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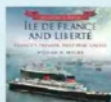
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CLASSIC LINERS SERIES



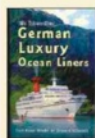
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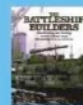


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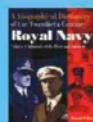
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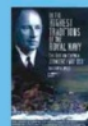
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A day cruising down the Solent



Chris Creed

Doug Brodie (on left), Chairman of Solent Steam Packet Ltd, owner of Shieldhall, with Nicholas Leach (on right) meet competition winner Colin Flood on the bridge of Shieldhall during a trip down the Solent in August.

Despite the weather not being too kind, I was pleased to spend a day on board the preserved steamer Shieldhall on 17 August and meet competition winner Colin Flood during an enjoyable cruise down Southampton Water and back. We were welcomed by Shieldhall's officials onto the historic steamer for the trip, which took in the Old Gaffers' Race off Cowes and also included live music in the saloon, as well as a range of snacks and meals.

The trip was one of many undertaken by the busy historic steamer during the summer, and the volunteers are to be congratulated for running such a fine operation. A day out on Shieldhall is thoroughly recommended, as not only can you enjoy the atmosphere on board

a preserved steamer, but you can also get behind the scenes, visit the bridge and see the engine room at first hand. It's also a great place to watch the varied shipping activities of Southampton Water, with cruise ships, car carriers, ferries and tankers all in the mix.

I understand that next year will be busier than ever for Shieldhall, with some special events planned. So anyone wanting a good day out, visit www.ss-shieldhall.co.uk and see what events are upcoming.

Nicholas Leach

Nicholas Leach
Editor
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Steven Duff

Steven Duff is a retired music educator now working as a writer and artist. He is also an avid sailor, maintains a small collection of classic boats and has contributed several articles to Ships Monthly.



Dave Fortey

Dave Fortey has had a lifelong interest in shipping, and he is fortunate to have travelled all over the world serving the Royal Navy. He now lives in the Cornish port of Falmouth.



Malcolm Cranfield

Malcolm Cranfield developed an interest in shipping when living at Portishead in the 1960s, encouraged in particular by Des Harris of Penarth and later by Laurence Dunn.



John Pagni

John Pagni's interest in ships started early as his Kiwi-English parents went back and forth between Australia and the UK. He now writes about his hobby while living in Helsinki.

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Artania (1984/44,348gt) arriving at Portsmouth for the second time this year. Completed as the original Royal Princess, she became P&O Cruises' Artemis in 2005. She was acquired by the German operator, Phoenix Reisen, in 2011. (Maritime Photographic)



contents

Regulars

6 Waterfront

Heulin-Renouf go out of business, bulker grounded off Dublin Bay, the future Costa flagship in build, new Shannon class lifeboat named and three new tall ships on the way.



10 Ferry

Cotentin withdrawal confirmed by Brittany Ferries, Stena boost capacity in the Baltic, and Normandy link reaches the one million milestone. **Russell Plummer**



12 Cruise

Iberocruceros' fleet reduced in size again, world voyages announced by P&O and Cunard, breakdown for Celebrity Millennium and Funchal returns to service. **William Mayes**

14 Naval

The US Navy moves to the Eastern Mediterranean, USCG ship Legend launched, and Japan unveils its latest warship. **Gary Davies**

16 Cargo

Commercial use of the Northeast passage, Ice-class LNG tankers built, UASC orders ten new vessels, and Carisbrooke Shipping expands.

18 Newbuild

Cylindrical ships for the North Sea, specialist pipelay vessels ordered, China to build PSVs and a dual-fuel ferry for Canada. **Jim Shaw**



20 News feature

Report on the World's biggest ships gathering in Rotterdam. **Andrew McAlpine**



39 Ships pictorial

A selection of ships pictured around the world.

Chartroom

60 Ships mail

A selection of letters from readers.

62 Ships library

Reviews of a selection of new maritime books.

63 Ports of call

Cruise ship calls around the UK in November. **Edwin Wilmshurst**

63 Mystery ship

Can you cast any light on this month's mystery ship?

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Ships

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Features

22 The Navy's Big Sisters

Three decades of service by the Royal Navy's largest 20th century aircraft carriers, HMS Eagle and HMS Ark Royal. **Paul Brown**

28 Maritime Mosaic

A selection of photos showing ships calling at the historic port of Civitavecchia, a popular cruise destination and also a key ferry port. **Alan Moorhouse**

33 Ship of the Month

Behind the scenes on Viking Line's innovative new LNG-powered ferry, Viking Grace, which made her debut earlier in the year. **John Pagni**



42 Cal Mac's grand old lady

Profile of the ferry Isle of Arran, which is currently the oldest ship in the Cal Mac fleet in which she has served as something of a workhorse for almost 30 years. **Nicholas Leach**

44 Mersey tug scene

A look at the changing towage scene at Liverpool, focussing on the Alexandra Towing Company Limited, and the tugs it operated out of Liverpool. **Malcolm Cranfield**

48 The port for all seasons

Port profile of Falmouth, where tankers rub shoulders with warships, super-yachts pass bunkering bulkers, research ships jostle for repairs against ro-ro vessels. **Dave Fortey**

53 Diary of defeated yards

Historic photographs, taken by a British delegation, showing the state of German shipyards in the aftermath of World War II. **Ian Buxton**

56 Steamboat legacy

The famous and historic American sternwheelers Delta King and Delta Queen, which have had long careers. **Ted Scull**

66 View from the Bridge

Captain Brian Larcombe, Master of Cruise and Maritime Voyage's cruise ship Discovery, discusses his career and current command. **Steve Newman**



COVER: The new Triple-E class container ship Maersk Mc-Kinney Møller makes her maiden European call at the port of Rotterdam in August. See page 20 for a full report. (Andrew McAlpine)

Concordia salvage in the spotlight

Complex operation to right and salvage stricken cruise ship takes step forward in mid-September.



The work of salvaging the 2004-built cruise ship Costa Concordia has been the most complex and expensive operation of its kind ever.

CRUISE SHIP

The righting of the stricken cruise ship Costa Concordia was undertaken in the full glare of the world's media throughout Monday 16 September. Crowley Maritime's TITAN Salvage subsidiary and the Italian firm Micoperi were ready to get the process going early in the morning, and a live feed on the BBC website kept interested parties up to date with the salvage project, which is the biggest, most expensive and most complex of its kind ever.

The events of 16 September were the most significant in the salvaging of Costa Concordia since the work to remove the wreck began more than 18 months ago. The latest operation involved the rotation, or parbuckling, of the ship to an upright position. This began during the early hours of the day and was completed late on Monday night. The marathon operation lasted around 19 hours but was successfully executed. As the ship came clear of the water, the extent of the considerable damage to her hull became evident.

The wreck had already been stabilised using an anchoring system made up of four submarine anchor blocks fixed to the sea bottom between the centre of the wreck and the coast. Huge sponsons had been fixed to the side of the ship to ensure she floated. More sponsons will be attached to the other side of the ship, once the level of damage has been assessed, enabling her to be floated.

The Senior Salvage Master, Nick Sloane, gave the order to activate the commands from the control room

located on the barge Pollux, which was moored in the immediate vicinity of the bow of Concordia.

TITAN Salvage and partner Micoperi, an Italian company specialising in underwater construction and engineering, will continue to work to refloat the wrecked ship, and, once she has been stabilised, she will be towed away to a port to be scrapped. Of the 3,229 passengers and 1,023 crew known to have been aboard at the time of the incident, 30 people died, and two passengers are missing.



ABOVE: The crew modules on board one of the salvage barges.

RIGHT: Barges and winch wires in position ready to right Concordia.

BELOW: The control room shows the complexities of the salvage operation.



Heulin-Renouf go out of business



Tony Rive

CHANNEL ISLANDS

After carrying freight to and from the Channel Islands for almost 80 years, latterly with a two-ship lift-on/lift-off operation from Southampton and Cherbourg to Jersey, Guernsey and Alderney by Huelin Dispatch and Huelin Endeavour, St Helier-based Huelin-Renouf filed for bankruptcy in late August. This meant the loss of nearly 100 jobs, 40 of them in Jersey, with the remainder spread between Guernsey, England and France.

Back in the mid-1980s Huelin Renouf joined Brittany Ferries and Mainland Market Deliveries to set up Channel Island Ferries to compete with Sealink for passenger, car and ro-ro freight traffic to Guernsey and Jersey using Corbiere, the former Baltic ferry Apollo (1990/4,328gt), which had served Brittany Ferries as Benodet, the partnership ending in 1994.

With Grant Thornton appointed as Huelin Renouf liquidators, other operators were not slow in making offers to take up the cargo slack,

Condor Ferries saying they have spare capacity equivalent to four times the traffic handled by Huelin Renouf.

Condor group freight director Ken Soar added that ro-pax ferry Commodore Clipper and ro-ro Commodore Goodwill, running from Portsmouth to Guernsey and Jersey, could be adapted to take containers, while Bruno Kay-Mouat, managing director of combined company Channel Seaways/Alderney Shipping, said that it would be able to maintain freight shipments to Alderney. RP

First of a kind named

NEW LIFEBOAT

The first of the new 13m Shannon class all-weather lifeboats was named and dedicated on 11 July 2013 at a special ceremony at the RNLI's Lifeboat College, Poole. Named Jock and Annie Slater after a former RNLI Chairman Sir Jock Slater and his wife, Lady Slater, the new lifeboat joined the RNLI's relief fleet after the ceremony and will see

service all around the UK and Republic of Ireland during her expected 50-year operational life.

The Shannon class boats are capable of 25 knots and are powered by water jets instead of propellers, which provide excellent manoeuvrability. The RNLI expects to build six boats of the new design every year, and they will be operated mainly from stations where the boat is launched by carriage.



Nicholas Leach

ABOVE: After being named in Poole, the waterjet-powered lifeboat Jock and Annie Slater demonstrates her manoeuvrability to the assembled crowd.

Fast craft for oil work



The new fast craft for work in the oil industry.

NEWBUILD

Incat Tasmania Pty Ltd has secured a contract for the construction of a fast 70m crew support vessel for operations in the Caspian Sea oil industry in Azerbaijan. The contract was signed on 1 August in Baku, Azerbaijan by Incat Chairman Robert Clifford and representatives of Caspian Marine Services. Incat Chairman Robert Clifford said: 'At 70m in length and with a 30-knot speed, this will be the largest fast crew transport vessel operating in the global oil industry, and Incat envisage an expanding market for this type of vessel.'

BRIEF NEWS

DUBLIN BAY CRUISES • Dublin Bay Cruises, a new operator, began linking the harbours of Dun Laoghaire and Howth this summer by offering up to six daily excursions using the 150-passenger capacity ferry St Bridget (1978/100grt). The former Aran Islands and later Inishbofin vessel covers the scenic route, taking in views of the capital city, Dalkey Island and Howth Peninsula and Baily Lighthouse, in 90 minutes. St Bridget has a café lounge below decks, and the 26m vessel is run by the sister company of Aran Doolin Ferries. JA

MOST PRODUCTIVE • ABP's Port of Southampton has been ranked the most productive port in Europe and the number one performing container terminal in the UK, according to an independent industry study. The analysis from the Journal of Commerce (JOC) put Southampton's productivity performance among a global elite. Southampton was the only port in Europe to feature in the top 20, with an average of 71 container moves per hour. This compares to 49 container moves per hour at the UK's other major port, Felixstowe.

NEW RESEARCH VESSEL • Germany's Meyer Werft is to deliver the research vessel Sonne (Sun) to the German government in 2015, when it will replace an existing ship of the same name, the 36-year-old Sonne, originally built in 1969 as a fishing trawler. The newbuilding is to measure 116m by 20.6m and will have accommodation for 35 crew and 40 scientists. It will be capable of carrying up to 25 containers of research equipment, materials and supplies and will have a folding 'A' frame mounted at the stern. A speed of 12 knots will be furnished by a powerplant rated at 6,480 kW. JS



Progress at Panama

SHIP CANAL

The first four of 16 gates for the Panama Canal's third set of locks arrived in Panama from Italy in August following their completion by subcontractor Cimolai SpA. Each gate weighs 3,300 tons and measures 57.6m by 10m by 31.92m. Their arrival puts the expansion programme at the canal at about 60.4 per cent complete.

Both entrances to the canal have been deepened and widened for bigger ships, and the dredging of Gatun Lake, in the centre of the canal, is expected to be completed by the end of this year. The new lock complexes at the Pacific and Atlantic sides will feature three chambers. JS



ABOVE: A diagram showing what the new locks at Panama will look like when completed in 2015.

Grounded off Dublin Bay

Cielo di San Francisco aground on a sandbank off Dublin Bay. Efforts to refloat the 37,000dwt bulker were successful at high water.



The Ashmore Collection

SHIP ACCIDENT

The 37,000dwt handysize dry-bulk carrier Cielo di San Francisco ran aground on a sandbank between the Kish and Bray banks, nine nautical miles offshore of Dublin Bay, on 20 August. None of the 21 crew was injured. The Liberian-flagged vessel, which was loaded with a part-cargo of animal feed, had departed the Port of Cork's Ringaskiddy deepwater terminal, where

the vessel had arrived after a voyage from New Orleans.

For around 12 hours the 182m vessel, with a 10.4m draught, remained on the sandbank until a Smit tug came to the scene and successfully refloated the bulker during high tide. An underwater inspection of the hull was carried out in Dublin Bay before the vessel finally discharged the balance of cargo in Dublin Port.

Cielo di San Francisco is one of five

bulk carriers owned by d'Amico Dry Ltd, the Dublin-based subsidiary of the Italian d'Amico Group. Her sistership, Cielo di Dublino, was also launched in 2011 from Hyundai Mipo Dockyard (HMD) in Ulsan, South Korea, and the pair cost US\$60 million.

● The detained bulk carrier Clipper Faith, which was sold in Dublin Port, was launched in the Irish port loaded with animal feed from New Orleans. JA

Wider and deeper

SEISMIC SURVEY

The first in a new generation of seismic survey vessels built for Petroleum Geo-Services (PGS) has recently been completed, and will be used for service in the North Sea. Ramform Titan was launched in April from the Mitsubishi yard in Nagasaki, Japan and came to northern Europe during the summer.

The 104m vessel has an array of new features incorporated into her design so that she can collect

seismic data quickly, safely and reliably. She has increased working and storage space, can carry over 6,000 tons of fuel and seismic equipment, has two stern-launched workboats, triple redundancy in propulsion and fully separated engine rooms.

Her unusual appearance is the result of the trend for seismic vessels to become wider so that they can effectively tow more cables. This means they can undertake surveys more accurately in deeper water.



Ramform Titan is designed for seismic survey operations in deep water.

Future flagship in build

Costa Diadema takes shape in Italy.



Company photo

NEW CRUISE SHIP

Construction of the new Costa Cruises flagship Costa Diadema is well under way in Italy as the ship's fore-end block was installed recently. The section weighs 392 tonnes, is 8m high and has a maximum breadth of 36.11m.

Scheduled for delivery on 30 October 2014, Costa Diadema is set to be the largest cruise ship flying the Italian flag and measures 306m by 37.2m. Costa's future flagship will have

a total passenger capacity of 4,947 and 1,253 crew members. Following the entry of Costa Diadema into service, ships in the Costa fleet will be able to accommodate a total of up to 45,000 passengers.

Costa Diadema will be more spacious and modern compared to the company's existing fleet members. Her public areas have been designed to 'recreate the atmosphere of a lively beachside resort', and there is a 1,100m² area filled with shops.

Artist HOWARD BIRCHMORE

Aviation, Naval & Military Art Specialist
ORIGINALS, COMMISSIONS, PRINTS, SEASCAPES AND VENICE
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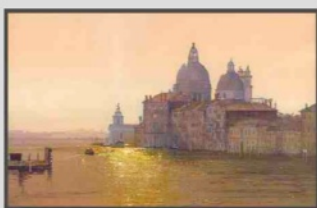


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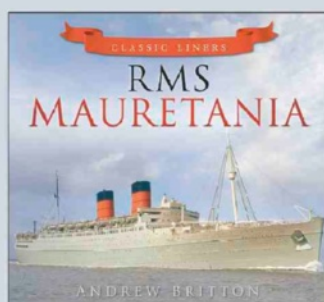
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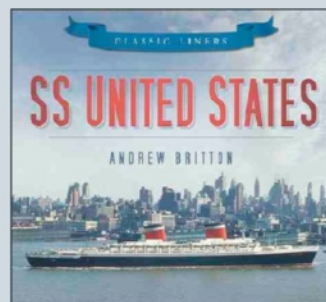
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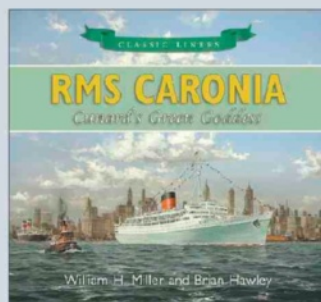
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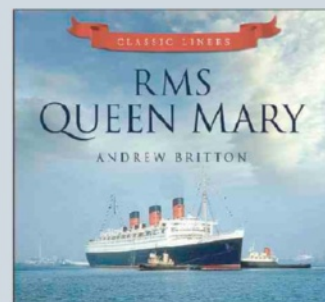
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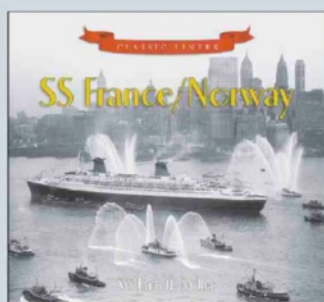
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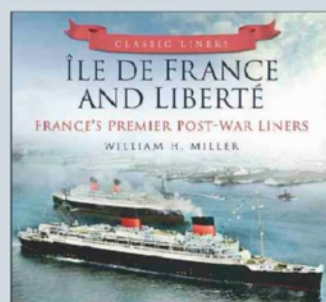
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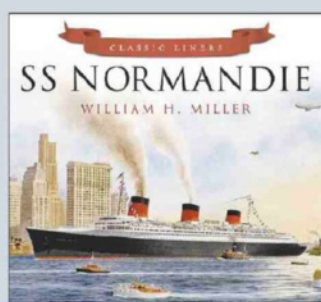
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DFDS to retrofit eight more



Begonia Seaways is one of 11 DFDS vessels to receive exhaust scrubbers during 2014.

EMISSIONS RULES

Eight more DFDS ferries will be fitted with exhaust scrubbers during 2014 ahead of new environmental regulations coming into force in northern Europe at the start of the following year, from when sulphur emissions have to be cut to no more than 0.1 per cent.

Following successful trials with Alfa Laval PureSOx equipment to remove sulphur from exhaust gases aboard

Ficaria Seaways from 2009, DFDS is already committed to retrofitting Petunia Seaways, Magnolia Seaways and Sealandia Seaways during visits to Gdansk's Remontowa yard, in a Dkr100 million (£11.5 million) contract at the beginning of next year. Now the Danish operator is spending a further Dkr300 million (£34.5 million) to handle eight more fleet members as chief executive Niels Smedegaard says steps must be taken to ensure that sea transport does not become too expensive.

'Not all shipping companies have the opportunity to make the major investment that a scrubber system requires. In addition, only about half of all ships are suitable for having scrubbers fitted and, in reality, LNG (liquefied natural gas) is only a solution for new ships. We must act quickly to find solutions and, preferably, transition rules for the many ships that are not suitable for scrubber installation, possibly through temporary exemptions,' he commented.

LNG ferry builders have to pay

NORWAY-DENMARK

As the trials and tribulations of Fjord Line's new LNG-powered ferry Stavangerfjord continue, with delays due to the time taken for refuelling, the vessel's Norwegian builders, the Bergen Group, were ordered by a Court of Arbitration in Sweden to pay the Polish yard responsible for construction of the vessel's hull.

Bergen Group, who fit out hulls at their base in Rissa, close to Trondheim, withheld payment after Stocnia, Gdansk delivered Stavangerfjord's hull more than six months late. The dispute went to arbitration in Stockholm, where the parties' claims on each other totalled €8 million. The ruling means Bergen will have to pay €3.6 million. The Bergen Group made a loss of NOK178 million in the first quarter.

There was good news for Fjord Line at the end of August, with Norwegian authorities recommending a change of regulations to allow Stavangerfjord and sister Bergensfjord, due in service soon, to refuel in the country's ports with passengers on board.

One million milestone

NORMANDY LINK

Established in April 2005 in partnership with French regional authority Conseil Général de la Manche to improve sea connections between ports in Normandy and the Channel Islands, Manche Iles Express carried its one millionth passenger in August. Services link Granville, Dielette and Barneville-Carteret in Normandy with Jersey, Guernsey, Alderney and Sark, and this year's numbers are 12 per

cent ahead of figures for 2012. Manche Iles Express operate two Norway-built Fjellstrand Flying Cats, Marin-Marie (1994) and the 35m Victor Hugo, plus 1997-built monohull Tocqueville.



Tony Rive

ABOVE: Victor Hugo at Guernsey.

No start for Regina Line

NORTH SEA

Despite announcing plans to operate a North Sea passenger service from Denmark to an English port, Regina Line has abandoned plans for a 2013 start-up. In a brief statement on its website, the Danish-owned company explained: 'We are not able to start our route from Denmark to England because of lack of space in Esbjerg Port. We are working to be able to start in 2014 from another port.'

At present, Esbjerg's only passenger-vehicle link with England is the long-established year-round DFDS service to Harwich, maintained by Sirena Seaways, which was introduced as Dana Sirena in 2002 and renamed earlier this year. The vessel missed two weeks of sailings from late June into July after suffering bow damage in a collision with a quay at Harwich, and no stand-in ferry was provided. For many years the route was covered by two vessels sailing daily each way.

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

PRIDE OF HULL • After arriving from Hull on 7 September, the 59,925gt, 2001-built P&O ro-pax giant offered a four-hour cruise along the New Waterway into Rotterdam for the port's 'World Harbour Days' celebrations, the process being repeated the following day by Pride of Rotterdam.



CLIPPER RANGER • The Scottish Executive is chartering the 1998-built, 7,606gt Seatruck ro-ro for Cal Mac Ullapool-Stornoway freight sailings until newbuilding Loch Seaforth is delivered from Flensburg, Germany by FSG in summer 2014. Current freight ship Muirneag (1979/1,599gt) finished in late September and is reported to have already been sold to Turkish interests. Clipper Ranger, built at Frederikshavn, Denmark, has seen service in the Baltic, Mediterranean and UK waters.

CLIPPER PENNANT • Another Seatruck vessel is having a change of scenery during a four-month sub-charter by Stena Ro-Ro to Bluewater Shipping to transport wind farm equipment from Denmark to Germany while trucks over 7.5 tonnes are prohibited during repairs to a road bridge.



Gordon Hislop

HALLAIG • Cal Mac's diesel electric hybrid ferry, designed to carry 150 passengers and 23 cars, was expected to take over the passenger/vehicle link between Sconser, Skye and Raasay in late September, after undertaking trials in the Clyde estuary and from Skye. Hallaig and sister Lochinvar, due to appear on the Loch Fyne service from Portavadie, Cowal to Tarbert, Kintyre later in the year, form a £20 million building contract with the Ferguson yard at Port Glasgow on the river Clyde.

Cotentin withdrawal confirmed



Cotentin is now available for charter or sale.

BRITTANY FERRIES

Increasing speculation over the future of freight ro-ro Cotentin ended with Brittany Ferries announcing her withdrawal from England-Spain services at the end of September. Delivered from Helsinki by Aker Yards in 2007, Cotentin had been advertised through brokers as being available for sale or bare-boat charter from the beginning of October.

The 19,909gt Cotentin's weekly round trips from Poole to Santander and Bilbao, plus relief sailings from Poole to Cherbourg as needed, are to cease, and the Dorset port will have no conventional ferry connections at all for the first two months of 2014.

However, Barfleur (1992/20,133gt), which restored the passenger/car link with Cherbourg earlier in this year with what Brittany Ferries describe as an 'extremely encouraging response,'

operates an extended 2014 season from the beginning of March.

Cotentin has berths for 120 drivers, and her hull design and MAK machinery were repeated in 2008 for Plymouth-Roscoff route vessel Armorique, which was completed by Aker Yards in ro-pax configuration to carry 1,500 passengers with 788 beds. Armorique will run from Portsmouth to Caen for a month from 6 January 2014, while Mont St Michel has an extended refit.

BRIEF NEWS

REFITS START • P&O's five Dover-based passenger and vehicle ferries serving the Calais route will be heading for dry dock, starting when Spirit of France leaves for a 14-day refit on 19 December, with sistership Spirit of Britain then away for 15 days from 3 January. Pride of Kent has 20 days off-service from 18 January, with Pride of Kent receiving a five-day dry-docking from 7 February, the sequence completing on 25 February when Pride of Burgundy leaves for 17 days of attention.

STENA INVEST • After upgrading passenger and cabin areas of Birkenhead-Belfast route twins Stena Lagan and Stena Mersey, Stena Line has spent heavily on other Irish Sea fleet vessels with Sperry Marine VisionMaster navigation radars, voyage data recorder and electronic chart systems installed on Stena Superfast VII and Stena Superfast VIII. VisionMaster ECDIS equipment has also been fitted aboard Stena Adventurer and Stena Europe.

Stena boost capacity

BALTIC SEA

The Stena Line Baltic route between Karlskrona, Sweden and the Polish port of Gdynia received a 20 per cent capacity boost with the introduction of British-flagged 350-passenger/1,950-lane-metre Stena Alegria.

Jacob Koch Nielsen, Stena's freight commercial manager for Scandinavia, says the charter of Stena Alegria, completed by AESA, Spain in 1998

as Dawn Merchant, lead ship of four delivered to Cenargo International, is an indication of strong route growth which not only reflects economic development in Poland but also in Romania, Bulgaria, Hungary and neighbouring Eastern European countries.

There was a seven per cent increase in Karlskrona-Gdynia traffic during 2012, and until the end of May this year carryings were 15 per cent higher than the corresponding period of 2012.

Still London-registered, the former Dawn Merchant and later Norman Trader is now in the Baltic as Stena Alegria.



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

HABIB • After spending her entire career since completion at the Nobiskrug Yard, Germany in 1978 serving Tunisian state-owned operator Cotunav, the 16,181gt, 860-berth/360-car vessel recently transited the Suez Canal en route for demolition at Alang, India.



ATLANTIC VISION • Marine Atlantic has extended the 30,551gt Tallink-owned vessel's charter by a further year. Built in 2002, and originally Superfast XI linking Rosyth with Zeebrugge until 2005, she went to Canada in 2008 operating between North Sydney and Port aux Basques. Atlantic Vision's sisters now run between Cairnryan and Belfast as Stena Superfast VII and Stena Superfast VIII, with the former Superfast X on the English Channel sailing between Dover and Calais as Dieppe Seaways for DFDS.

QUEEN MARY • Two groups want to save the ex-Clyde turbine steamer, which is now laid up at Tilbury. Friends of TS Queen Mary hope to relocate her to Govan while, despite the vessel having no engines, the QM Preservation Group want to put her back into service!



ISABELLA I • The 1981-built, 21,473gt former Olau Hollandia (1), and more recently Eckero Line's Baltic ferry Nordlandia, is to operate a Black Sea service between Batumi, the 2015 Winter Olympics venue Sochi, Odessa and Yalta next year for a Russian company associated with the highly successful Baltic operator St Peter Line. The 980-cabin-bed Isabella I spent last summer on charter to Spain's Acciona Trasmediterranea operating in the Western Mediterranean.

Major makeover

CRYSTAL CRUISES

In November Crystal Serenity will undergo a \$17 million makeover, initially advised as being carried out at the Navantia Shipyard at Cadiz in Spain, but with later reports suggesting that the work could be done in Germany. On the Lido Deck, the covered pool will be removed, allowing for more seating, an open kitchen and a cocktail bar.

Further aft, the food servery counters in the Lido will be largely replaced with food islands, and a bakery counter will be installed. The ship's four top suites, each of 1,345ft², will be completely gutted and rebuilt. She will re-enter service on 27 November with a 12-night cruise from Lisbon to Barcelona via the Canaries, after which she will cross to America and later sail on her 89-night world cruise from Los Angeles on 18 January.



ABOVE: *Crystal Serenity is another ship that is about to get a major refit.*



Grand Mistral will lose her bull art when she joins the Costa fleet later this year.

William Mayes

Fleet size is reduced again

IBEROCRUCEROS

Following the transfer in 2011 of Grand Voyager to parent company Costa Crociere comes the news that Grand Mistral (1999/46,052gt), Iberocruceros' largest remaining ship, will be heading the same way at the end of her 2013 Mediterranean season.

As a result, the previously advertised South America season, which was to

have been based in Santos, Brazil, has been cancelled. The winter season of the company's Grand Celebration, based in Buenos Aires, appears to be unaffected by the move. This does mean that Iberocruceros will be back to just two ships, Grand Holiday and Grand Celebration, both former Carnival Cruise Lines vessels.

Grand Mistral was built by Chantiers de l'Atlantique at St Nazaire as the first

new ship for Festival Cruises as Mistral. After the bankruptcy of Festival, the ship was acquired by her builder and chartered to Spain's Iberojet. She was purchased outright in 2004 and at that time took her current name.

With the previous emphasis by Costa on massive high capacity ships, which form the bulk of its fleet, it will be interesting to see how the company's latest acquisition will be deployed.

World voyages announced



Aurora will take P&O Cruises' Pacific itinerary in 2015.

P&O

Details on two world voyages for 2015 have now been released by P&O Cruises. Arcadia will operate a 106-night full circumnavigation, while Aurora (2000/76,152gt) will spend 105 nights on a grand South America and Pacific Ocean itinerary, which will take her as far as Sydney and include maiden calls at Akaroa in New Zealand, Rarotonga in the Cook Islands and Moorea in French Polynesia.

Cunard Line have also given details of three world voyages for 2015.

Queen Victoria (2007/90,000gt) will undertake an itinerary not greatly dissimilar to that of Aurora, while Queen Mary 2 will go out to Australia and New Zealand via the Suez Canal, returning by way of Cape Town.

Queen Elizabeth will perform a full world cruise, starting with a traditional, if somewhat slow, run to New York. All three ships will be back in Southampton together on 3 May 2015.

Two ships fail inspections

RECENT SEVEN SEAS

Seven Seas Navigator (1999/28,550gt) failed a Center for Disease Control inspection at Skagway on 16 June, although details have only recently been released. The failure centred on record keeping, particularly in relation to the quality of drinking water and food temperature control.

Further infractions included food debris being found on serving ware and food being left out too long. In 14 years this is just the second time

that the ship has failed an inspection, scoring 79 this time against a pass mark of 86. In two later inspections the ship scored 95 and 97.

Another of the company's ships, Seven Seas Mariner, was prevented from sailing from Livorno on 28 August after routine maintenance work on life-saving equipment overran. The ship eventually sailed two hours late, but the delayed arrival the following morning at Civitavecchia meant that a number of passengers had missed onward travel connections.



ABOVE: *Seven Seas Navigator scored badly in a health inspection.*

Alf Sims

Organised cover-up



Even luxury ships can be caught out by health inspections as crew on Silver Shadow found out.

SILVERSEA

After being tipped off by a crew member, the US Center for Disease Control made a surprise inspection visit to Silversea's Silver Shadow (2000/28,528gt) at Skagway, Alaska on 17 June. They found that more than 15 trolleys of dry foods, canned foods, cooked foods, milk, raw meats, eggs, cheeses, fruit, vegetables and cooking utensils had been removed to avoid inspection. The offending

material had been stored in up to ten crew cabins and in crew corridors in far from ideal conditions, with raw meat stored unrefrigerated in sinks.

A video posting also showed vast quantities of raw meat stored at room temperature in a trolley in one cabin. With their limited powers, the Vessel Sanitation Program inspectors forced the crew to throw away all food that was not canned and poured concentrated chlorine over the waste to ensure that it could not be

reused. Other problems, leading to the failing health score of 82 out of 100 (the pass mark is 86), included the grill pantry door being kept open, thus allowing the ingress of insects, errors in food cooling, and inaccurate gastroenteritis surveillance logs.

The company responded a month later to advise that it had taken immediate measures to address the issues identified in the report, claiming the findings were a deeply disappointing anomaly.

Another breakdown

CELEBRITY CRUISES

Following two separate faults in one of her Rolls Royce Mermaid pods, Celebrity Millennium was taken out of service on 21 August at Ketchikan, Alaska, terminating both her current cruise and her Alaska season. Although the first problem had already been resolved, it was felt that in the light of the further failure that the pod should be replaced.

The ship headed directly for the Grand Bahama Shipyard at Freeport, where a replacement unit was expected to arrive on 3 September, about four days before the ship. The job of replacing the pod is thought to be relatively straightforward, taking just a few days while the ship is in dry dock. Celebrity Cruises were confident that the ship would back in service in time for her 22 September departure from San Diego.



ABOVE: Celebrity Millennium as Millennium in Piraeus in 2007.

Funchal almost returns

PORTUSCALE CRUISES

When the newly refurbished Funchal arrived in Gothenburg on the afternoon of 26 August for the start of a series of short cruises under charter to Sweden's Latitude Travel, she was subjected to a safety inspection by the Swedish authorities, which she failed on a number of grounds.

According to local press reports, there were deficiencies in the fire-fighting equipment, watertight doors and crew training in some safety matters. Although the ship was not allowed to sail on her first cruise on 27 August, her passengers were initially embarked, in the hope that the repairs could be carried out quickly.

Rectification of deficiencies took longer than expected and the ship was still in Gothenburg on 1 September, but the 1961-built Funchal did leave with passengers on the following day.

BRIEF NEWS

NOBLE CALEDONIA • The chartered Serenissima (1960/2,598gt) ran aground off Oban on 20 May with about 100 passengers on board. She was refloated on the following morning and continued her cruise. She will be better remembered as Andrea, but was built as Harald Jarl.

CARNIVAL CRUISE • Carnival Triumph (1999/101,509gt) re-entered service from Galveston on 13 June, following repairs and upgrades reported to have cost \$115 million after her fire earlier in the year. Lin Arison, wife of the late founder of the company, Ted Arison, will officially name the newly rebuilt Carnival Sunshine. Mrs Arison also took the role of godmother for this ship on her initial entry into service as Carnival Destiny.

MSC • MSC will temporarily double its ex-UK fleet next year when it bases MSC Magnifica in Southampton for a series of short cruises from September 2014. The 2,550-passenger MSC Magnifica (2010/92,128gt) will join the 1,756-passenger MSC Opera (2004/59,058gt).

P&O CRUISES • While anchored off Dun Laoghaire on 26 July, Oriana lost one of her tenders when fog descended on the area. The tender was escorted into the port of Dublin by a local pilot launch, and the Marine Safety Office withdrew Oriana's tender licence, forcing the ship to move to a berth in Dublin.

ROYAL CARIBBEAN • Splendour of the Seas (1996) will be Royal Caribbean's South America ship for 2014-15 when based at Sao Paulo for a series of three- to eight-night cruises. This will be the eighth time that this ship has been based in Brazil.

PRINCESS CRUISES • After emerging from refit and dry docking in Singapore, Sun Princess developed a problem on her main switchboard which led to her cruise to Australia on 21 August being cancelled. The ship was due back in service for a 3 September departure from Fremantle.

Sindhurakshak aftermath

INDIAN NAVY

The magnitude of explosions on board the Indian submarine INS Sindhurakshak has become clearer, with teams still working to extricate the bodies of those killed from the partially sunken wreck in Mumbai

more than a month after the tragedy. The suspected detonation of two Klub-S missiles melted parts of the internal hull, deforming the submarine hatches, causing the boat to sink nose first into deep silt. A number of foreign salvage companies have surveyed the wreck

ahead of its recovery. Already heavily criticised for lack of investment in the submarine force, the government has been stirred into action by the loss of this strategic asset. A request for six new indigenously-built submarines (Project 75 (II)) may be amended to allow two of the hulls to be built

abroad. Six Scorpène class submarines already contracted under Project 75 are delayed by at least three years due to industrial integration problems of new technology.

The progress of naval projects, such as Scorpène, in Indian shipyards is notoriously slow.



Navantia

Plastics discarded for steel

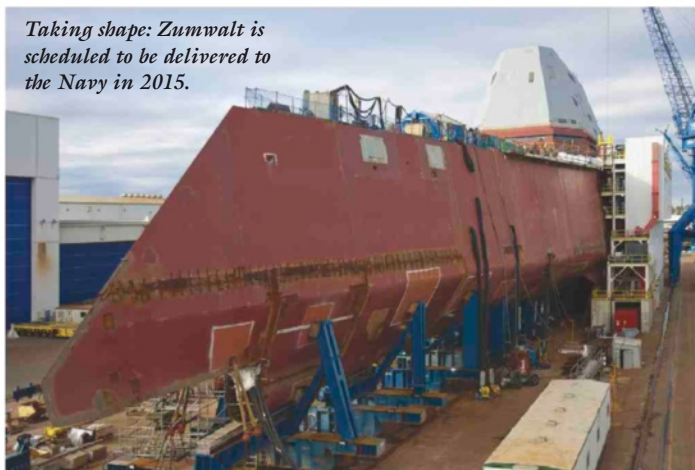
US NAVY

The US Navy is to switch materials used in the construction of the last Zumwalt class destroyer after concerns at the high cost of composites used to build the superstructure of the first two ships. The subsequent award of a US\$212 million contract to Bath Iron Works for the design and build of a steel deckhouse and hangar, and construction of aft Peripheral Vertical Launching System (PVLS) modules

for the future USS Lyndon B Johnson (DDG 1002), has worrying implications for the future of rival Huntington Industries' composites facility.

Naval architects have compensated for the additional weight of the steel by making weight savings elsewhere in the overall design. The Zumwalt class deckhouse incorporates the ship's bridge, radars, antennas and intake/exhaust systems and an enclosed hangar designed to accommodate two medium-size MH-60R helicopters.

Taking shape: Zumwalt is scheduled to be delivered to the Navy in 2015.



US Navy

Aircraft carrier in disguise?



Dragonair JP

ABOVE: *Izumo was launched on the 68th anniversary of the atomic bombing of Hiroshima, a date clash said to be purely coincidental.*

JAPANESE MSDF

Japan's latest warship unveiling at Yokohama on 6 August has raised eyebrows and tensions in the Asia Pacific region. The new ship, Izumo (DDH-183), is not only the largest to be built since World War II but its classification as a 'helicopter destroyer', when it resembles an aircraft carrier, has led to accusations of military expansion from Beijing.

With a 248m flight deck, Izumo will have seven landing spots and hangar space for seven more SH-60 Seahawk

helicopters when she enters service in March 2015. The JMSDF argues that Izumo and the smaller Hyuga class 'helicopter destroyers' lack the offensive capability of conventional aircraft carriers, a definition that has allowed them to be built as defensive military assets in line with the country's peace constitution.

Chinese scorn, at a time of ongoing territorial disputes in the region, is no doubt fuelled by the provocative re-use of the name, which was previously used by the Japanese flagship that led an invasion of China in the 1930s.

Watch this space . . .

USS Barry is one of four US destroyers on station in the Mediterranean.



Maritime Photographic

US NAVY

The USA has positioned five warships and a number of submarines in the Eastern Mediterranean as a precursor to potential intervention against the Syrian regime. Four destroyers, Barry, Gravelly, Ramage and Stout, and the amphibious transport USS San Antonio, carrying about 700 troops from the

26th Marine Expeditionary Unit, are awaiting orders. Each Arleigh Burke class destroyer is capable of launching 90 Tomahawk cruise missiles.

At the time of writing, the US President had referred authorisation to use military force to Congress. A UK Parliamentary vote on military intervention resulted in an ignominious defeat for the government. Despite

similar public misgivings in France, the French President has vowed to intervene, with the nuclear-powered aircraft carrier FS Charles de Gaulle on standby and the destroyer FS Chevalier Paul already despatched to the region. Pro-Assad Russia has also announced the deployment of a task force, and the aircraft carrier RFS Admiral Kuznetsov will call at its Syrian naval base in Tartus.

Cougar 13

ROYAL NAVY

Four Royal Navy warships and five Royal Fleet Auxiliary vessels sailed from naval ports in mid August for the third annual outing of the UK's Response Force Task Group. The Lead Commando Group from 3 Commando Brigade Royal Marines and elements of Naval Air Squadrons are embarked in HMS Bulwark and the RFA landing ships Lyme Bay and Mounts Bay for the three-month training deployment to the Med and Arabian Gulf.

In company are the helicopter carrier HMS Illustrious, on one of her last missions before decommissioning, the Type 23 frigates Montrose and Westminster and the supply ships RFA Fort Austin and RFA Fort Victoria. Despite their proximity to heightened tensions in Gibraltar, as well as the worsening situation in Syria, the task force is unlikely to become involved in any offensive military action following a vote in Parliament in late August.

Founder becomes Legend

US COASTGUARD

The latest in a line of ships named after the founder of the United States Coast Guard was launched at Huntington Ingalls shipyard, Pascagoula on 10 August. The 4,500-tonne Legend class vessel Hamilton (WMSL 753) is the fourth of eight planned National Security Cutters, replacing Hamilton and Hero class high endurance cutters that date back to the 1960s.

Designed to provide a national defence role in open ocean

environments in addition to littoral law enforcement and search and rescue missions, the NSCs are more akin to frigates. With improved sea-keeping, greater endurance and range than their predecessors, they also have the ability to launch and recover small boats from astern, as well as aviation support facilities and a flight deck for helicopters and unmanned aerial vehicles. Each comes with a 57mm Bofors gun, Phalanx CIWS and a sophisticated command, control and communications system.



Hamilton is scheduled for delivery in September 2014 and will be homeported in Charleston, South Carolina.

BRIEF NEWS

ROYAL THAI NAVY • The first British-designed OPV to be manufactured overseas via technology transfer from BAE Systems has been commissioned. HTMS Krabi was built at the Mahidol Royal Dockyard, Bangkok with modifications that include an OTO Melara 76 mm gun and two 30mm mountings. An additional five vessels are expected to be ordered as funding permits. Based on the RN's River class, the 90m design is similar to the three ships delivered to Brazil.

SAUDI ARABIA • After years of negotiation the French defence contractors DCNS, MBDA and Thales have secured contracts worth €1 billion to overhaul and upgrade four frigates and two naval replenishment tankers from the Saudi Western Fleet. The Type F2000 frigates and modified Durance class auxiliaries were all delivered by French shipyards during the mid-1980s under the Sawari programme. The work is likely to be carried out at the Jeddah naval base on the Red Sea.

CANADIAN NAVY • Two Royal Canadian Navy ships have returned to base after colliding with each other. The incident badly damaged the port side of HMCS Algonquin's hangar after the destroyer was rammed by the replenishment tanker HMCS Protecteur during a towing exercise. There were no injuries. The ships were at the start of a four-month deployment to the Asia-Pacific region, where they were to attend the International Fleet Review in Australia in October.

US NAVY • The navy will now scrap the fire-damaged USS Miami. An initial cost estimate of US\$450 million to return the Los Angeles class attack sub to service has escalated following a more thorough damage assessment. This, along with the pressure of sequestration, has made repairing the 22-year old vessel unaffordable. A shipyard worker found guilty of arson was sentenced to 17 years and ordered to pay US\$400 million in restitution.

Romania to Egypt

CARGO VESSEL

Despite being 34 years of age, the veteran cargo vessel Pioneer Kazakhstan (5,370gt) continues to work in the Black Sea between Romania and Egypt. The 6,070dwt vessel was built at the Vyborg Shipyard in Russia in 1979 and, with a 9.6-knot average speed, was operated by Joint Stock Northern Shipping Co of Archangel until March 2010.

She was then bought by Romalex Marine of Alexandria, Egypt and was renamed Kareem R. Romalex were founded in 1976 and are one of the earliest Egyptian shipowners, with just nine vessels. They operate a service from Sulina, the easternmost point of Romania, and the Black Sea to Egypt, and the vessels pass through the centre of Istanbul. RC



ABOVE: The cargo vessel Kareem R.

Iran takes delivery of new tankers



The 316,000dwt Sifa is the lead vessel of a series of new tankers being completed in South Korea and China for the National Iranian Tanker Company.

NITC

TANKERS

Iran has been taking delivery of a large number of new oil tankers lately, seven since the start of this year, to help sustain its crude export shipments in the face of expanding western sanctions. Most of the newbuildings are part of a bloc of \$1.2 billion in

orders placed with Chinese and South Korean shipyards since 2009 that will result in at least 12 new supertankers.

This will boost the fleet of the National Iranian Tanker Company (NITC), a subsidiary of the National Iranian Oil Company, to 37 supertankers with a maximum carrying capacity of 64 million barrels. However, because

of sanctions, some of these ships are being used to store rather than transport oil. NITC also operates 14 smaller tankers with 12.5 million barrels of capacity. Blacklisted by the West, NITC has used various tactics to hide its tanker operations, including changing ships' names and flags and ship-to-ship oil transfers onto non-Iranian vessels. JS

First Northeast passage

MULTI-PURPOSE

The Cosco-owned 19,150dwt multi-purpose ship Yong Sheng was one of the first vessels to complete a commercial transit of the Northeast Passage this year when she sailed from Dalian, China to Rotterdam, a transit which took just 35 days compared with 48 days for the traditional southern



ABOVE: China's COSCO employed its multi-purpose ship Yong Sheng to make China's first commercial transit of the Northeast Passage.

route via the Suez Canal.

The 2002-built ship was also the first Chinese commercial vessel to make use of the Passage. The waterway is expected to set a new record for activity this year, the fifth year of commercial transits, with Russia having granted permission for 370 ships to operate in or sail through the passage, compared with 46 full transits in 2012 and only four in 2010.

Analysts are forecasting rapid growth in use of the shortcut, with global warming expected to increase the shipping season from around five months at present to eight months by 2020. Because of this, Atomflot, the operator of Russia's nuclear-powered icebreaker fleet, estimates 15 million tons of cargo will transit the Northern Sea Route by 2021. Although China has been late to take advantage of the route, Professor Qi Shaobin of China's Dalian Maritime University noted that opening up the Arctic 'will change the market pattern of the global shipping industry because it will significantly shorten the distances among the Chinese, European and American markets'. JS

Aid cargo goes to Africa

TUG/BARGE

Not quite as fast as her name might imply, the barge Lightning was used to move food aid from the United States to West Africa earlier this year in a round voyage taking three and a half months to accomplish. Part of an articulated tug/barge (ATB) set, the 7,164dwt Lightning is a bow door-equipped ro-ro barge pushed by the

5,910hp tug Thunder. Together, the two vessels delivered 199 containers of food to the ports of Freetown, Sierra Leone; Lomé, Togo; and Douala, Cameroon. The cargo landed at Togo was destined for Bamako, Mali, 900 miles inland. Prior to her West African trip, the ATB set had received a major overhaul in Singapore after which she loaded US military equipment in the Philippines to take back to the US. JS



The barge Lightning, pushed by the tug Thunder, one of two ATB ro-ro sets operated by Foss International, approaches a port in West Africa with containers of food.

UASC orders ten new vessels



Some of the older vessels in the United Arab Shipping Co fleet, such as the Saudi Arabia-flagged Fowairat, which was built in 1998, may be disposed of in 2015 when new vessels come into service.

CONTAINER VESSELS

In late August the United Arab Shipping Company (UASC) announced that it had placed orders worth over US\$2 billion for very large container ships with South Korea's Hyundai Heavy Industries. UASC was set up by the governments of

Bahrain, Iraq, Kuwait, Qatar, Saudi Arabia and the United Arab Emirates in 1976 to improve trade links between those countries and the rest of the world.

Since then the fleet has expanded, and now they have ordered five vessels of 18,000TEU each and five 14,000TEU vessels for delivery starting

in late 2014. In addition, UASC has signed options to buy an additional 18,000TEU vessel and six 14,000TEU ships. The price quoted of over US\$2 billion includes these options. When these vessels come on stream in 2015 it is expected that some of the older vessels in the fleet will be sold. RC

Three still detained

PORT NEWS

The Maritime and Coastguard Agency stated that, as of 31 July 2013, three foreign-flagged ships were under detention in UK ports after failing inspections. The vessels were the Antigua & Barbuda-flagged Dyckburg (3,660gt), which was detained at Liverpool on 9 September 2011; the small general cargo vessel Cien Porciento (106gt), which was detained at Lowestoft on 4 March 2010; and the Panama-flagged general cargo vessel Most Sky (1,972gt), which was detained at Birkenhead in 2010, but which has recently had the name Prodomos painted on her hull, although she is still under detention as Most Sky. RC



ABOVE: Most Sky, detained in Birkenhead on 8 November 2010, has been renamed while under detention.

Ice-class LNG tankers



ABOVE: Two ice-class LNG tankers have been delivered by South Korea's Hyundai Heavy Industries to Dynagas for Arctic employment.

NEWBUILD

Dynagas of Greece has taken delivery of two ice-class membrane-type LNG tankers from South Korea's Hyundai Heavy Industry's yard at Ulsan. Registered in the Marshall Islands, the 155,000m³ capacity Yenisei River and Arctic Aurora will operate on charter to LNG majors Gazprom and Statoil. Classed by Lloyd's Register, the twin vessels incorporate advanced design, containment and operational features,

and have been built specifically to cope with the harsh Arctic environment.

Jose Navarro, a Lloyd's Register LNG specialist, noted that a 'key achievement' in the construction of the two vessels was the implementation of a fully automated bonding system for the cargo containment system's secondary barrier. Each of the LNG carriers is propelled by four dual-fuel Wärtsilä-Hyundai diesel generator sets providing power to two propulsion motors driving a fixed-pitch propeller. JS

Continued expansion

COMPANY NEWS

Carisbrooke Shipping has evolved into a worldwide shipping operation, from modest origins in the 1960s, trading barges and small coasters and supplying general cargo to the Isle of Wight. The privately-owned company, which is still based in Cowes, currently operates around 60 modern dry cargo vessels ranging from 3,000dwt up to 20,000dwt.

The company's recent modernisation programme has seen the average age of ships in its fleet reduced to three years. They have also ordered new 8,000dwt Super Green ships from China.

The company's first newbuilding programme back in the 1990s was for ships to serve the European 5,000dwt coaster market, moving cargoes from North Europe/UK to Mediterranean and the Black Sea such as grain, fertiliser and coal.

However, since then the ships have featured a multi-purpose open hatch and box-shaped hold enabling them to carry other cargoes, including containers, pipes, wind farm cargo, forestry products and yachts. A recent addition to the fleet, Kitty C, is one of a new 6,000dwt class built in 2012 at Yangzijiang, China. With two holds, she has a total grain capacity of 293,000ft³. RC



ABOVE: The new general cargo gearless mini-bulker Kitty C arrives at the port of Hull. She is just one of Carisbrooke Shipping's ever expanding fleet.

Multi-ship

MULTI-PURPOSE SHIP

A new generation of multi-purpose ships is being turned out by the world's shipyards, a prime example being Austral Asia Line's 194m by 29m AAL Hong Kong, recently completed by China's Shandong Huanghai Shipyard for Germany's Scholler Group.

Registered in the Marshall Islands and capable of carrying 2,029TEU, the 25,000gt vessel (pictured) is equipped with four deck cranes. Of these, two 350-tonne units mounted on the starboard side can work in unison to give a lift of 700 tonnes. Propulsion is provided by a Wärtsilä 7RT-flex50 engine giving a service speed of 14 knots. The new vessel is employed in Austral Asia Line's trans-Pacific service between Australasia and the North American West Coast.



Port of Vancouver USA

Cylindrical ships for the North Sea



Two accommodation vessels are being built in China using the hulls of unfinished cylindrical FPSOs (such as the FPSO Voyager Spirit seen here) for employment in the North Sea.

ACCOMMODATION

China's COSCO (Nantong) Shipyard is building two cylinder-shaped accommodation vessels for Singapore-registered owner Logitel Offshore, a subsidiary of Norway's Sevan Marine. Each of the units, which will have a displacement of about 40,000 metric tons, will be able to accommodate

nearly 500 people. The 'floating hotels' are being built on the unfinished hulls of two round FPSOs acquired by Logitel from Sevan for \$41 million.

They are to be propelled by six Azipod CZ units furnished by Switzerland's ABB, which will also provide power distribution systems to include generators, switchboards and main transformers, as well

as propulsion transformers and frequency converters. In addition, ABB will provide an automation package for both vessels to cover power monitoring, emergency shutdown, fire and gas emissions. Norway's Aker Solutions will provide a wire mooring system for the first of the two units, with an option for the second, under a separate \$6.6 million contract.

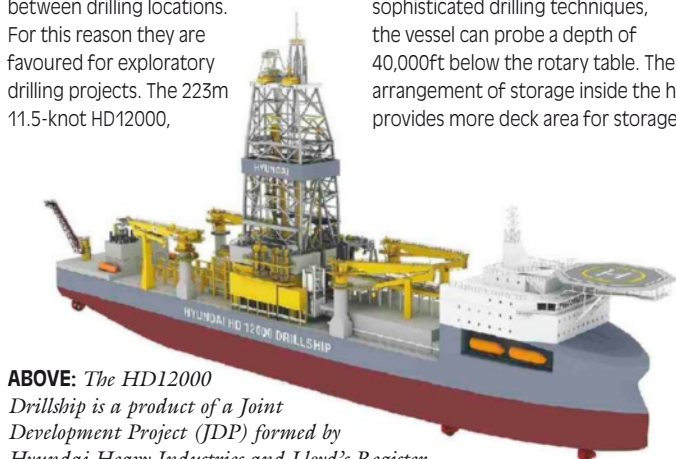
More versatility and space

DRILLSHIPS

Drillships are among the most expensive ships to build, but demand for them is high, and the worldwide fleet could hit 80 units this year, more than double the number just four years ago. Unlike semi-submersibles and jackup rigs, drillships are completely independent and can sail between drilling locations. For this reason they are favoured for exploratory drilling projects. The 223m 11.5-knot HD12000,

developed by Hyundai Heavy Industries and Lloyd's Register, has greater versatility, strength and more available deck space than its predecessors. This includes an increased beam of 40m, which allows for a larger load capacity of up to 24,000 metric tonnes.

Compartment arrangement improvements have also given the ship more reserve buoyancy. Using sophisticated drilling techniques, the vessel can probe a depth of 40,000ft below the rotary table. The arrangement of storage inside the hull provides more deck area for storage.



ABOVE: The HD12000 Drillship is a product of a Joint Development Project (JDP) formed by Hyundai Heavy Industries and Lloyd's Register.

Germany builds for Russia



ABOVE: Built to be capable of breaking ice up to two metres thick, the Russian icebreaker Viktor Tschernomyrdin will carry a deckhouse fabricated in Germany.

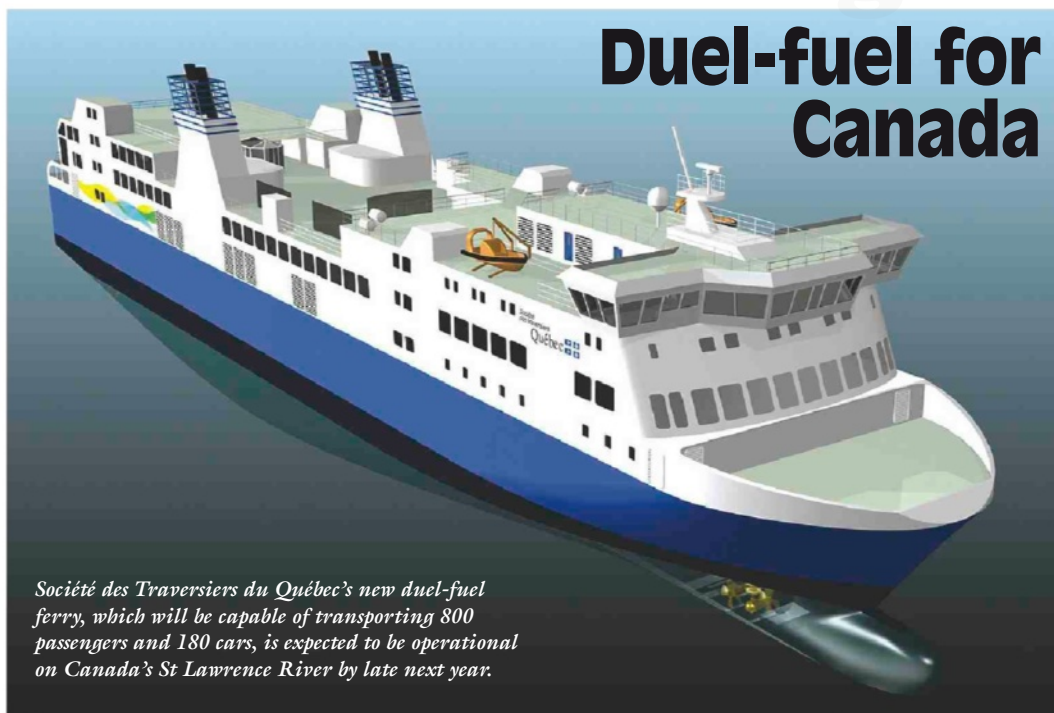
ICEBREAKER

Germany's Nordic Yards will take part in the construction of a new icebreaker being built for the Russian government (see SM, Feb) after winning a contract to build a 2,500-tonne deckhouse for the LK-25 type icebreaker Viktor Tschernomyrdin, which will be

completed by the St Petersburg Baltic Shipyard, part of Russia's state-owned United Shipbuilding Corporation.

Keel-laying for the ship, which will be equipped with a 25-megawatt (MW) diesel-electric propulsion system, took place on 10 October 2012, and her delivery to Russia's state-owned seaports agency, Rosmorport, is expected by December 2015.

Duel-fuel for Canada



Société des Traversiers du Québec's new duel-fuel ferry, which will be capable of transporting 800 passengers and 180 cars, is expected to be operational on Canada's St Lawrence River by late next year.

FERRY

Fincantieri's Castellammare di Stabia shipyard near Naples has started construction on a new duel-fuel ferry for Société des Traversiers du Québec, with the Canadian firm expecting to

place the vessel in service on the lower St Lawrence River by late 2014.

She will be equipped with a diesel-electric propulsion system furnished by Finland's Wärtsilä that will include four diesel-powered generators capable of running on either LNG or marine diesel

oil. The generator sets will furnish electricity to two electric propulsion motors that will drive azimuth thrusters, each equipped with two counter-rotating propellers. The 130m long vessel will operate on the Matane-Baie-Comeau-Godbout route.

How much to rent?

DRILLSHIP

Houston-based drilling contractor Rowan will obtain about \$602,000 per day for its Rowan Reliance, an ultra-deepwater drillship currently under construction by South Korea's Hyundai Heavy Industries (HHI). The DP-3-compliant, dynamically positioned vessel will be equipped with retractable thrusters, two readily deployable seven-ram blowout preventer systems, five mud pumps, dual mud systems and a maximum hookload capacity of 1,250 tons. The newbuilding is expected to operate in the Gulf of Mexico upon commencement of its \$660 million contract with Cobalt International Energy.



Six pipelayers ordered

OIL INDUSTRY

The rapidly expanding offshore oil industry requires a maze of pipelines on the ocean floor to move crude oil between production platforms and refineries. Responsible for laying those pipes are highly sophisticated pipelay vessels and among the latest ordered are six 146m by 30m ships from IHC Merwede. They will be capable of laying pipes in water depths of up to 3,000m.

Three of the vessels will be built for Subsea 7 and three for Seabras Sapura, which is a partnership between SapuraKencana and Seadrill. The total

order is worth over €1 billion and includes design work, engineering and final construction. For the Seabras Sapura trio, IHC Merwede will also be supplying a twin-tensioner tilting lay tower, two below-deck baskets and support equipment for the loading, spooling and routing of products.

In addition, the integrated automation system, full electrical installation and electrical machinery package for the vessels will also be designed and delivered by IHC Merwede. Delivery of all six ships is scheduled for between the first half of 2015 and the second half of 2016.



ABOVE: IHC Merwede of the Netherlands has been contracted to build six pipelay vessels that will be capable of installing flexible flowlines.

China to build PSVs

X-BOWS

China's Nantong Rainbow Offshore & Engineering Equipments Company in Jiangsu Province has been contracted to build two Ulstein PX121 platform supply vessels (PSVs) by China's Xiamen ITG Group, with options taken on two more.

The twin 83.4m by 18m X-bow ships, to be delivered in the first half of 2015, will have a load capacity of approximately 4,000 tonnes and a

cargo deck area of 840m². Maximum speed will be 14.5 knots and each vessel will have accommodation for 30 persons. The PSVs will meet the requirements of DNV's Clean Design notation and will also have an OILREC class notation for oil recovery.

Prior to delivery they will be fitted for the future installation of an ROV mezzanine deck and a subsea crane. Although designed for the European market, they will be suitable for worldwide operation.



ABOVE: China is building more X-bow ships under licence from Norway's Ulstein, the latest being two PX121 type vessels for the ITG Group.

World's biggest gather in Rotterdam



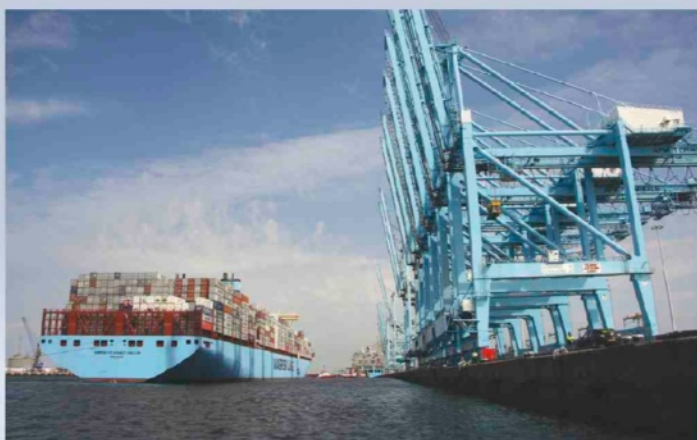
CONTAINER SHIPS

The Port of Rotterdam is one of the world's leading ports, and this summer it managed to host three of the world's largest ships, as well as other ships notable for their size. The most newsworthy, of course, was the well-publicised call of Maersk Line's 399m by 59m, 18,270TEU container ship Mærsk Mc-Kinney Møller, which made her debut on 16 August watched by spectators and media from across Europe. At 400m long, 58m wide and with a deadweight of 195,000, she is

the world's largest container vessel.

However, also at the port was the world's biggest tanker, the 380m by 69m TI Europe, moored in the Calandkanaal, while berthed on the Mississippihaven was the 362m by 65m bulk carrier Vale Rio De Janeiro, the largest iron ore carrier, which had arrived earlier the same day. Rounding out the 'meeting of giants' was the 343m by 63.5m bulk carrier Berge Stahl, formerly the world's largest ore carrier, which was tied up at the EECV terminal.

TI Europe, owned by Euronav NV of Belgium, measures 380m by 69m



ABOVE: Mærsk Mc-Kinney Møller arrives at the container berths.

ABOVE: Inside the engine room of Mærsk Mc-Kinney Møller.

Mærsk Mc-Kinney Møller makes her maiden arrival at the port of Rotterdam in August.



and has a deadweight of 441,561. She was built in 2002 at the same yard as Mærsk Mc-Kinney Møller, Daewoo Shipbuilding and Marine Eng of South Korea (DSME). Vale Rio De Janeiro, another DSME-built vessel, is owned by the Brazilian mining giant Vale SA. She berthed at the EMO bulk Terminal in the Mississippihaven. With a length of 362m, beam of 65m, and a deadweight of 402,347, she is the world's largest ore carrier.

The previous holder of this record, Berge Stahl, was at the EECV bulk terminal. Berge Stahl measures 343m by 63.5m and has a deadweight of 364,767; she was built in 1986 by Hyundai Heavy Industries in Ulsan.

And finally, opposite Mærsk Mc-Kinney Møller's berth was another record breaker, Oleg Strashnov. She is the world's largest mono-hulled crane vessel. Built in 2011 by IHC Offshore & Marine of the Netherlands, she is operated by Seaway Heavy Lifting, and is mainly used in the offshore construction industry. She measures 183m by 47m and has a maximum lifting capacity of 5,000 tonnes.

Maersk Mc-Kinney Møller was the main draw, however, and throngs of spectators thronged the quaysides of the harbour to see the new vessel on her maiden voyage from Asia to Europe. Built at South Korea's Daewoo Shipbuilding and Marine Engineering at a cost of \$185 million, she was officially named on 14 June during a ceremony at DSME. Maersk plans to incorporate up to 20 of these giant vessels over the next few years as a means to lower their cost per TEU, as well as reduce their carbon footprint. AM & JS



Shipping giants in one port

PORT NEWS

Seeing all these giant ships in one place gives you some idea of just how big Europe's largest port is. With a navigable depth of 23m, the port of Rotterdam is easily able to cope with these seagoing giants. When fully loaded, TI Europe has a draught of 24.5m, Vale Rio de Janeiro has a draught of 23m, Berge Stahl 21.8m and Mærsk Mc-Kinney Møller 16m. The ships pictured here are Berge Stahl (top), Oleg Strashnov (upper centre), TI Europe (lower centre) and Vale Rio De Janeiro (bottom). The port consists of 12,500 hectares of which 6,000 hectares contains industrial sites. The length of the port area is over 40km, and more than 87,000 people are employed by the port, which has a throughput of about 450 million tonnes of goods a year.



EAGLE AND ARK ROYAL

The Navy's Big Sisters



ABOVE: An early view of *Eagle* showing her appearance as completed, with a full battery of 4.5-inch guns visible.

Paul Brown recalls three decades of service of the Navy's largest 20th century aircraft carriers.

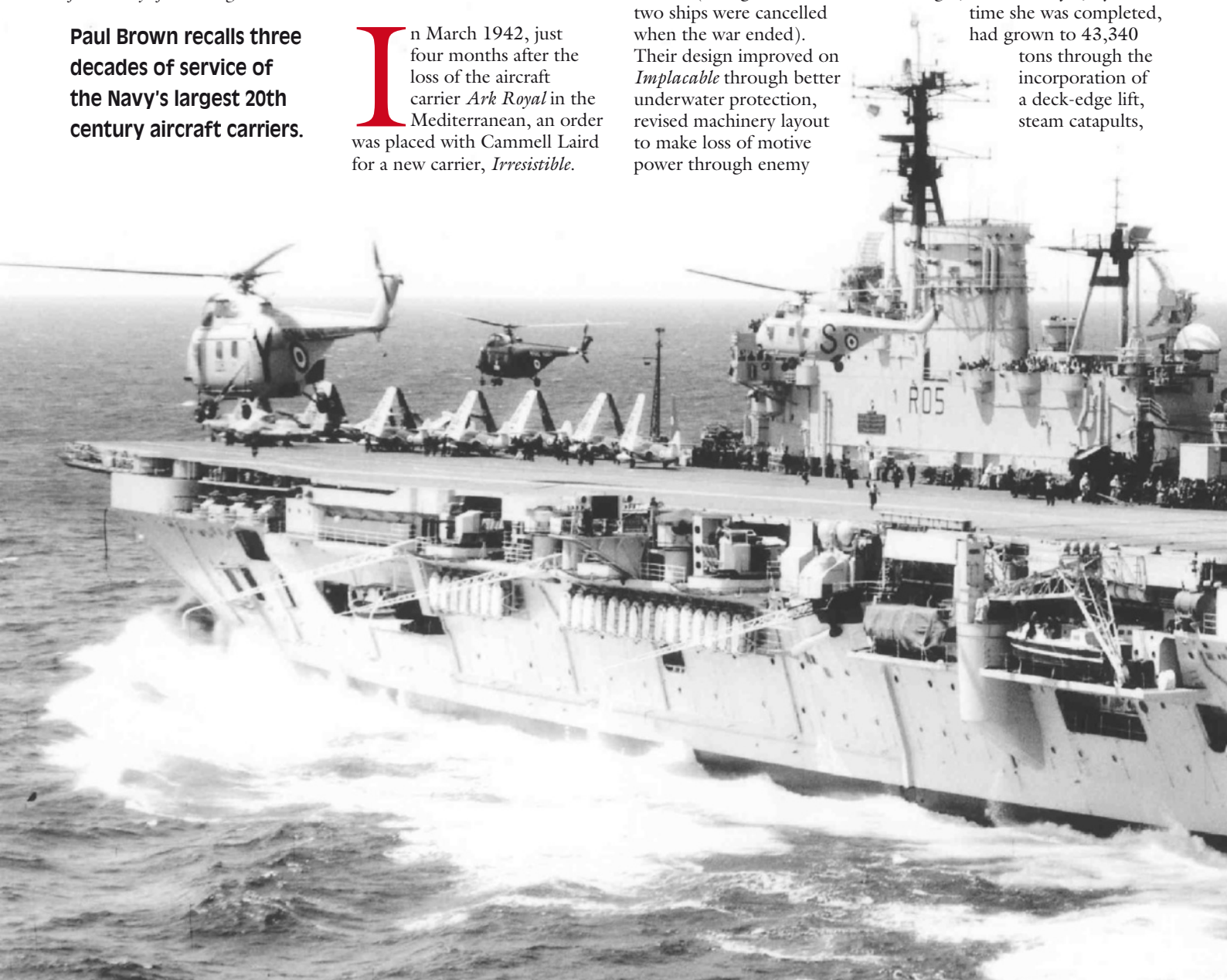
In March 1942, just four months after the loss of the aircraft carrier *Ark Royal* in the Mediterranean, an order was placed with Cammell Laird for a new carrier, *Irresistible*.

She was to be built to a new design – an improved, larger version of the *Implacable* class – but before being launched was renamed *Ark Royal*. A sistership, *Audacious*, was ordered from Harland & Wolff, and shortly before her launch she also adopted a famous carrier name, *Eagle*.

Japan's entry into the war had prompted the decision to order the four *Audacious* class carriers (though in the event two ships were cancelled when the war ended). Their design improved on *Implacable* through better underwater protection, revised machinery layout to make loss of motive power through enemy

action less likely, thicker flight deck armour, more electricity generating machinery and larger aircraft lifts.

The hangar height of 14ft 6in was increased to 17ft 6in to accommodate the larger American aircraft that the ships would have to operate, and this necessitated increasing the hull depth and beam. The standard displacement increased from 31,600 to 36,800 tons in *Eagle*, and *Ark Royal*, by the time she was completed, had grown to 43,340 tons through the incorporation of a deck-edge lift, steam catapults,





ABOVE: *Eagle* at speed in 1970, clearly showing her fully-angled flight deck.

a repositioned forward lift and a flight deck angled at 5½ degrees. *Ark Royal* and *Eagle* provided the spearhead of the Royal Navy's post-war carrier force for three decades and ships of their size will not be seen again until the new Queen Elizabeth class enters service.

Eagle enters service

On 19 March 1946 HMS *Eagle* was launched at Belfast by Princess Elizabeth as a flight of 12 Seafires from RNAS Eglinton roared past and dipped to salute the new ship. However, the carrier's fitting-

out was delayed to allow her design to be re-evaluated, and she was not completed until 31 October 1951.

Eagle joined the Home Fleet in March 1952 (with Supermarine Attacker, Sea Hornet, Firefly and Skyraider aircraft embarked) and exercised with HMS *Vanguard* and other units of the fleet off the north-east coast of Scotland in June. On 1 September 1952 she became flagship of the Heavy Squadron, and with *Indomitable* and *Theseus* of that squadron joined the lines of warships at Spithead for the

EAGLE AND ARK ROYAL DATAFILE

	EAGLE	ARK ROYAL
STANDARD DISPLACEMENT (TONS) as completed/modernised	36,800/ 43,060	43,340/43,060
STEAM TURBINE OUTPUT	152,000shp	152,000shp
SPEED, KNOTS	31	31
ARMAMENT as completed	16 x 4.5-inch guns, 61 x 40mm guns	16 x 4.5-inch guns, 52 x 40mm guns
ARMAMENT as modernised	8 x 4.5-inch guns, 6 x 4 Seacat missile launchers	Nil
AIRCRAFT as built/modernised	60/34 plus 10 helicopters	50/30 plus 6 helicopters
LENGTH OVERALL (FT) as built/modernised	812/812	804/845

BELOW: *Eagle* seen during flying operations with the ship's flight of Whirlwind helicopters airborne for rescue standby. The ship has a 5½ degree angled flight deck, showing that the picture was taken sometime between 1955 and 1959.





ABOVE: HMS Eagle at the French naval base of Mer-el-Kebir, Algeria, at the start of her first Mediterranean deployment in February 1954.



ABOVE: The flight deck of Ark Royal during Portsmouth Navy Days, August 1966. The aircraft are a Sea Vixen (left) and a Wessex helicopter.

Coronation Review of the Fleet in June 1953.

Eagle's first overseas tour began in February 1954, when she was deployed to the Mediterranean for four months. She was in Malta in April for the arrival of the new royal yacht *Britannia*, joining a 25-knot steam-past by 15 ships of the Mediterranean Fleet, which included the cruisers *Glasgow*, *Gambia* and *Bermuda*. A 21-gun salute was fired and officers

and ratings cheered from the ship as they passed *Britannia*.

In June 1954 *Eagle* entered Devonport Dockyard to have her flight deck modified to a 5½ degree angle, and recommissioned there in March 1955. On 17 May, while landing on the deck of the carrier south of the Isle of Wight, a Wyvern crashed into the ship's funnel, but luckily the pilot survived. *Eagle* was due to leave for the Mediterranean

the following day, but instead entered Portsmouth Dockyard for 17 days of repairs. She then spent two months in the Mediterranean before rejoining the Home Fleet in April 1956, when she returned to the Med.

Suez Campaign

In July 1956 President Nasser nationalised and seized the Suez Canal. There followed a period of intensive training for *Eagle* and her squadrons

as preparations for the Suez campaign were made. She was joined by the British carriers *Bulwark* and *Albion* and their French counterparts, *Arromanches* and *La Fayette*. Flying operations from *Eagle* commenced on 1 November, with Sea Hawks and Sea Venoms striking an airfield in the Nile Delta, and operations against land targets continued over two days.

Then, on 5 and 6 November her aircraft provided air support for the airborne landing of British and French paratroops. However, under pressure from the UN a ceasefire was called at midnight on 6-7 November. During the six days *Eagle* had flown over 650 sorties, and the actions of the combined force had virtually destroyed the Egyptian air force and made military airports unserviceable. In December *Eagle* covered the rather ignominious withdrawal of British troops from Suez, and then in February 1957 entered Devonport Dockyard for a five-month refit. Two years of Home and Mediterranean service followed.

East of Suez

In November 1959 *Eagle* entered Devonport Dockyard for a four-year £31 million modernisation, which entailed fitting a fully-angled 8½ degree flight deck, two new steam catapults, a rebuilt island superstructure, Type 984 radar and six Seacat missile launchers, while her four forward 4.5-inch gun turrets were landed and her deck armour was reduced from four to 1½ inches. Her aircraft



ABOVE: Ark Royal seen in the late 1950s, showing her appearance as completed. Among the aircraft on deck are six Gannets near the stern and behind them a squadron of Sea Hawks.

HMS Eagle on 12 March 1968, showing her appearance after her major modernisation. She now has an 8½ degree angled deck and the prominent cylindrical Type 984 and rectangular Type 965 radar housings mounted atop the rebuilt island superstructure.



now included Buccaneers, Sea Vixen and Gannets.

Eagle spent much of 1964 on post-refit trials until leaving for service east of Suez in December, in a period when the RN maintained two carriers in that area at all times. Four months of such service was followed by a short refit at Devonport and a return to service in the Mediterranean and east of Suez on a 12-month deployment which started in August 1965. In March and April 1966 *Eagle* was employed in the Beira Patrol, off the coast of east Africa, blockading oil supplies to the Rhodesian UDI regime. By August she was back in Devonport for a seven-month refit.

In August 1967 the carrier sailed for the Far East, via the Cape of Good Hope. In October she covered the withdrawal of British forces from Aden and was not back in the UK until June 1968. In October 1968 she entered Devonport for a five-month refit, but plans to upgrade her to operate Phantom aircraft were cancelled following government decisions to withdraw from east of Suez and run down the carrier fleet.

Eagle recommissioned in

March 1969, and service in the Mediterranean and North Atlantic followed, but in March 1970 she was back in dockyard hands for six months. Further Mediterranean service early in 1971 preceded her final deployment to the Far East between May and October. She left Singapore waters in October 1971, and her planes conducted a ceremonial fly past to mark the British withdrawal from the naval base there.

Eagle arrived at Portsmouth on 26 January 1972 to pay off. She was later moved to Devonport, staying there until being towed to Cairnryan in October 1978 for breaking up.

Ark Royal joins the fleet

Ark Royal was launched by the then Queen Elizabeth at Birkenhead on 3 May 1950, having spent exactly seven years on the slip. She was commissioned on 22 February 1955 and flying trials were conducted in June 1955 by her complement of aircraft, which included Sea Venoms, Sea Hawks, Wyverns and Gannets. In October she was deployed to the Mediterranean for five months. An early refit started in June 1956, and she rejoined

the Home Fleet in November of that year.

In the first half of 1958 *Ark Royal* was again in the Med before returning to her home port of Devonport in July for a five-month refit. Mediterranean and Home Fleet service followed, including trials with Buccaneer aircraft at Malta and cold weather trials off Greenland. By February 1961 the ship was back at Devonport for a six-month refit. Despite all the time the 'Ark' spent in

dockyard hands, her operations were often disrupted by machinery problems.

In March 1962 *Ark Royal* left the UK for her first service east of Suez and returned in December. On 7 February 1963 the first test landing on a carrier was made by a Hawker P.1127 aircraft, the prototype Harrier, on *Ark Royal*. From May to December 1963 the ship was again east of Suez. After an 11-month refit and seven months in home waters,



ABOVE: *Ark Royal* at full speed, in 1977, showing her appearance after her modernisation, with an 8½ degree angled flight deck, a forward projection to the steam catapult, and two Type 965 radars mounted atop an enlarged island superstructure.

she left Devonport in June 1965 on another deployment east of Suez, which included two spells in the Beira Patrol.

Ark Royal returned to Plymouth in June 1966 and was in home waters until October, when she paid off to enter Devonport for a £32.5 million modernisation to enable her to operate Phantom aircraft. An 8½ degree angled flight deck, new steam catapults, heavy grade jet-blast deflectors, heavy-weight arrestor cables and new radars were fitted, and there was considerable upgrading of her electrical systems. This extended *Ark Royal's* life until the late 1970s, while *Eagle* was to pay off, despite being considered to be in a better material state.

Ark Royal recommissioned in February 1970, and in June embarked her air group of Phantoms, Buccaneers, Gannets, Sea Kings and Wessex. On 9 November 1970, when about 200 miles south of Crete, she collided with a shadowing Russian Kotlin class destroyer and was holed above the waterline. Five of the Russian crew were recovered from the water (at least one by *Ark Royal's* sea boats), but two were lost. The following month the carrier was docked at Devonport for four months.

Final deployments

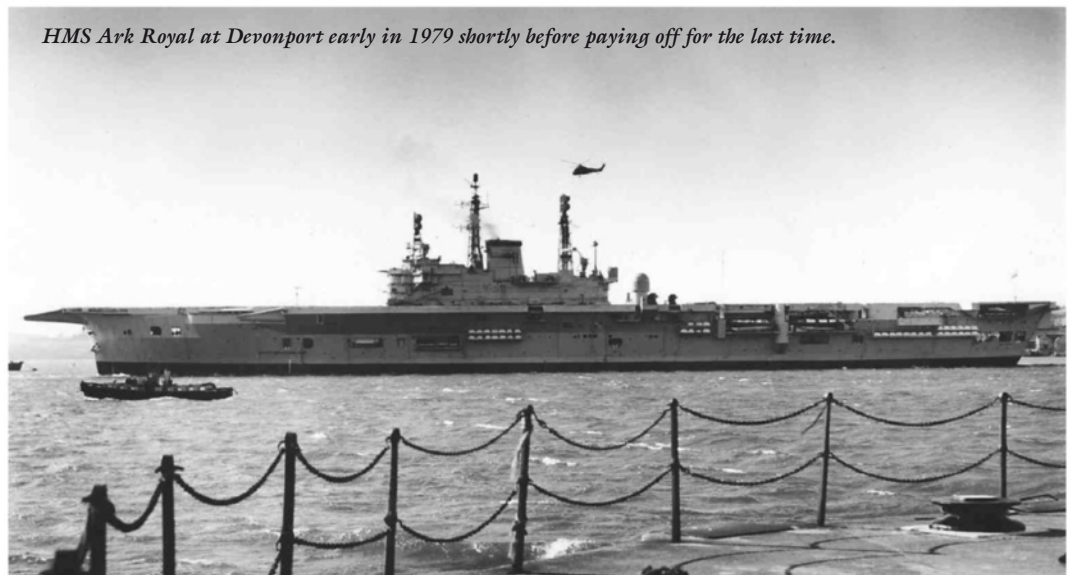
With east of Suez service now off the agenda, the pattern of deployments changed. In 1971 there were Phantom trials off the east coast of America and three months of exercises in the Med. In 1972 she was deployed to the Caribbean (including British Honduras, where Buccaneer sorties were flown to deter an invasion threat from Guatemala) and the east coast of America, and to the Med. The period between 1973 and 1979 saw similar deployment locations interspersed by refits.

On 16 November 1978 *Ark Royal* left Malta at the end of her last deployment, and two days later the last fixed-wing landing on the ship was made by a Gannet. She arrived at Devonport on 4 December and paid off on 14 February 1979. In September 1980 she was towed to the scrapyard at Cairnryan, where the lower hull of *Eagle* was still being broken. 

Ark Royal seen leaving Malta in 1978, during her last commission, showing Phantom aircraft in the forward area of the flight deck and Buccaneer Mark 2 aircraft parked across the angled flight deck.



HMS Ark Royal at Devonport early in 1979 shortly before paying off for the last time.



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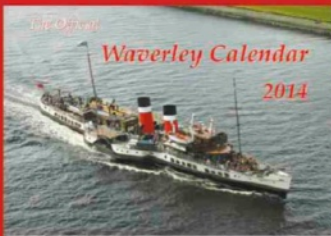
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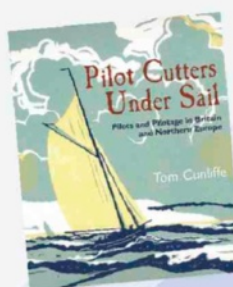
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Maritime Mosaic

A collection of readers' own photographs

The historic port of Civitavecchia is the 'port city of Rome' and the maritime gateway to central Italy. The port is a popular cruise destination and also a key ferry port serving the western Mediterranean, linking Sicily, Sardinia, Corsica, Barcelona, Malta and Tunis. As well as tourism, the port also has significant container, bulk cargo and fishing industries. This selection of photographs by Alan Moorhouse shows some of the passenger vessels currently using the port.



COSTA LUMINOSA (TOP) •

The 92,700gt 292m cruise ship operated by Costa Crociere was built in 2009 at the Fincantieri shipyard in Marghera, Venice. The Genoa-registered vessel, with a passenger capacity of 2,826, was making an early morning arrival on a cruise schedule out of Savona.

AMSICORA • Minoan Lines' 36,825gt ferry operates a service to Cagliari in Sardinia. The 214m vessel was built in 2002 by Fincantieri as Europa Palace and can accommodate 2,182 passengers. She has a speed of 29.5 knots and is powered by four Wärtsilä 16V46C engines.



SOVEREIGN • Now operated by Spanish cruise line Pullmantur, the 73,192gt Sovereign was built in 1988 by the then Chantiers de L'Atlantique in St Nazaire, France. She is pictured arriving from Naples for a 'Rome' port of call during a cruise originating in Barcelona and including visits to Livorno, Villefranche and Genoa. Formerly Royal Caribbean's Sovereign of the Seas, the 268.8m ship can accommodate 2,882 passengers, and when built she was the largest passenger ship operating.

THOMSON DREAM • The 1986-built 53,872gt cruise ship, operated by Thomson Cruises, berthed during a Mediterranean Highlights cruise with mainly UK passengers taking in ports in Italy, France and Spain. Formerly Homeric, Westerdam and Costa Europa, she has a capacity of 1,756 passengers and was built at the Meyer Werft shipyard, Papenburg. Following the insertion of a new midship section, she now measures 243.2m in length.



ZEUS PALACE • Formerly Prometheus and Eurostar Barcelona, this 26,995gt ferry was built in 2001 in Korea by Samsung Industries. The 1,300-passenger vessel operates the ferry route linking central Italy with Tunis.



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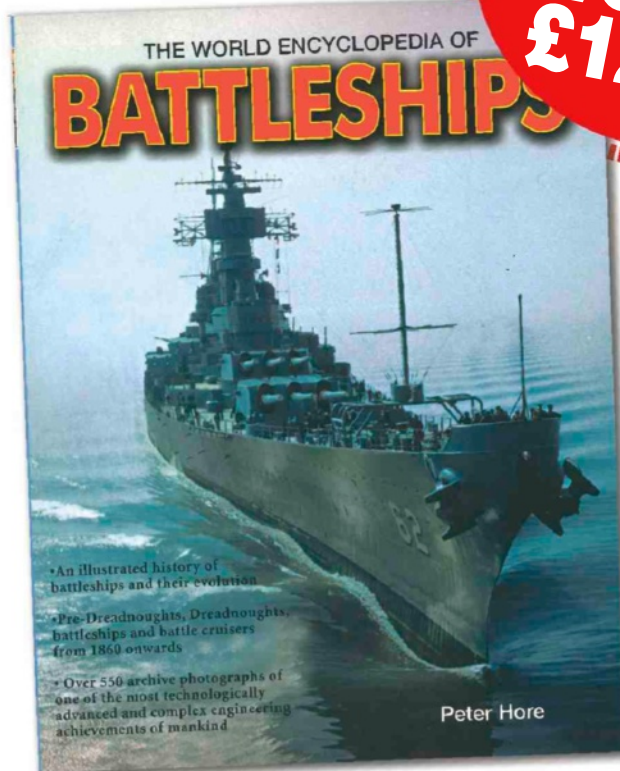
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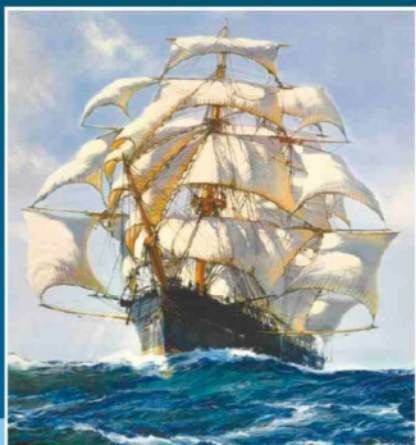
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VIKING GRACE

Green for go Viking Line's new ferry Graces the Baltic

Viking Grace approaching Mariehamn harbour for her scheduled 15-minute daytime call from Stockholm to Turku.



John Pagni describes Viking Line's innovative new LNG-powered ferry, which made her debut earlier in the year and is now in everyday service on the Baltic.

Every so often a new ship comes along that sets new standards and represents a milestone in maritime development. *Viking Grace*, Viking Line's new LNG-powered ferry that was discussed in *Ships Monthly* earlier in the year, is one such vessel, as she incorporates significant new technological and design concepts.

Her maiden revenue voyage on 15 January, which took her from Turku to Stockholm via Åland, attracted a media circus, with VIPs and celebrities in attendance as Viking Line and builder STX Finland promoted the vessel not only because she is the world's largest passenger vessel to use liquefied natural gas (LNG) as her main fuel, but also because of many other environmentally friendly features that have been

incorporated into her design.

LNG was chosen, as it is the cleanest fossil fuel, although it is not easy to handle, since it must be kept at -162°C , at which temperature it has 600 times less volume than natural gas. However, *Viking Grace's* emissions are a fraction of those using oil-based liquid fuels and her total greenhouse gas emissions are 15 per cent lower than on equivalent ships. These numbers count, as the Baltic will become an IMO Tier III Emission Control Area for sulphur in 2015. The strict limits that this imposes are intended to cut acid rain and harmful maritime pollution.

LNG is also odourless, colourless, non-toxic and lighter than air, so if a leak occurs (unlikely given the double mantling, sealing and alarm systems), it just evaporates, neither leaving messy unsightly oil slicks

nor requiring expensive recovery and environmental clean-up operations. But the most notable effect on the ship's appearance is the lack of funnel smoke.

As LNG infrastructure in the Baltic is developing, the four main engines chosen were Wärtsilä's dual-fuel 8L50DF producing 30,400kW in total,

with a tank of MDO (marine diesel oil) providing back-up if the LNG supply is disrupted. Minute amounts of oil are also used to ignite the engines. Fortunately, Stockholm's LNG terminal at Nynäshamn was opened in May 2011 by AGA, which also refuels the ship with its only vessel, *Seagas*, a converted Norwegian ferry that

The LNG tanks are located at the stern, above the vehicle ramp and below Club Vogue.



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VIKING GRACE



The engine control room.



One of the LNG-powered engines.



An exterior double cabin.

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VIKING GRACE

BUILT	2013 STX Finland Turku
DIMENSIONS	218m x 31.8m x 6.8m
TONNAGE	57,700gt
PASSENGERS	2,800, 880 cabins, 2,876 berths
CREW	200
VEHICLES	1,275 lane metres on deck 3, 550 metres for cars only on deck 5, plus another 550m on hoistable deck 4
MACHINERY	4 x Wärtsilä 8L50DF = 30,400kW, no auxiliary engines, consumption LNG 45 tons/24 hours
SPEED	23.4 knots maximum, 22 knots service speed
FLAG	Finnish, home port Mariehamn



Frank's Casual Dining area.



Part of the ferry's Shopping World area.



Champagne welcome at Rockmore Bar.

The Viking Line fleet . . . working alongside Viking Grace



Viking XPRS (34,000gt) was built by Aker Yards in Helsinki specifically for the route between Helsinki and Tallinn.



The 2,450-passenger Amorella (Turku-Mariehamn/Långnäs-Stockholm) dates from 1988 and has been on her current route since.



The 35,492gt Gabriella (Helsinki-Stockholm), built in 1992 as Frans Suell, was acquired by Viking Line in 1997.



Viking Cinderella (46,398gt, ex-Cinderella) is used as a cruise ferry between Stockholm and Mariehamn.



ABOVE: The smokeless exhaust funnels, even when the ship is travelling at 22 knots, are Viking Grace's most obvious environmental feature to the eye.

began bunkering on 24 March (see SM, June).

Viking Grace, like the other Viking Line and Silja Line ships on the Turku-Stockholm route, operates a crossover service, making two 11-hour voyages, with just two hours berthed in every 24 hours, involving a 60-minute turnaround in Turku and Stockholm. In addition to discharging and embarking passengers and vehicles, 100 to 110m³ (or 40-45 tons) of LNG must be taken aboard.

Wärtsilä was the main technology supplier, and this included providing *Grace's* two 200m³ LNG tanks, which are located at the stern above the vehicle gate. Even though *Viking Grace* can go up to three days without refuelling, *Seagas* bunkers five to six times weekly, as each voyage consumes 45-50 tons of LNG. Wärtsilä also supplied its Compact Silencer System, bow and stern thrusters and the two stainless steel fixed

pitch propellers and their shafts.

Stainless steel is expected to perform better in thick ice conditions, which have been normal for Baltic shipping in recent winters. The propellers have five blades too, as these produce fewer vibrations because of lower pressure impulses and vessel noise when sailing, giving improved comfort aboard.

So *Viking Grace* has the first gas-electric propulsion system, which is more economical than the diesel-mechanical or diesel-electric set-up favoured by cruise ships. The engines are also in-line, not the usual V-shape, which makes them easier to service. In addition, the hull is hydrodynamically optimised to save energy, with a radical 4m long ducktail that minimises wake, even at a service speed of 22 knots. Gas engines are at their most efficient at that load. Smooth, silent movement is the ideal outcome for Åland-based Viking Line, which takes



ABOVE: *Viking Grace* in the building drydock just before being floated out on 10 August 2012 at STX Finland's Turku yard.



ABOVE: The bridge on board *Viking Grace*, showing the computer controls.

seriously its responsibility when sailing through its sensitive home archipelago, having had an environmental policy for years.

Many other innovative 'green' features have been included. Steam from the engines' exhaust boiler heats up hot-water storage tanks, which are the heat source when *Viking Grace* is docked. Fresh water is made from seawater by recycling engine cooling water heat, again for evaporation. Because light and space were required design features for the passengers, high-insulation glass was installed to reduce heat losses.

Deck-by-deck guide

Vehicles are stowed on the lowest three decks (3, 4 and 5), while the passenger cabins are nearly all above (on 6, 7, 8 and 9), with the entertainment upper decks on 9, 10 and 11 to ensure a good night's sleep for passengers on lower decks. The eight different eating and drinking areas span price and quality, from cheap and fast Frank's amidships to the Oscar à la carte restaurant at the bow, and the two-level Vogue nightclub astern. Kone Eco-Disc lifts transfer people who choose not to take the stairs.

Organic products are available on all menus, in shops and the Spa Wellness, which, along with its sauna, steam room and jacuzzis that overlook the sea, has a snow cave for hardy Scandinavians who like to rush out of the sauna to roll in it in wintertime. Cabins are bigger than on normal ferries, with the four bespoke suites having their own concepts. *Grace's* Shopping World lives up to its name and is claimed to be the largest afloat.

Viking Grace incorporates all current and future maritime

regulations such as SOLAS: Safe Return To Port, having two redundant engine rooms, and was built according to the 2009 Hong Kong International Convention for Safe and Environmentally Sound Recycling of Ships. Three engines are used in rotation, with the fourth idle, meaning that any servicing or repairs can be undertaken at sea. *Viking Grace* can achieve 15 knots, with two generators supplying her propulsion motors.

Prizes awarded to the ship include the Ports of Stockholm's Environmental Buoy 2012 and five categories of Shippax 2013: two for STX Turku and three for Viking Line for environmental quality (gas-diesel engines plus energy-saving solutions); exterior design (LNG tanks and smaller funnel); food supply and provisions logistics; and her innovative interior design, by dSign Vertti Kivi of Finland.

Although she claimed the title of the most advanced and cleanest passenger ship (until Fjord Line's *Stavangerfjord* entered service on 14 July), *Grace* was not cheap, costing Viking Line €244 million, with the Finnish government providing €28 million as an EU-approved environmental subsidy and STX Finland €7 million for planning.

However, initial figures show the vessel was a hit, with passenger figures in the first quarter up 46.9 per cent year on year to 622,695 compared with *Isabella's* corresponding figures on the route. All in all, *Viking Grace* is one of the most advanced, economical and environmentally friendly ships in the world, pointing the way to the smokeless, organic maritime utopia of the future. **SM**

A View from the Bridge

How and when did your career at sea start?

I started back in 1984 as a deck hand on a bulk carrier; I signed on while the ship was loading grain at Galveston Island, US Gulf. Although I have been primarily involved in the cruise and ferry industry, I still enjoy monitoring the challenges and dynamics of international shipping and trade activities.

How did you come to work for Viking Line?

There was an opening in 1997 as Viking Line took delivery of the secondhand vessel *Gabriella*; from 1997 to 2001 I served as mate, and from 2002 as Captain.

Can you name some of the ships you have served on?

I was mate on the cruise ship *SSC Radisson Diamond* from 1992 to 1996. My last assignment before *Viking Grace* was as Captain on board *Viking XPRS*, which I served on from 2008 until 2011.

What makes *Viking Grace* different? Is there any special knowledge you need?

Her state-of-the-art technology and design with respect to environmentally sound ship operation make her unique. The only requirement, apart from professional and language skills and certification, is that anybody working on *Viking Grace* has to possess an open-minded, passenger friendly and business-orientated attitude.

What are your routine duties?

I perform regular nautical and technical duties according to maritime law and company standards to ensure safety on board. The navigational duties are demanding, as we operate in narrow channels and on a tight timetable.

How many work on this ship?

I have worked with more than 25 different nationalities. In my current position, recruitment of crewmembers is basically performed among Scandinavian or EU residents. Basic requirements of language skills are at least Finnish, Swedish and English. It is well established that multicultural and ethnic diversity in any working team is a great source of growth and prosperity, both from an employee's as well as from a company's point of view.

Do you believe that *Viking Grace* is going to be successful on her route?

I am confident she will be, and am also confident that *Viking Grace* will meet all future requirements for ship operation in the SECA areas (SOx emission Control Areas). Her passenger capacity and catering facilities are excellent, and her sea-keeping is very smooth, with minimum noise and vibration levels on board.

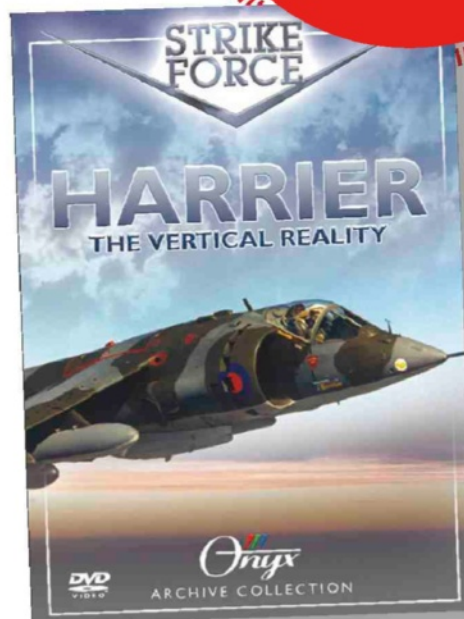
BELOW: Senior Master Captain Henrik Grönvik on the bridge.



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Ships Pictorial



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



▲ The container ship *MOL Quality* (2013/151,000gt) departing Southampton on 1 August, following her maiden call at the port. The 13,900TEU container ship, delivered at the end of June, is the fourth in the series of ten APL-owned ships on order from Hyundai Samho Heavy Industries, of which half are to be chartered by Mitsui OSK Lines. (Maritime Photographic)



▲ The 120-passenger trip boat *Ostara* started life as the *Tees Towing tug Danby Cross*. Completed at Faversham in 1961, the tug was sold to Dutch owners in 1975 and spent time on the Schelde, before being sold to a Rotterdam-based trip boat operator in 1998. (Krispen Atkinson)



▲ The 511-passenger Cal Mac ferry Hebridean Isles (1985/3,040gt) in calm waters off Scotland's west coast. (David Fairclough)



The Finnish-built 38,557gt cruise ship AIDAcara called at Oban during a Kiel to Kiel 'North Europe' cruise, with many of the passengers taking Cal Mac's ferry Isle of Mull on a trip to Mull. While AIDAcara is the largest vessel to call this year, Oban has received a number of small and medium-sized cruise ships during the summer, including Ocean Nova, Sea Adventurer and the 1960-built Serenissima (ex-Harald Jarl), which ran aground on the Corran Ledge when entering the port on 20 May. (Jonathan Allen)



Built in 2011, the dry cargo vessel Wilson Narvic (6,118gt) departs Chatham Docks for Rotterdam. The 123m ship operates between Netherlands and the UK weekly. (Trevor Boston)



The 2010-built Cunard cruise ship Queen Elizabeth makes her way down the Solent in choppy weather. (Andrew Cooke)



Cal Mac's Grand Old Lady

Profile of the ferry *Isle of Arran*, which is currently the oldest ship in the Cal Mac fleet in which she has served as something of a workhorse for almost 30 years.

FERRY PROFILE

Isle of Arran on the Islay run in 2007.



The ferry *Isle of Arran* is currently the oldest ship in the Cal Mac fleet. Completed in 1984, she served on the Arran route for ten years before being moved to Kennacraig and the Islay run. She has more recently been the winter relief vessel and, since the summer of 2011, the spare vessel. However, during summer 2013 she has gained a new lease of life working on the newly-opened Ardrossan to Campbeltown route, which will initially run on a three-year trial basis, linking Kintyre's main town

with Ayrshire.

A passenger service from Campbeltown to Ballycastle in Northern Ireland operated by Kintyre Express, which runs every Friday to Monday during summer months and on Mondays and Fridays during the winter, commenced in 2011. In 2006 a passenger ferry operated between Campbeltown and Troon with a crossing time of an hour in calm weather, but the newly-instigated Cal Mac service is the first car ferry to serve the Kintyre peninsula since the late 1990s. Although Campbeltown is a historic summer excursion

steamer destination, the only car ferry service prior to the current link was operated by Sea Containers-owned Argyll and Antrim Steam Packet Company in summers 1997, 1998 and 1999 when former Cal Mac ferry *Claymore* ran to Ballycastle in Northern Ireland.

The new route, which is proving popular and the majority of the crossings have seen the ship more or less full, was started earlier this year to assess the level of trade between Kintyre and Ayrshire and whether the route was feasible. With linkspans already in place at Ardrossan and Campbeltown, and local people wanting the Kintyre port to have a car ferry, starting a service made sense.

Isle of Arran makes the crossing to Kintyre three times a week, overnighing twice a week in Campbeltown with a return crossing on a Sunday. The trial ended at the end of September, with the ship having mainly carried holiday traffic and proving to be very popular with visitors.

The ferry's current master, Captain Cameron MacLeod, has been with Cal Mac for 21 years and has worked on all the ships in the fleet. He started on *Lord of the Isles* running out of Oban on the Inner Isles route, and has been master on *Isle of Arran* since November 2010. Under his command she has been on various routes, including Stornoway-Ullapool and Uig-Lochmaddy, but has mostly worked on the Islay run. However, he says, 'since the introduction of *Finlaggan*, we have been the relief boat and get called to whichever route we are required'.

Isle of Arran's current status, playing something of a supporting role within the Cal Mac network, is in contrast to her original role. She was built for Cal Mac's busiest route, out of Ardrossan, and was launched on the Clyde in 1983. After fitting-out, and berthing trials at Ardrossan and Brodick, she took over on the 55-minute Arran crossing from *Glen Sannox* on 13 April 1984.

ISLE OF ARRAN

BUILD	1984, Port Glasgow
OWNER	Caledonian Maritime Assets Limited
DIMENSIONS	83.8m x 15.08m x 4.99m
TONNAGE	3,296gt, 988 net
PASSENGERS	446, with 22 crew
VEHICLES	Max 72 cars (24 under gallery decks), max 145 lane metres
MACHINERY	2 x Mirrlees Blackstone diesels, 2,310bhp at 750rpm

LEFT: *Isle of Arran* approaches Campbeltown during the hot weather in July. She has an open-plan car deck with space for 76 cars in five lanes. She is fitted with a bow visor and bow and stern ramps. The open stern allows her to carry tankers and other larger vehicles alongside passenger vehicles. The small main entrance square lies between the aft cafeteria and the forward lounge and bar lounge.



However, by the early 1990s it was clear that *Isle of Arran* was not big enough. So in 1993 she was replaced by the larger *Caledonian Isles* and was transferred to Kennacraig for the Islay crossing to Port Askaig, bringing greater capacity to that route and ro-ro capabilities to the island for the first time. And her subsequent role has resulted in her becoming one of the most travelled ferries in the Cal Mac fleet, as she has worked the majority of the routes.

In 2003 and 2004 she was at Islay for the summer, partnering *Hebridean Isles* on a two-ship roster. Prior to the start of the 2004 season she went to the James Watt Dock for work to replace her car deck. At the end of that season she went to Stornoway, as relief for the freight vessel *Muirneng*, and in 2005 undertook various back-up duties, with calls to Oban, to cover for *Clansman*, *Lord of the Isles* and *Isle of Mull*. As the season ended she was again on the Islay route,

covering *Hebridean Isles'* refit.

In 2007 she was moved to the Islay route, staying until the summer of 2011, when the newbuild *Finlaggan* replaced her and *Isle of Arran* became a spare vessel. When not in service, *Isle of Arran* was laid up at either Campbeltown or Rosneath. In July and August 2012 she operated extra services between Ardrrossan and Brodick. During September 2012 she provided temporary cover on the Rothesay-Wemyss Bay service before going to Rosneath where she remained until April 2013, returning to Ardrrossan to operate a summer service, including the new route to Campbeltown.

During her time in lay-up, Captain MacLeod was attached to the ship. He, and a crew of six, were involved in the maintenance work, which involved checking the safety equipment, the anchors and the hydraulics, and the engines were regularly run to ensure the ship was ready should she be needed. **SM**



ABOVE: *Isle of Arran's* builder's plaque is mounted beneath the bridge.



ABOVE: *Isle of Arran* arriving at Campbeltown from Ardrrossan.



Captain MacLeod always wanted to work for Cal Mac: 'I used to watch *Columba* coming in and out of Oban when I was at school. I am the fifth generation of my family to sail as master mariners, and I was mate on *Hebridean Isles* before becoming master on *Isle of Arran*.' Of his current command, he said: 'We were running at capacity at times during the summer. The Campbeltown run has proved to be very popular and the good weather has helped. Our turnaround time in Campbeltown is about 25 minutes, and we have carried 100 vround-trippers at times.'

All change for the

Malcolm Cranfield looks at the changing towage scene at Liverpool, focussing on the Alexandra Towing Company Limited (ATC), so named because its operations were initially based at Alexandra Dock in Liverpool.

**PHOTO
FEATURE**

During the 1970s the Liverpool tug scene was stable, with two major rival towage companies operating on the Mersey: ATC and Rea Towing Company Limited (RTC). ATC, established in 1887 to operate G. B. Cowl's four tugs with names prefixed *Flying*, in 1888 took delivery from an Ayr shipyard of its first new tug, *Alexandra*.

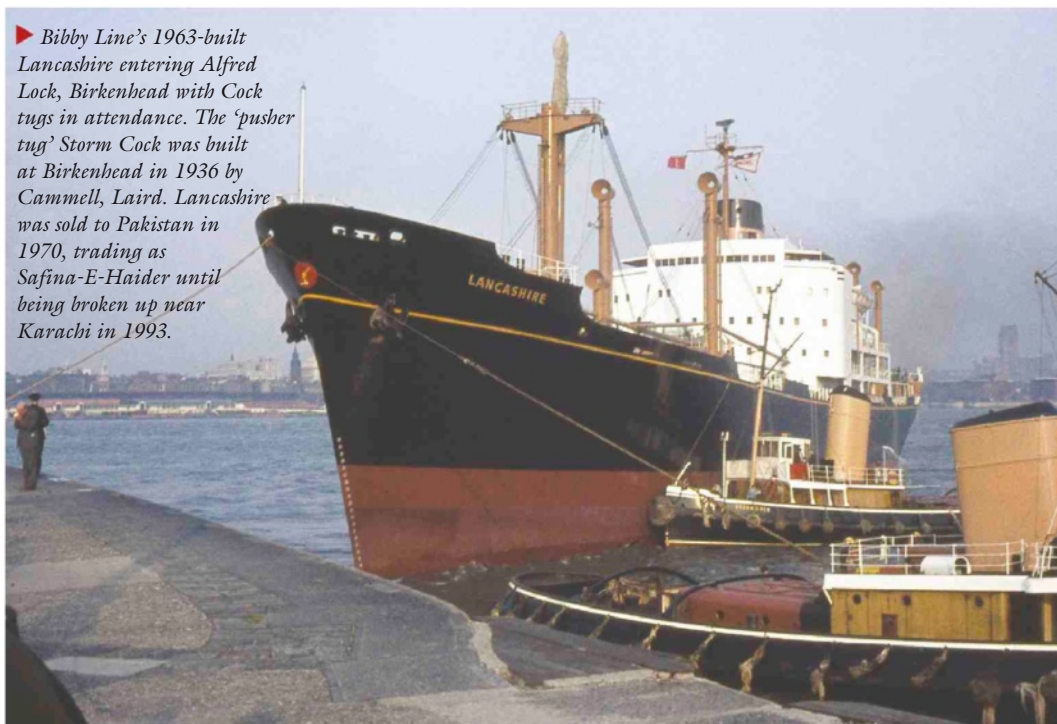
Fast forward to the 1960s, and December 1966, when ATC acquired the Liverpool Screw Towing Company Ltd and its subsidiary, North West Tugs Ltd, known as Cock Tugs, and, in July 1968, J. H. Lamey Ltd. In September 1970 the Cock and Lamey tugs were given ATC names and colours.

Stability continued for over 20 more years until ATC was sold early in 1993 to the Australian-owned Howard Smith Pty, followed in March 2001 by acquisition by fellow Australian-owned Adelaide Steamship Co (Adsteam). By March 2007 the Adsteam operations had been sold to Svitzer Marine, owners since 2001 of the competing RTC. Due to concerns over a monopoly situation arising with towage operations on the Mersey, Smit having in 2006 become part of the Svitzer Group, Svitzer were obliged to arrange for Adsteam to operate separately as Smit Towage Liverpool.

RTC Limited was formed in 1922 to handle the Mersey towage operations of R. & J. H. Rea, a firm of coal merchants and stevedores whose founder Russell Rea had started business in Liverpool in 1872. Rea Limited, in which Wm Cory & Son Ltd took a stake, was created in 1918, with Alfred Holt's Ocean Steamship Co subsequently gaining control.

Even after Rea's UK tug fleet had been absorbed into Cory

► Bibby Line's 1963-built *Lancashire* entering Alfred Lock, Birkenhead with Cock tugs in attendance. The 'pusher tug' *Storm Cock* was built at Birkenhead in 1936 by Cammell, Laird. *Lancashire* was sold to Pakistan in 1970, trading as *Safina-E-Haider* until being broken up near Karachi in 1993.



▲ ATC's 1980-built tugs *Collingwood* and *Canada* guiding the cargo vessel *Eleftheria K* off the berth in Gladstone Dock on 16 August 1987 as she prepares to sail for Talcahuano, Chile. While *Canada* was renamed *Smit Canada* in May 2007, and *Collingwood* still operates on the Mersey as *Smit Collingwood*, since March 2008 *Canada* has operated at Gibraltar as *Wellington* for TP Towage, a Company created in 1998 out of Howard Smith's towage interests at Gibraltar, for many years an ATC operation. Built at Kherson on the river Dnepr, Ukraine and purchased on the stocks in 1976 by Ocean Transport & Trading plc, *Eleftheria K* had traded as *Lycaon* until purchased in 1985 by Capt S. Karnesis after an earlier sale and planned renaming as *Chrysovalandou Faith* fell through. *Eleftheria K* finally arrived at Alang on 13 April 1998 to be broken up.

Mersey tug scene



▲ Assisting the Hong Kong-registered bulk carrier *Giant* to her scrap loading berth in October 2003 is the tug *Waterloo*, built in 1987 for ATC by McTay Marine at Bromborough. She was renamed *Adsteam Waterloo* in September 2005 and *Smit Waterloo* in April 2007. *Giant*, built in Japan 1981 as *Oakstar*, was sold to Turkey in 2004 and, as *Gulmar*, beached at Alang on 11 November 2012 for breaking.



▲ RTC's *Kilgarth* is seen departing from Birkenhead on 5 September 1981. Waiting to enter Alfred lock is the Isle of Man Steam Packet Company's *Manxman* under tow of a former Lamey tug. *Kilgarth*, built in 1958 at Northwich for Furness, Withy as *Kilmore*, had been purchased by RTC in 1969. Sold to Greece in 1984 and renamed *Aghios Gerassimos*, she operated as *Hellas* between 1999 and 2003, but her current whereabouts are unclear.



▲ *Trafalgar* was built for Alexandra Towing in 1966 by Dunston at Hesse. Sold to Greece in 1992, she operated as *Megalochari VII* until 1999, then as *Agia Marina* until arriving at Aliaga near Izmir on 15 May 2011 to be broken up. *Apapa Palm* was the former *Menestheus*, built in 1977.



▲ The Greek-owned cargo vessel *Chrysovalandou Grace*, built at Gdansk in 1979 as *Strathetrick* for P&O General Cargo Division and purchased in 1984, arriving at Liverpool on the ebb tide of 20 April 1986 to load on Anchor Line's service to India and Pakistan. She was later named *Chrysovalandou*, *Agia Irini*, *Triatic Power*, *Unicondor*, *Gloria* and *Glori* during a fairly long career, until being broken up in India in July 2001. In the photograph, the old *Trafalgar* was standing by as 'pusher'.



▲ In the September 2001 photograph taken outside the river entrance to Gladstone Lock, Liverpool, Waterloo (left) was displaying Adsteam ownership but without the 'A' on her funnel; this was added by October 2003. As Smit Waterloo (right), she is pictured outside of Gladstone Lock six years later.

Ship Towage Limited in 1970, and Ocean's purchase of Cory in 1972, after RTC's separate identity on the Mersey had continued. Renamed simply Cory Towage Limited in 1985, the operation including RTC was sold in 2000 to the Wijsmuller Group, which itself was bought in 2001 by Svitzer, which has been part of the A. P. Møller Group since 1979. **SM**

► The Cuban owned Varadero, built at Rijeka in 1977 as Lazaro Pena, was arriving at Liverpool on the ebb tide of 17 November 1994 with a cargo of oilcake from India. The tug Albert was built by Richard Dunston at Hessle in 1972 for the Alexandra Towing Company. Albert was sold in 1999 to become Mouriscas, then in 2003 Barra de Aveiro, in 2007 Barra de Viana and in 2008 Felis. She is now Polish-owned, but operates as far as Ukraine.



► ATC's 1998 McTay, Bromborough-built Trafalgar, aided by Bramley Moore, was handling the bulk carrier Bled in the Mersey off Langton Lock, Liverpool on 12 March 2005. Trafalgar, which in 2007 became Smit Trafalgar, was sold in 2009 to operate in Taiwan as Sky 501. Bramley Moore, built at the same yard in 1974, became Smit Liverpool in 2007 until sold in 2010. Under the shortened name Liverpool, she now operates on the West African coast under the ownership of Craignish Ltd (Ship & Shore Services Limited) of Lagos, Nigeria. Bled, built in 1983 in Seville for Splošna Plovba of Portorož, Slovenia, was arriving from Cadiz to load a cargo of scrap metal for Chennai, India. In 2009 she became Athlos and in 2010 Mentor, as which she was broken up in September 2011.



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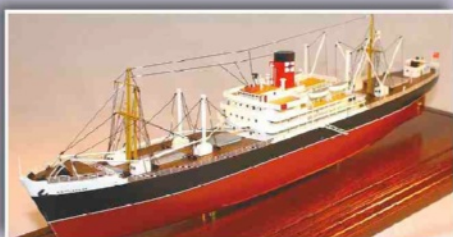
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s.s. Queen Elizabeth 2, 24"**



**Port Lines 1946, 10561-ton,
General Cargo Ship, m.v. Port Wellington 20"**



**Clan Lines 1956, 9299-ton General Cargo Ship
s.s. Argyllshire 15" Waterline**



**Blue Funnel Lines 1956, General Cargo Ship,
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FALMOUTH

PORT
PROFILE

The port for all seasons



ABOVE: An aerial view of Falmouth Docks and the Submarine Pier taken in 1928, with the dredger Briton and floating crane prominent. The Submarine Pier, built by the Falmouth Volunteer Division of Submarine Miners (Royal Engineers), was part of the coastal defences and was never intended for use by submarines. The dredger was used to ensure the channels and dock area were maintained, and the port was regularly dredged until the late 1970s. In the foreground is the Bar area, which comprised boatbuilding slipways and sheds and was redeveloped in the 1980s into waterside apartments and latterly the excellent National Maritime Museum.

Falmouth, one of the most diverse ports in Europe, is where tankers rub shoulders with warships, as super-yachts pass bunkering bulkers, research ships jostle for repairs against ro-ro vessels, while cruise ships disgorge passengers among tall ships, as Dave Fortey explains.



ABOVE: RAF Rescue Boats moored in the harbour, with the liner Queen of Bermuda on Duchy wharf, in 1960. Some of the RAF Air Sea Rescue squadron Pinnaces are also moored in the harbour.

Falmouth for orders' has been a constant call in the shipping industry since the 1700s. The natural deep sheltered waters of Falmouth Bay and the adjacent Carrick Roads offer a convenient strategic location for ships to await worldwide despatch. Indeed, the port has developed into a significant bunkering location, catching traffic travelling east or west of the Channel.

Located near the southern tip of the UK, the port can trace its roots back to around 1590, when it was developed to support the 'Packet Service' despatching and receiving diplomatic mail, bullion and a variety of cargos. With the arrival of steamships, the packet trade died. However, in 1860 Falmouth docks were established and the port

developed a thriving industry which included shipbuilding. In wartime the port was a major military base, even becoming HMS Forte for Combined Operational Forces during World War II. Today, Falmouth is a thriving, diverse centre of maritime activity. The shiprepair business employs over 400 people, with over 30 independent companies based within the docks boundary.

Along with adjacent safe deepwater anchorages, the port caters for a diverse range of maritime functions, offering users every commercial shipping operation apart from containerisation and shipbreaking. The port is managed by a combination of Truro, Falmouth and Falmouth Docks authorities, all working to ensure water users large and small, commercial and leisure, enjoy the benefits of the port.

The river Fal offers a unique

shipping lay-up area a few miles from the open sea, where large commercial ships can be easily berthed. The unusually deep water, typically 12-14m, allows ships over 190m in length to be safely moored mid-stream. The most recent long-term occupants include the ro-ro vessel *Norman Trader* (22,152gt) and *Windsor Castle* (the former lighthouse tender *Fingle*). Other vessels laid up have been the four NYKCool AB reefers *Summer Bay*, *Summer Meadow*, *Summer Flower* and *Summer Wind*. Previous notable vessels laid up here include Falklands war veteran *Uganda* and the world's first LNG carrier, *Methane Princess*, while further back to 1948 the renowned Battle of River Plate cruiser HMS *Ajax* was a resident.

An adjunct to the port of Falmouth is Truro. Six miles up the Truro River is Newham

Quay, on the outskirts of the town. A newly-refurbished wharf was frequented until recently by Dudman group's *Cementina* (1,096gt) collecting cement. This trade has now ceased, and the ship no longer calls. However, the port remains active in the scrap transportation. The combination of the wharf size and channel width allows the berthing of vessels of up to 82m in length.

Bunkering for Carrick roads

Falmouth has become one of the principal north Atlantic bunkering ports, partly due to its location at the gateway to the English Channel, and benefiting by being on the five degree latitude line that is presently the easternmost legal limit for vessels to burn heavy fuel oil. East of Falmouth, commercial vessels must comply with environmental regulations and



ABOVE: American cruisers and captured German ships at Falmouth during the 1914-18 War. In both world wars Falmouth played a significant maritime role; during World War I the docks were taken over by the Admiralty, who relinquished them in 1918 to Silly Cox & Co. In World War II the docks played a key role, and the port became HMS Forte, supporting many smaller naval units, as well as being the departure port for Operation Chariot, the raid on St Nazaire docks in 1942.



ABOVE: A busy scene at Falmouth docks. The largest floating dock is the Admiralty No.5, which was present from 1951 to 1966.



ABOVE: The small bulker Rysum (1991/1,662gt) loads scrap at Truro's Newham quay in April.



ABOVE: The Voith Schneider tug Percuil catches the evening sun.

burn a lower sulphur content fuel; conveniently, Falmouth provides the last opportunity to top up before any transit through the Channel.

The principle supplier of bunkers is Falmouth Petroleum Ltd, working on behalf of the American-based World Fuels, whose quayside site is easily identified by its large storage tanks, which dominate the western end of the docks. Fuel is loaded from the Eastern wharf into bunker barges *Seatizen* (8,473gt), *Cap Mejean* (2,158gt) or the smaller 1961-built *Falmouth Industry* (257gt). All fuel is delivered to vessels either in the Carrick Roads, Falmouth Bay or along the wharfs. Recently, the Portland-based bunkering company Aegean has been supplementing the demand by dispatching *Syros* (3,220gt), or one of her sisters, to undertake extra fuelling in the port.



ABOVE: An aerial view of Falmouth Docks showing Queens wharf (foreground), with the former support ship *Sir Bedivere* during her handing over to the Brazilian navy; RFA *Argus* is in no.2 dock, and a fast cat in no.3 dock.



ABOVE: The geared general cargo ship *Amazonas* (1988/12,348gt) 'flooding up' in No.2 dock following a routine ten-day docking period.

In order to allow for differing sizes and cargo restrictions, Falmouth Bay is split into four zones. There is no limit on vessel size, and it is not uncommon to see some of the world's largest vessels taking on Falmouth fuel.

Tugs and towage

Falmouth tugs have a proud history, and the port is currently serviced by *St Piran* (ex-*Hallgarth*), a twin Voith Schneider with bollard pull of 24 tons, and sister Voith tugs *Ankorva* (ex-*Komet*) and *Percuil* (ex-*Kiklop*, both 2001/167gt), both with bollard pulls of 21 tons. On occasion, to assist large ship moves, the Fowey-based *Morgawr* (ex-*Holmgarth*) is called upon.

With the demise of the MCA chartered salvage tug *Anglian Princess*, there is no longer a permanent safeguard should vessels get into difficulties. However, various commercial salvage tugs are usually waiting in the area, and recently the

Gigilinis Shipping Group's *Hellas* (606gt, bollard pull 75 tons) has been awaiting an opportunity to offer assistance and secure a salvage contract.

Ship repair business

Owned by A&P Group, the ship repair business is the 'jewel in the crown' of the port. Boasting three dry docks and extensive engineering workshops, the yard has worked successfully on all manner of marine projects, from rig conversion, ship lengthening and casualty repair to warship refurbishment. No.2 (Queen Elizabeth) dock, extended in 1958 to take vessels up to 259m, can be flooded within an hour and emptied within three, and is worked by three travelling cranes.

One of the more notable visitors was *Oriana* in 1960; keeping the P&O theme in 2012, *Adonia* (2001/30,277gt) was docked for emergency repairs while on route to South America. No.3



ABOVE: CEFAS Endeavour (2003/2,983gt) in No.4 dock nearing the end of a routine docking and painting.



ABOVE: The cruise ship *Island Escape* (1982/26,747gt) is typical of the size of cruise ship that can currently berth alongside in Falmouth.



ABOVE: RFA *Argus* being manoeuvred by five tugs, January 2009. They are, left to right, *Morgawr*, *St Piran*, *Percuil*, *St Just* and *Ankorva*.

dock, constructed in 1919, can take vessels up to 228m and is now serviced by the towering landmark girder crane. Sharing this crane is No.4 dock; this is the smallest of the docks and can take vessels up to 172m.

There are five wharfs: County wharf, 204m in length with a depth of 8m, specialises in handling cargo such as glass, coal, timber and one-off breakbulk loads, such as wind turbine blades; in addition, this is the favoured berth for cruise ships, as it is only a short walk into the town centre for passengers. The wharf is supplemented by the classic-styled 1954 Stothert and Pitt Ltd rope luffing travelling crane. Adjacent is Duchy wharf, 236m in length with a depth of 8m, which is often used as a post-docking wharf and is close to the engineering workshops. To the north lies the general-purpose 192m Queens wharf, which was rebuilt in concrete during 2003 following a fire which destroyed the previous timber construction. To the

east of this is the Northern wharf, which still bears the scars of a German bomber raid upon the tanker *British Chancellor*, *Tascalusa* and *Marie Chandris*, which, apart from the ship repairs, also necessitated concrete rebuild in places.

Recently the port has been heavily involved with the MOD cluster support package, which involves a fixed-term contract to maintain, repair and support RFA *Argus*, RFA *Mounts Bay*, RFA *Cardigan Bay* and RFA *Lyme Bay*. The latter finished her first refit in 2012 and RFA *Argus* was completed earlier this year. Providing a significant steady workload for the yard, this contract can give the impression that Falmouth is a Naval Base, especially when visiting warships are also in port.

An interesting offshoot from the MOD contracts has been the regeneration and sale of redundant UK warships. Falmouth has seen the former *Sir Galahad* and *Sir Bedivere* refitted and sold on to Brazil, the Hunt class minesweepers

A pilot's eye view

Although the port of Falmouth covers a large area, it is quite shallow in places, which keeps the seven local pilots on their toes. Pilot Nick Martin says: 'Falmouth is a fascinating port to work in as a pilot. Every day we are presented with different challenges, from handling loaded VLCCs to small coasters, cruise ships and warships, to tall ships and super yachts. Due to the shelter in nearly all wind directions, the majority of bunkering takes place in the Bay.

'In easterly winds vessels of up to 200m can be accommodated inside the Carrick Roads. Although it is deep, the channel is also narrow. This is overcome by using anchors in a running moor, which is an interesting and challenging manoeuvre. Very few ports practice this technique, and I frequently meet captains with over 40 years experience who have never seen this manoeuvre.'



ABOVE: The 56ft Pilot boat *LK Mitchell* one of two pilot boats operated by the port. The other being the 52ft *Halmatic Arrow*.



ABOVE: In 2009 sisterships *Santa Giulietta* (1997/21,531gt) and *Santa Giuliana* (1996/21,531gt) were laid up in the Fal River, in the deepwater anchorage.

Cattistock and *Dulverton* refitted, upgraded and rearmed before going to Estonia, and even the relatively new RFA *Largs Bay* has been refitted for service in Australia.

Falmouth is ideally placed as a casualty reception port, as it offers the first safe deepwater port equipped with comprehensive ship repair facilities. Notable casualties include the ro-ro vessel *Kukawa*, which suffered a serious engine room fire in 1997; delicate handling of the burning ship allowed shore-based fire-fighters to fight the fire from Duchy wharf. The product tanker *Willy* (3,070gt), which foundered in Cawsand Bay in January 2002, and the general cargo vessel *Kodima* (6,395gt), which shed its timber cargo into Whitsand bay a month later, were both salvaged before being repaired or surveyed in Falmouth.

A vessel towed into port recently was *Skagenbank*, which suffered engine failure off the North Cornwall coast, resulting in her being brought in by the locally-based MTS tug *Valiant* (bollard pull 40 tons). Within the port there is a branch of the Mission to Seafarers, which in recent times has been extremely supportive to rescued seamen.

Cruise Ships

The port is a popular destination for cruise ships, with the small- to medium-sized vessels being the most regular callers. They can berth alongside at the port, and regular visitors include *Astor* (1985/20,606gt), *Island Sky*, *Braemar* (1993/24,344gt) and the soon-to-be-retired *Saga Ruby* (1973/24,492gt). The larger Princess or Celebrity vessels often anchor in the Bay to land their passengers via tenders or local ferries. Plans are afoot to dredge the harbour to allow the larger vessels to also berth alongside.

Pendennis Superyachts

The far eastern part of the port is dominated by Pendennis Superyachts' manufacturing and repair facility. Established in 1988, when Peter De Savory relocated a small boatyard into the docks, this business has grown into a world-famous bespoke yacht design, build and refit centre. The site now encompasses the original 150m no.1 dry dock, allowing vessels to be docked under cover. Super yachts themselves are regular visitors to the port, with recent callers including *Mayan Queen* (2008/3,879gt) and *Dona Amelia* (1929/693gt), which is presently laid up with *Windsor Castle* on the Fal.



ABOVE: RFA Mounts Bay nearing County wharf, led by the tug St Piran.

The future

Ship repair will remain the central business of the port for the foreseeable future. However, the cargo-handling facilities have been diversified, with the introduction of renewable export cargoes, including biomass, glass and second-hand wind turbines. Hopes are high for an increase in the number of cruise ships visiting and continued ship repair investment, but much depends upon a successful

application to dredge the main approach channel, which is essential as the average size of ships continues to grow.

In addition, ports which offer shoreside facilities for cruise ships are in demand, and this is an area where Falmouth has room for improvement. There has been a significant investment in the bunkering infrastructure, and this will ensure that Falmouth stays at the forefront of what is a vital service for shipping. **SM**

BELOW: The bunker barge *Seatizen* (2002/2,440gt) alongside the Silverseas cruise ship *Silver Whisper* (2001/28,258gt) alongside County Wharf, April 2012. Bunkering operations are a central part of the port's services.



Diary of defeated yards



Destruction at the Blohm + Voss shipyard at Hamburg, with one of the six floating docks sunk there. In the background the dome of the Elbe tunnel.

Ian Buxton describes the state of German shipyards in the aftermath of World War II.

After the defeat of Germany in May 1945, the Allies sent technical teams to examine German industries and technology, to remove potentially useful equipment – including experimental U-boats – and to destroy future war-making potential. Visits had been made to German shipbuilding yards in September and December 1945, with reports

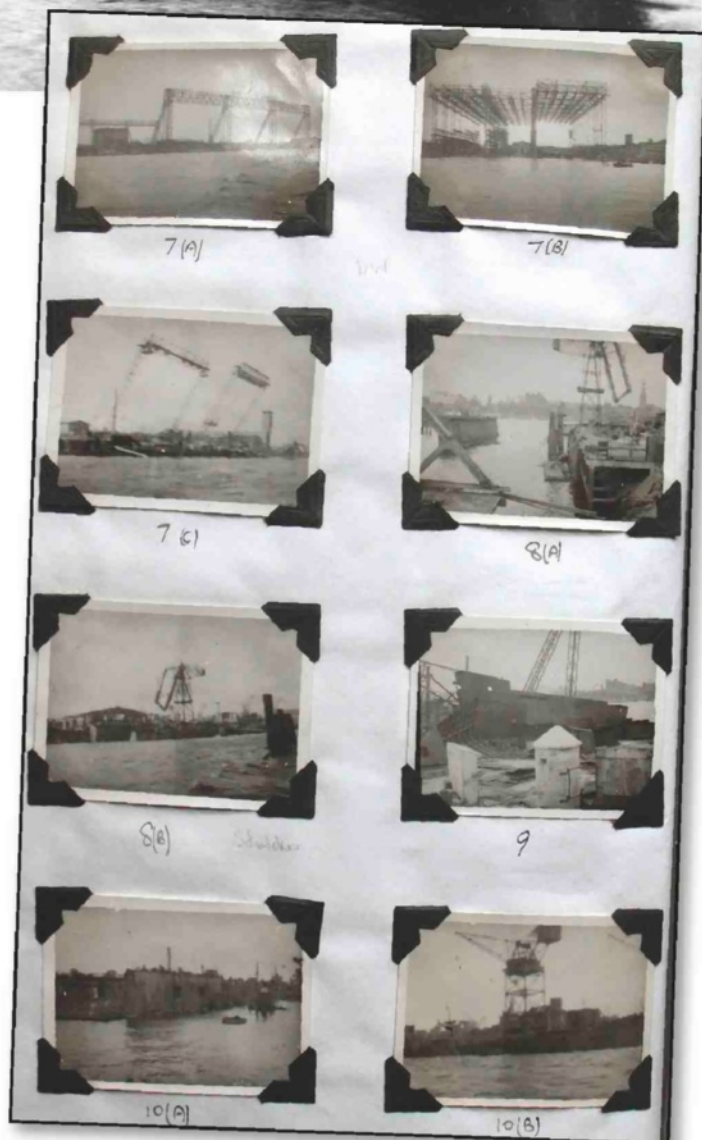
produced describing individual works, facilities and processes.

A similar visit was made to German shipbreaking yards in 1946 by Herbert Mumby, of T. W. Ward of Sheffield, and Percy Holden, of zArnott Young of Glasgow, trips which were sponsored by the Ministry of Supply.

As well as noting equipment which was potentially useful to British yards, they were also asked to identify any hulks



ABOVE: The cargo ship Arion (1927/2,257gt) pictured bombed at Hamburg in March 1945; she was later refloated, and returned to service in 1950.



ABOVE: The shipbreakers took photos of the destruction and equipment at the yards they visited in 1946, but neither their cameras nor their photographic skills were of the best in this sample of views at Hamburg.

suitable for scrapping in the UK. They visited nine ports and 25 shipyards in northern Germany in a three-week visit. Their diary reveals many interesting aspects of German ports and yards in the immediate aftermath of World War II. **SM**

RIGHT: The 3,450grt cargo ship *Dockenhuden* after being bombed at Hamburg in April 1945. She was built as *Marcel Schiaffino* in 1930. She was later salvaged and rebuilt as *Clare Grammersdorf* (1950).



ABOVE: The tug *Taifun* sunk at Hamburg in 1945. This is probably the 276grt vessel which was built at Königsberg in 1937. She had previously been mined in 1943, but was raised and rebuilt.

RIGHT: The armoured ship ('pocket battleship') *Admiral Scheer* capsized at Deutsche Werke at Kiel after being bombed in April 1945. Her hull was reportedly buried under rubble when the dock area was rebuilt after the war.

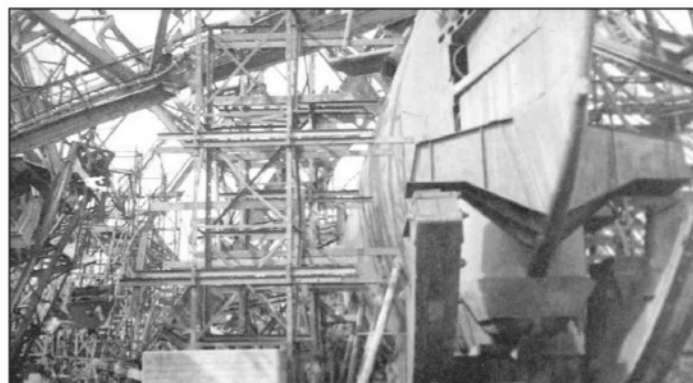




The auxiliary ship Schürbek (1930/2,448gt) sitting on the bottom of a Hamburg dock after an air attack in March 1945. She was later broken up.



ABOVE: The heavy cruiser Admiral Hipper at Graveyard No.2 at Kiel, having been bombed at Deutsche Werke at Kiel in May 1945.



ABOVE: The gantries over the Blohm & Voss slipways had collapsed onto Type XXI submarine hull sections.

Extracts from diary of visits to German shipbreaking yards in 1946

17.9.1946 Travelled from London via Parkeston Quay to Hook of Holland in Duke of York, kitted out in Army uniform.

18.9.1946 Arrived at British HQ at Bad Oeyenhausen to contact the Shipbuilding Section of the British Control Commission. Found lavish food and accommodation, with an orchestra playing nightly in the Officers Mess, although German civilians were starving. Made arrangements for visits, including the use of a Mercedes Benz car.

20.9.1946 Arrived Hamburg, finding the autobahns wonderful, although many bridges had been blown up by the Germans. A tour of Hamburg harbour by launch revealed a huge amount of damage to buildings, wharves, cranes, bridges, rail tracks and docks, with canals blocked by sunken barges.

22.9.1946 Impressed by the facilities at Blohm + Voss shipyard (which had built Bismarck), with new 1,100ft graving dock Elbe 17 (still in use today). Six of the seven floating docks had been sunk. The incomplete liner Vaterland lay sunk at the fitting out quay. The gantries spanning the building berths had already been demolished, with wreckage covering 17 incomplete U-boats.

24.9.1946 Visited the W. Ritscher shipbreaking yard at Harburg. Established in 1905, it had been a major breaker of ships up to 25,000 grt before World War II. The yard had been heavily bombed and now employed only 14 men recovering scrap from damaged buildings and hulks. The remains of the 1904 cruiser Hamburg (lately a barracks ship) lay partly submerged nearby.

25.9.1946 To Lübeck to see Lübecker Flenderwerke shipyard, untouched by bombing. Identified cranes as suitable for transfer to British yards.

26.9.1946 Found bomb damage at Kiel more severe than Hamburg – 90 per cent of it was wiped out. Toured harbour in a launch to view sunken vessels, including armoured ship Admiral Scheer, cruisers Admiral Hipper and Emden, liners New York (later salvaged and towed to Dalmuir for breaking up) and General Osorio (inverkeithing). 350-tonne floating crane still in operation (believed later towed to UK and sunk on passage). Howaldtswerke shipyard least damaged and employing 2000 on ship repair.

1.10.1946 Visited Bremerhaven under US control. Eisen & Metall

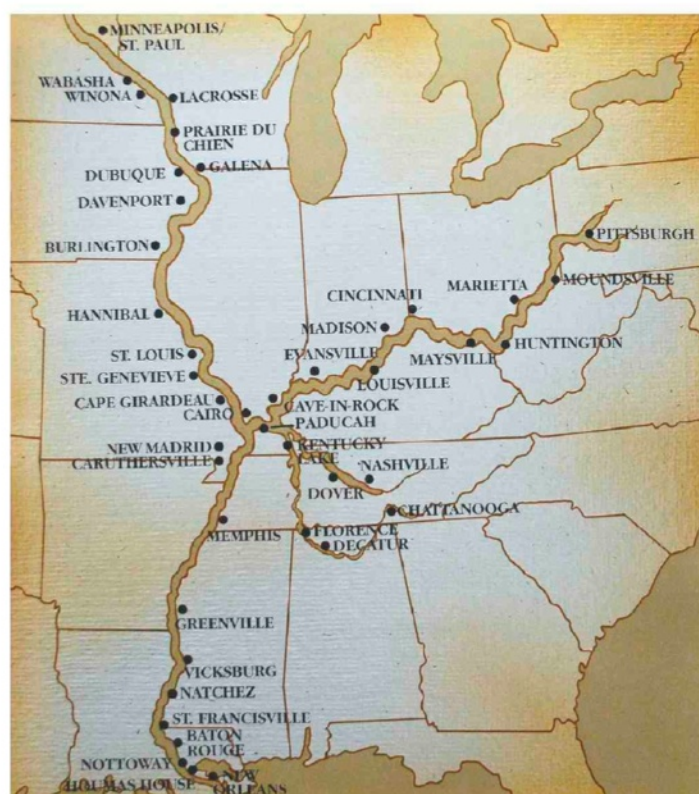
large shipbreaking yard in Kaiserhafen, where burned out liner Bremen had been part-demolished in World War II before the hulk was towed out into the river Weser and beached. 1907 pre-dreadnought Hannover (later target ship) being broken up.

2.10.1946 To Wilhelmshaven Dockyard (which also supplied power to the town); it was badly damaged by bombing, with cruiser Köln sunk in Bauhafen.

3.10.1946 Visited Nordseewerke yard at Emden, with a good quay and cranes which had been used for shipbreaking prewar. Partially built fruit carrier Hermes alongside. Returned to UK after visiting Rhine ports where barges and tugs were broken up. Prepared report for Intelligence Objectives Sub-Committee and British Shipbreakers' Association.

America's steamboat legacy...

Ted Scull profiles the American sternwheelers *Delta King* and *Delta Queen*, which have enjoyed longevity thanks to their high build quality and Presidential intervention.



ABOVE: The map shows the principal ports along the Mississippi, Ohio, Cumberland and Tennessee rivers served by the *Delta Queen* about 1990.

The early 19th-century arrival of steamboat technology on America's vast system of navigable waterways revolutionised travel and freight carriage and fostered western frontier settlement. During the 1800s some 11,000 steamboats were built, yet they had an average lifespan of just 18 months because of collisions, explosions, fires and groundings.

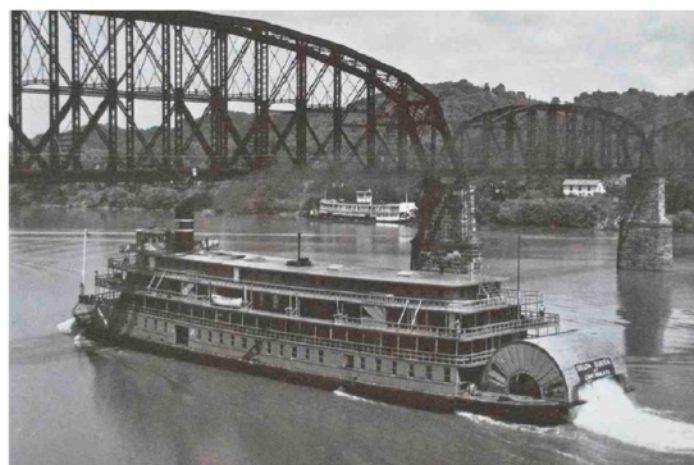
Rapid railway expansion in the 1850s and the Civil War meant the overnight passenger steamboat was relatively

short-lived, although some routes continued when the origin and destination were on opposite banks. In 1927 the California Transportation Company initiated one of the last scheduled river steamboat services with two sternwheelers, *Delta King* and *Delta Queen*, operating between San Francisco and Sacramento. The prefix referred to the Sacramento River Delta.

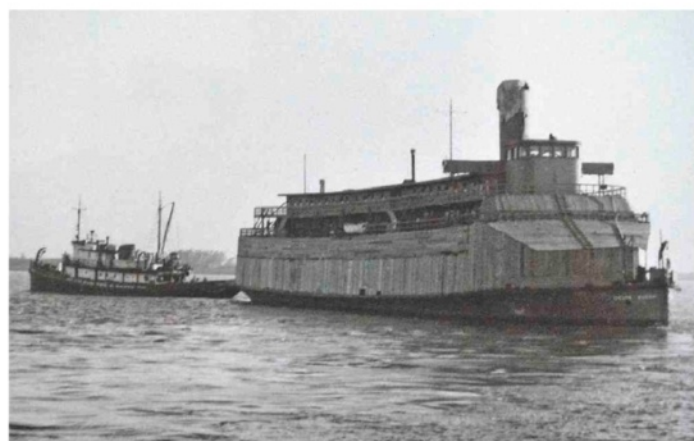
The steel pair were built on the Clyde at the Isherwood yard, Glasgow with machinery from William Denny & Bros, Dumbarton. The parts were



ABOVE: *Delta Queen* operated as YFB 56 (Yard Ferry Boat) carrying troops and wounded personnel in San Francisco Bay during World War II.



ABOVE: *Delta Queen*, owned by Greene Line of Steamers, plies the Ohio River early in her second career as a cruise boat. Note the boxed-in paddlewheel and the stern-wheel towboat on the far riverbank.



ABOVE: The boarded-up *Delta Queen* ready to be towed from San Francisco Bay via the Pacific Ocean, Panama Canal and Gulf of Mexico to begin a second career as a cruise boat on the Mississippi River and its tributaries, 1947.



ABOVE: Federal legislation, ultimately signed by the President of the United States, granted an exemption from SOLAS regulations and saved Delta Queen from being withdrawn from service in 1970.



ABOVE: Since 1989 Delta King has been tied up at her original River Lines wharf in Sacramento serving as a hotel, restaurant, wedding and meeting venue and theatre. Note the piled-up driftwood, the result of high water.



ABOVE: An advert made into a postcard promoting Delta King's overnight sailings between San Francisco and Sacramento in the 1930s.



ABOVE: Delta Queen at Henderson, Kentucky on the Ohio River on 24 September 2006.

shipped to San Francisco, then barged up the San Joaquin River to Stockton, California. Other machinery came from the Krupp steel works in Germany. American boatbuilders, engineers and craftsmen reassembled the elements and constructed the wooden four-deck superstructures, the work lasting from 1924 until completion in June 1927. The costs were almost \$1 million each, a huge price to pay even for such quality work.

The 86.9m (285ft) twins sailed nightly at 1800 from opposite landings, passing about midnight and arriving the next morning at 0600. They immediately captured the public's imagination for luxurious travel at an affordable price. A \$5 fare provided a double-bedded cabin with private bath high up on Texas Deck, while \$3 paid for a cabin on Observation Deck with shower. For the thrifty, men only could secure a dormitory berth on the windowless Lower Deck for just

50 cents, cheaper than a seat on the competing Southern Pacific Railroad. For business travellers, the overnight schedule provided travel outside the working day, and motorists could park their cars on the freight deck, then enjoy dinner, bed and breakfast.

Public rooms and cabins were panelled in oak and

Oregon cedar, and the decks and railings were teak. Dinner in the dining saloon cost from 50 cents to \$1. Passengers had the choice of a forward-facing smoking room and a stained-glass, sky-lighted interior social hall on the saloon deck and an observation lounge forward on the deck above accessed by

a grand mahogany staircase with brass steps. To enjoy the Sacramento Delta's scenery and bird life, three decks provided wraparound promenades.

Up to 2,000 tons of freight, including livestock, provided the bulk of the profits, while 200 passenger fares, when the boats ran full, were gravy.



ABOVE: Delta Queen whistles her arrival at Baton Rouge Louisiana on 28 March 1996.



ABOVE: *Delta Queen* (right) moored alongside *Mississippi Queen* during the Tall Stacks gathering at Cincinnati, Ohio, October 1991.



ABOVE: *Delta Queen*, with her stage in the up position, tied up at Prairie du Chien, Wisconsin on 22 August 1990

Sadly, *Delta Queen's* and *Delta King's* initial heyday did not last long. First the Great Depression hit, followed by the growing popularity of driving, better highways and faster and more frequent trains. The River Lines took over the operation in 1932 and the boats sailed seasonally until laid up in 1940. The pair saw war service ferrying troops and the wounded around San Francisco Bay, operating as *YFB 55* (Yard Ferry Boat) and *YFB 56* and painted grey.

After the war *Delta King* had various static roles as an accommodation vessel in British Columbia and Alaska and then was left derelict until bought in 1984. Five years later she opened as a hotel, restaurant, wedding and meeting venue and theatre at her original Sacramento, California pier. Her 88 cabins became 44 rooms, and the original dining room and bar became the Pilothouse Restaurant and Delta Bar & Grill. Much of the original wood was used to rebuild the boat. Today she is a success within the historic district of Old Sacramento and the popular California State Railroad Museum.

Delta Queen has a completely different story. In 1935 Greene Line Steamers, dating from 1890, began operating *Gordon C. Greene*, a 65.8m (210ft) sternwheeler built as the Cape Girardeau in 1923 at Jeffersonville, Indiana for the Eagle Packet Company. She was a coal burner until 1941, when four oil burners were installed. With vehicle tyre and petrol rationing during the war, *Gordon C. Greene*, based at Cincinnati, made plenty of money for the Greens,

who then set their eyes on something much grander.

In 1946 the Greene Line, the only bidders, bought *Delta Queen* for a rock bottom price of \$46,250. However, Tom R. and his mother Mary B. Greene had no idea what they would ultimately face in costs, first from transferring the boarded-up vessel over 4,777 nautical miles from the Sacramento River via the Panama Canal to the Mississippi, then from paying for a refit that would satisfy government inspectors. The boat nearly bankrupted the line.

Delta Queen had cost \$1,000,000 in 1927, while *Gordon C. Greene* cost only \$65,000 to build just four years earlier. Retired in 1952, the latter was used as a hotel, restaurant and nightclub attraction until she sank in 1967 at St Louis.

During the conversion, *Delta Queen's* Siamese ironwood freight deck became the present dining room and show lounge, and the original dining space was turned into new cabins and an extension to the midships social hall. The skylights disappeared and the space above allowed for more en suite facilities. The saloon deck Smoking Room became the Forward Cabin Lounge and the Observation Lounge above became the Texas Lounge.

The forward ferryboat-style superstructure was extended on two decks to allow outdoor viewing, seating and a pair of two-person swings that became the Front Porch of America. A movable bow stage provided for landing anywhere there was flat ground. Occasionally the vessel was simply tied to a tree.

Following \$750,000 of work, *Delta Queen* made her



ABOVE: *Delta Queen* at Prairie du Chien, Wisconsin on 22 August 1990.



first revenue cruise on 30 June 1948 from Cincinnati to Cairo, Illinois and back, and soon she would range from New Orleans to St Paul, Pittsburgh to Nashville and Chattanooga to Mobile. I made five cruises in her and three more with her running mates *Mississippi Queen* and *American Queen*.

Personal experience

In 1949 Mary Greene, after 55 years serving as a riverboat captain, died in her *Delta Queen* cabin, and, according to some crew and a few passengers, her ghost still lives aboard. Occupying her cabin in 2002, I can attest to her presence in an incident that both the captain and a long-serving stewardess verified as an attempt to make contact. The stewardess later said, 'Mary obviously likes you'. I was thrilled to hear that. Less than a year after her death, her son Tom Greene died at a young 46, suffering a heart attack at the DQ's wheel.

For *Delta Queen*, there were good years and bad and various different owners. The low point came in 1965, which ironically was the first year the company paid a dividend. The cruise ship

Yarmouth Castle, also built in 1927, burned en route from Miami to the Bahamas with the loss of 90 lives. Congress enacted the first Safety of Life at Sea laws that doomed many older ships with wooden superstructures, including *Delta Queen*.

Betty Blake, the line's public relations agent, launched a campaign that generated 250,000 letters of support based on the fact that riverboats were never far from shore and numerous fire prevention steps could be implemented, but to no avail, and on 20 October 1970 *Delta Queen* made what was expected to be her last run, a two-week trip from St Paul downriver to New Orleans. Tens of thousands came to the locks and riverbanks to bid farewell as she whistled her way south.

Then an amendment to the SOLAS bill was passed by the House of Representatives on 1 November, the day before the 'final' cruise was to end, followed by the Senate's approval a month later and signed by President Richard Nixon on 31 December 1970. *Delta Queen* was granted an exemption until 1973, after which it was extended another

five years, and repeated right up to the end in 2008.

The controversy caused the Greene Line's new owners, Overseas National Airways, to rename the company Delta Queen Steamboat Co and to order *Mississippi Queen* as a replacement for entry into service in the bicentennial year of 1976.

In April 1974 Coca-Cola Bottling Co bought out ONA, then spun off the DQSB Co in 1980, and soon after that the Prudential Lines Inc of San Francisco, CA became involved. By 1982 real estate developer Sam Zell of Equity Holdings held the outstanding stock. With the company operating profitably, the owners invested in a huge new steamboat, the present *American Queen* appearing in 1995.

The company expanded operations under American Classic Voyages to oversee Delta Queen Steamboat Co and American Hawaii Cruises. The company filed for Chapter 11 bankruptcy on 19 October 2001, although the steamboat division remained profitable.

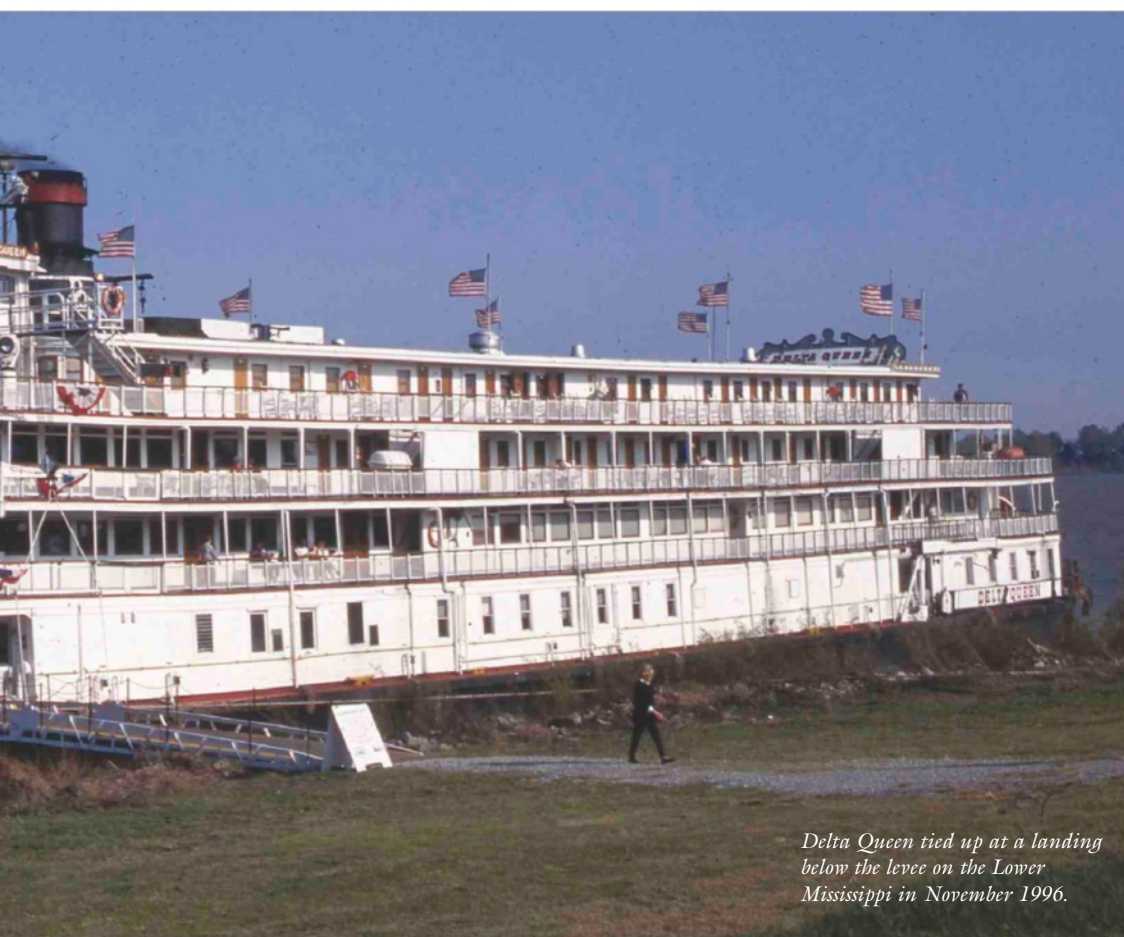
The Delta Queen Steamboat Co was then bought at auction by Delaware North Companies,

DELTA QUEEN	
COMPLETED	1927
SIZE	86.9m (285ft) x 18.3m (60ft); draft 2.7m (9ft)
TONNAGE	3,360gt
HEIGHT	From waterline to top of single, hinged stack 20.3m (66.5ft)
PROPULSION	One 44-tonne cross compound condensing steam-powered, steel reinforced wooden paddlewheel; 2,000hp
SPEED	16 kmh (10 mph)
CAPACITY	174 passengers & 80 American officers and crew

Inc. and *Delta Queen* went back in service on 26 August 2002, the year of her 75th birthday, and the other two followed on. The hospitality firm had no history of operating a cruise business, and after Hurricane Katrina struck on 29 August 2005, devastating the company's New Orleans base of the operations and cruising sector, Ambassadors International, marine-related firm, bought the three steamers for about \$47 million in 2006. Renamed Majestic America Line, the firm over-extended itself and the boats were laid up.

When *Delta Queen's* SOLAS exemption was not renewed due to a powerful politician responding to the maritime unions, she could no longer carry overnight passengers. By February 2009 *Delta Queen* was relocated as a hotel and restaurant along the Tennessee River in Chattanooga, Tennessee, where she is now.

Delta Queen's milestones are impressive. She was designated a National Historic Landmark in 1989, and has clocked up more than 2,000,000 million miles, carrying more than 500,000 passengers, including Presidents Jimmy Carter and Harry Truman, First Lady Lady Bird Johnson, actors Errol Flynn and Helen Hayes, and Princess Margaret. On my final *Delta Queen* cruise, I asked the chief engineer and the captain the same question, 'How long can she last?' And their answers were simply, 'Forever, as long as she is properly maintained.' **SM**



Delta Queen tied up at a landing below the levee on the Lower Mississippi in November 1996.

ships mail



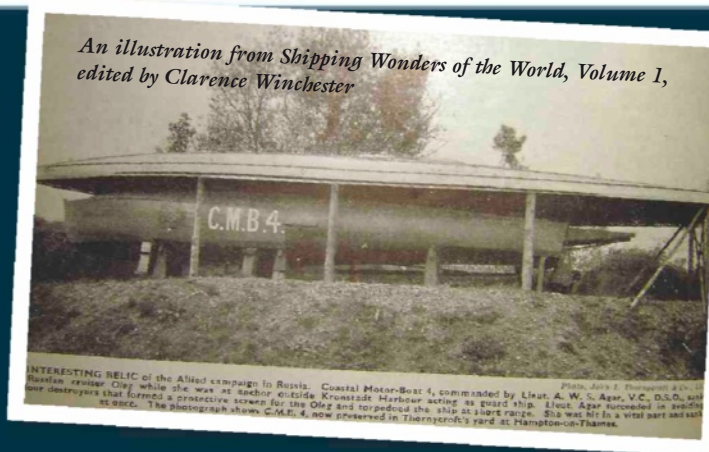
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Letter of the month

CMBs remembered

I was very interested to read the article by Paul Brown about Baltic Heroes (SM, August). In the late 1940s I was given the book *Shipping Wonders of the World*, edited by Clarence Winchester, which has a chapter on Coastal Motor Boats, and the lead picture is the same as in your article. The chapter covers their development and subsequent secret building on the Thames in 1916, then operations in the Channel, Ostend and Russia. This type of boat was evolved by Sir John Thorneycroft and Tom Thorneycroft after their years of experiments with racing motor boats.

My personal interest in these craft started in 1949-50, when my family had a boat on the Thames and, passing Thorneycroft Island, I noticed an unusual launch under a shed on the top of the island painted with the letters CMB4. Only much later did I realise this



was Lieutenant Agar's CMB4 boat, used to sink the Oleg, for which he gained his subsequent VC.

In March I started some online research and had an interesting reply from a person who told me his mother's stepbrother was Sub Lieut John Hampshire, who was awarded the DSC for his exploits. He also met Agar in 1956 at a centennial exhibit of VCs. Agar wrote his own book, *Baltic Episode* (1963), and he has the original copy that Agar sent to his grandmother.

I was pleased to hear that CMB4 had been moved from the site on Thorneycroft Island and is now on display at the Imperial War

Museum in Duxford, but it would have been nice to see the CMB4 designation painted on her bow.

There is another coincidence too: I lived in Hounslow and joined a local Sea Scout troop in around 1952. The boat on which the troop used to spend weekends was an old World War II MTB moored on the Middlesex bank of the Water Board reservoir site only a few hundred yards down from Thorneycroft Island. But I cannot say I ever remember seeing CMB4 at that time, and she was so close!
Graham Wallace

he needed a bigger yard. So in 1950 he negotiated a lease on the former naval shipyard in Kure, Japan. This was big enough to build the tankers and ore ships Ludwig had in mind, and became known as National Bulk Carriers Inc, Kure Shipyards Division.

His first ship from the yard, the 38,000-ton Petrokure, was built and launched in 1952, and it was here that in 1958 he built the world's first 100,000-tonner, Universe Apollo, whose sistership, Universe Daphne, was completed in 1960. He was ahead of his time, as it was seven years before BP launched its first 100,000-tonner.

His minimalist approach to style was based on a theory of the time that 'if you couldn't put oil in it, he didn't want it!' Ludwig, who died in 1992 at the age of 95, was one of the wealthiest men of his day, with operations spanning 23 countries. However, unlike his peers Niarchos and Onassis, his name was not well known, and throughout his life he maintained a low profile, and apparently stopped talking to the press in the 1950s. But for those of us at sea at the time – particularly on tankers – his ships left an indelible impression.

**Chris Whitfield
Grimsbay**

The future navy

The article on the Royal Navy and its future (SM, Aug) was very thought-provoking. The reduced number of warships is worrying in itself, given the tasks the RN may face. Equally concerning is the reduced opportunity

Route for Endeavor

I received my copy of your excellent magazine, and in the cargo section saw a very familiar vessel, Endeavor (SM, July). The article stated that DFDS Logistics and Suardiaz Vapores were now offering a link from Spain to the UK/Ireland. This has been running for over three years now, as part of a vessel-sharing agreement with MacAndrews & Co Ltd. DFDS/Suardiaz operate Endeavor, with MacAndrews providing Encounter and Philipp.

To explain the routes: Endeavor calls at Bilbao, Avonmouth and Liverpool, and Encounter at Bilbao, Liverpool and Greenock. They are sisterships of 750TEU nominal. Philipp, which calls at Bilbao, Dublin and Liverpool, is 917TEU.
Alex Ardley

Classic Tankers

Regarding the article *Classic Tankers* (SM, Aug), author Roy Fenton provided

an interesting selection of photos to represent the design of early tankers, about which he quite rightly states 'no self-respecting naval architect would omit some semblance of styling and sheer'. However, one fleet that was not mentioned, probably because the term 'classic' would not apply in terms of their looks but which were still, I feel, massively significant in the design and development of today's vessels, were those of Daniel Ludwig's Universe Tankships fleet. Their vessels' minimalist accommodation and 'woodbine' funnels gave them a unique appearance, while accounts by those who sailed on them say they were as stark internally as their outward appearance suggested!

Ludwig was a leader in the building of giant vessels. In 1950 he was using the Welding Shipyard in Norfolk VA to build vessels of 30,000 tons, but was planning to build much larger ships, for which

Britain's smallest ferry?

Although not technically speaking a ship, is this the smallest passenger ferry operating on sea water in the UK? I travelled on her across the Kyle of Durness, which is the only way to get to Cape Wrath. I do not have her dimensions, but wonder if any reader knows of a smaller passenger ferry in regular employment in the UK? **Edward Ford, Birmingham**



for sea time for officers and men.

The juxtaposition of articles in the September edition, showing photos of HMS Iron Duke and the Al Shamikh, set me thinking further. Would the RN benefit from a class of vessel such as the corvette, which is genuinely a seaboat and not a 'coaster'? This would surely be cheaper to build and require lower peacetime manpower, albeit without the high-level capabilities of a state-of-the-art frigate.

I am sure others have wondered about this, particularly as the RN has gone down this path before, with the World War II Flower class and at least one post-war 'cheap' frigate design. Does the concept have merit?

Mark Clenshaw
Esher, Surrey

Anti-piracy measures

Regarding the anti-piracy precautions built into the container ship APL Raffles (SM, Sept, p.8), what struck me about this development was the fact that such modifications must have been included in the planning stage of the ship's design with, one presumes, the recognition and acceptance that pirating is expected to remain a problem during the life of the ship. This is a depressing thought. Despite naval patrolling and other initiatives, can't the problem be eliminated?

The other issue that interests me is whether, in modifying the structure to prevent access by pirates to the accommodation block, this has made it more difficult to evacuate the

crew in the event of an emergency. It would be interesting to know more about the protection measures, but I doubt if APL would be willing to reveal what these are.

Ken R. Harrison
Chippenham, Wiltshire

Boudicca infections

A Cruise news item (SM, Sept) reports four cases of 'norovirus-like infection' in Boudicca since March. Surely this infection cannot be attributed 'generally' to 'passengers whose personal hygiene standards leave something to be desired'. There must be a systemic problem here that needs to be addressed. In any event, this type of comment should not appear on what purports to be a news page.

Peter Dawes
Edmonton, Canada

Duke remembered

With reference to Greg Turner's letter and accompanying illustration, it was a real surprise to see Duke of Topsail in such excellent condition after all this time. I first saw her late one night in Great Yarmouth loading trailers while I was visiting the port with an offshore oilfield fact-finding delegation from Dundee Chamber of Commerce. The visit was at the invitation of BP Petroleum Development Ltd, who were engaged in setting up a forward support base in the port of Dundee as part of the giant Forties Field project.

About a decade later, in St John's, Newfoundland, I came across the

Different shapes



Trevor Hall took this picture of the two very different ship bows. The car carrier City of St Petersburg passes the cruise ship Crystal Serenity taken on 20 August. Crystal Serenity is berthed at North Shields, while City of St Petersburg is heading for the Jarrow Car Terminal.

same owner's earlier Topsail Star berthed in the harbour. She was the former Dundee, Perth & London coastal cargo liner London, which had crossed the Atlantic and stayed on after a summer season in the Gulf of St Lawrence and the Lakes. This visit was the start of a 20-year friendship across the seas with Topsail Star's owner, Captain Lloyd Bugden.

We corresponded regularly over the years and he kept me up to speed with his vessel's trading activities around the coasts of Newfoundland and Labrador. It was with a great sense of pride that he informed me of his successful acquisition of Duke of Norfolk. His charterers required a multi-purpose vessel, and he added a 30-ton capacity deck crane to the ro-ro capability. He had earlier looked at ROF Beaver of the P&O group, but she was much too expensive.

He latterly told me that it was becoming more difficult to get trade, as his ship was still registered in the UK. As the years passed, cargoes became fewer, and so it was time to call it a day and he sold his ship to the Abaco Shipping Co of Marsh Harbour in the Bahamas. Sad to say, Captain Bugden passed away after a relatively short retirement some years ago, but no doubt he would have been most impressed that Duke was still being very well cared for.

John Aitken
Honorary Archivist
Montrose Port Authority

Glenlee's engines

The specifications for the sailing ship Glenlee (SM, Sept, p.58) should surely have read 'Powered by three-cylinder four-stroke engines by Ruston and

Hornsby Ltd Lincoln'? R&H produced a variety of three-cylinder diesel engines, but I am not quite sure how a three-stroke reciprocating engine would ever work. Thanks for a great read and an interesting magazine.

Tony White
Chingford

Youngest ship broken

With regard to the youngest ship ever broken up (SM, July), Australian vessels need considering. Three ro-lo vessels built for the Australian National Line (ANL) in 1969/70, Brisbane Trader, Sydney Trader and Townsville Trader, had very short lives. Townsville had the shortest life, as she was completed on 20 May 1970 and was demolished at Kaohsiung in October 1984.

Sydney Trader was completed in December 1969 and demolished at Kaohsiung in 1984. Brisbane Trader had the longest life. Completed in October 1969, she was sold to Greek interests in 1986 and renamed Athens Express, Athens and Winner 11, before going to Alang in July 2010.

Another Australian-built vessel with a short life was the NSW State Dockyard-built combi-vessel Darwin Trader for ANL. She was completed in July 1970 and was demolished at Kaohsiung in December 1984.

Others with short careers were the bulk carrier Darling River, completed in May 1966 and demolished in 1979, and the ro-ro Iron Duke, completed in 1974 and demolished in April 1986. There have been many short-lived vessels in Australia. All the vessels were well built, but an anti-union Government brought about their early demise.

Bob Silberberg
Beauty Point, Tasmania



OLDIE BUT GOLDIE • In contrast to the youngest ships to be broken which have been discussed in this column was this photograph, sent in by **Jim Shaw**, of an old ship. Not in bad shape for a 30-year-old ship, the 6,788gt cargo vessel Arbalist, built by Japan's Hakata Shipbuilding at Imabari in 1983, transited the Suez Canal earlier this year with a full load of general cargo. Managed by Successors Shipping of Greece, the 11,234 dwt vessel previously operated under the names Kardaran Star, Assets Venture, Seng Wei, Twinflower and Wei.

book of the month

Ferries 2014

Compiled by Nick Widdows
Published by
Ferry Publications, PO Box 33,
Ramsey, Isle of Man IM99 4LP
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lilypublications.co.uk,
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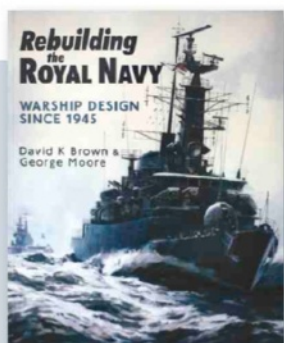
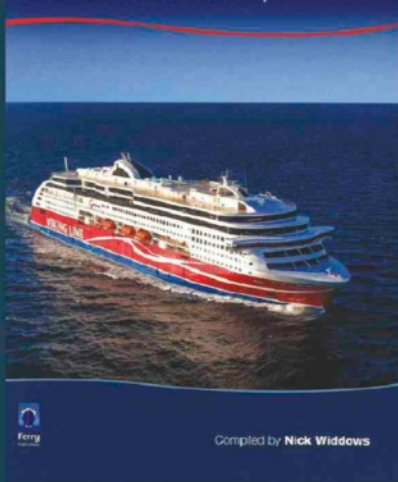
The latest edition of this comprehensive guide to ferries of the British Isles and Northern Europe has just been published, and takes the same format as previous editions of the guide. It includes details of all the major ferries and ferry companies operating in the UK and Ireland, with fleet lists, short histories of most of the ferries and numerous

outstanding colour photos to accompany the text.

The introductory comments cover the Hurtigruten, which officially celebrated its 120th anniversary in July, and the new LNG-powered ferry Viking Grace. There is also a review of 2012 divided by regions and going round the UK coast. NL

Ferries 2014

British Isles & Northern Europe



Rebuilding the Royal Navy Warship Design Since 1945

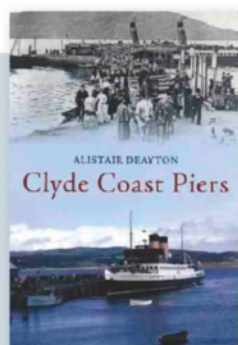
David K. Brown &
George Moore

At the end of World War II much of the Royal Navy's fleet was old and worn out. The need to rebuild a fleet which faced new threats and technologies in a time of post-war austerity posed unprecedented challenges to designers. D. K. Brown, who worked as a Naval Constructor during this period, uses his personal knowledge to augment George Moore's in-depth archival research on declassified material to describe how designers responded.

First published in 2003, this is the fourth and final volume of the author's account of the development of the Royal Navy's ships from the 1850s to the Falklands War, and begins with the wartime legacy and the demise of the cruiser. It goes on to cover the ambitious plans for the conversion or replacement of the bigger ships and looks at all new construction from aircraft carriers, through destroyers and frigates, to submarines (including nuclear and strategic) and to minesweepers.

Particular attention is paid to innovations, while lessons learned about ship design from the Falklands War are analysed. The book is illustrated by numerous line drawings and a superb collection of contemporary photos, and offers a fascinating insight into how the post-war fleet developed and adapted to its changing role. NH

• Published by Seaforth Publishing, 47 Church Street, Barnsley South Yorkshire S70 2AS; tel 01226 734555, info@seaforthpublishing.com, 192 pages, price £19.99.



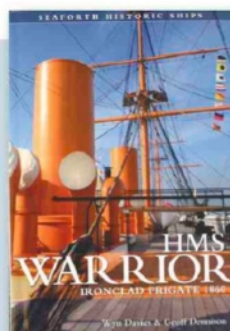
Clyde Coast Piers

Alistair Deayton

More than 200 photographs illustrate a history of the Clyde piers from the late 19th century to the present day, depicting their history and showing some of the large variety of vessels that called there. Of interest to SM readers will be the pictures of the vessels at the piers. These craft range from the historic to the modern, and the large to the small. Anyone who has visited the area will be familiar with its long cruising history, and this is well documented by the photos and detailed captions, covering everything from MacBrayne's steamers to

paddlers, although the focus is largely on the piers, many of which have unusual and notable histories. GG

• Published by Amberley Publishing, The Hill, Merrywalks, Stroud, Gloucestershire, GL5 4EP, www.amberley-books.com, 160-page softback, price £16.99 plus postage.



Seaforth Historic Ships: HMS Warrior – Ironclad Frigate 1860

Wyn Davies & Geoff Dennison

HMS Warrior was the world's first iron-hulled, seagoing armoured ship, and was the largest and most powerful warship in the world when built. She epitomised both the dominance of the British Empire and the reach and strength of the Royal Navy, but within a decade she was obsolete and was relegated to the reserve fleet.

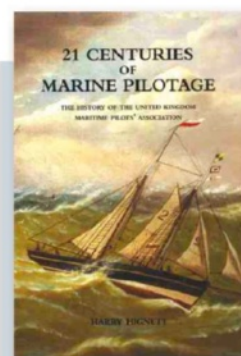
She was rescued a century later from her then role as a refuelling hulk in Pembroke Dock, and was towed to Hartlepool to become the object of the most ambitious ship restoration project ever, before returning to Portsmouth in 1987, where she is now afloat and open to visitors.

This book, the second in the Seaforth Historic Ships series, takes

the reader on a well-illustrated tour of the ship as she is today, deck by deck, and with significant parts of the vessel, such as the steering gear, armament and armour, engine room and gundeck, being covered in detail.

It includes a historical introduction looking at the ship and her significance, an explanation of her design and construction, and quick reference deck plans, but the bulk of the 128-page book comprises the 200 specially commissioned and well-captioned photographs illustrating both her exterior and interior. NH

• Published by Seaforth Publishing 47 Church Street, Barnsley, South Yorkshire S70 2AS; tel 01226 734555, softback, price £14.99 plus p&p.



21 Centuries of Marine Pilotage

Henry Hignett

This 260-page hardback book tell the story of the UK's Maritime Pilotage Association and the role of pilots since before the 1500s. The focus is mainly on modern pilotage work, and it is largely told through just text.

• Published by UKMPA, 128 Theobald's Road, London WC1X 8TN, chairman@ukmpa.org, ISBN 978-0-9574917-0-0.

November ports of call

Compiled by Edwin Wilmshurst

Date	Arr/dep	Ship	From/to	Flag	Operator	GT
SOUTHAMPTON						
1	0630/1630	Azura	Atlantic Isles & C/Caribbean	BA	P&O	115,055
2	0530/1630	Independence of Seas	Zeebrugge/Fort Lauderdale	BE	RCI	154,407
3	0530/1630	Celebrity Eclipse	Atlantic Isles/Fort Lauderdale	M	Celebrity	121,878
3	0700/1630	Oceana	Western Med/Cadiz-Malaga-Lisbon	BA	P&O	77,498
4	0400/1200	Boudicca	Western Mediterranean/refit	BE	Fred. Olsen	28,388
4	0800/1600	Adonia	W Mediterranean/W Mediterranean	BA	P&O	30,277
4	0630/1630	Queen Mary 2	New York (lv)/Hamburg	BA	Cunard	148,528
4	0700/1630	Oriana	Cadiz-Malaga/Lisbon-Barcelona	BA	P&O	69,153
4	0530/1630	Adventure of the Seas	Vigo-Bilbao/Caribbean	BE	RCI	137,276
5	0700/1630	Queen Victoria	West Mediterranean/Atlantic Isles	BA	Cunard	90,049
5	0630/1630	Arcadia	Adriatic/E Mediterranean-Limassol	BA	P&O	83,781
5	0630/1630	Aurora	Caribbean/Atlantic Isles	BA	P&O	76,152
5	0700/1900	AIDAsol	Hamburg/Amsterdam-Hamburg	IT	Aida Cruises	71,304
8	0800/1600	Saga Ruby	Atlantic Isles & C/Atlantic Isles & Coast	M	SAGA	24,492
11	0630/1630	Balmoral	Atlantic Isles/Caribbean	BE	Fred. Olsen	43,537
12	0630/1630	Queen Mary 2	Hamburg/New York (lv)	BA	Cunard	148,528
12	0700/1900	AIDAsol	Hamburg/Amsterdam-Hamburg	IT	Aida Cruises	71,304
14	0600/1600	Boudicca	Ex refit/Amsterdam-Antwerp	BE	Fred. Olsen	28,388
14	0700/1630	Oceana	Lisbon-Cadiz/Atlantic Isles	BA	P&O	77,498
15	0630/1630	Saga Sapphire	West coast of Africa/Valletta-Tunis	M	SAGA	37,301
16	0700/1630	Oriana	Lisbon-Cadiz/La Coruna-Malaga	BA	P&O	69,153
17	0700/1630	Queen Victoria	Atlantic Isles/Atlantic Coast	BA	Cunard	90,049
17	0700/1630	Aurora	Atlantic Isles/West Mediterranean	BA	P&O	76,152
18	0700/1830	Boudicca	Antwerp/Port Said-Aqaba-Valletta	BE	Fred. Olsen	28,388
18	1200/2000	Rotterdam	Rotterdam/Caribbean	NL	Holland/Am	59,652
19	0700/1900	AIDAsol	Hamburg/Amsterdam-Hamburg	IT	Aida Cruises	71,304
21	0800/----	Quest for Adventure	Farewell cruise/West Mediterranean	M	SAGA	18,591
22	----/1600	Saga Pearl II	Inaugural cruise/Adriatic	M	SAGA	18,591

Date	Arr/dep	Ship	From/to	Flag	Operator	GT
22	0800/1630	Adonia	W Mediterranean/Caribbean	BA	P&O	30,277
23	0800/1600	Saga Ruby	Atlantic Isles & Coast/Atlantic Isles	M	SAGA	24,492
25	0630/1300	Arcadia	Limassol/refit	BA	P&O	83,781
26	0630/1630	Queen Mary 2	New York (lv)/Zeebrugge-Le Havre	BA	Cunard	148,528
26	0700/1630	Oceana	Atlantic Isles/West Mediterranean	BA	P&O	77,498
26	0700/1900	AIDAsol	Hamburg/Amsterdam-Hamburg	IT	Aida Cruises	71,304
27	0700/1630	Oriana	Malaga-Lisbon/private charter	BA	P&O	69,153
29	0700/1630	Queen Victoria	Atlantic Coast/West Mediterranean	BA	Cunard	90,049
29	0700/1630	Aurora	W Mediterranean/La Coruna-Cadiz	BA	P&O	76,152
30	0630/1630	Queen Mary 2	Le Havre/Atlantic Isles-Lisbon	BA	Cunard	148,528

DOVER						
5	0700/1630	Braemar	Adriatic/Atlantic Isles & Coast	BE	Fred. Olsen	24,344
16	0630/1630	Black Watch	Greek Islands/Lisbon-Leixoes-Vigo	BE	Fred. Olsen	28,613
18	0900/1630	Braemar	Atlantic Isles & Coast/Santa Cruz	BE	Fred. Olsen	24,344
24	0700/1630	Black Watch	Leixoes-Vigo/Baltic via Kiel Canal	BE	Fred. Olsen	28,613

TILBURY						
1	0900/1700	Marco Polo	Baltic via Kiel Canal/Caribbean	BE	Cruise & Mar	22,080

AVONMOUTH						
3	0800/1700	Marco Polo	Tilbury/Caribbean	BE	Cruise & Mar	22,080

VESSELS WITH MORE THAN ONE CALL ROUND U.K & IRELAND

HEBRIDEAN PRINCESS flag GB, Hebridean Island Cruises 2,112grt: Campbelltown 1, 7. Inveraray 2, Tarbert 3, Rothesay 4, 6, 14. Greenock 4, 6, 16. Brodick 8. Largs 9. Holy Loch 10, 15. Portavadie 13.

FLAG CODES BA Bermuda, BE Bahamian, GB British, IT Italy, M Malta, NL Netherlands

NOTES x time not known, lv line voyage

INFORMATION is given in this column in good faith, but cannot be guaranteed to be correct; it is advisable to check with a port's website before planning a visit to see a specific ship; this advice should be acted upon throughout the year, especially when cruise ship visits become more numerous



Can anyone identify the ship pictured and where she was operating? Is she a conversion or was she built with the fittings illustrated? When was she originally built, who operated her and what became of her?

Send answers, including a postal address, via email to sm.ed@kelsey.co.uk, or by post to Mystery Ship, Ships Monthly, Kelsey Publishing, Cudham Tithe Barn, Berrys Hill, Cudham, Kent TN16 3AG.

September's mystery ship



The mystery ship is the Donaldson Lines Cordillera. The ship was built in 1920 by Short Bros, Sunderland for Donaldson South America Line. The ship was 6,865gt and measured 419ft by 54.8ft 35.7ft. Unusually, she was powered by three steam

turbines. The ship remained with Donaldson Line until May 1948, when she was sold to Hector Whaling for service as a storeship and was renamed Bransfield. The location appears to be Hamburg. Peter Cundall

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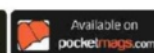
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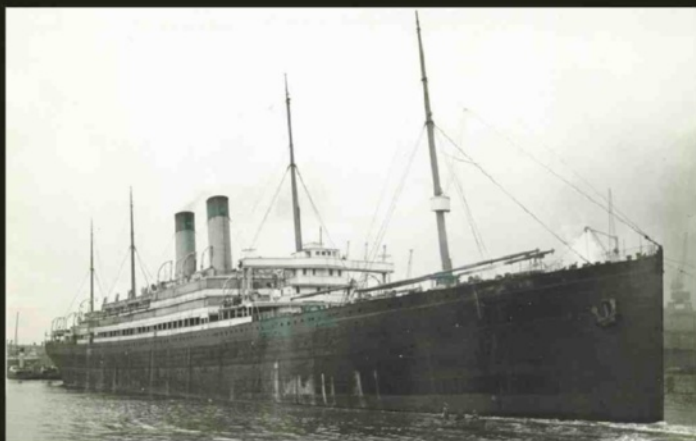
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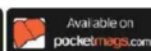
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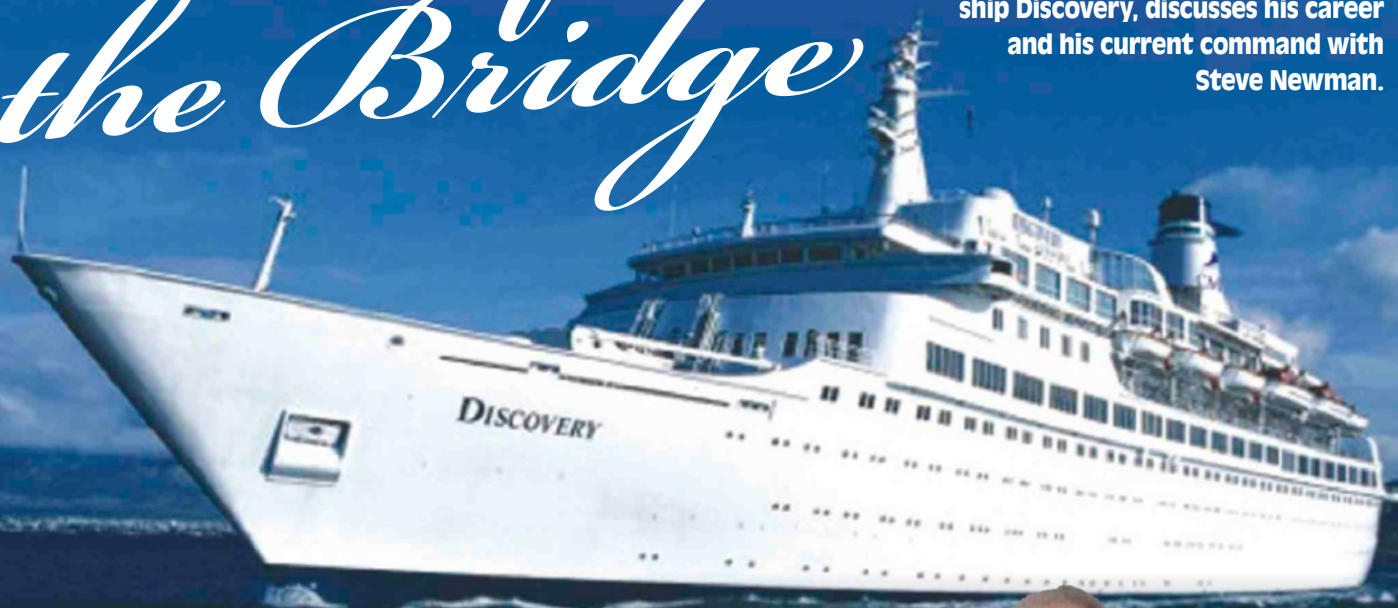


SEARCH **SHIPS MONTHLY**

A view from the Bridge

THE LAST WORD

Captain Brian Larcombe, Master of Cruise and Maritime Voyage's cruise ship Discovery, discusses his career and his current command with Steve Newman.



Why did you choose a career at sea?

I have no idea. My father was in the Air Force, but I think the sea is in my blood. When I was very young, about four years old, my mother took me on the old train that ran around Liverpool Docks and showed me the ships and the cranes. From then on, a career at sea was all I ever wanted, so much so that I went to HMS Conway from 1963 to 1965.

How did your early career develop?

I first went to sea in 1966 as a cadet with P&O on the cargo ship Bendigo, followed by time on a Trident tanker, which I didn't enjoy at all. Then the new Strath class ships Strathardle and Strathbrora came into service from the UK to the Far East, followed by Orcades and Oriana, and I worked on them. I am also a fully qualified submariner and worked in the RNR after I left P&O, with Vickers Oceanics in Barrow-in-Furness, working on submersibles in the oil industry. My first command was Flexservice 3, followed by her sistership Northern Installer, a saturation dive boat and cable layer.

Where did you go next?

In 1996 I decided to go back to passenger ships and was appointed master of Hebridean Princess, and in 2001 developed and cruised with Hebridean Spirit worldwide (Scotland's only international cruise

ship) until her demise, although I did move with her, as she became the private yacht Sunrise. I also did a couple of years with Captain Cook Cruises in Australia operating their cruise ships in Fiji – a very beautiful part of the world.

What is this ship like to work on?

She is different, very different. She is chartered to Cruise and Maritime Voyages, so I have to be aware of their product as they would want it. At the same time I have to look after the owner's interests. You also have to be a diplomat, and when walking around the ship I talk and chat with everyone. Shaking hands with 640 people in an evening at the start of the cruise is also a bit different.

What are the routines on board the ship?

We have a crew of 320 comprising 18 nationalities, and they have gelled, although dealing with the public is never an easy thing. Most of our guests are over 60, which can bring its own challenges. If, for example, some have mobility problems on an excursion, we have to put the needs of many above the other passengers while keeping the first group happy too.

What has been your most difficult experience at Sea?

Like most captains, I have had my fair share of bad weather and



in the cruise industry you are planning early, so if we can't make a port we have to have another plan lined up. My most interesting experience was near an atoll in the Indian Ocean, where we sent a small tender boat in front of us sounding and looking for the coral. But we did actually touch it and so we decided to go back.

What is the most useful innovation you have seen in your time at sea?

Without a doubt I have to say GPS. We still have charts, but knowing exactly where I am any time is very useful. The Traffic Separation Scheme is also very useful in congested sea areas, and communications have advanced tremendously over the years. Shipping has been made so much

safer by schemes and technical advances like these.

What do you do when you are not at sea?

I came out of retirement to start Discovery up this year and now I am doing this cruise, I am on a voyage contract so I will go back home to just outside Barrow-in-Furness, from where I spent much of my earlier career at sea on ships built there. But I have been happily married to my wonderful, understanding wife for 39 years, and this may have something to do with staying in the area. The sea must be in my blood, so if I'm not on it I love to be near it, and during the 'retirement' I even qualified as a pilot for the local port of Sillioth – just to keep my hand in, so to speak. **SM**

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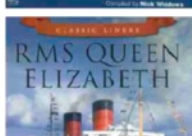
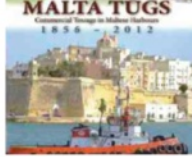
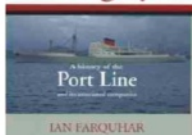
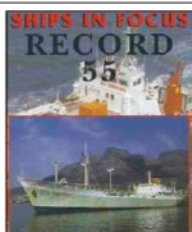
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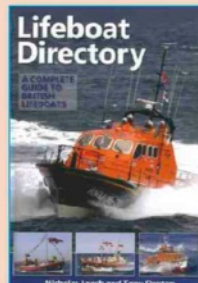
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CUNARD LINE

A fleet history

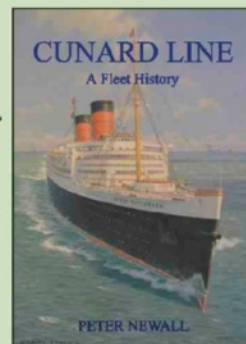
Peter Newall

Cunard Line is the most famous shipping company in the world. Although many books have been written about Cunard's passenger ships in the 20th century, few have covered the 19th century fleet in much detail, particularly the important Mediterranean services. The cargo fleet has also been poorly served, especially with the carriage of cargo being as important as passenger carryings during the first 150 years of Cunard's existence. Little has also been written about the company tenders and the many ships managed by Cunard during both World Wars. Using original source material, this book redresses this imbalance with the most comprehensive history ever written about Cunard and its ships. The individual histories of 310 ships from *Unicorn* in 1840 to the current *Queen Elizabeth* are featured plus over 700 illustrations, many of which have never been published before, including many in colour. Great care has also been taken with the layout of the book so that it is easy to follow. Not only is there a detailed index, individual chapters also tell the story of the ships in each aspect of the company's operations, including the trans-Atlantic cargo fleet, cruise ships, tankers, bulk carriers, container ships, reefers and managed ships. The front cover has a specially-commissioned painting of the original *Queen Elizabeth* by the renowned marine artist Stephen Card.

By the author

of *Mauretania, Triumph and Resurrection* and the definitive fleet histories of the Union Castle and Orient Lines, *Cunard Line, a fleet history* is expected to become the standard reference work on the 173-year-old Cunard Line.

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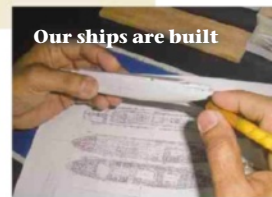
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