invasions of Pacific islands at the Marianas, Guam, Eniwetok and Okinawa. She transported the German V2 rocket scientists from Le Havre to New York in November 1945, and German prisoners of war from Long Beach to Liverpool in February 1946, and carried her last returning G.Is. from Le Havre to New York, arriving on 6th April 1946 for decommission.

Mormactide renamed as Lyon (AP-71) and earned five 'Battle Stars' for her part in the Operation Torch landings in North Africa, Sicily, Italy, Southern France and the invasion of Okinawa in February 1945. She continued to supply Okinawa with troops and ammunition until July 1945 and then returned to Guam and U.S. West Coast ports on 14th August 1945 and was decommissioned in May 1946.



Mormacyork renamed as Anne Arundel (AP-76) and earned five 'Battle Stars' for her part in the Operation Torch landings in North Africa, Operation Husky invasion of Sicily, the D-Day landings in Normandy, and the invasion of Southern France. She then moved to the Pacific theatre and arrived in Pearl Harbour on 20th January 1945, carrying troops to Guam and Ulithi and taking part in the invasion of the Ryuku Islands in April 1945. She was at Okinawa on 3rd May 1945, lying offshore for five days, then at Saipan on 12th May 1945 and at Leyte until 8th August 1945. After the Japanese surrender in August 1945 while she was at Manus, she arrived at Yokohama on 13th September. Four days later she sailed for Apra Harbour on Guam, and carried troops to Tsingtao (China), Manila (Philippines), Hai Phong (French Indochina). She left Chinese waters on 14th November 1945 and proceeded to Nagoya in Japan, and arrived back at Tacoma on 18th December 1945 with her last returning military personnel. She decommissioned at Brooklyn on 21st March 1946 having been on active war duty from 17th September 1942.

The Attack Troop Transports Leonard Wood (APA-12) and Hunter Ligget (APA-14) were built in 1922 to the Emergency Fleet Corporation design 1029, more commonly known as the '535' as this was their overall length in feet, as Nutmeg State and Palmetto State. They were owned by Moore-McCormack Lines between 1938 and 1939 and were then requisitioned for war service. Leonard Wood (ex Nutmeg State) earned eight 'Battle Stars' during the war at the invasions of North Africa, Sicily, Gilbert Islands, Marshall Islands, Saipan, Palaus, Leyte (Philippines) and Mindoro Island (Philippines). Hunter Ligget (ex Palmetto State) earned four 'Battle Stars' for the invasions of Guadalcanal, Bougainville and two other Pacific islands.

Moore-McCormack cargo ships that were lost to enemy action during the war included:-

- Collamer torpedoed and sunk by U-404 on 5th March 1942 while on a voyage from Philadelphia and Halifax (NS) to the Clyde and North Russia with war material, seven crew were lost.
- Commercial Trader torpedoed and sunk by U-558 on 16th September 1942 with the loss of four lives while on a voyage from Ceara to Trinidad with 3,500 tons of general cargo including manganese ore.
- Mormacsul bombed and sunk in convoy PQ16 on 27th May 1942 with the loss of three lives while on a voyage from Philadelphia and Reykjavik for North Russia with war material.

POST-WAR YEARS

The passenger ship trio of Uruguay, Brazil and Argentina resumed post-war service to South American ports in 1948 in Moore-McCormack Line colours after a refit to convert them into one class ships for 500 passengers. The fleet had regained its pre-war size of forty ships by 1950, with all except this trio of liners having the 'Mormac' prefix to their names. Uruguay had made 28 voyages to South American ports sailing a total of 350,000 miles before she was sadly withdrawn in 1954. A diversion had to be made into Newport News shipyard on 9th August 1952 to replace a bent propeller after striking a submerged object shortly after sailing from New York. A call at Fort Lauderdale was usually made in February of each year to pick up passengers for the 'Fiesta of the Cariocas' in Rio de Janeiro.

The Moore-McCormack Lines fleet of cargo-liners in post-war years comprised standard war built 'C1', 'C2', 'C3' types and four 'Victory' types, the latter renamed as Mormacelm, Mormacfir, Mormacoak and Mormacpine. In 1946, the fleet also had 76 chartered ships from the U.S. Maritime Commission. The T2-SE-A1 standard tanker Pequot Hill was purchased in 1948 and renamed Mormacfuel, she had been built by the Kaiser Company yard at Swan Island in Portland, Oregon. She was given a grey hull and carried fuel to major ports on the East Coast and West Coast including Vancouver, and was sold in 1965 to the Cleveland Transport Corporation of New York and renamed Cleveland. She arrived in tow on 21st November 1970 at Sveti Kajo in Split to be broken up by Brodospas.

In 1949, the company repaid a U.S. Government loan subsidising its services to South America and repaid its mortgages to obtain a fully owned fleet of 40 ships. Meredith Victory rescued some 14,000 refugees from Hungnam in North Korea in December 1950 during the Korean War.

In 1957, Robin Line of the Seas Shipping Co. Inc. with eight of their dozen ships joining the fleet of Moore-McCormack Line, while four joined the Jakob Isbrandtsen fleet of New York. This fleet kept their 'Robin' prefixes to their names and traded from Eastern Seaboard ports to South and East Africa. The other cargo-liners were employed on the American Republics Line, Pacific Republics Line, and American Scantic Line services. The Moore-McCormack Line fleet in 1960 totalled forty owned ships.

Fourteen new cargo-liners of 12,000 dwt with a loaded draft of 31.5 feet, that could carry containers as deck cargo bolstered the cargo services to South America, Africa and Europe during 1961/64, named Mormacaltair, Mormacargo, Mormacbay, Mormaccape, Mormaccove, Mormacdraco, Mormacglen, Mormaclake, Mormaclynx, Mormacpride, Mormacrigel, Mormacscan, Mormactrade and

Mormacvega. However, the cargo handling ports of South America and Africa were nowhere near ready to handle bigger container ships as the port infrastructure would take another ten to twenty years to improve. Four 'C5' type combination ro-ro and container ships were completed in 1969 as the answer to this problem, as Mormacsea, Mormacsun, Mormacsky and Mormacstar, but when a North Atlantic trade war erupted in 1970, Moore-McCormack Lines made a loss of \$17 million, and was forced to sell this quartet to American Export Lines (AEL).

In 1976, four 'C4' type cargo-liners were purchased from States Marine Corporation and renamed Mormacsaga, Mormacsea, Mormactide and Mormacwave, while the six members of the 'Constellation' class of cargo-liners were lengthened and converted into cellular container ships Mormacaltair, Mormacargo, Mormacdraco, Mormacrigel, Mormacvega and Mormaclynx to make them more profitable. The African service was bolstered in 1980 with the purchase of two ships from Farrell Lines, Austral Pilot and Austral Patriot, to make Moore-McCormack Lines trade as the sole American shipping company running to South and East Africa.

In December 1982, the sale took place of Moore-McCormack Lines Inc., one of the iconic American liner companies and their last four cargo-liners to United States Lines, run by Malcolm McLean (1913-2001), with worldwide container services. Moore-McCormack Lines Inc. had begun the first Transatlantic container service between the Eastern Seaboard of America and Scandinavia in March 1966, using general cargo ships with containers stowed on their weather decks from their fleet of 35 vessels. The efficiency of loading containerised cargo at New York was much improved, and much cheaper at only \$2 to \$2.5 per tonne compared to \$16 per tonne for conventional break bulk cargo. The ships could not unfortunately turn this trade into a commercial success, and Moore-McCormack Lines gave up their Transatlantic service in 1970, even though it had in fact been the first U.S. shipping line with containers on the route, and had also been heavily subsidised by the American Government for many years. Moore-McCormack Lines Inc. did not follow up quickly enough with cellular container ships, while their U.S. competitors did.

It was fitting that Malcolm McLean should take over Moore-McCormack Lines, as on 26th April 1956, the first vessel to obtain U.S. Coastguard approval to ship containers was his converted tanker Ideal-X for a service from Port Newark to Houston. Malcolm McLean ran his Pan-Atlantic and Waterman companies for many years eventually taking over United States Lines. He is the acknowledged 'father' of the now huge container industry, although he was not the inventor of the shipping container. On the

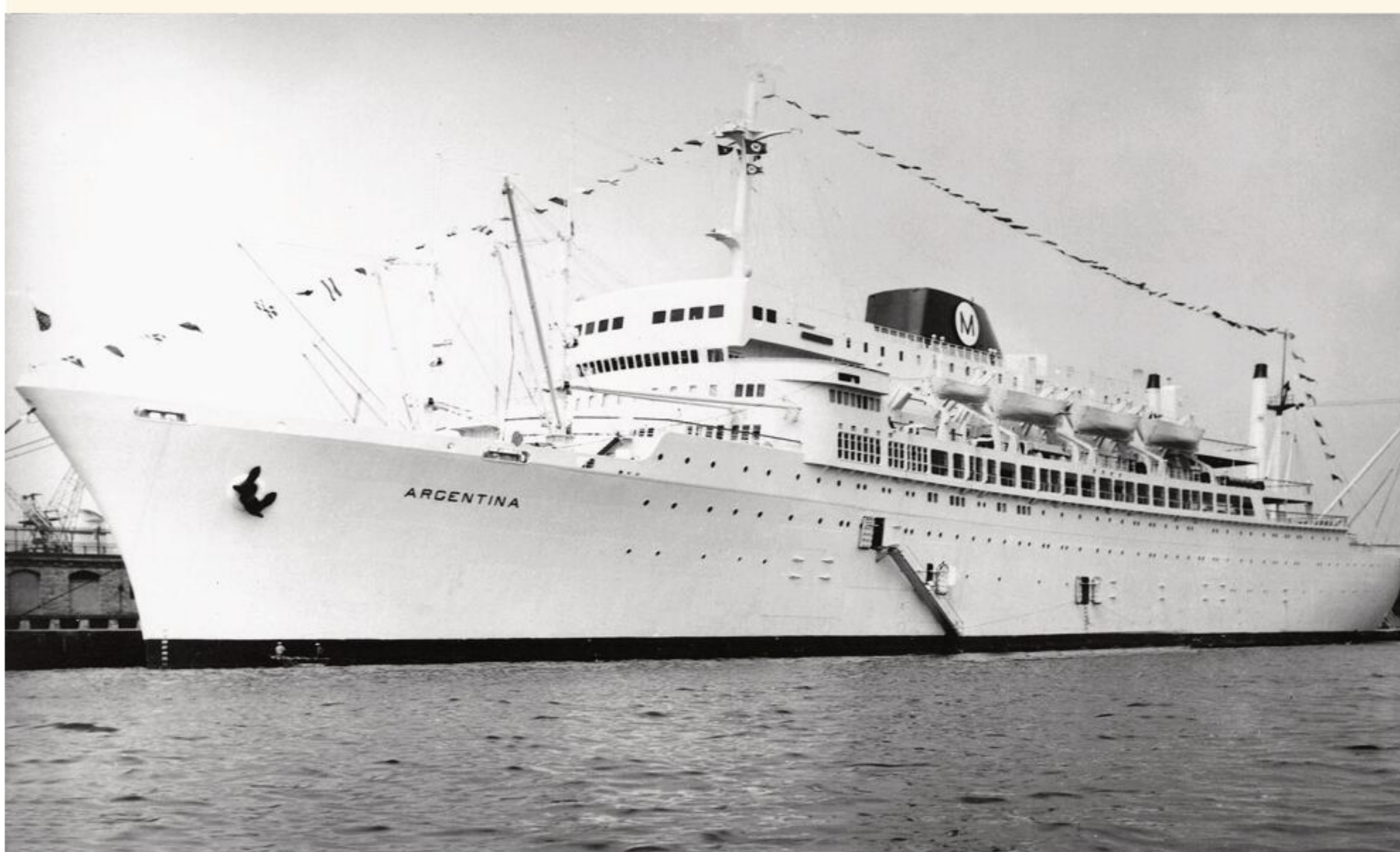


Above: The 39,861dwt tanker Mormacstar was built in 1975 by National Steel at San Diego. In 2002 she was renamed Morma for her final voyage to Alang where she arrived on 27th July. (C. Reynolds collection)

Below: The 14,984grt Argentinawas built in 1958 by Ingalls at Pasagoula. As described in the text she later sailed as Veendam (1972), Brasil (1974), Veendam (1975), Monarch Star (1976), Veendam (1978), Bermuda Star (1984), Enchanted Isle (1990) and New Orleans (2003). On 4th December 2003 she arrived at Alang to be broken up. (John B. Hill collection)

Bottom: The Argentina as Veendam.

(Don Smith/photo-transport.com)



morning of his funeral on 30th May 2001, many of the container ships in the world saluted him with a fanfare on their sirens.

Moore-McCormack Resources Inc., the division operating in the oil, mining and construction fields, continued the famous name and controlled several small vessels in the Great Lakes area. This company had been set up in the early 1970s to diversify away from shipping, with three tankers of 39,860 dwt named Mormacsky, Mormacstar and Mormacsun completed in 1975/76 by the National Steel & Shipbuilding Corporation (NASSCO) yard at San Diego. The trio were registered under Moore-McCormack Bulk Transport Inc., which continued to trade until 1987 when it was sold to a former Chairman of the company, James R. Barker, who set up Mormac Marine Group Inc. to operate the trio until they were broken up during 2001 and 2002.

THE LAST MOORE-McCORMACK PASSENGER LINERS

BRASIL and ARGENTINA (2)

Two new very stylish, intermediate liners replaced the retired Brazil and Argentina in 1958. The name of the new lead ship was spelled as Brasil in Portuguese fashion at the request of the Brazilian Government. The new pair of liners were built at a cost of \$50 million, but were part of a large shipbuilding programme costing \$400 million with new cargo-liners for the service between New York, Boston, Philadelphia, Baltimore, Norfolk, Savannah and Jacksonville and Trinidad, Rio de Janeiro, Santos, Montevideo and Buenos Aires. The original funnel colours of Moore-McCormack Lines had a black top, but this was removed to give a white base and a green top with a white disc bearing a red 'M' on the green part. The Commodore of the line flew the same green houseflag with a white disc bearing a red 'M' as the other ship masters, but his ship could be distinguished as the flag had a yellow border.

The new stylish pair were claimed to be the most luxurious liners ever built for South American service. Brasil (Yard number 467) and Argentina (2) (Yard number 468) had a sailing schedule which permitted a sailing every two weeks allowing for tourist stops at Barbados and Trinidad. T

hey were built by the Ingalls Shipbuilding Corporation at Pascagoula in Mississippi, one hundred miles east of New Orleans, with full air conditioning throughout and had special design features for all of her 553 First Class passengers in outside cabins. The keel of Brasil was laid on 6th July 1956 with Rear Admiral Robert C. Lee, Vice Chairman of Moore-McCormack Lines, driving home the first rivet into her double bottom section. Unusually, her plates were one inch thick and made of part high tensile steel. She was launched first on 16th December

1957 by Mrs Emmet J. McCormack and was delivered on 5th September 1958 and made her maiden arrival at New York four days later, escorted by seven tugs in a water cannon salute. A leader in the New York Herald Tribune the next day had this to say about her:-

“The new \$26 million Brasil arrived here at noon on her delivery voyage from Pascagoula and received a gala welcome with flags dressed aloft. However, aboard the liner as passengers were scores of workers from the shipyard who were busy putting the finishing touches to the interior during the three day voyage from the shipbuilding yard in Mississippi. The Brasil was originally scheduled to be delivered on 5th February this year has been delayed by a series of circumstances including a steel shortage during the early stages of construction. Among the many features incorporated into Brasil to help compete against air travel, the most discussed is the solarium on the top of the dummy funnel (the engine exhausts are led through twin uptakes further aft) where passengers are able to sunbathe in the nude under tropic skies. The upper part of the funnel is divided by a partition into male and female sections.”

A company spokesman also described the pair as, *“Brasil and Argentina are the only passenger ships in the world on which the discriminating passenger may get an all over tan in a solarium atop the dummy funnel, one hundred feet above the water. They are also equipped with two outdoor pools, a junior pavilion with snack bar and juke box for teenagers, a nightclub, a theatre, a deck area for dancing under the Southern Cross, and a suitable number of bars for the mature passengers. A luncheon and inspection of the new passenger accommodation for invited guests will be held onboard”*.

The sisters had a length overall of 617.6 feet, beam of 84 feet, depth to Upper Deck of 54 feet, draft of 27.3 feet, gross tonnage of 14,984, displacement tonnage of 22,000 and could carry 9,470 tons of cargo. Four General Electric steam turbines of 25,500 shp received steam from three watertube boilers and drove twin propellers to give service speeds of 21 knots and achieved almost 24 knots on trials. They had four decks for passengers named Boat Deck, Promenade Deck, Upper Deck and Main Deck. There were six derricks of five tonne capacity on the forward masts for cargo handling at holds one and two, and one ten tonne and one five tonne derrick on the mainmast.

A feature of the cargo handling equipment was two side cranes for loading and unloading vehicles and general cargo on each side of the ship. They were installed on ‘C’ Deck, below Main Deck, in numbers four and five holds and consisted of a crane body and

two booms, which could be extended through side ports on either side and had an outreach of 18 feet six inches. Wooden or metal pallets for general cargo, and strong slings for vehicles were attached to the booms by ‘strongbacks’. The side cranes were each operated by one man from one of two cabs to port and starboard.

Denny Brown stabilizers reduced their roll from thirty degrees to three degrees to give passengers the comfort and ease to enjoy their voyage and to ensure the vessel arrived on time. The stabiliser fins were angled by small gyroscopes with a working angle for the fins of twenty degrees, and thirty degrees for the angle of the attached tail flaps. The arrangement of the First Class staterooms and public rooms was as follows:-

Boat Deck had 36 staterooms and a deck café balcony, which overlooked the swimming pool on Promenade Deck below. There were eight lifeboats and beautifully finished outdoor teak decks. The Sun Deck above had a spacious wheelhouse forward with chartroom behind to starboard and fire control station to port. Ten cabins for the Master and Deck Officers and the Officers Lounge, the Radio Room, Ship’s Office, and battery room completed the Sun Deck, with a radio room, generator room and dog kennels built into the base of the funnel. The upper part of the funnel consisted of a solarium and an observation lounge.

Promenade Deck had a central Gift Shop forward with the Library to starboard and a Writing Room to port. Moving aft of the Entrance Hall and Foyer was a small central Quiet Lounge with Card Room to port and Ladies Powder Room to starboard. Moving aft and occupying two thirds of the length of Promenade Deck was the Social Centre Lounge, which as its names implies was the social hub of the ship. The bandstand for the ship’s orchestra was to starboard and a bar to port at the rear of this fine room, which was equipped with stylish modern tables and chairs and had long Caribbean murals showing tropical forest scenes as well as lattice patterned decorations on its walls. An open Deck Café was abaft the Social Centre Lounge with a central buffet forward of the swimming pool.

Upper Deck had 80% of its length occupied by First Class Staterooms with a children’s playground aft to port and a snack bar and junior pavilion aft to starboard and a second indoor swimming pool. The junior pavilion was very popular for dances held for the teenagers and young people onboard. The air conditioned, spacious staterooms were mostly designed for family travel, with two fold away beds for children as well as larger beds for the parents, as well as solid, wooden furniture and fittings.

Main Deck had all of its length occupied by First Class Staterooms except for the spacious central Dining Room, which occupied the starboard side of the deck. This large open pleasant room was cleverly split into several separate serving areas by tall pillars, waist high banquette seating, and serving bays. There were always flowers on every table, whether they were for two, four, six or eight guests. Interesting floral murals and wooden lattice decorations on the walls gave a stylish and modern look to the Dining Room. White melamine impregnated wallpaper gave a soft matt finish to the walls of all of the public rooms. A theatre with a projection room for conversion into a cinema was situated on ‘C’ Deck below Main Deck, and was much refurbished in their later careers to become a major feature of the twin sisters. ‘C’ and ‘D’ Decks also had the accommodation for 366 crew members.

In reality, the stylish sisters were built too late for the South American passenger trade and gave only ten years of service to Moore-McCormack Lines before air travel began to take over the trade completely. Their 31 day South American voyages, marketed as cruises, were interspersed throughout this decade with other cruises e.g. five week cruises to Scandinavia, the Baltic including Leningrad where passengers saw the build up of missiles and armaments bound for Cuba, the North Cape of Norway, nine week cruises around Africa returning via the Mediterranean and the North Atlantic, and a number of short distance cruises to Bermuda, Nassau, Florida and the Caribbean. Passenger fares in 1960 for an eleven day voyage to Rio de Janeiro ranged from \$595 to \$1,960, and sixteen days to Buenos Aires ranged from \$675 to \$2,375. On the retirement of Brasil in 1969, passenger fares had increased to \$1,310 and \$3,075 for the 32 day round voyage to South America, and a fabulous Round the World cruise had to be cancelled due to lack of customers.

A complete rebuild of the twin liners took place in 1963 with a Federal Government grant of \$2 million, with the forward superstructure heightened, the top deck extended with 61 new cabins, an extra lounge added and the funnel reshaped. The new top deck was added to increase passenger capacity to 610 passengers, and the nude sunbathing facility in the funnel was abandoned. The refit was carried out at Baltimore by Bethlehem Steel to give a gross tonnage of 15,257. A luncheon and inspection of the enlarged passenger accommodation was held at Pier 97 on the North River in New York City on Wednesday 26th June 1963 onboard Brasil by Moore-McCormack Lines Inc. However, passenger satisfaction declined due to the increased passenger load with two sittings in the Dining Room instead of one previously. The small ship ‘sea-going club’



Above: The 14,984grt Brasil was built in 1958 by Ingalls at Pasagoula. She later sailed as Volendam (1972), Monarch Sun (1975), Volendam (1977), Island Sun (1984), Liberte (1985), Canada Star (1987), Queen of Bermuda (1988), Enchanted Seas (1990) and Universe Explorer (1996). In 2004 she was renamed Universe for her final voyage to Alang where she arrived on 5th December.

Below: The Brasil as Monarch Sun in the Caribbean in 1976.

Bottom: The Brasil as Queen of Bermuda in American waters in 1988.

(All photos courtesy of Don Smith/photo-transport.com)



atmosphere was lost to the inevitable shorter week-long cruises to suit the mass market e.g. in 1967 a number of cruises were run from New York to visit Expo '67 in Montreal. This route also proved to be their last Moore-McCormack cruises with the final one in September 1969.

High American crew costs and frequent American strikes of stevedores disrupted their schedules causing long spells of lay-up, instead of making money on cruises at sea, and despite a joint marketing venture in 1968 with Moore-McCormack Lines joining with Grace Line for South American trading, the twin liners were laid up in September 1969 at Baltimore, where they remained nested together at the Maryland Shipbuilding and Dry Dock Company for the next three years. No American buyers were forthcoming, and clearance was obtained from the Government to sell the pair abroad to Holland America Line.

The stylish pair arrived at Bremerhaven at the Hapag-Lloyd shipyard in the late summer of 1972 for six month conversions at a cost of 15 million Deutschmarks each into luxury liners for long, exotic cruises. The forward cargo handling masts and derricks were removed, and a horizontal interconnecting walkover added to join the twin engine uptakes with a small vertical mast added to the horizontal walkover in the manner of Rotterdam of 1959.

Brasil was renamed Volendam and Argentina as Veendam, and they now cruised with 675 passengers from New York with gross tonnages of 23,395. They were registered at Willemstad in Curacao and positioned at New York for cruising to the Mediterranean. Veendam took the Holland America Line Round the World cruise in January 1974, preferred because of her style and luxury to the larger and more established Rotterdam of 1959 and Statendam of 1957 and modernised in 1972. Veendam and Volendam were given dark blue hulls with a white navigation mast and twin white engine uptakes, and a reddish orange funnel bearing the Holland America Line green, white and green houseflag.

However, both were heavy on fuel on these long distance cruises, and the price hike of fuel oil by OPEC producers in the Middle East at the end of 1973 meant that both had been laid up together by May 1974 at Newport News. In December 1974, Veendam, the former Argentina, was confusingly renamed Brasil for a five month charter to a Brazilian tour company for cruises from Rio de Janeiro.

Fortunately, she regained her name of Veendam, when both were chartered to the Miami based Greek owned Monarch Cruise Line for \$5,000 each per day in the summer of 1975. Volendam was renamed Monarch Sun and Veendam as Monarch Star, with Dutch Captains, Greek Navigating and



Engineer Officers, and American stewards and English used as the only method of communication. The pair resumed full Dutch crews in early 1978 when the ailing Monarch Cruise Line was purchased, and the pair returned to Holland America Line service as Volendam and Veendam.

However, the stylish and new Holland America pair of Nieuw Amsterdam and Noordam of 1983/84 resulted for a short time in lay-up for the American built pair, before Volendam found employment in the St. Lawrence as an accommodation ship before both were sold to the expanding C.Y. Tung empire of Hong Kong. Volendam was renamed Island Sun and arrived at Sasebo on 10th November 1984 for a long refit in Japan before beginning cruise service in December 1985 as Liberte on South Pacific cruises from Papeete for American Hawaii Cruises. Veendam was placed on long term charter to the British owned Bahama Cruise Line and cruised in North American waters as Bermuda Star. She was then bareboat chartered by Common Brothers of Newcastle upon Tyne, better known as tramp ship operators, in May 1984, and arrived at Hampton Roads on 24th April 1984 from Tampa for a refit.

The Newcastle firm of Common Brothers had entered the cruise market in November 1980 with the purchase of the former Theodor Herzl, then trading as Veracruz 1. Bermuda Star cruised on the New York to Bermuda route in summer and New Orleans to Mexican and Caribbean ports in winter. Veracruz 1 fell off the blocks in a dry dock in Norfolk (Va) in September 1984, and the subsequent loss of confidence in her by passengers took two years to restore. Bahama Cruise Line was renamed as Bermuda Star Line in 1986.

In February 1987, 40.9% of the Common Brothers 100% shareholding in Bermuda Star Line was sold to American public investors, and with the proceeds a third cruise ship was added. This was the former Brasil, renamed as Canada Star and then Queen of Bermuda, and half owned by Common Brothers. Canada Star now had a different funnel with a raised top on its rear side, and an extended Promenade Deck forward below the bridge. She cruised in summer from New York to the St. Lawrence and in winter from New Orleans to Mexican and Caribbean ports. She had a white hull and white funnel bearing the Bahama Cruise Line logo, whereas Bermuda Star sailed with a black hull and black engine uptakes and a white funnel bearing the same logo.

Common Brothers (U.S.A.) Ltd. was established because of the increasing importance of New York as a world shipping centre, with agency, ship management and ship maintenance activities. The accounts for Bermuda Star Line Inc. with offices in Teaneck (New Jersey) for the year ended 30th

June 1988 showed a loss of \$1.1 million, despite a profit of \$1.381 million being generated in the first half of the year, but then severe losses were accumulated in the second half. Bermuda Star, which was on a short term charter from her third party owner, was acquired by Challenge Shipping Ltd., a Group member, in August 1988 and chartered to Bermuda Star Line Inc. for five years from 1st January 1989. Bermuda Star Line Inc. now had control of three cruise ships with a total passenger capacity of 2,200.

This period of Common Brothers ownership and management of the stylish former American twins came to an end in May 1989, when the owned Bermuda Star Line Inc. was sold to Effjohn International (Johnson Line and EFOA of Finland) for just over \$20 million. Norex, the Common Brothers holding company, received \$4.4 million after tax and other charges were paid. The sale gave the cruise line a major cash injection as well as withdrawal from a market in which it could no longer realistically compete with the megasize cruise lines. Commodore Cruise Line of Florida then chartered both of the stylish sisters and renamed them as Enchanted Isle and Enchanted Seas. Caribbean cruising with Commodore Cruise Line continued through the first half of the 1990s for the stylish twins. Large casinos with slot machines had been fitted as well as gymnasiums, saunas and massage parlours, with the public rooms now decorated in pleasing colours, and the 290 outside and 76 inside cabins had been updated.

In February 1996, Effjohn International sold the Commodore Cruise Line to International Cruise Finance Ltd., a group of American investors, for \$32.8 million. Enchanted Seas, ex Brasil, was renamed Universe Explorer for education voyages under the auspices of Pittsburgh University. Both she and Enchanted Isle ex Argentina were now managed by V Ships Inc. (U.S.A.), a subsidiary of V Ships of Monaco, an international ship management company managing over 120 ships. Commodore Cruise Line still owned both of the stylish twins and their management contract for all technical and hotel services with V Ships was extended for another five years in July 1998.

Universe Explorer underwent a refit from October 1995 to January 1996 and then carried out a 'shakedown' cruise with cruise passengers to the Caribbean before beginning her educational voyages. She was given a white hull with a thin blue line at weather deck level, and a dark blue funnel with a thin yellow band, and the bridge top was also painted with dark blue and yellow bands. She then interspersed these worldwide educational voyages with Alaskan and Pacific cruises with normal full fare cruise passengers. She suffered a very bad fire in her laundry room on 27th July 1996 twenty miles off Juneau during an Alaskan cruise from Vancouver.

Five crew unfortunately lost their lives, and 55 others and one passenger suffered smoke inhalation while trying to fight the fire. The fire was extinguished in four hours and the passengers were evacuated at Juneau, and the repair bill for the ship at Vancouver came to \$1.5 million.

Universe Explorer then continued sailing on worldwide educational voyages under charter to the Institute of Shipboard Education and World Explorer Cruises. She left American shores for the last time from Puget Sound and Seattle for a refit at Hong Kong on 28th April 2004. The refit in Hong Kong was to create a very special Lounge in the style of the old Moore-McCormack Lines, something that cruise lovers with a true sense of history would appreciate. However, half way through this refit, her owners decided that time had caught up with the old liner and she departed from Hong Kong on 19th November 2004 under the name of Universe for the scrapyards of Alang in India, where she was beached on 7th December 2004. She flew the North Korean flag for her final voyage and was registered at Wonsan.

The former Argentina had a short spell as a temporary floating hotel named Commodore Hotel for Commodore Cruise Line at St. Petersburg during 1993/94 and was then reactivated, and continued cruising with Commodore Cruise Line from 1995 as Enchanted Isle. In Spring and Summer 1997, she was sailing from New Orleans on seven day cruises on two Caribbean routes to either Playa del Carmen, Cozumel, Grand Cayman and Montego Bay in Jamaica, or Playa del Carmen, Cozumel, the Roatan islands and Puerto Cortes in Honduras. Prices for both cruises ranged from \$948 to \$1,598 depending on cabin size. In late December 2000, her seven day weekend cruises were cancelled and the company filed for Chapter XI protection.

After the bankruptcy of her owners she was laid up at Violet (Louisiana) near New Orleans, the very last cruises having been seven day Caribbean cruises from New Orleans. In July 2003, she was sold to Global Marketing Company of Kingstown (St. Vincent) and was renamed New Orleans.

Despite trying to find gainful employment for the old liner, she remained in lay up until her departure from Violet on 2nd October 2003 for Alang in India, where she arrived on 9th December 2003 for breaking up. Demolition was completed during the first half of 2004 with only a pile of steel left on the beach in July 2004.

The long lived stylish American twin liners had graced most of the seas of the world for over 46 years and had gained an excellent reputation for comfort and luxurious style with the vast majority of their many passengers.

They had outlasted their original owners of Moore-McCormack Lines by thirty years.



THE ROYAL NAVAL BENEVOLENT TRUST

SERVE A DAY, SUPPORTED FOR LIFE



Our vision is: Sailors and Marines helping Sailors and Marines – now and always.

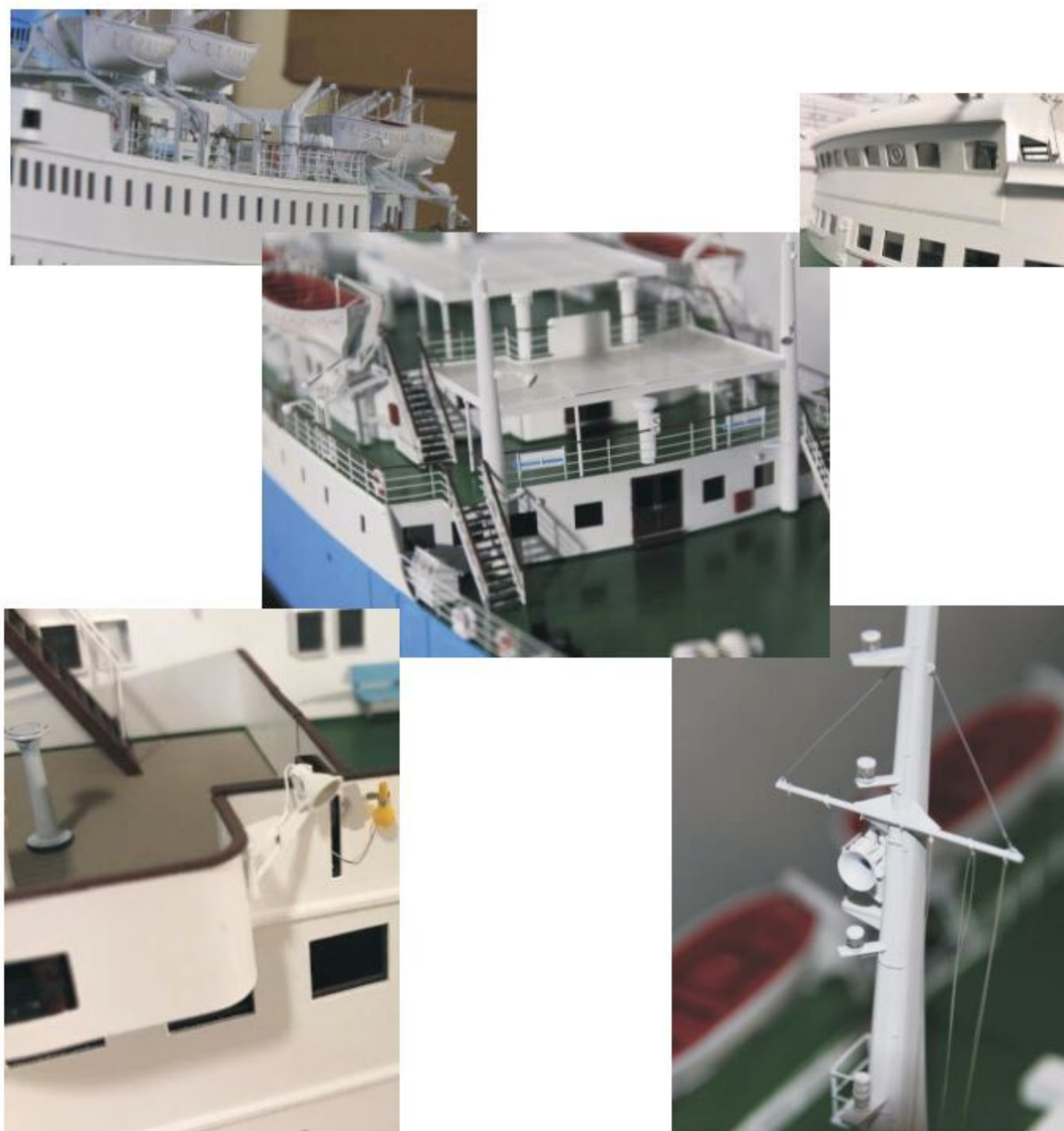
RNBT provides a helping hand to serving and ex-serving men and women and their families. Help, opportunity and care in times of need.

We don't just help you to weather the storm, we try and help you navigate your way out of it. If you need help or would like to donate or volunteer contact RNBT.

T: 02392 690112 www.rnbt.org.uk



PRECISE-SCALE-MODELS.com



Axel Huettemann Modellbau
precise-scale-models.com

phone: +4948549069100

email: ah@precise-scale-models.com

postal address: Suederdeich 26 - 25718 Friedrichskoog - Germany

CLASSIFIED

SOCIETIES



Join the
**Thames
Ship Society**

*Providing High Quality Tours
for the Shipping Enthusiast.*

*To become a member of
our society, contact:*

Dave Smith,

2 Briain Way, St Johns Road,
Clacton-on-Sea, CO16 8LR, UK
or Email:

daviddonaldsmith@btinternet.com

www.thameshipsociety.org.uk

MEMORABILIA

OCEAN LINER MEMORABILIA
for sale. Including White-Star,
Cunard, French Line, Royal
Yachts and Royal Navy.

Cobwebs, 78 Northam Road,
Southampton. Tel: 02380 227458

SUBSCRIPTIONS

Subscriptions, back issues, binders and plans
are available from Shipping T&Y, Tandy Media Ltd,
PO Box 302, Bexhill-on-Sea, TN40 9HN, UK

Annual Subscription Rates: UK £51.50, Europe £70, RoW £75

Cheques/money orders in Sterling only please,
payable to Shipping T&Y

We also accept most credit/debit cards.

T: +44 (0)203 745 3367 **E:** subs@tandymedia.com

ADVERTISING

Simon Briant, SDB Marketing

T: +44 (0)1273 594455

E: simon@sdbmarketing.co.uk

Shipping T&Y reserves the right to suspend or refuse any advertisement without giving reasons.
While every care is taken to avoid mistakes Shipping T&Y cannot be liable in any way for any
errors or omissions. Nor can the publisher accept responsibility for the bona fides of advertisers.

DISTRIBUTORS

Seymour, 2 East Poultry Avenue, London EC1A 9PT, UK

T: +44 (0)20 7429 4000 **W:** www.seymour.co.uk

© SHIPPING T&Y 2023

All articles, images and illustrations published in Shipping T&Y are strictly copyright and may not
be reproduced in any form or stored in a retrieval system, of any kind, without written permission
from the publishers. Opinions expressed by contributors and advertisers are not necessarily those
of the editor or publisher.

www.shippingtandy.com



Charles Miller Ltd *Est. 2007*
SPECIALIST MARITIME & SCIENTIFIC AUCTIONEERS

R. G. LLOYD—M.V. 'Clan Menzies' Leaving Dar Es Salam, Oil on board, (Detail)
 Sold for £744,1st November 2022

2023 SALE CALENDAR:

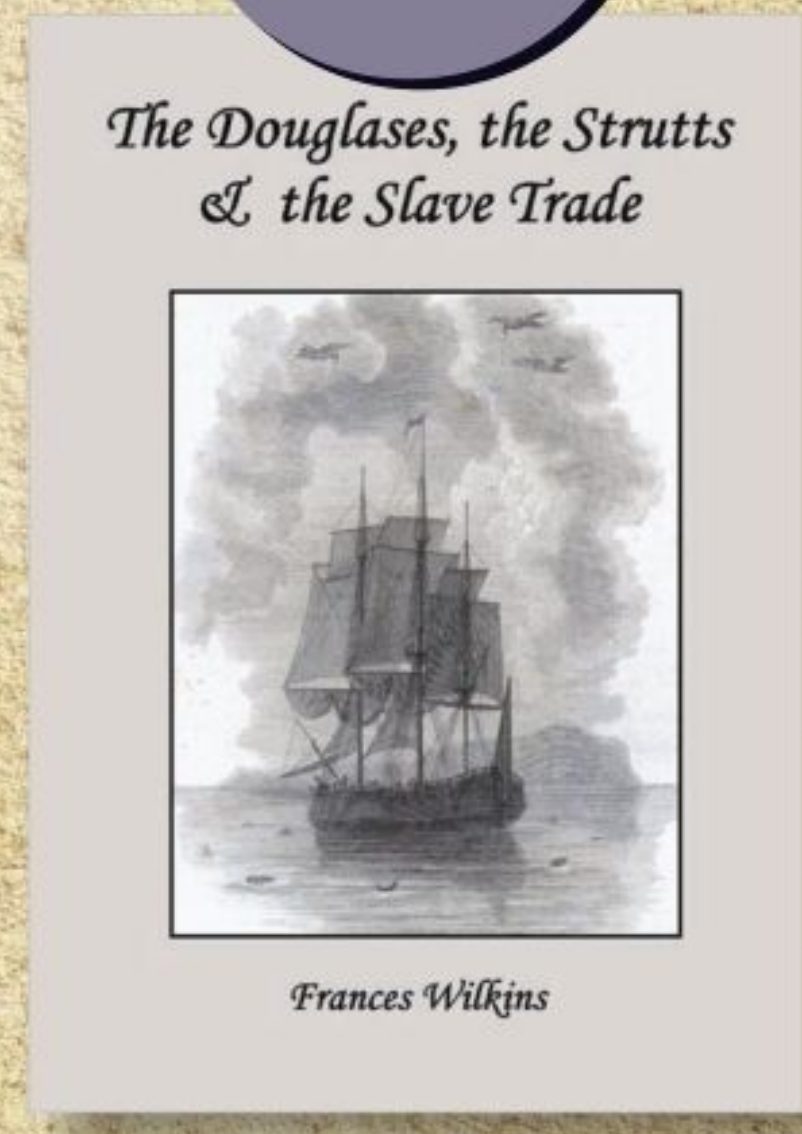
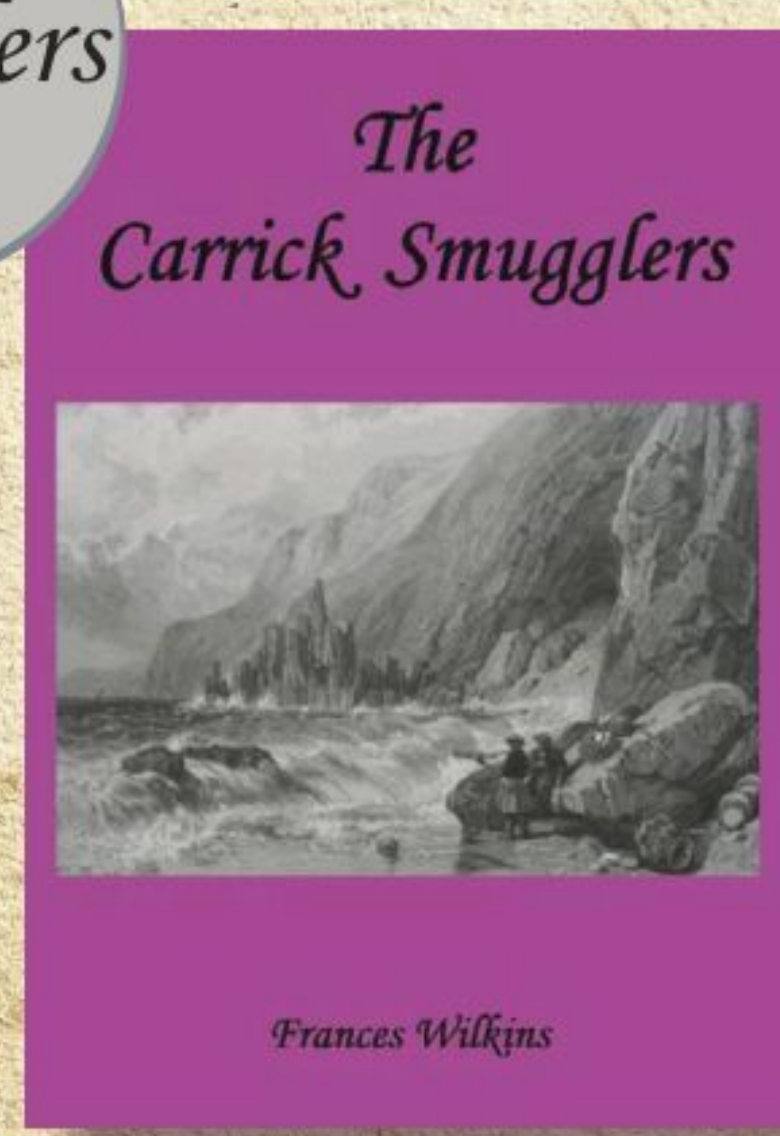
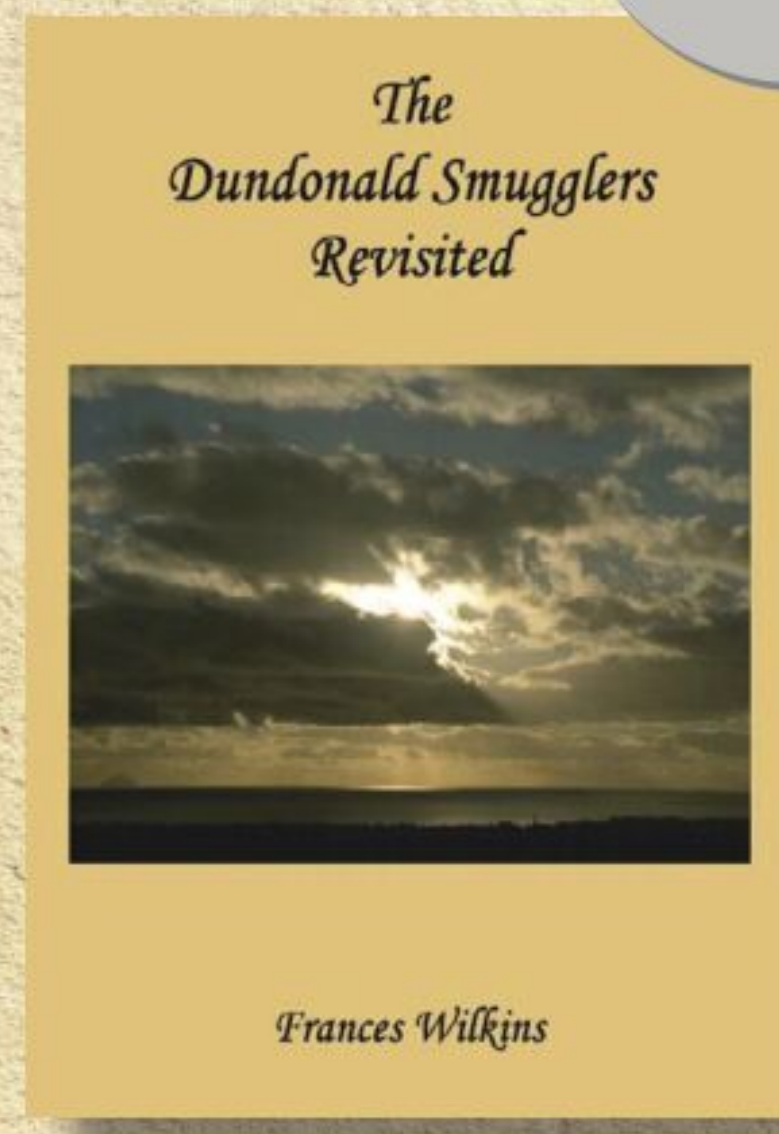
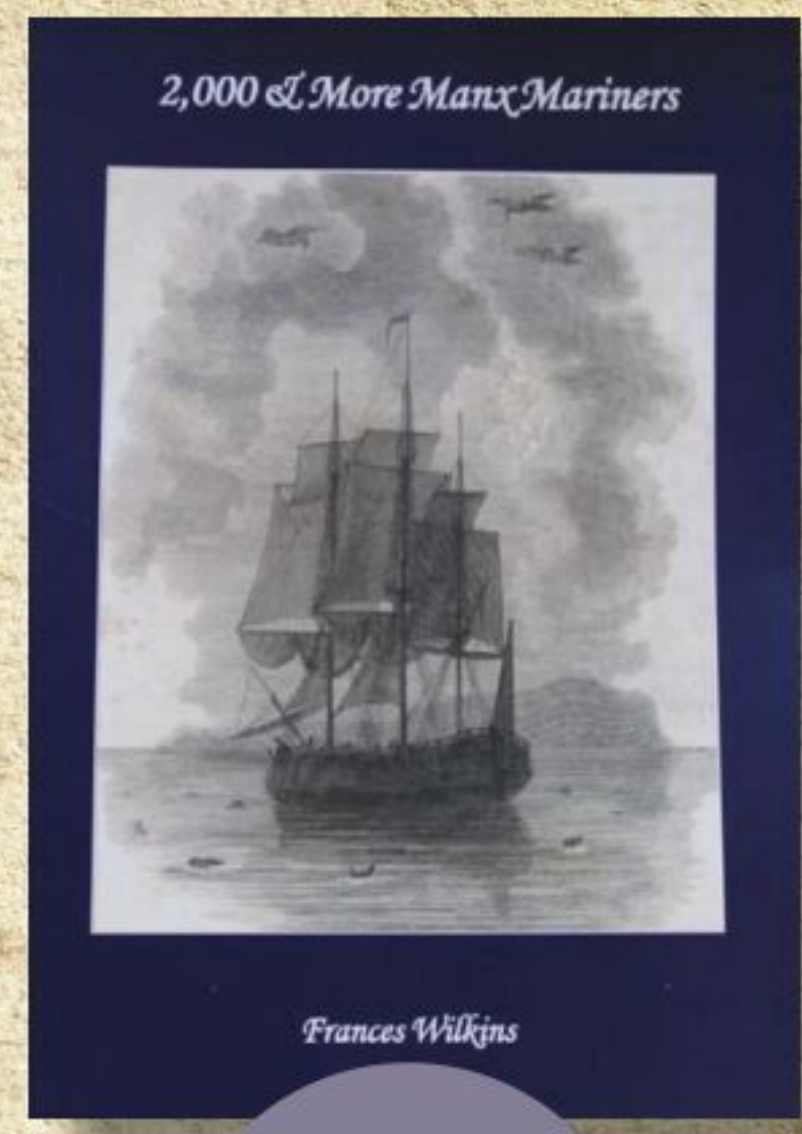
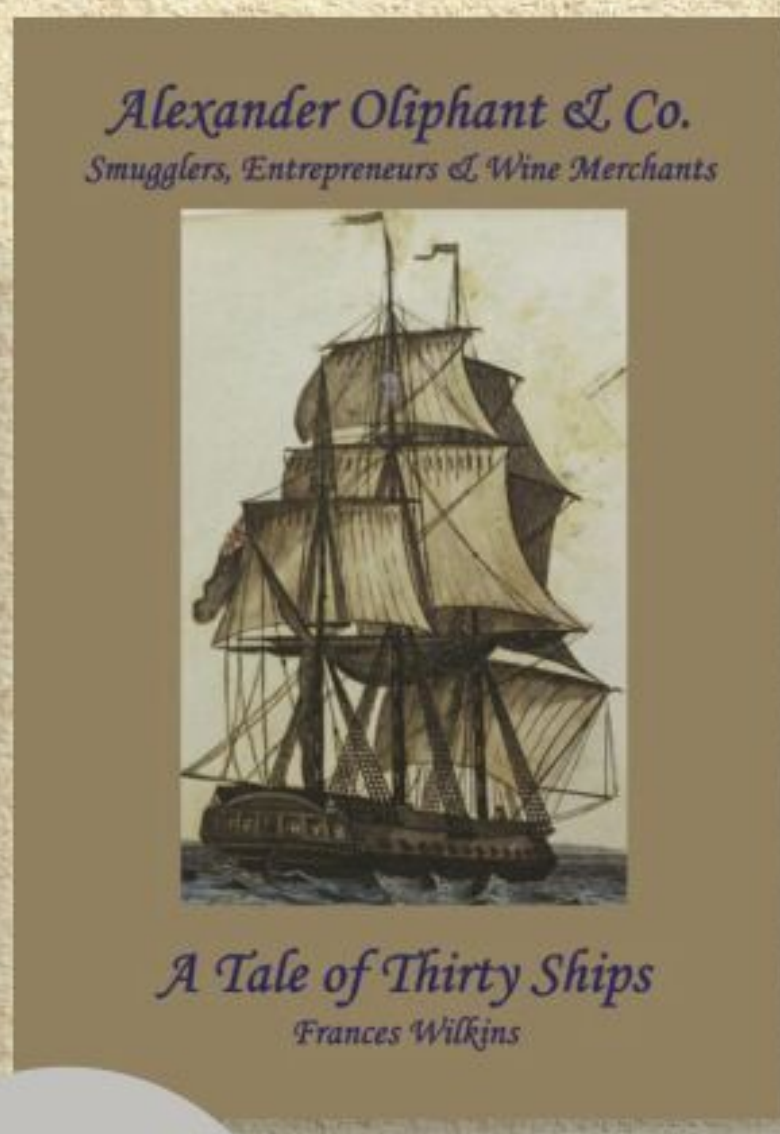
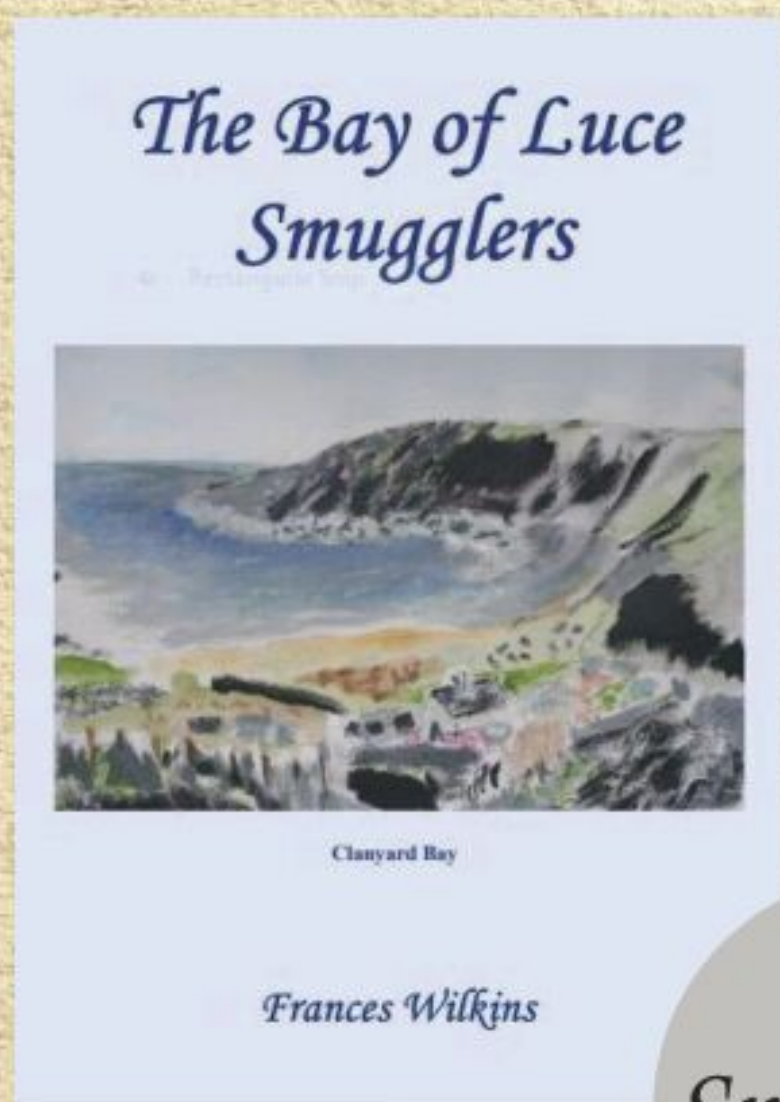
25th April (Closing 17th February)

7th November (Closing 8th September)

Tel: +44 (0)20 7806 5530 | enquiries@charlesmillerltd.com

[charlesmillerltd.com](https://www.charlesmillerltd.com)

Robert G. Lloyd 2002



Smugglers

Scottish Banking

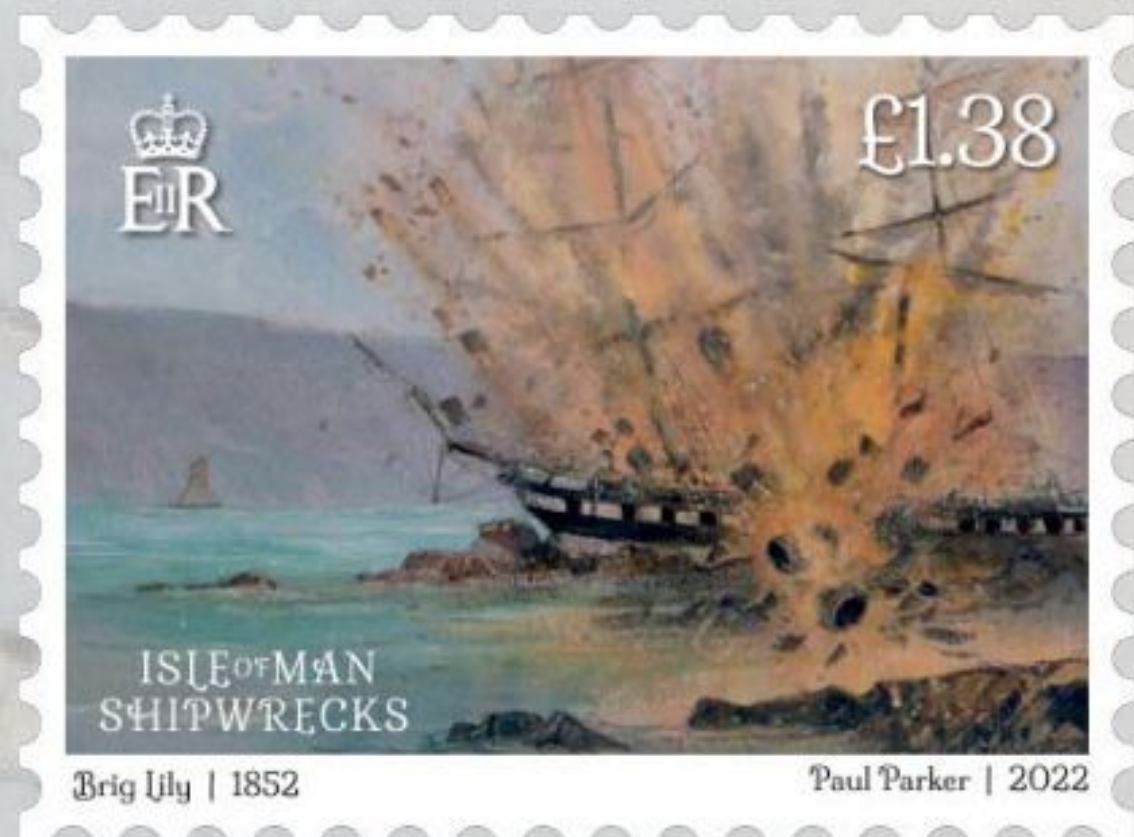
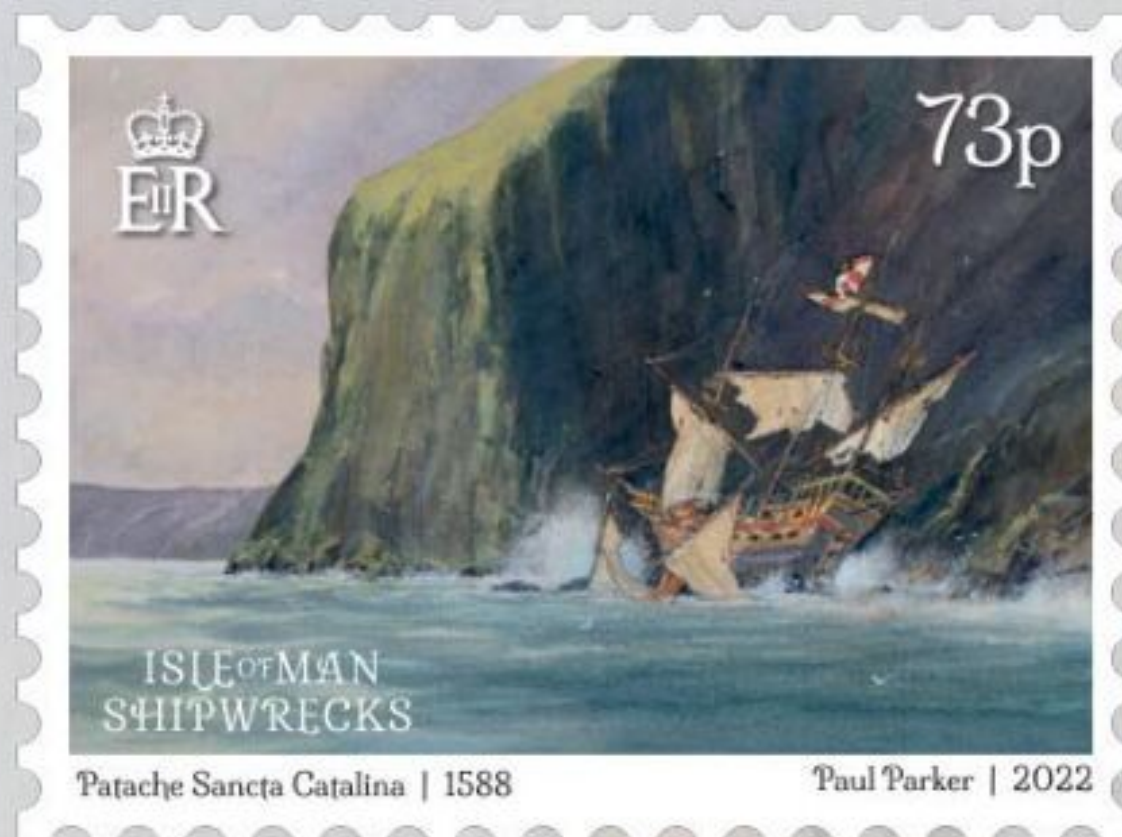
Historic Lives

Celebrating 30 years of books from
Wyre Forest Press
www.franscript.co.uk
 Tel 01335 345239

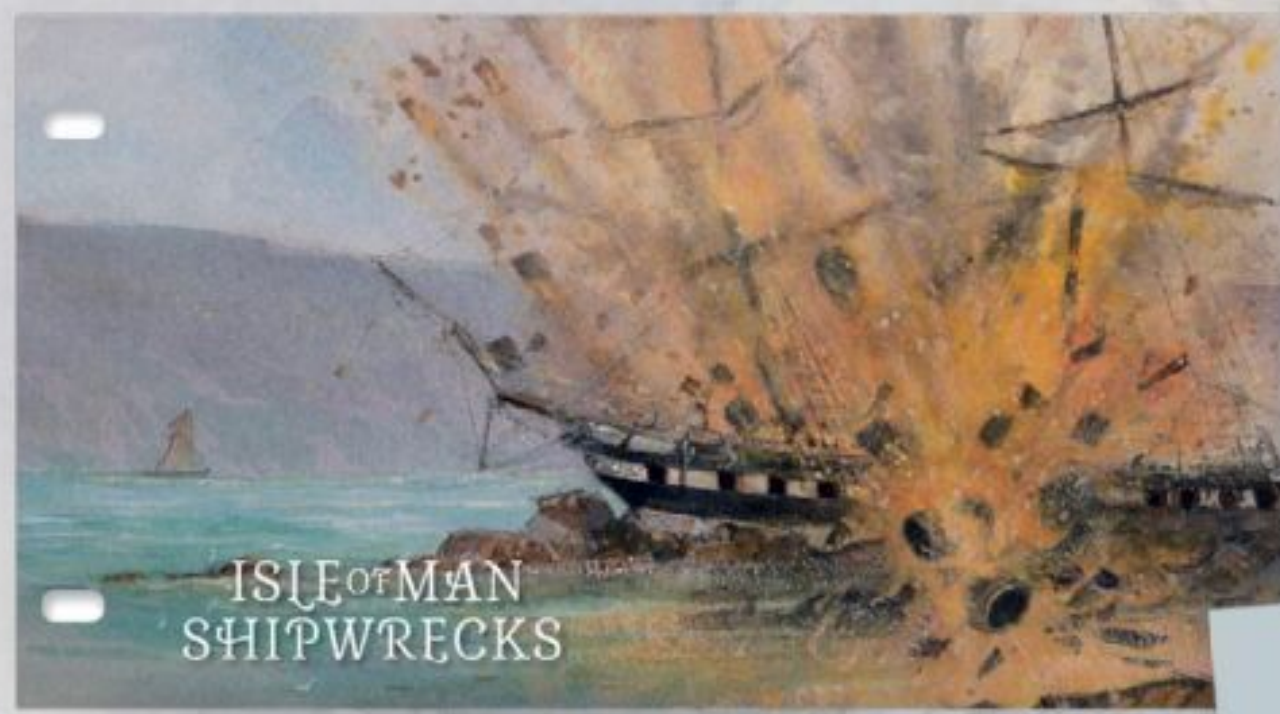
Coming in 2023

ISLE OF MAN SHIPWRECKS

FREE worldwide delivery on all orders & FREE gift when you spend over £30



ABL31 Stamp Set



ABL40 Presentation Pack & First Day Cover



Six stories of the most significant shipwrecks in the waters off the Isle of Man over a period of almost five hundred years



Keep up-to-date with our new releases at
iompost.com/e-news

Order online or call our friendly team on +44 (0) 1624 698430

iompost.com/Shipwrecks



Isle of Man
**STAMPS
& COINS**



Cowraghyn Post as Cooinaghyn Ellan Vannin