

Marine News



Journal
of
The World Ship Society

Volume 67

No.2

February 2013

Coastal Shipping

Our latest titles



Looking Back at Bulk Carriers

by *Andrew Wiltshire*

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106 colour photographs
Price : £16.00



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Coastal Shipping



Coastal Shipping

The year 2013 will be the 20th year of publication and to celebrate the occasion, each edition of this bi-monthly magazine will comprise an extra 4 pages. Each edition is a unique mix of news and nostalgia, all illustrated with superb photographs and produced on top quality glossy art paper.
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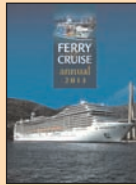
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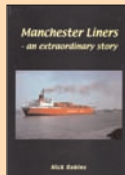
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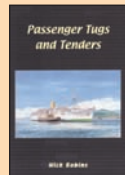
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Telephone /fax : 01275 846178. E-mail : bernard@coastalshipping.co.uk
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39	PORT LYTTLETON '47	89	POSITANO '72
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48	PORT NICHOLSON '62	98	POST RANGER '58
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50	PORT PIRIE 1910	100	POTARO '40

C - Colour

LQ = Lower Quality

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	Second Class	Small Packet Air Mail	Small Packet Air Mail	Small Packet Surface Mail
	£	£	£	£
1-10	0.60	1.75	2.50	2.20
11-50	1.30	3.25	4.60	3.00
51-75	1.50	3.50	5.20	3.30
76-100	1.50	4.30	7.10	4.30



EURO-CARGO BRINDISI is the new name for the 2012-built, British-flag, ro-ro **BERING STRAIT**, following her sale to Italian interests. She was photographed on 29/10/2012 (see page 95).
Tony Atkinson



Another renaming reported in this issue is the products tanker **FLAGSHIP IVY**, the former **RIO LILLEHAMMER**, photographed 22/11/2012 (page 107).
M. Coster



Seen at Cape Town 15/3/2002 is the Panama-flag bulk carrier **PLEIADES**, whose sale is reported on page 107.
Table Bay Underway Shipping

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Email: jimmy.poole@worldshipsociety.org

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Marine News

ISSN 0025-3243

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The opinions expressed by authors do not necessarily
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Co-ordinating Editors:

KEVIN O'DONOGHUE and HAROLD APPELYARD
World Ship Society
P.O. Box 706, Gravesend, Kent DA12 5UB

Subscriptions, Changes of Address and all Circulation queries to:

The Membership Secretary, J. M. Williams, 17 Birchdale Road, Appleton, Warrington,
Cheshire, WA4 5AR, U.K. Email: membershipsecretary@worldshipsociety.org

The World Ship Society Limited is a company limited by Guarantee (Registered Number: 4449095).

Registered Office: Mayes House, Vansittart Estate, Arthur Road, Windsor SL4 1SE.

Registered Charity Number: 1139902

Volume 67 No.2

February 2013

WORLD SHIP SOCIETY ANNUAL GENERAL MEETING 2013

The AGM 2013 will be held on 17/18/19th May. For details please contact Jimmy Poole, 101 The Everglades, Dukes Meadow Drive, Hempstead, Gillingham, Kent. ME7 3PZ. Tel. 01634 372015. Email. jimmy.poole@worldshipsociety.org

UPDATE ON PRINT OFFERS.

Some changes are being introduced to the monthly photo offers to improve the service to our members. In future the cut-off date for the offers will be reduced from six months to three months allowing us to respond to all current print offer requests within a shorter period. The standard price will remain unchanged at 85p plus p&p.

However outside this three month window members will also now be able to request prints that have appeared on **any** prior print offer dating back to January 2011 at £1.50 per print plus p&p. The higher price reflects the costs associated with providing one-offs. Requests against these older offers should be sent to

Cover: **MSC BASEL** (34,231/92) arriving at Napier on 1/3/2009. Her sale to China Shipping Container Lines is reported in this issue.
Brent Hanson

David Whiteside (see January's Society Personalia for contact details) giving the ship's name, the month it appeared in a Marine News Print Offer and the print number.

At the Poole AGM a question was raised regarding members' requests for specific prints. In recent years there has been insufficient demand to justify an entire monthly offer based on members requests but if members do make their requirements known they will be added where possible to existing offers at the standard print offer price of 85p each plus p&p. If members require an immediate copy by return they can be made available at the one-off price of £1.50 each plus p&p. - provided of course that we have a suitable negative in stock.

If any member has a more general requirement for photographs of a particular type of vessel, company, shipyard etc. please let me know and if possible the topic will be included in a future offer.

David Whiteside, Print Offer Coordinator.

35th Annual Naval Meeting Bristol 1st June 2013

The 35th Annual Naval Meeting will be held in the Hawthorns, Woodland Road, Bristol BS8 1UQ on Saturday 1st June 2013. The meeting, which starts at 10.40 and closes at 17.00, will include the following presentations:

Dr Aidan Dodson – "Last of the Line" (the final classes of German pre-dreadnought battleships)

Dr Chris Simons - "Diving the wrecks of AUDACIOUS (mined 27.10.1914) and JUSTICIA (torpedoed 19.7.1918)"

Geirr Haarr – "U-boats and the thin grey line" (operations undertaken by U-boats and RN submarines during 1.9.39-9.4.40)

Ben Newton – "The Royal Navy's last 6-inch guns" (the twin Mk 26 in the Tiger class)

Dr Richard Osborne – "The loss the destroyer HAVOCK on 6th April 1942"

There will also be the usual quiz and opportunities to purchase photographs and books. Full details can be obtained from Dr Richard Osborne, 11 Beechwood Road, Nailsea, Bristol, BS48 2AF (e-mail: drosborne@blueyonder.co.uk).

SOCIETY PERSONALIA.

(Please notify all Changes to Peter Wynne and Jimmy Poole)

BRANCHES OF THE SOCIETY IN THE U.K.

(The names and addresses of Branch Secretaries are given in all cases except where stated).

BEDFORD & DISTRICT: David Menzies, 149 Spring Road, Kempston, Bedford. MK42 8NR. Email. dave.menzies@tiscali.co.uk Tel. 01234 352014. Meets: Kempston Constitutional Club, 196a Bedford Road, Kempston, Bedford MK42 8BL on the third Thursday of each month at 7.30pm.

BRISTOL: Richard Brown, 4 York Avenue, Ashley Down, Bristol. BS7 9LH. Tel. 0117 951 3168. Email. roserich.brown@btinternet.com Meets: Friends Meeting House, Champion Square, Bristol BS2 9DB on the first Thursday of the month, September to May at 7.30 p.m.

CORNWALL: Tony Atkinson, Tregarth, 20 Lower Redannick, Truro, Cornwall. TR1 2JW. Tel. 01872 275602. Email. tonyatkinson2@aol.com Meets: Athenaeum Club, Kimberley Place, Falmouth TR11 3QL on the second Friday of the month, except August, at 7.30 p.m.

DORSET: Mrs. Marion Browning, "Tarven" Corfe Lodge Road, Broadstone, Dorset. BH18 9NF. Tel. 01202 694338. Email. browning@tarvencorfe.fsnet.co.uk

Meets: Broadstone Community Centre, 21 Dunyeats Road, Broadstone, near Poole BH18 8AB on the second Saturday of the month, September to May, at 2.15 p.m.

EAST ANGLIA: David Tuttle, 38 Orwell Crescent, Belton, Great Yarmouth, Norfolk. NR31 9NZ. Tel. 01493 780548. Email. davetut@talk21.com Meets: Kevill Arms, Church Road, Gorleston, Great Yarmouth NR31 6LR on the first Thursday of each month at 7.30 p.m.

EAST KENT: Ralph Bigrigg, 55 Sandwich Road, Eythorne, Dover, Kent. CT15 4DG. Tel. 01304 830916. Email. ralphandj@btinternet.com Meets: Fleur-de-Lys Hall, Gatefield Lane, Faversham ME13 8NX on the first Friday of each month at 7.30 p.m.

FIRTH OF CLYDE: Peter Gifford, 11 Gordon Avenue, Bishopton, Renfrewshire. PA7 5EX. Tel. 01505 863386. Email. petergifford75@hotmail.co.uk Meets: Ardgowan Primary School, Newton Street, Greenock PA16 8SN on the last Thursday of the month, September to April, except the second Thursday in December, at 7.30 p.m.

FIRTH OF FORTH: Ian Duff, 93 Craigmount Brae, Edinburgh. EH12 8XN. Tel. 0131 339 1668. Email. ian42duff@btinternet.com Meets: Edinburgh Cine & Video Society, 23A Fettes Row, (off Dundas St.) Edinburgh EH3 6RH on the third Monday, October to April, at 7.30 p.m.

GLOUCESTER: Malcolm Bell, 61 Oldbury Orchard, Churchdown, Gloucestershire. GL3 2PU. Tel. 01452 714167. Meets: The Pop In, Barnwood Road, Hucclecote, Gloucester GL3 3ES (opp. The Waggon) on the second Monday of the month, September to May, at 7.30 p.m.

HAVEN PORTS: Graham Dines, 68 Roman Way, Felixstowe, Suffolk. IP11 9NR. Tel. 01394 670507. Email. graham.dines@sky.com Meets: The Library, Felixstowe Seafarers' Centre, Carr Road, Felixstowe Dock IP11 3TG on the second Thursday of each month at 7.30 p.m.

HULL & DISTRICT: Steven L Tacey (Chairman), 90 Appleby Lane, Broughton, Brigg, North Lincolnshire. DN20 0AY. Tel. 01652 652035. Email. ss.america@virgin.net Meets: The Danish Church, Osborne Street, Hull HU1 2PN on the last Friday of the month, April to October at 7.30 p.m.

ISLE OF MAN: Malcolm Magee, 16 Port-E-Chee Avenue, Douglas, Isle of Man. IM2 5EW. Tel. 01624 676882. Email. mmagee@manx.net Meets: Christian Spiritualist Church Hall, Dukes Lane, Douglas IM2 4BN on the first & third Fridays of the month, October to March, at 7.45 p.m.

ISLE OF WIGHT: Tony Westmore, 29 Queens Road, Cowes, Isle of Wight. PO31 8BW. Tel. 01983 295550. Email. tony.westmore@onwight.net Meets: Riverside Centre, Newport Quay PO30 2QR on the fourth Thursday of the month, except for June & August, at 7.15 p.m.

MANCHESTER: Jim Charnock, 27 Bollin Drive, Timperley, Altrincham, Cheshire. WA14 5QR. Tel. 0161 969 1581. Meets: The Britons Protection, 50 Great Bridgewater Street, Manchester M1 5LE on the third Thursday of the month, September to June – except the first Thursday in December, at 1.30 p.m.

MEDWAY: Jimmy Poole, 101 The Everglades, Hempstead, Gillingham, Kent. ME7 3PZ. Tel. 01634 372015. Email. jimmy.poole@worldshipsociety.org Meets: Chatham Historic Dockyard, Dock Road, Chatham ME4 4TZ on the second Tuesday of the month, March to November, at 7.30 p.m.

MERSEYSIDE: Philip Welsh, 11 Garswood Close, Moreton, Wirral, CH46 3SF. Tel. 0151 678 4758. Email. philip_a_welsh@yahoo.com Meets: The Fly in the Loaf, Hardman Street, Liverpool L1 9AS on the second Tuesday of the month, September to July, at 7.00 p.m.

MID-ESSEX: David Brown, 8 Forefield Green, Chelmsford, Essex. CM1 6YU. Tel. 01245 465052. Email. bravedown09@live.co.uk Meets: Ingatstone & Fryerning Club, High St, Ingatstone, Essex CM4 9ED on the first Monday of each month at 8.00 p.m.

NORTH WALES: Alan Smith, 35 Maes Seiriol, Abergele, Gwynedd LL22 7RZ. Tel. 01745 825824. Email. alan@alan50.wanadoo.co.uk Meets: Hirael OAP Centre, Ambrose Street, Hirael, Bangor. LL57 1BH usually on the second Saturday of the month, September to April, at 2.00 p.m.

NORTH WEST KENT: Glen Humble, 195 Old Road East, Gravesend, Kent. DA12 1PN. Tel. 01474 534511. Email. kentmoggies@aol.com Meets: Temple Hill Community Centre, Temple Hill Square, Dartford DA11 5HY on the third Wednesday of each month at 7.30 p.m.

NORTHERN IRELAND: Roy Snowden, 'Alcantara', 48 Killycomain Road, Portadown, Co Armagh. BT63 5SH. Tel. 028 3833 1371. Email. densnowrg617@yahoo.co.uk Meets: Ballynafeigh Methodist Church Hall, Florenceville Drive, Belfast BT7 3GY on the second Tuesday of the month, September to May, at 8.00 p.m.

NORWICH & WEST NORFOLK: Mrs Jenny Tomlinson, 'Riverlea' Fakenham Road, East Bilney, Dereham, Norfolk. NR20 4HS. Tel. 01362 860604. Email. riverlearitime@btinternet.com Meets: Wensum Lodge, 169 King Street, Norwich NR1 1QW on the second Friday of the month, October to April, at 7.30 p.m.

PLYMOUTH: Ian Denton, 'Kestrel' 11 Edgcombe Way, St. Anni's Chapel, Gunnislake, Cornwall. PL18 9HJ. Tel. 01822 832871. Email. ian.denton.785@btinternet.com Meets: Plymouth Naval Base Museum PL1 4HG on the first Tuesday of each month at 7.30 p.m. Please note – there is no public access to the Naval Base. Please contact Ian Denton in advance for revised access arrangements.

SOUTH COAST: Mrs. Val Thompson, 60 The Grange, Hurstpierpoint, Hassocks, West Sussex. BN6 9FD. Tel. 01273 834446. Email. vthompson9@btinternet.com Meets: Southwick Community Centre, 24 Southwick Road, Southwick, Brighton BN42 4TE on the fourth Thursday of each month – except the second Thursday in December, at 7.30 p.m.

SOUTHAMPTON: Colin Drayson, 57 The Drove, Commercial Street, Bitterne, Southampton. SO18 6LY. Tel. 02380 490290. Email. cm.drayson@btinternet.com Meets: St. James' Road Methodist Church, St. James' Road, Shirley, Southampton SO15 5HE on the second Tuesday of each month at 7.30 p.m.

SOUTHEND: Stuart Emery, 66 Bellhouse Lane, Leigh-on-Sea, Essex. SS9 4PQ. Tel. 01702 528948. Email. stuart.emery@hotmail.com Meets: Civic Centre, Victoria Avenue, Southend-on-Sea SS1 9SB, Room 5, on the third Monday of each month at 7.30 p.m.

SWANSEA & WEST WALES: Captain Tony Breach, 'Playas', Marcross, Vale of Glamorgan. CF61 1ZG. Email. tonybcmareef@aol.com Meets: The Environment Centre, Pier Street, Swansea SA1 1RY on the first Friday of the month, September to June, at 7.00 p.m.

TEESSIDE: Stewart Hardie, 26 Southbrooke Avenue, Hartlepool, TS25 5JB. Tel. 01429 274881. Email. malcolmhardie001@o2.co.uk Meets: Newport Settlement Community Centre, Union Street, Middlesbrough TS1 5NQ on the third Wednesday of the month, September to July, at 7.00 p.m. Additional meetings in Hartlepool.

THAMES VALLEY: William & Brenda Mayes, Mayes House, Vansittart Estate, Windsor, Berks. SL4 1SE. Tel. 07768234507. Email. treasurer@worldshipsociety.org Meets: Carnation Hall (Lounge), Chavey Down Road, Chavey Down, Winkfield, Bracknell, Berkshire RG42 7PA on the first Thursday of each month at 7.30 p.m.

TORBAY & EAST DEVON: Bob Collins, 116 Twickenham Road, Newton Abbot, Devon. TQ12 4JH. Tel. 01626 356196. Email. arkoli-2344@tiscali.co.uk Meets: The Alice Cross Community Centre, St. James Precinct, 1-3 Bitton Park Road, Teignmouth TQ14 9BT on the second Tuesday of each month at 7.30 p.m.

TYNESIDE: Paul Hood, 28 Teal Avenue, South Beach Estate, Blyth, Northumberland. NE24 3PT. Tel. 01670 360132. Email. paul.k.hood@btinternet.com Meets: The Small Meeting Room, Holy Saviours Church Parish Centre, The Broadway, Tynemouth NE30 2LD on the second Tuesday of each month at 7.30 p.m.

WASH PORTS: Tony Bray, 16 Prince Andrew Drive, Dersingham, King's Lynn, Norfolk. PE31 6JW. Tel. 01485 542983. Email. tony.bray85@sky.com Meets: Astral House, Lynn Road, Wisbech PE13 3DJ on the last Monday of the month, March to December, at 7.30 p.m.

WEST MIDLANDS: Jim McFaul, 92 Armorial Road, Styvechale, Coventry. CV3 6GJ. Tel. 024 7641 6574. Email. jim@mcfaulcov.freeserve.co.uk Meets: Nautical Club, Bishopsgate Street, Birmingham B15 1EJ on the second Saturday of the month, October to April, at 12.30 p.m.

OVERSEAS BRANCHES OF THE SOCIETY.

AUSTRALIA:

BURNIE: Marianne Whybrow, 52 Oonah Street, Burnie, Tasmania 7320. Tel. +61 3 6433 3926. Email. mariwhy@bigpond.com Meets: St. Georges Church Hall, Mount Street, Burnie on the fourth Thursday of each month at 7.30 p.m..

FREMANTLE, WESTERN AUSTRALIA: Meets: 'B' Shed, Victoria Quay in the offices of Leeuin Sail Training Vessel. (Entrance is at the western end of 'B' Shed), Fremantle on the first Wednesday of the month, February to December, at 7.30 p.m.

HOBART, TASMANIA: Rex Cox, 56 Mt. Stuart Road, North Hobart, Tasmania 7000. Tel. +61 3 6234 1865. Email. rexcoc@netspace.net.au Meets: Maritime Museum of Tasmania, corner of Davey and Argyll Streets (opposite Constitution Dock) Hobart 7000 on the first Friday in even numbered months at 8.00 p.m.

NEW SOUTH WALES: Stan Stefaniak, P.O.Box 215, Strathfield 2135, NSW. Meets: Uniting Church Complex, Lord Street, Roseville 2069 on the third Thursday of the month, January to November, and the second Thursday in December, at 8.00 p.m.

VICTORIA: John Bone, P.O. Box 5038, Middle Park, Victoria 3206 Email jbon1638@bigpond.net.au Meets: The Port Education Centre, Lorimer Street, Port Melbourne on the first Tuesday of the month, February to December, at 7.30 p.m.

BELGIUM: REPRESENTATIVE: Flor van Otterdijk, Antwerpsesteenweg 40, B-2070 Burcht. Email. flor.vo@scarlet.be

CANADA: REPRESENTATIVE: Glenn Smith, 701-1011 Beach Avenue, Vancouver, BC. V6E 1T8. Tel. or Fax. (604) 684 1240. Email. glenn.smith@worldshipsociety.org

VANCOUVER BRANCH: Glenn Smith, 701-1011 Beach Avenue, Vancouver, BC. V6E 1T8. Tel. or Fax. (604) 684 1240. Email. glenn.smith@worldshipsociety.org Meets: Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver V6J 1A2 on the second Wednesday of the month, September to May, at 7.30 p.m.

FINLAND: REPRESENTATIVE: Krzstof Brzoza, Isannante 2 E 40, 21100 Naantali. Email. ristobrzoza@gmail.com

FRANCE:

PARIS: Pierrick Roulet, 2 Rue Portali, 75008, Paris. Email. pierrick.roulet@gmail.com Tel. 0145222225. Meets: Café Le Montvallon, 9 Rue de Vienne, 75008 Paris on the first Tuesday of each month, between 6.00 p.m. and 8.00 p.m.

HAVRE: Meets: Avenue Lucien, Corbeaux (Siege de l' APMM) 2nd Stairs entrance near "Chais de la Transat", Le-Havre Port, Meetings are held twice a month on the second and last Sundays from 9.30 a.m. - 12.00 noon.

GERMANY:

GERMAN BRANCH: Oliver Sesemann, Kliner Weg 2d, 24787 Fockbek. Tel. (0)4835978588. Email. oliver.sesemann@worldshipsociety.org Meets: Columbus Grill, Hamburg-Sud Haus, Ost-West Strasse, Hamburg on the first Friday of each month at 5.30 p.m.

IRELAND:

COBH BRANCH: Tim Barry, 6 Norwood Court, Cobh, Co. Cork. Tel. 879 313574. Email. easelectrical@eircom.net Meets: The WatersEdge Hotel, Cobh on the third Tuesday of the month, October to May, at 8.00 p.m.

JAPAN:

JAPAN BRANCH: Hiroshi Fujiwara, 2398 Kitazaike, Kakogawa-Cho, Kakogawa-Shi, Hyogo, 675-0031. Email. philo_sea@iris.eonet.ne.jp

NETHERLANDS:

NOORD-NEDERLAND: Jacob A. Slagter, Koninginnelaan 23, 9901 HL Appingedam. Email. j.a.slagter@gmail.com Meets: Former passenger ship WITTE ZWAAN lying in the Eemskanaal NZ, Groningen at 7.30 p.m.

ROTTERDAM: Piet van Dijk, Strandweg 381, 3151 HV Hoek van Holland. Email. piet.vandijk48@kpnmail.nl Meets: Hotel Ibis, Westlandeweg 270, 3131 HX Vlaardingen on the third Friday in odd numbered months at 7.30 p.m.

ZEELAND: Hans Mornout, Boomstraat 17, 5291 ND Gemonde. Tel 073 55 131 55. Email. hansmornout@home.nl Meets: Dorpshuis Nieuwland, near Middelburg on various Saturdays.

NEW ZEALAND: REPRESENTATIVE: Capt. Michael Pryce M.N.I., 1 Edington Grove, Churton Park, Wellington 6037. Email. pryce@xtra.co.nz

SOUTH AFRICA: REPRESENTATIVE: David Hughes, 34 Queens Court, Aliwal Street, Durban 4000. Tel. (031) 304 9390. Email. davidhughes@lantic.net

PORT NATAL: David Hughes, 34 Queens Court, Aliwal Street, Durban 4000. Tel. (031) 304 9390. Email. davidhughes@lantic.net

Area Representatives:

CAPE TOWN: David Berman, P.O.Box 30780, Tokai, Cape Town 7966. Tel. 021 7121848. Email david@applesandhoney.co.za

SPAIN:

SPANISH BRANCH: Capt. Jose Luis Diaz Campa, Barrio Baldelazon 7A, 39720 La Cavada, Cantabria. Tel. 942 538 016.

Email. jldiazcampa@telefonica.net Meetings are to be held in Northern and Mediterranean Spain throughout the year. The website for the Spanish Branch is www.sewss.org

UNITED STATES of AMERICA: Would all members living in the USA note that all enquiries concerning membership, annual dues payments in US\$, missing copies of Marine News or any other general enquiries should be sent to Glenn Smith, 701-1011 Beach Avenue, Vancouver, BC, V6E 1T8, Canada or to glenn.smith@worldshipsociety.org

NEW YORK: Ted Scull, c/o World Ship Society - Port of New York Branch, P O Box 384, New York, NY 10185-0384.

Email. wsspony@gmail.com Meets: Community Church of New York, 40 East 35th Street, New York, NY 10016 (between Park and Madison Avenues) use door at Street level and go downstairs, monthly, except July & August, at 6.00 p.m.

Please note - will all correspondents requiring a reply from any of the above kindly enclose stamps or a self addressed envelope

FIVE THINGS YOU MAY NOT KNOW ABOUT LLOYD'S REGISTER

Roy Fenton

Statements sometimes made in the enthusiast press suggest there are widespread misconceptions about Lloyd's Register. This is understandable, as – despite the 'Lloyd's' in its name and the word 'register' – it has nothing directly to do with the insurance and does not 'register' ships as do government bodies. As the organisation and the register book can trace their origins back over 250 years, it is time to put the record straight, with apologies to those readers for whom the words 'granny', 'eggs' and 'suck' come to mind.

Not insurers

Lloyd's Register is a classification society. In the marine world, its main activity is to employ surveyors to give an impartial and authoritative view on the state of a ship's hull and equipment, information which is of the utmost importance to insurers, charterers and shippers. Using the information from the survey, the ship is put into the 'class' which its condition merits (although today there is only one class).

Lloyd's Register has never insured a ship. The confusion with the insurance market known as Lloyds of London arose because the underwriters of this august body relied on the original register books to such an extent that in the late 18th and early 19th centuries the volumes became colloquially known as the 'Register Book at Lloyds' or 'Lloyd's Registry'. In 1833, when two predecessor organisations were amalgamating to produce the present classification body, permission was sought to use the title 'Lloyd's Register of British and Foreign Shipping'. A general meeting of underwriters at Lloyds gave its consent along with a donation of £1,000 to establish the reborn register book. Apart from this donation (which was soon returned), there has never been any formal connection between the two organisations, although members of Lloyd's the insurers serve on committees of Lloyd's Register.

Not a registration body

Certain particulars of the ship, including its 'class', are entered in an annual volume called the 'Register of Ships, although widely referred to as 'Lloyd's Register'. The original subscribers to this volume were mainly those who had a professional and financial interest in the condition of ships: the underwriters who would insure them; shippers who might entrust their cargoes to them, and perhaps a prospective new owner. Others, including governments, harbour authorities, maritime lawyers and of course enthusiasts, have come to value the register book for the mass of authoritative data it provides on aspects of a ship other than its classification.

The register book did not set out to be comprehensive, but confined itself to listing the ships whose owners had asked the organisation to class their vessel, plus other important and usually large ships, mainly under the British flag or which called at UK ports. Gradually the scope of the register book grew, and from the 1880s its compilers aimed to include every ship in the world above a certain tonnage. Compilers have always gone to great lengths to ensure comprehensiveness and accuracy, but the data included is only as good as the reports they receive from around the world. It is important to note that inclusion in the 'Register of Ships' does not give a ship any 'official' status as, for instance, being 'registered' as a British (or any other nationality's) ship – only a government or its agents can do that.

Not a publisher of newspapers

'Lloyd's Lists' is reputed to be the oldest newspaper in the world still published and, dating from at least 1734, is considerably older than the predecessors of Lloyd's Register, the Shipowner's Register, which began in 1760. Again, the only thing in common between the two is the 'Lloyd's' name: the newspaper has passed through several hands but has always been totally independent.

Neither is Lloyd's Register involved with 'Lloyd's Confidential Index', a book published twice yearly for the benefit of underwriters and which provides basic details of ships, with particular emphasis on their ownership and the casualties which they and their owners have suffered.

No longer even publishes the Register of Ships

As an organisation Lloyds Register has grown enormously over the years, so that the classification of ships has become only one of its many activities in the area of quality assessment and assurance. The publication of the register book became somewhat peripheral to these activities, and in 2001 it was moved into an organisation jointly owned by Lloyd's Register and Fairplay Publications. Recently, Lloyd's Register's share of this organisation has been sold, so that the 'Register of Ships' is now published by IHS Fairplay. However, after all this time it is unlikely that the world will stop referring to the book as 'Lloyd's Register', especially as it still carries Lloyd's Register's Lady Badge on its cover.

Not ship or aircraft owners

So closely associated with shipping and trade did the word 'Lloyd' become that a number of organisations round the world have incorporated it into their names. Norddeutscher Lloyd, Lloyd Austriaco and Lloyd Brasiliero were well known as shipping companies, whilst airlines and at least one other classification society have also used the word in their titles. It goes without saying that neither Lloyd's Register nor Lloyds of London have connections with these bodies, and were unlikely to have been consulted when they were named.

So who was this Mr Lloyd?

The original Edward Lloyd would no doubt be very surprised to find all these organisations using his name. He was simply a café owner, the proprietor of a coffee shop established about 1686 in the city of London. Different trades and professions tended to patronise particular coffee shops, as being places where they could transact business and, undoubtedly, exchange intelligence and it happened that Edward Lloyd's shop, convenient for the River Thames, attracted those with a business interest in shipping, including marine underwriters. Ship owners realised they could go to Lloyd's Coffee House to insure their ships, as well as to buy and sell cargo and even ships. To encourage such clients, Edward Lloyd and his successors provided shipping intelligence about the movement of ships and their casualties, which eventually became formalised as the newspaper 'Lloyd's Lists'.

In 1769 a dispute about writing insurance policies that were really a form of gambling led a disgruntled group of underwriters to move out of Lloyd's Coffee House. However, these gentlemen took the name with them and continued to be referred to collectively as 'New Lloyd's Coffee House', eventually becoming the 'Corporation of Lloyd's', and 'Lloyd's of London'. To add yet another apparent contradiction, this Lloyd's is a body which has never insured anything: it is essentially a marketplace in which individual underwriters working in syndicates operate and agree to abide by certain strict rules.

The various organisations referred to above have evolved their titles over many years and each has its own claim on the word 'Lloyd's', despite the capacity this has to cause confusion. To avoid making fools of themselves, writers and others should not even think about connecting Lloyd's Register with insurance, and would be wise not to write that 'Lloyd's registered a ship'.

Author's note: I am very grateful to Mrs Barbara Jones of Lloyd's Register for commenting on an earlier draft of this article.

NAVAL NOTES

Reports for inclusion in this section should be sent to Dr R.H. Osborne,
11 Beechwood Road, Nailsea, Bristol BS48 2AF, United Kingdom,
E-mail: DROSBORNE@blueyonder.co.uk, to ensure prompt publication.

ARGENTINA On 15th December the International Tribunal for the Law of the Sea ordered Ghana to unconditionally release the sail training ship ARA LIBERTAD.

AUSTRALIA In late 2012 the Balikpapan class Landing Craft Heavy (LCH) WEWAK was decommissioned after almost 40 year's service. Her sisters BETANO and BALIKPAPEN followed her out of service soon afterwards while the remaining trio, BRUNEI, LABUAN and TARAKAN are expected to be decommissioned in late 2014. They will be replaced by six new heavy landing craft with improved ocean-going capabilities able to transport armoured vehicles, trucks, stores and people.

BRAZIL APA, the second of three Ocean Patrol Vessels built by BAE Systems, was handed over to the Brazilian Navy in a ceremony at Portsmouth Naval Base on 30th November. First of class, AMAZONAS, was handed over to the Brazilian Navy in June and arrived in her home port of Rio de Janeiro in early October while, the third ship, ARAGUARI, is expected to be delivered in April 2013.

CANADA The submarine WINDSOR returned to sea on 14th December at Halifax, Nova Scotia, at the end of an Extended Docking Work Period.

CHINA On 25th November China achieved a crucial milestone in its naval carrier aviation development when two Shenyang Aircraft Corporation J-15 Flying Shark fighters made the first full arrested landings and subsequent take-offs from the aircraft carrier LIAONING.

EGYPT The German government has agreed to sell the Egyptian navy two Type-209 submarines.

INDIA In December it was reported that the Indian Navy will be inviting foreign companies to set up a new manufacturing capability for six air-independent propulsion technology submarines in collaboration with Indian dockyards. All the six submarines are scheduled to be delivered between 2015 and 2018. Six Scorpene class submarines are being built at the Mazagon Dock Ltd with technology from DCNS and the new boats will larger than the vessels of the Scorpene class.

Work on the aircraft carrier VIKRAMADITYA is scheduled to be completed at the Sevsmash shipyard by the summer of 2013, followed by sea trials and the handover to the Indian Navy taking place by the end of October 2013.

The sea trials of the Indian Navy's nuclear-powered ballistic missile submarine ARIHANT appears to have been delayed until the first half of next year.

Construction of the indigenous aircraft carrier (IAC) is likely to resume soon at the Cochin Shipyard Limited (CSL) one year after it was floated out on completion of a significant portion of the outer structure. The vessel will be brought back to the building dock of the CSL in early January for installation of gear boxes and diesel alternators.

The Indian Coast Guard Ship C-401 was commissioned at Porbandar in mid December. The 30 metre-long, 90 tonne displacement interceptor boat, which has a maximum speed of 45 knots and is fitted with state-of-the-art navigation and communication equipment and medium range armament, is designed for high speed interception, close coast patrol, low-intensity maritime operations, search and rescue and maritime surveillance.

The nuclear-powered submarine CHAKRA's operational readiness is reported to have been reduced because unspecified components need to be replaced.



The strategic sealift Ro-Ro- **HARTLAND POINT** at Valletta on 23.11.2012.

Photo: Michael Cassar

Russia has been asked to supply replacement components so as to restore the boat's capability

IRAQ On 20th December the Iraqi navy took delivery of two 60-m Offshore Support Vessels (AL BASRAH, OSV 401 and AL FAYHAA, OSV 402) in a ceremony at the Umm Qasr naval base. The OSVs are multi-function vessels providing a wide range of capabilities to support Iraq's oil production platforms and will provide transport support for crew changes and resupply to the platforms. Each OSV is equipped with a 30mm gun weapon system and carries fast attack boats to defend it and the offshore platforms. The vessels each include a vertical replenishment deck to facilitate the transfer of supplies as needed.

ITALY On 5th December, the first of class CARLO BERGAMINI frigate fired 54 rounds from her 127/64 Lightweight Gun System in the waters around La Spezia. The frigate will undertake her first missile launch by the Autumn of 2013.

MALAYSIA On 14th December the Royal Malaysian Navy's new training vessel K.D. GAGAH SAMUDERA was launched from the NGV Tech Sdn Bhd shipyard in Sijangkang. The 76-metre ship has a maximum speed of 20 knots and is the first of two ships built for RMN.

NETHERLANDS Thales Nederland has been awarded a contract for the upkeep and operational sustainment of a total of 16 Goalkeeper close-in weapon systems (CIWSs) currently operational with the Royal Netherlands Navy (RNLN). The four-year programme will extend the life of the Goalkeeper to at least 2025 by improving the tracking and fire-control performance to keep pace with the threat posed by modern anti-ship missiles.

PHILIPPINES RAMON ALCARAZ (ex- USCG DALLAS), the second Hamilton class cutter acquired by the Philippines was being prepared, in late November, for her delivery voyage to her new owners in early 2013.



The German corvette **MAGDEBURG** at Valletta on 9.12.2012.

Photo: Michael Cassar



The Netherlands Joint Logistic Support ship **KAREL DOORMAN** after her launch on 22.10.2012.
Photo: Leo van Ginderen collection



The Indian frigate **TARKASH** arriving at Portsmouth on 22.11.2012.
Photo: Leo van Ginderen collection



The Azimuthing Tractor Drive tug **SD BOUNTIFUL** at Portsmouth on 8.11.2012.
Photo: Leo van Ginderen collection

RUSSIA A handover and flag-hoisting ceremony was held on 28th November in Makhachkala seaport on board the new Gepard class corvette DAGESTAN (ex-ALBATROSS) which had been built at the Zelenodolsk Shipyard. DAGESTAN is the second of the Project 1166.1K stealth frigates to join the Russian Navy – joined the Caspian Sea Flotilla.

SPAIN On 23rd November it was announced that the Spanish aircraft carrier PRINCIPE DE ASTURIAS will be decommissioned in 2013. The 'carrier, which entered service in May 1988, is a victim of Spain's on-going sovereign debt crisis because the Spanish MoD could not find the ships' annual running cost of Euro 30 million or the Euro 400 million required to modernise her for further service. Her role has been taken on already by the 29,000-tonne landing helicopter dock ship JUAN CARLOS I.

TURKEY On 2nd November it was announced that the Turkish Navy, with the assistance of foreign companies, is to acquire four indigenously-constructed air-defence frigates.

In late December it was reported that the Turkish Navy is to purchase two locally built logistical support ships. The ships, which will cost about \$100 million each, will be deployed to the south-eastern Mediterranean and to the eastern Black Sea.

UNITED KINGDOM During December it was reported that the nuclear powered attack submarine, ASTUTE, had begun first-of-class trials with a new special forces payload bay. Designed and built under 'Project Chalfont', the new role-fit facility abaft the sail is designed to provide the Astute-class boats with a means for the insertion of special forces elements while dived.

The helicopter carrier OCEAN will receive a £65M upgrade in Devonport Dockyard and her upgrade will be the largest programme of its kind to be carried out at the docks in more than 20 years.

The Trident submarine VIGILANT was forced to limp back to port in the US after its rudder broke thereby upsetting the UK's nuclear weapons patrols and questioning the effectiveness of a recent £300 million overhaul.

In December the Type 23 frigate PORTLAND left Rosyth to return to her base port of Plymouth on completion of a 50-week, multi-million pound refit. A total of 19 major system and capability upgrades were undertaken, including the installation of the anti-submarine warfare Sonar 2087, full upgrade of the ship's IT systems, Sea Wolf missile mid-life overhaul, gun replacements, galley refurbishment and accommodation improvements.

The National Heritage Memorial Fund is funding a £1 million project to restore the WWI light cruiser CAROLINE which is the only surviving ship that participated in the Battle of Jutland on 31st May 1916.

During December the UK's Disposal Services Authority has put up the four Type-22 frigates CHATHAM, CAMPBELTOWN, CUMBERLAND and CORNWALL for commercial sale for further use, sinking for an artificial reef or recycling.

UNITED STATES The USN is to name the 3rd Gerald R Ford-class aircraft carrier, designated CVN 80, ENTERPRISE. She will be the 9th USN ship to carry this name and will be built by Huntington Ingalls Industries, Newport News Shipbuilding division. The first and second ships of the class are expected to be delivered between 2015 and 2022.

Northrup Grumman's X-47B Unmanned Combat Air System Demonstrator was hoisted on board the aircraft carrier HARRY S TRUMAN on 26th November for a two-week-at-sea trial period which ended on 15th December.

On 4th December General Dynamics NASSCO held a keel laying ceremony for the future USNS JOHN GLENN (MLP 2), in San Diego, California. The lead ship in the Mobile Landing Platform programme, USNS MONTFORD POINT (MLP 1), lead ship of the class, was launched on 13th November, while MLP 2 is expected to be launched in the Autumn of 2013. The contract for the 3rd ship, the future LEWIS PULLAR was awarded to NASSCO in February 2012.

On 10th December Huntington Ingalls Industries announced that its Ingalls Shipbuilding division had delivered the amphibious transport dock ARLINGTON (LPD 24) to the USN. ARLINGTON is the 8th ship in the LPD 17 class of ships that Ingalls has delivered to the Navy.

The USN's next generation destroyer, the future ZUMWALT (DDG 1000), completed a major ship milestone with the successful lift and integration of the deckhouse on to the ship's hull on 14th December. The 1,000-ton deckhouse was fabricated by Huntington Ingalls Industries in Gulfport, Mississippi, and delivered to the USN in October 2012. Construction on the second ship of the class, MICHAEL MONSOOR (DDG 1001), began in 2010 with delivery planned in 2016. DDG 1002, the future LYNDON B. JOHNSON, is expected to deliver to the Navy in 2018.

BRANCH NOTES

BEDFORD: Our November meeting was our Annual gathering at the King William pub in Kempston. In December Allan Pepper gave us a very interesting meeting. We visited the lovely port of St. Malo in France, on a mini-cruise. As well as the shipping we saw views of the La Rance tidal power plant. Then there was a selection of New Zealand archive views. Finally we saw a selection of Peter Townsend's pictures currently being scanned for the archives. These were taken in Devon and Cornwall in the period 1967 to 1974 showing ships involved in the China Clay trade in the area and shipping in Falmouth. Thanks, Alan.

BRISTOL: Our Members' evening in December enabled us to see a good range of topics including views of the P&O celebrations in Southampton, ships at Fowey in the early 1990s, the Isle of Man Steam Packet ships over the years and ships of the Bristol Channel of forty years ago. It was an excellent wide-ranging evening with suitable Christmas refreshments.

BURNIE: The increased attendances at our monthly meetings have been maintained. In October Ren Middleton showed 2 DVDs of historic restored Tasmanian Bass Strait trading ketch DEFENDER on which he sailed from Launceston to Sydney. One DVD depicted his voyage whilst the other dealt with the vessel's history and its participation in the 1988 Tall Ships race from Hobart to Sydney. In November Stuart Richey talked on his travels to study recent trends in fishing trawlers in Norway, Scotland and Spain as well as prawn trawlers in the Gulf of Carpentaria. In December David Cooper presented his 'President's Programme' on 'Paddlers and ports' depicting the growing fleet of historic and new paddle steamers on the Murray-Darling Rivers.

DORSET: December's meeting had the intriguing title 'Operation Ration 1940-1942 – Britain's last naval war with France'. Richard Osborne wove a fascinating story of Operation Torch, giving the background into France's world wide connections and the need for a navy and large merchant fleet. Ships bringing essential supplies fell into the hands of Vichy France, but Britain's decision to attack was controversial. Thank you, Richard, for an interesting and professional presentation. In the interval festive refreshments were enjoyed by all.

EAST KENT: The December meeting was marked in the usual festive manner by the mince pies, etc. provided by Committee member Chrissie Turner and the main course was provided by Chairman, Mike Jackson, who gave a slide show of the Thames Ship Society's trip to Istanbul, Tuzla and Aliaga earlier in the year. What a variety of ships there are to be seen in that part of the world. Especially interesting were the remains of HMS BRILLIANT, HMS INVINCIBLE and RFA BAYLEAF at Aliaga, along with some lifeboats of the long-gone CALEDONIAN PRINCESS. A very good advert for the TSS. Thanks to Chrissie and Mike.

FIRTH OF CLYDE: On a frosty November evening we again viewed 'Port of Poole' from Dorset Branch. It seemed appropriate to remind ourselves of this area as the Society's 65th AGM was held at the excellent RNLI Lifeboat College 6 months earlier. Many 19th century steamers came from Clyde yards. The landscape, backwaters and islands are most attractive and the tape/slide show had maps, diagrams and a variety of speakers. Up to date shots featured, British Channel Islands Ferries, Truckline and Brittany Ferries, including BARFLEUR.

FIRTH OF FORTH: Our Chairperson, John Ives, presented 'Paddlers in Europe', a slide collection of mainly vintage vessels on the Elbe and Rhine rivers, plus Swiss Lakes, with the odd paddler in Northern Germany to boot; taken on two visits to the area. John showed us not only the paddlers, but also their engine technology which for most has served steadfastly for the best part of a century or more, with tender loving care. We also saw highlights from the annual parade of paddlers on Lake Lucerne in video form. Many thanks to John for his mince pies and not forgetting his engrossing presentation.

ISLE OF MAN: In December Quintin Robinson told us of voyages he had undertaken from 1974 to 2003. 1974 was on BI's UGANDA in the East Med. Including Rhodes, Olympia and Istanbul. A trip to Poland in STEFAN BATORY via Rotterdam was followed by P&O's CANBERRA in 1994, which; after leaving Bombay, next day took onboard injured sailors from a tanker following an explosion and fire. Later CANBERRA passed through the Suez Canal on its way to the UK. There was a cruise from Bergen to Kirkenes and back plus a working voyage on JST's LORD NELSON from Glasgow to Aberdeen and some North American scenes at San Francisco, Suisun Bay and Oakland. Thanks, Quintin.

MANCHESTER: In December Ian Collard came over from Liverpool to give his presentation 'Ships of the Mersey 2012'. As usual Ian seems to get the most fantastic shots of ships; especially with the terrible weather conditions that we have had to put up with in 2012. We saw ships of all shapes and sizes and some bright and shiny cruise ships as well. Ian deviated away a little and we saw shipping on the west coast of Scotland. Where did he get the sun from? Ian, many thanks and your slot is booked for next year.

MELBOURNE: The 2012 programme ended in our usual way with the December Christmas dinner meeting on the 4th. 70 members and friends enjoyed the evening with a lovely meal, pleasant company and interesting entertainment on the Port Education Centre screens. A suitable diversion was provided as we watched tugs working hard in the windy conditions to manoeuvre the ASTORIA BRIDGE 40,389/10 into Swanson Dock. James Grinter from the Queenscliff Pilot showed a dvd of shipping images from Hong Kong and some great shots of ships near the Heads. Our thanks are extended to all who helped to make 2012 another successful year for the branch.

MERSEYSIDE: Our own branch member, John Luxton, entertained us for the last meeting of 2012 with a presentation of another of his voyages aboard a Fred. Olsen cruise ship. This time it was on BALMORAL during 2011 on a Round Britain cruise from Southampton. As usual, John not only gave us great insights to local shipping wherever he landed but also gave us examples of interesting buildings in the surrounding areas. Thanks a lot John for another very good evening's presentation and we look forward to Part 5 next year.

MID ESSEX: In December we held our Branch AGM. The officers and committee were re-elected for a further year. The remainder of the meeting was taken up by Ray Smith who gave a presentation of pictures taken during a visit to Messina with the Thames Ship Society. Ray showed us the many ferries plying their three mile journey between the island and the mainland Italy and a good selection of ships passing down the Straits of Messina. We also saw tugs, cruise ships and ships alongside. Thanks Ray, for all your efforts. For a full report and 'what's on' see the NEW web site www.midsexships.org.uk

NEW SOUTH WALES: At the December meeting we welcomed the youngest visitor to grace a branch meeting for many a year; 8 year old Lachlan Burne, grandson of member John Burne. We watched a dvd presentation by Stanley Haviland on the visits he made mid year to the recently restored CUTTY SARK at Greenwich, the passenger liner ROTTERDAM – preserved at its namesake port and then P&O's 175th anniversary celebrations on a miserable July afternoon at Southampton. To conclude we saw a short dvd of the arrival of QE2 at Dubai to face (up to now) an uncertain future. To end the meeting we had our traditional meeting get together to reflect over the last 12 months.

NORTH WALES: In November Mike from Bangor, who is a regular at the meetings and he gave a talk on shipping at Halifax, Nova Scotia. The variety of shipping at Halifax was amazing to see for many and even the numerous cruise ships including QE2 and BLACK WATCH. Bulk carriers and car carriers along with tankers and semi-submersible ships were seen too plus naval vessels as well. It was a very interesting show which went down well with those attending.

NORTH WEST KENT: December was our Social Evening and as usual the first part of the meeting was given over to conversation and refreshments. This was followed by four short presentations put together by Alan Chapman. 'Sail Royal Greenwich' and 'Forever Autumn' (featuring Regents Canal and Victoria Park) were Alan's own work and the remaining two were promotional videos from PLA. Thanks Alan and to those who supported the evening.

NORWICH & W. NORFOLK: Henry Aitken was our final speaker for 2012 with a good attendance. Henry had emigrated with his parents to South Africa in 1948

settling in Durban, and only recently returned with his wife Lynn to live in the U.K. He had much opportunity to take slides of ships arriving or leaving Durban from the 1960s onwards when he acquired a camera. Access to the docks was far easier and nearly all the images were of ships under way. Some of the liners and cargo ships were not familiar to UK ports, and when the Suez Canal was closed by war in the 1960s even more called at Durban to take the long cape route to the Far East. Our chairman was rewarded with many Union-Castle ships as well. Thanks Henry, for an excellent evening.

SOUTH COAST: A last minute technical hitch meant that the branch's annual photographic display and competition could not take place – (it is now scheduled for April) – and in its place members were entertained, and most thoroughly enjoyed, a showing of the 1955 Ealing film 'The ship that died of shame'. Many harbour scenes taken at Weymouth, Poole and Portsmouth provided a background to an interesting storyline. At the conclusion a very acceptable seasonal buffet was produced by Val Thompson and Sheila Watt and it was greatly appreciated by all those present making a fine ending to the branch's activities for the year.

SOUTHAMPTON: In December branch member Edwin Goodfellow gave a show 'At sea in the fifties', which was filled with entertaining anecdotes and stories. After mentioning his family connection with TITANIC, Edwin reviewed his decade at sea, firstly his 7 voyages on the trooper EMPIRE ORWELL to Singapore, Japan and Korea, then as a steward on STIRLING CASTLE before moving to Royal Mail's ALCANTARA. He returned to Union-Castle on ARUNDEL CASTLE, then on to various Cunarders, before returning to STIRLING CASTLE eventually completing 39 Union-Castle voyages, before making four final trips in CAMITO to the West Indies. It was a thoroughly entertaining evening visiting many colourful corners of the World.

SOUTHEND: December is Chairman's evening, but this year Ray departed from the normal format because the branch had been gifted the collection of photos from one of our founder members; Len Kay; who sadly passed away a while back. The meeting was dedicated to Len's memory and we were treated to a superb evening of photos which none of us had seen before. Included was a trip to northern capitals on the little Russian liner LITVA. We saw the Russian three funnelled cruiser AURORA along with a row of 8 icebreakers in Finland. Other places visited included Ostend, Dover and Southampton. There was a real gem on the Thames – GALILEO GALILEI at Tilbury. Pure nostalgia !

SWANSEA & W. WALES: Our December meeting was a presentation by Des Davies of a week in late August on the New Waterway, 'From ARIES to ZEBULON'. It started well with XIN SHANGHAI 108,069/06 seen before leaving Harwich and on arrival in Holland, after a foggy crossing, the YUAN SHUN HAIT 32,300/09 was outbound. In a week of perfect weather we saw the restored pilot cutter CASTOR 500/50, AL SHEGAYA 310,513/98 and the X-bow POLARCUS NAILA 6,578/10. But it was not until the last morning that we completed the alphabet with UNION 7,398/96 and our first reefer EASTERN BAY 8,917/97. Sailing home we had our first rain of the week; a nice welcome home to the U.K.

TEESSIDE: Our December meeting at Middlesbrough, the last one of 2012, was our 'Chairman's Night'. Ron Mapplebeck, has been photographing shipping for around 52 years and has amassed a collection of well over 13,000 sightings. For this meetings presentation he gave us a run through of around 500 of his '2012 Ship Sightings'. As well as vessels pictured on Teesside, Ron also showed pictures from his regular visits to Humberside and the smaller up-river ports in that area. His travels had also taken him to Merseyside. Most ship types were covered ranging from sail, tugs, tankers, dredgers, bulkers both large and small, container ships, ferries and other auxiliary craft. Thanks, Ron ! for a very interesting collection of shipping that had been 'spotted' by you during 2012. The meeting concluded with the members present enjoying mince pies and a glass of mulled wine.

THAMES VALLEY: Firstly, congratulations to Douglas Cromby and Chris Perkins – part of the winning team at the Gravesend Social Meeting and Leslie Sergeant Quiz. Our December Members' evening started with Bill Mayes showing pictures of ORIANA from 1977 followed by Alan Woolfenden's collection of images of Atlantic liners from the late 19th century up to QE2. Peter and Bruce Dawes showed two of their home produced dvds covering shipping on the Kiel Canal

and the Tall Ships in Falmouth in 1998. Finally Derrick Gray showed his collection of Bassett Lowke WWII warship models. It was a varied and enjoyable evening.

TYNESIDE: Our December meeting saw a talk by Branch member Capt. Sandy Kinghorn. This is an annual event, but in a departure from Sandy's past talks based on his seagoing travels; we learnt about a number of North East shipwrecks amplified by Sandy's anecdotes including one where in his early days at sea a flag signal from a lighthouse probably saved him from an early exit from his seagoing career by alerting him to an onshore current. We also saw an 'as it happened' track of the COSTA CONCORDIA incident together with pictures of the result.

WEST MIDLANDS: Our hosts at the Nautical Club, Rick and his wife, provided us with a generous supply of sandwiches and mince pies for our December meeting. Jim McFaul dug deep into the WSPL stock this year for 'Slides from the archive'. He came up trumps with a varied selection of vessels built by Harland and Wolff. It was a great afternoon. Thanks Jim.

91 not out – IGNAZIO MESSINA & COMPANY

Trevor Jones

The maiden arrival in Durban of the smart new roll-on roll-off container vessel JOLLY DIAMANTE (2011/50,420 grt) on 17 February marks a major milestone in the Italian shipowner Ignazio Messina's long association with the South African general cargo trades. The company was first established in Genoa in 1921, trading initially to Libya and Tunisia, but then later extending its services through the Red Sea to the Arabian Peninsula and East Africa, carrying cargo and passengers in several very handy medium-sized vessels. Linea Messina's South African connections go back to the late-1960s, when they operated a series of smart conventional freighters, largely acquired second-hand from Northern European owners, and carrying the "-emme" suffix. Some of the most impressive of these freighters were the split-superstructure ALBERTOEMME and ROSSELLAEMME, which had previously been stalwarts on the South Africa-Europe trades as HOOGERK and HEEMSKERK of Holland-Afrika Lijn, while ROBERTOEMME, FERNANDAEMME and IGNAZIOEMME were acquired from Norddeutscher Lloyd as their BIEBERSTEIN, BRANDENSTEIN and BARENSTEIN, respectively. These vessels always looked remarkably trim with their stark black and white liveries.

Messina subsequently moved to specialise in ro-ro freighters, at the time adopting the now-familiar orange hulls and the equally characteristic JOLLY vessel names. For many years, the mainstay of the company's South African trades was provided by a series of large Spanish-built ro-ros acquired in 1989 from Polish Ocean Lines. This quartet of JOLLY BIANCO (ex-POZNAN), JOLLY



JOLLY DIAMANTE

MARRONE (ex-KATOWICE II), JOLLY ROSSO (ex-GDANSK II) and JOLLY VERDE (ex-WROCLAW) were complemented by three very distinctive vessels built in Japan for Hellenic Lines of Greece, but whose acquisition coincided with the ultimate downturn in that splendid company's fortunes. The three sisters, HELLENIC INNOVATOR, HELLENIC VALOR and HELLENIC EXPLORER, were acquired by Messina as their JOLLY SMERALDO, JOLLY TURCHESE and JOLLY RUBINO, which sprang to notoriety after an engine-room fire resulted in her grounding near St Lucia on the Natal north coast in September 2002. There the wreck burned further, and later broke up partially before being dismantled in situ in a protracted operation. Her sisters were later withdrawn, but the Polish quartet has continued to serve this trade.

The recent arrival of JOLLY DIAMANTE, the first of four similar new buildings from Korea, represents the first time that Ignazio Messina has committed its own purpose-built new tonnage to the South African trade. At least one further new vessel in the same series is scheduled to join the service later this year, so the future of this traditional, family-owned shipping company, with its highly distinctive orange vessels looks bright indeed in these waters.

SMT BONTRUP



There are many bulk carriers with cranes of various types and some have self-discharging booms, but few have both. The unusual combination features on the Bahamian flag SMT BONTRUP (30995/79) (MINERVA - 09, SAGA MINERVA - 09, HOEGH MINERVA - 05, MAX OLDENDORFF - 03, HOEGH MINERVA - 01, STAR MINERVA - 89). The photograph was taken as she passed Slag Maasmond when arriving in the Maas on 22/7/10, carrying some of the five million tons of stone being imported from Norway for the vast Maasvlakte 2 port expansion project. She was built by the Kawasaki shipyard at Sakaide and modified in the Netherlands.

Maurice J. Napier

BEN LINE'S FIRST CONTAINER SHIP

James Pottinger

It is generally accepted that the introduction of containerisation marked a revolution in sea transport comparable to that of the introduction of steam afloat. This massive change required an enormous capital investment in ships, containers and harbour infrastructure and all the related control functions, the first two being borne primarily by the ship-owners involved. It was the introduction of the American pioneering container ships on the US coast initially, and the subsequent potential threat to their traditional main trade routes, that spurred the British shipowners into action to assess the situation with some urgency.

It was accepted at the outset that the financial implications of this new mode of transport precluded any one company being able to provide the necessary investment, a situation which meant that any future meaningful relationships between the major shipowners impacted on the traditional attitudes currently pertaining had to be reviewed, traditionally these being often mutual suspicion, a grudging respect, and sometimes even hostility. These reservations however had to be overcome in the wake of this new world, and it was a case of if you cannot beat them then you had better join them, or alternatively be left behind.

In the UK the first stirrings of collaboration were between the chairmen of Alfred Holt's Ocean Fleets and that of the P&O in 1965, followed by contact with that of British & Commonwealth, with Furness Withy making up the quartet, Overseas Containers Ltd, (OCL) being formally incorporated in August 1965. Notably at that time due to their certain tax arrangements, and being private companies, Ben Line and Blue Star, were considered but rejected. Obviously these long established and powerful entities could not remain on the sidelines, and in January the following year Associated Container Transportation (ACT) was formed by Cunard, Blue Star, Ellermans, Ben Line and T & J Harrison, being the second British container grouping.

Ben Line's first full container ship was the twin screw turbine steamer BENALDER (6), launched on 14th May 1972 as yard number 43 by Howaldswerke-Deutsche Werft, Kiel, and completed in October the same year, and was the first of three sister ships, the others being the BENAVALON (4) and BENARTY (7), being launched as CITY OF EDINBURGH.

Main Particulars

LOA	288.75
LBP	273.71
Breadth mld.	32.26
Depth mld. to main deck	24.60
Draught service	10.973
Deadweight max.	49,590 tonnes
Displacement max.	73,590 tonnes
Gross Tonnage	57,886.81
Container capacity	1840 x 20-ft + 528 x 40-ft
Machinery output	2 x 44,000shp at 135 RPM
Service speed	26 knots

At nearly a thousand feet overall in length and with over a hundred feet beam these ships were a far cry from the traditional Ben Line break bulk ships, and were similar to the OCL owned LIVERPOOL BAY class previously built by H.D.W., indeed it was reputed that their old competitors had asked the shipyard for three ships "the same", a point noted with some pique by the designers of these original vessels who had contributed all the development and research costs. Whilst broadly similar certain differences were incorporated, nine holds instead of eight in the previous BAY-class achieved by having three holds aft of the superstructure instead of two and a lesser number of containers planned for loading on deck.

An external difference was the addition of an extra tier of deckhouses in the superstructure and the fourth tier, including the wheelhouse, was stepped back to allow a walkway in front, this modification was to avoid fouling the bridge front at this level by the container crane at Singapore when working the after bay of No 6 hold, a prescient example where the needs of the shore infrastructure was impinging on the design of the ships.

It has to be said that the overall appearance of the class was not improved by the funnel design, no matter however efficient, with a lattice top section and prominently protruding exhaust pipes.

Extensive automation and electronic equipment was provided, and a HDW bridge control of the engines was installed. The twin sets each of two cylinder turbine machinery was supplied by GEC Turbine Generators Ltd of Trafford Park Manchester, and was the largest marine sets built at that date by the company, and were supplied by steam at 65.6 kg/cm² and 513C from two Foster Wheeler ESD III water tube boilers, additionally two electrically driven bow thrusters were

installed. When manoeuvring with 88,000 SHP to play with and working up to full speed it was quite an experience for the Engineer Officer at the controls, and with the twin shafts extending out and below the hull it was an eerie experience to go to the extreme end of the shaft tunnel to check the bearings and shaft tubes.

The on board facilities were superb, gym, hobby room etc. but somehow the esprit de corps common to the smaller general cargo ships in the fleet was lacking in the engineering department at least, and when off watch most retired to their own cabins. The overwhelming impression was of size and space, and to go on watch to an air conditioned engine control room via a lift from the accommodation was a novelty indeed.

The ever increasing costs associated by the appetite of these boilers for fuel was exacerbated by the tenfold increase in cost of oil over ten years in service, at 20 knots she burned 240 ton per day and at full speed no less than 500 tons was consumed, and as a consequence the three ships were re-engined with two M.A.N. diesels between October 1980 and March 1981 by Kawasaki Heavy Industries in Japan, and the container capacity being increased to 3,022 TEU. (20-ft equivalents)

By 1992 it was evident that current competition on the Far East routes was demanding even larger and faster ships, and given the unacceptable expense of replacing the three ships they were sold to the Danish East Asiatic Company, the BENALDER being renamed MAERSK LONDON in 1993. In the same year she was sold to Dansk Supermarked A/S Ebeltoft (A.P. Moller managers) and renamed LONDON MAERSK, in 1996 the managers became Danaos Shipping Co Ltd Piraeus. She suffered serious damage when she struck the breakwater at Genoa on 21/11/1998, and in same year was renamed again as LONDON; a renaming no doubt effected by a simple paint job.

Her final melancholy voyage started on 2/10/2001 when she sailed from Busan in Korea to Shanghai to be scrapped.

References:

Shipping World & Shipbuilder

British Box Business, A History of OCL

Ben Line histories pub. By WSS and Ships in Focus

Information from serving officers

Photos of BENALDER courtesy Peter Wearing

FLAGS AND FUNNELS

A Man of Letters

by J. L. Loughran

The title of this article is not an allusion to some literary worthy, but to the device in the markings of the Hamburg firm of Otto A. Muller. It depicts the company initials as a man carrying a sack on his shoulder, something once familiar to my generation: a coalman. It symbolises the bulk cargo which has been the staple for the company's ships for most of its history.

Otto Alfred Muller was the youngest of thirteen children of a Saxon tanner. At age 31 he was working for a sugar trading company in Hamburg when, on 1st November, 1889, helped by a loan from his employer, he established the firm of Otto A. Muller to import English coal, from a mine in Bolsover, via King's Lynn to Hamburg. There it was transhipped into inland navigation barges for transport to its end users, mainly for domestic heating, but with a few industrial concerns as well. At first chartered ships were used, but increased demand for "Bolsover coal" enabled Otto to buy his first ship, GRETCHEN MULLER in 1908. His markings at this time were not specially striking. The colours of both flag and funnel combined the green and white of Saxony with the red of Hamburg, and in the houseflag the company initials, in orthodox form at this stage, were placed in a diamond (the acknowledged symbol of coal – "black diamonds") at the centre of a Teutonic cross. Fairly typical German markings of the time.

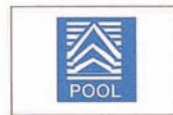
GRETCHEN MULLER was a fortunate ship. Still in British waters on the outbreak of World War One, by taking a much more northerly route home than usual, she evaded the attentions of the two British destroyers looking for her and reached Hamburg safely. The company survived the difficult post war years from

1918 to 1922 largely because GRETCHEN MULLER had not incurred war damage or debts for repairs. During this period, the inter-war years, and World War Two and its immediate aftermath, the company story is of survival through very careful financial management, and diversification into a number of non-shipowning activities, characterised often by timely withdrawal when profits could not be sustained. These need not concern us here, though it is perhaps worth mentioning that, within shipping, ventures took place into fishing, and oil transport along the inland waterways of Germany, while to the transport of coal was added that of sand, gravel & cement for the construction industry.



1. Otto A. Muller original markings.

2. Otto A. Muller K.G.



3. Otto A. Muller/Poolship Ltd.

4. Poolship Ltd.



5. Poolship Ltd. variants.

6. Bulkship Nederland B.V. and variant.

7. Hanno-OAM Shipping B.V.



8. Otto A. Muller Schiffahrt GmbH.
 "Monika Muller" 2004 "Eva Maria Muller" 2007 "Blue Dragon" 2008

In 1960 Otto A. Muller became a K.G., or limited company, and it seems to be around this time that the houseflag and funnel were altered, though the earliest report of them I have is in the mid-1960s, and the earliest inclusion in a flag and funnel publication in 1971. In both cases the "coalman" was noted as being black, though on the very latest funnel markings, the green white red and black of the flag are repeated. During the latter part of the 1950s the company employed five time-chartered vessels, as well as three to five of its own ships, and became increasingly dissatisfied with the traditional method of calculating value for time charter by the deadweight tonnage of the vessel. A superior method was developed taking into consideration loading capacity, speed performance, construction of hatches and holds, and other similar measurements, enabling

more comprehensive comparison of the earning capacity of ships of broadly similar construction. In 1967, in an effort to combat a crisis in coastal shipping, the company formed a shipping pool in which profits would be shared between participants using these calculations. In 1968 two ships were ordered at very favourable terms from a shipyard in Hungary, and following the involvement of other interested parties, a further four for inclusion in the pool.

This pool seems to have had two identities, with accompanying sets of markings for those participants who chose to put them up – like all such groupings and charters of various sorts, there seems to have been considerable variation in practice. Initially the pool operated as Poolship Ltd., based in London. The first set of markings bearing the general style of this pool came to notice at Shoreham in 1976 worn by the “Diabas”, one of the Budapest-built acquisitions. Her funnel was an uninteresting plain yellow, but the design of the flag, a series of parallel or part-triangular lines, possessed a simplicity and reference to the bulk cargoes reminiscent of the “coalman”. This design had Muller’s initials on it, which were replaced in later versions. In these, the basic funnel colour varied, blue being the commonest one.

1980s Bulkship Nederland B.V. based at Haaren, was established, replacing the former Poolship. A Dutch base was chosen because, apart from the German fleet, the Dutch had more vessels of the type suitable for Muller’s shipping pool. The markings were similar to those of Poolship, but I have not included a houseflag since the only report I received of a flag flown by a bulkship vessel was the Poolship flag! For a time this pool flourished, having as many as eight shipowners participating with 32 ships. Increasing difficulties of various kinds during the 1990s however, resulted in the break-up of this pool in 1997.

A family resemblance to the funnel mark of Poolship and Bulkship was that of a not dissimilar joint venture set up in 1993 with Heinrich Hanno & Co. B.V., of Rotterdam, Hanno-OAM Shipping B.V. This lasted only until the demise of the Poolship/Bulkship pool in 1997, at which time Muller sold its shipowning interest to Hanno. That same year Hermann Rautert set up an entirely new company, Otto A. Muller Schifffahrt GmbH, which operated independently from his own company Delphin Schifffahrt, though from the same Hamburg premises. While Delphin concentrated on ship operating & brokerage, Muller centred on commercial ship management. Otto A. Muller now manages between 8 and 11 minibulkers in its traditional core bulk trades. Funnel marks on these vessels vary, however, though the three examples shown all contain a version of the “coalman”.

AN UNUSUAL FIRST-TIME CONTAINER CALLER AT DURBAN

Trevor Jones

One of the more notable recent container callers to the port of Durban was MSC’s brand-new chartered vessel MSC ALTAMIRA, which called on her maiden voyage in late-October/early-November. That a modern container vessel’s call would span a month end/beginning is of itself quite notable, and indeed one of the remarkable aspects of MSC ALTAMIRA’s call was the length of time she remained alongside at berth 105 at the Pier One container terminal. By my reckoning, the vessel was alongside the berth for a few hours short of 10 full days; she crossed in, to a water-cannon welcome from harbour tugs, at 13h54 on Tuesday 22 October, and she finally crossed out some 239 hours later at 12h48 on Friday 2 November.

The ship itself is quite notable, as she was completed by the Hyundai Samho Heavy Industries Co. Ltd., South Korea as their yard number S592 in September this year, so was still engaged on her maiden voyage at the time of her Durban call, hence presumably the water-spray welcome. Although not quite the largest container caller to Durban to date, she is a very substantial vessel with a deadweight carrying capacity of 112,150 dwt, a length overall of 299 metres and a container capacity of 8800 teus. Possibly her most significant dimension is her overall beam of 48.20 metres, a little more than two metres larger than the 46-metre beam of MSC SOLA, the largest container caller to the port to date, whose

July 2012 arrival attracted so much media attention. This probably makes her the beamiest container ship to work cargo to date in the South African ports. MSC ALTAMIRA is also an extremely stylish and attractive vessel, whose rakish lines and generally impressive appearance indicates that modern container-ship design can marry both functionality and aesthetics.

My interest in MSC ALTAMIRA increased exponentially with the time of her port stay, particularly as the vessel berthed initially port-side-to at 105, but was then turned around to lie starboard-side alongside the same berth, and then some days later was turned around once again, back to port-side-to. My explanation of this is admittedly speculative, but the only logical basis in my own view is that the container gantries at the berth were fractionally short of the reach required to work the outboard slots on the vessel. This would account for the two pirouettes, but not the excessive alongside time, particularly after the final turnaround. Any more informed explanation would be very much appreciated, but a port stay of nearly 240 hours (three to four times to the norm?) is odd to say the least.



MSC ALTAMIRA leaving Durban on 2 November 2012, after a 10-day stay

Transnet is investing in new gantries for the terminal, initially to be deployed on the north quay of the Pier Two terminal (berths 203 to 205), and these so-called super-post Panamax STS cranes will have the reach to handle the largest and beamiest of the prospective boxboat caller, so an MSC ALTAMIRA-type saga is then unlikely to be experienced. Indeed, at the time of writing this article, the Dockwise semi-submersible TERN (1982/22,788 grt), with four large Chinese-built container cranes on board, is lying at F-shed in the Point/City Terminal. Whether these are the first of the new gantries for the DCT is not clear to me at this point, but it will be interesting to see whether TERN shifts to disembark her impressive giraffes at 203.

FIFTY YEARS AGO

Marine News for February 1963 contained the following snippets of news. We feel that they might be of interest.

NAVAL

Frigates – PHEASANT, in tow from Devonport to Troon for scrapping, broke away from the tug WARDEN off the North Cornish coast 10/1/63 and was abandoned by the towing party, who were rescued by helicopters, but she was later taken in tow again and proceeded in her last voyage.

Coastal Minesweepers – During 10/62 the 100th Minesweeping Squadron was renumbered the 2nd Minesweeping Squadron. The ships concerned include WISTON, UPTON, WISTON, WOLVERTON and YARNTON.

MERCHANT SHIPS

The Atlantic Steam Navigation Co. Ltd. hopes to commence a lift-on, lift-off ferry service between Preston and Dublin during 2/63, with prospects of a drive-on, drive-off service at a later date. Also envisaged is a roll-on, roll-off ferry service between an 'East Coast' port and the continent.

It was reported early in 1/63 that EMPRESS OF BRITAIN 25,516/57 had been chartered from Canadian Pacific Steamships Ltd. for a period of five years – starting in 9/63 – by Max Wilson for low cost all-the-year-round cruises.

ORION 23,696/35 is to be employed as a floating hotel at Hamburg. She is due to arrive at Hamburg 23/5/63 and stay there until 9/63. She has been chartered by Firma Otto Friedrich Behnke and will be used to accommodate 1,150 guests, as well as serving as the venue for conferences.

CASUALTIES

NAUTILUS (Lieutenant Robert Mory-50, Capitaine Henri Rallier), 3,218/22 owned by A. Thyselius, West Germany, sank 16/12/62 some 15 miles N. W. of the Texel Light Vessel after being overwhelmed during a hurricane while on passage from Swansea to Delfzyl. One member of her crew of 24 was rescued.

WSPL SLIDE ARCHIVE SHOWCASE



CAPE ORTEGAL

CAPE ORTEGAL and her sister CAPE RODNEY were built at Govan in 1976 for Lyle Motorship Co Ltd, Scottish Ship Management, Glasgow. They were examples of the successful standard CARDIFF class of which over thirty were built, mainly by UCS and later Govan Shipbuilders. CAPE ORTEGAL transferred to Swiftbright Co Ltd, Hong Kong, in 1982 and was renamed KILMUN but still under Scottish Ship Management. After several other changes of name and owner she went to Mumbai breakers in 2001 as the Panamanian flagged FLAG MARU.

J. McFaul. Photograph Roy Kittle (Collection)

LETTER TO THE EDITOR

Sir,

It came as no surprise to me to read the reports in the September and October issues of Marine News advising that there will be no more new volumes in what has become known as the Starke/Schell Registers. I confess my reading evoked some pride at what had been achieved but inevitably it was tinged with a touch of sadness. The reports gave thanks to the many who had been involved since WSS took over the publishing of the series – well deserved thanks in my view. May I also add my personal thanks to Bill Schell and Rodger Haworth. On taking over from me they both, in their own individual ways, extended and undoubtedly improved the standard of the volumes.

Understandably perhaps the writer of the reports seems to be unaware of the history of the project and I would like to correct this before it all gets forgotten. To start with, the first Register appeared in 1957 not the 1970s. That volume covered vessels built in 1932, it being a mid depression year when the output of the shipyards of the world was very low. Many of the ships had become war losses, thus to evaluate and test the practicality of my concept I had to research a comparatively small number of ships. In any case I had to start somewhere and 25 years back seemed as good as anywhere. I made no attempt at recording contemporary years, as at that time, these were already being covered by Colin Stewart and Adlard Coles.

From the beginning I was fortunate to get the support and active help of a number of well known enthusiasts, indeed I do not recall a single "knock-back" and I gratefully acknowledge that assistance came from such people as Fred Bland, Ken Haviland, Eric Talbot-Booth, Mac MacKellar and others. Mac deserves a special mention because of his role not just in the preparation of the first volumes but also as it was mainly the two of us who started to tackle the old-timers beginning with 1899. After the first two or three volumes we were joined by Bill Schell who in due course took over that side of the project.

It should be realized that 1957 was long before the days of photocopiers let alone PCs and CDs etc. I think I experimented with every conceivable production tool in the search for a practical low cost short run method. There were Registers produced on flat bed and rotary duplicators, by dyeline printing and even on Fordigraph spirit duplicators (Does anyone remember those horrible violet carbons that smeared and smudged everywhere?) The production problem did not sort itself out until the invention of the dry paper photo-copier.

I wonder how many WSS members realize that the Yard List project referred to in the same reports and which has been organized so well by John Landels for many years, began as part of the Register project and a desire to include yard numbers in the Registers.

With yard lists to hand these numbers could be readily ascertained with the bonus that at least for the yards available I knew there were no omissions. The efforts of the original yard list team were reproduced solely for members of the group but it quickly developed into a project in its own right. It was only after many years and after completing a couple of hundred or so yard lists that we decided to offer it to WSS.

Looking back at it all, I guess 55 years was not a bad run for the Registers. Sometimes I think – if only the current technology had been available in 1957. If it had been then I think the format would have been much more like the current and equally successful AUS-SHIPS CD project.

Ah "What if "

Yours etc.

TONY STARKE

COMPASS POINTS

We start this month with a cry for help from David Berman who is carrying out some research on the Deutsche Afrika Linien on behalf of Capt. Eberhard Stoezner of DAL. The research is into the harbour tugs stationed at South West African ports, such as Luderitz and Swakopmund at the beginning of the 20th century. Shortly before the outbreak of WWI passenger ships of Woermann and DAL used to anchor in the Roadstead and passengers and cargo were conveyed to and from the ships by these tugs. One was the WINDHUK – she is the tug where details are scant. We know she was built in 1904 and she was lost whilst 'tendering' as described above on 21st July 1911 when she was swamped by two huge waves. Any help will be appreciated.

Barry Standerline has written about the O.R.S.V. SUBHADRA on page 662.

Sir,

The two Varun shipping anchor handlers SUBHADRA and SUCHANDRA left Aberdeen in early 2012 bound for the Caspian Sea. Both had worked sporadically in the North Sea, with a period away in West Africa, since delivery. They had been ordered and launched for Rem Maritime of Norway but were bought by the Indian company Varun shortly before delivery. They got little work as the owners and the ships were a bit of an unknown quantity in this area. They won long term charters in the Caspian Sea and sailed early this year for the Mediterranean and onward to the Caspian Sea. Their operating draft is in the region of 6.5 m which is obviously too deep for some of the rivers and canals that they would need to transit on their delivery voyage. I would venture that the transfer will be permanent.

Yours etc.

Members' comments are always welcome. The Features Editor's address is in the January edition of MARINE NEWS

SALES, TRANSFERS & RENAMINGS

All are 2012 except when shown, * indicates 2011 transaction, + indicates 2010 transaction, # indicates 2009 transaction, \$ indicates 2008 transaction, x indicates 2007 or earlier.

Photographs for inclusion in the section should be sent to World Ship Society, P O Box 706, Gravesend, Kent, DA12 5UB, UK.

ADALIA, (9328900)(Sahand – 12, Launched as Iran Sahand), 54,851/08 - Container Ship (Fully cellular). By Thirteenth Ocean GmbH & Co KG, Sierra Leone to Mosakhar Darya Shipping Co PJS, Iran and renamed **TOUSKA**.

#ADVENTIST, (8309622)(Iran Madani - 08), 25,768/85 – Bulk Carrier. By Kingdom New Ltd to Golden Summit Investments Ltd, both Hong Kong (China). Name unchanged.

AGATE, (9346536)(Tuchal - 12), 54,851/08 - Container Ship (Fully cellular). By Fifteenth Ocean GmbH & Co KG, Sierra Leone to Mosakhar Darya Shipping Co PJS, Iran and renamed **BASHT**.

xALIANCA PATAGONIA, (9117193)(MB Canada – 04, Melbridge Bilbao - 03, Bruarfoss – 00), 9,650/96 – Container Ship (Fully cellular). By ms 'Sleipner' Ostetrans Schiffahrt GmbH & Co KG to ms 'Irene' Schiffahrtsgesellschaft mbH & Co KG, both Antigua and Barbuda and renamed **IRENE**.

#ALIAS, (8309608)(Devotee – 09, Iran Kashani – 08), 25,768/85 – Bulk Carrier. By Starry Shine International Ltd to Alpha Effort Ltd, both, Hong Kong (China). Name unchanged.

*ALIOTH, (8920945), 220/90 – Tug. By 'Brodospas' dd Split, Croatia to Texron Finance Ltd, Belize and renamed **GERMES**.

*ALISA, (8127335)(Ugur Dadayli – 07, Sena - 02, Burcu Eminoglu – 96, Arzu Urkmez – 93), 1,923/83 – General Cargo Ship. By Venessa Shipping & Trading Inc, Moldova to Boca Denizcilik ve Ticaret Ltd Sti, Turkey and renamed **BOCA**.

ALMI, (8902474)(Sayany - 94), 24,606/91 – Bulk Carrier. By Alimenos Navigation Ltd, Cyprus to Ceren Navigation SA, Panama and renamed **AK CEREN**.

+ALMINSAF, (9400631), 250/09 – Tug. By DP World, St Vincent and the Grenadines to P&O Maritime FZE, UAE (Dubai) and renamed **ALNUWAIBI**.

ALPINE EMMA, (9470947), 23313/09 - Chemical/Products Tanker. By PMI Norteamerica SA de CV, Cyprus to Petroleos Mexicanos SA (PEMEX) Refinacion Gerencia de Transportacion Maritima, Mexico and renamed **MARIANO ABASOLO**.

AMBASSADOR, (8016653)(Algosea - 00, Ambassador - 00, Canadian Ambassador - 86), 24,094/83 - Bulk Carrier, Self-discharging. By Marbulk Canada Inc, Vanuatu to PT Caraka Tirta Pratama, Indonesia and renamed **PRAMUDITA**.



AMBASSADOR at Camden, New Jersey on 28/1/2001.

John Curdy

AMNAH, (7358937)(Muna – 04, Hamdeh - 97, Sea Bird – 91, Farah - 84, Eliza Coast – 81, Amethyst – 76), 487/75 – General Cargo Ship. By Abdul Ali Gozzar to Farbod Ibrahim Tahmasebi, both Sierra Leone and renamed **IRAN ZAGROS**.

*AMPLIFY, (8309701)(Diplomat – 09, Iran Mufateh – 08), 25,768/85 – Bulk Carrier. By Smart Day Holdings Ltd to Modern Elegant Development Ltd, both Hong Kong (China). Name unchanged.

+ANDROMEDA GLORY, (9353802), 162,198/09 – Crude Oil Tanker. By Dione Shipping Ltd, Panama to Front Eminence Inc, Marshall Islands and renamed **FRONT EMINENCE**.

*ANGEL, (8309646)(Dapper – 08, Iran Ashrafi – 08), 25,768/85 – Bulk Carrier. By Neuman Ltd to Great Prospect International Ltd, both Hong Kong (China). Name unchanged.

ANNA RICKMERS, (9131204)(CCNI Chagres – 07, Launched as Anna Rickmers), 28,148/98 - Container Ship (Fully cellular). By ms 'Anna Rickmers' Schiffbeteiligungsges mbH & Co, Germany to Paraking Holdings Ltd, Panama and renamed **PARAKING**.

ANUSORN REEFER, (7637553)(Maya – 04), 2,989/78 – Refrigerated Cargo Ship. By Apirachai Sea Transportation Co Ltd to Sea Network Co Ltd, both Thailand and renamed **SEA NETWORK**.

APL DUKE, (9035993)(Hyundai Duke - 11), 51,836/92 - Container Ship (Fully cellular). Has been renamed **HYUNDAI DUKE** by Duke Marine Inc, Cyprus.

APL FEDERAL, (9065625)(Hyundai Federal – 11, APL Confidence – 09, MOL Confidence – 08, Federal – 03, Hyundai Federal - 03), 51,841/94 - Container Ship (Fully cellular). Has been renamed **HYUNDAI FEDERAL** by Federal Maritime Ltd, Bahamas.

APL TOPAZ, (8710716)(MOL Commitment - 05, APL Topaz - 04, America - 01, President Hoover - 99, NOL Topaz - 98, Neptune Topaz - 96), 47,893/89 - Container Ship (Fully cellular). Has been renamed **TOPAZ** by APL (Bermuda) Ltd, Singapore and transferred to St Kitts and Nevis Registry. (Since broken up)



APL TOPAZ at Singapore, 25/8/2005.

Ian Edwards

*AQUARIAN, (8309610)(Dignified – 08, Iran Chamran – 08), 25,768 /85 – Bulk Carrier. By Great Merthod Ltd to Golden Charter Development Ltd, both Hong Kong (China). Name unchanged.

ARGO, (8410299)(Arno - 06, Jonas - 04, Pegwell Bay - 98, Altair- 95), 2,729/85 – General Cargo Ship. By Giltvar Baltic OU, Estonia to Zamzam Marine Ltd, Togo and renamed **ZAMZAM**.

*ARMADA PRIMA, (9052393)(Griffin Venture - 10), 62,956/93 – FPSO, Oil. Has been renamed **ARMADA CLAIRE** by Tera Sea Ltd, Marshall Islands.

ARMIS, (9283019)(Visea – 11, Iran Zanjan - 09), 25,391/03 - Container Ship (Fully cellular). By Mount Everest Maritime Inc, Barbados to Andulena Corp, Tanzania (Zanzibar). Name unchanged.

ARKADIJA, (9057393)(Frio Crimea – 00, Launched as Nikolayev), 6,971/92 - Refrigerated Cargo Ship. By Pareefers II KS, Panama to Pacific Ocean S&B Inc, Sierra Leone. Name unchanged.

+ARLOTT, (9065895)(Carlotta – 08, Luwin – 04, Bluwind - 01), 7,662/94 – General Cargo Ship. By Norship Navigation Inc, Panama to Arlott Shipping Co LPP, Brazil. Name unchanged.

ARROZERO TRES, (9491240), 33,044/11 – Bulk Carrier. By Arrozero Tres Inc, Malta to Milia Shipping Co, Liberia and renamed **MYKONOS SEAS**.

ASIA SUCCESS, (9500352), 8,513/09 - Chemical/Products Tanker. By Asia Bulkers Sendirian Berhad to Micaline Sendirian Berhad, both Malaysia and renamed **MERRIS 2**.

ASIA VICTORY, (9520120), 7,030/08 - Chemical/Products Tanker. By Asia Bulkers Sendirian Berhad, Malaysia to Micaline Sendirian Berhad, both Malaysia and renamed **MERRIS 1**.

ASTRA CENTAURUS, (9611802), 34,837/12 – Bulk Carrier. By Rethymnis & Kulukundis Ltd to Sioux Shipping Corp, both Cyprus then to Adirondack Shipping Corp, Marshall Islands, prior to delivery. Name unchanged

ASTRA PERSEUS, (9611814), 34,837/12 – Bulk Carrier. By Rethymnis & Kulukundis Ltd, Cyprus to Cheyenne Shipping Corp, Marshall Islands, prior to deliver. Name unchanged

*ASTRAL EXPRESS, (9258363), 27,969/02 - Products Tanker. By Leeward Navigation SA, Panama to Maxco Shipping Ltd, Hong Kong (China). Name unchanged.

#ATRIUM, (8320171)(Iran Hamzeh - 09), 25,770/86 - Bulk Carrier. By Top Glacier Co Ltd to True Honour Holdings Ltd, both Hong Kong (China). Name unchanged.

#ATSUTA MARU, (8808173), 7,023/89 – Vehicles Carrier. By Fukuju Kigyo Co Ltd, Japan to Asian Marine Transport Corp, Philippines and renamed **SUPER SHUTTLE RORO 3**.

AURORA, (8020599)(Arcturus - 91), 20,381/82 - Ro-Ro Cargo Ship. By Scandlines Baltic GmbH, Germany to Classic Shipping Ltd, UK and renamed **VIKINGLAND**.

AXEL, (8800133)(Greenland Saga - 07), 2,469/89 - Refrigerated Cargo Ship. By Dregg Sp/F to Saga Shipping Sp/F, both Faeroes (FAS) and renamed **SAGA**.

+AZOV GRACE, (8862703)(River Cat – 05, Ekaterina - 99, Volzhskiy-45 - 97), 5,213/91 – General Cargo Ship. By Aksu Shipping Ltd to Don River Shipping Joint Stock Co (OAO 'Donrechflot'), both Russia and renamed **VOLZHSKIY 45**.

BAHIA, (9294496), 40,014/04 - Bulk Carrier. Has been renamed **ROSCO PLUM** by Plum Shipping Co Ltd, Hong Kong (China).

+BARLIAN 9, (9517513), 299/09 – Tug. By Barlian Shipping & Trading Pte Ltd, Singapore to Sea Swift Pty Ltd, Belize and renamed **ARION**.

BBC LEER, (9161168)(Niledutch Privilege – 08, Mellum - 06, Libra Peru – 02, CSAV Valencia – 00, Cathrin Oldendorff – 99), 13,066/98 – Container Ship (Fully cellular). By Briese Schiffahrts GmbH & Co KG ms 'Mellum', Liberia to Teras BBC Ocean Navigation Enterprises Houston LLC, USA and renamed **BBC SEATTLE**.

BBS SPIRIT, (9117959)(Arklow Spirit – 12), 2,271/95 – General Cargo Ship. By BBS Bulk I KS, Netherlands to Karl Meyer Shipping International GmbH & Co KG, Germany and renamed **NEULAND**

BEHICE, (8914312)(Rimnicu Sarat – 98), 6,065/89 – General cargo. By Plaus Shipping Ltd, Malta to CM Denizcilik Sanayi ve Ticaret Ltd Sti, Turkey and renamed **CAYELI**.



BEHICE anchored off Ambarli, Turkey, 23/9/2002.

Paul Mason

BERING STRAIT, (9503639), 29,429/12 - Ro-Ro Cargo Ship. By Kumberstar Ltd, UK to Atlantica SpA di Navigazione, Italy and renamed **EUROCARGO BRINDISI**.

*BERONIKE, (8509363)(Brandaris – 07), 2,007/85 – General Cargo Ship. By Rostman Ltd, Belize to Omse Shipping & Trading Ltd, Cook Islands (New Zealand). Name unchanged.

BESIRE KALKAVAN, (9366433), 10,308/07 – Container Ship (Fully cellular). By Erbe Kalkavan Schiffseigentums GmbH & Co KG, Germany to Asiatic Bay Shipping Pte Ltd, Singapore and renamed **ASIAIC BAY**.

BET INTRUDER, (9061564)(Tobata Max - 08, Thanos F - 06, Peruvian Express - 05, Silver Regia – 04, River Stream – 03, Silver Star – 00), 35,874/93 – Bulk Carrier. By Rossington Marine Corp. Isle of Man (British) to Well Deep Ltd, Panama and renamed **WELL DEEP**.

BG FIGHTER, (9076325)(CEC Fighter – 11, Arktis Fighter – 02, CEC Fighter - 01, Arktis Fighter - 01, Ville de Rodae - 96, Arktis Fighter - 96), 4,980/94 - General Cargo Ship. Has been renamed **CLIPPER FALCON** by Clipper Projectships Ltd, Bahamas.

\$BIG SEA 4, (7808798)(Kinko Maru - 94), 734/78 - Products Tanker. By Big Sea Co Ltd to Trans Ocean Supply (1992) Co Ltd, both Thailand and renamed **BORVORNTANASIN**.

BIG SEA 6, (7714868)(Irene VII – 96, Kosho Maru - 89), 1,328/78 – Products Tanker. By Big Sea Co Ltd to M. U. Oil Partnership, both Thailand and renamed **VENUS 21**.

*BM ORYX, (9469821), 296/08 - Tug. By Beauford Marine (Pte) Ltd, Singapore to PT Maritim Barito Perkasa, Indonesia and renamed **MBP 3201**.

BOISTEROUS, (8131142)(Boisterence - 01), 664/83 - General Cargo Ship. By Boisterous Shipping Ltd, Bahamas to Movada Pacific Inc, Sierra Leone. Name unchanged.

\$BORIS PEVKIN, (8971188)(Volzhskiy-28 – 02), 4,997/89 – General Cargo Ship. By Pallada LLC to Baltasar Shipping SA, both Russia. Name unchanged.

\$BOURBON LIBERTY 102, (9394363), 1,517/08 – Anchor Handling Tug Supply. By Bourbon Supply Asia Pte Ltd, Singapore to Naviera Bourbon Tamaulipas SA de CV, Mexico and renamed **ROCA PARTIDA**.

#BOURBON LIBERTY 112, (9394533), 1,517/08 - Anchor Handling Tug Supply. By Bourbon Supply Asia Pte Ltd, Singapore to Naviera Bourbon Tamaulipas SA de CV, Mexico and renamed **NAUTLA**.



BOURBON LIBERTY 112 at Singapore, 16/7/2009.

T. Murai

#BOURBON LIBERTY 113, (9553490), 1,517/09 - Anchor Handling Tug Supply. By Bourbon Supply Investissements SAS, Vanuatu to Navegacion Costa Fuera SA de CV, Mexico and renamed **CABO ROJO**.

#BOURBON LIBERTY 114, (9553505), 1,517/09 - Anchor Handling Tug Supply. By Bourbon Supply Investissements SAS, Vanuatu to Navegacion Costa Fuera SA de CV, Mexico and renamed **ZAPOTITLAN**.

+BOURBON LIBERTY 230, (9546564), 1,733/10 - Anchor Handling Tug Supply. By interests associated with Bourbon Offshore Surf SAS, Vanuatu to PT Surf Marine Indonesia and renamed **SURF MANDIRI**.

+BOURBON LIBERTY 231, (9394662), 1,733/10 - Anchor Handling Tug Supply. By Bourbon PS SASU, Vanuatu to PT Surf Marine Indonesia, Indonesia and renamed **SURF MITRA**.

BRAWNY, (9079080)(Nabi - 12, Iran Nabi - 08), 156,809/96 - Crude Oil Tanker. By Brawny Shipping Co Ltd, Tuvalu to National Iranian Tanker Co (NITC), Tanzania (Zanzibar) and renamed **MARIGOLD**.

*BREMERHAVEN, (9045871), 368/93 - Tug. Has been renamed **ACCURAT** by URAG Unterweser Reederei GmbH, Germany.

BROTHERS START, (7702994)(Scotia - 02, Vrededhof - 93, Katja - 91, Carib Bird - 88, Reestland - 87, Sylvia Alpha - 85), 1,951/77 - General Cargo. By Prime Marine & Trading SA, Lebanon to Markabi Brothers Co Ltd, St Kitts & Nevis and renamed **MONIR**.

*BUNGA KEKWA, (9119725)(Gas Rosario - 03), 3,496/95 - LPG Tanker. By MISC Berhad, Malaysia to unspecified owners, Belize and renamed **GAS MELAWI**.

BUNGA TERATAI, (9157662)(Bunga Teratai Satu - 01), 21,339/98 - Container Ship (Cellular) By MISC Berhad, Malaysia to Shreyas Shipping & Logistics Ltd, India and renamed **OEL KUTCH**.

BUDI JASA, (9368091), 8,482/06 - Products Tanker. By Global Budijasa Sendirian Berhad, Malaysia to Divine Marine Shipping Nigeria Ltd, Nigeria and renamed **GODSHAND**.

BW UBUD, (9180281)(Ubud - 09), 149,383/00 - Crude Oil Tanker. By Graton Co SA to Hercules International Shipping SA, both Panama and renamed **OCEAN NYMPH**.

+CALLISTO GLORY, (9353797), 162,198/09 - Crude oil Tanker. By Pandora Navigation Ltd, Panama to Front Endurance Inc, Marshall Islands and renamed **FRONT ENDURANCE**.

CAMILLA RICKMERS, (9105982)(MOL Unifier - 11, Niledutch President - 08, Camilla Rickmers - 07, CSAV Livorno - 00, Camillia Rickmers - 00, CCNI Anakena - 98, Completed as Camilla Rickmers), 16,801/96 - Container Ship (Fully cellular). By Camilla Navigation Co Ltd, Germany to Altair Navigation Ltd, Gibraltar and renamed **CAMILLA**.

CANADA EXPRESS, (9307023)(OOCL Dubai - 10), 66,462/06 - Container Ship (Fully cellular). By Southern Route Maritime SA, Hong Kong (China) to Grace Ocean Pte Ltd, Singapore. Name unchanged.

CAPE SORRELL, (9106508)(TS Osaka - 09, Cape Sorrell - 03, Independent Concept - 99, Cape Sorrell - 97), 10,927/97 - Container Ship (Fully cellular). By DS-Rendite-Fonds Nr 49 ms 'Cape Sorrell' GmbH & Co KG, Liberia to Deepdale Shipping Co Ltd, Cyprus and renamed **CHRISTY**.

*CARMEN SILVA, (9044920)(Kavo Matapas - 08, Fetesti - 92), 16,145/92 - Bulk Carrier. By Fetesti Shipping Ltd to VA Intertrading AG (VAIT), both Panama. Name Unchanged.

CCNI ANCUD, (9131242)(CSAV Valencia - 06, CCNI Ancud - 06, CSAV Valencia - 03, CCNI Ancud - 01), 28,148/98 - Container Ship (Fully cellular). Has been renamed **VALPARAISO** by Valparaiso Navigation Co Ltd, Marshall Islands.

CCNI VADO LIGURE, (9082790)(Elisabeth Rickmers - 09, Delmas Joinville - 03, Elisabeth Rickmers - 03, Pacific Discovery - 01, Elisabeth Rickmers - 99, CSAV Santos - 97, Launched as Elisabeth Rickmers), 16,801/95 - Container Ship (Fully cellular). Has been renamed **ELISABETH RICKMERS** by ms 'Elisabeth Rickmers' Schiffsbeteiligungs mbH & Co, Antigua and Barbuda.

*CEMENMAR DOS, (7110000), 1,725/72 - Cement Carrier. By Etolia Shipping Operators SA, Spain (SCR) to Etolia Shipping Operators SA, Panama and renamed **JOSE FERNANDA**.



CEMENMAR DOS at Mahon,18/9/2003.

P. Johnson

CHAPMAN, (9465760)(Azim – 10, Iran Azim - 09), 31,117/08 – Bulk Carrier. By Islamic Republic of Iran Shipping Lines (IRISL), Malta to Andulena Corp, Tanzania (Zanzibar). Name unchanged.

CHARIOT, (9465758)(Karim – 10, Launched as Iran Karim), 31,117/08 - Bulk Carrier. By Islamic Republic of Iran Shipping Lines (IRISL), Malta to Rahbaran Omid Darya Ship Management Co, Tanzania (Zanzibar). Name unchanged.

CHEM RIGEL, (9189964)(Southern Noble - 05), 2,612/98 - Chemical/Products Tanker. By Chem Rigel SA, Marshall Islands to KT Capital Corp, South Korea and renamed **DB SUNRISE**.

CHUNGO TRES, (9491238), 33,044/11 – Bulk Carrier. By Chungo Tres Inc, Malta to Venet Shipping Co, Liberia and renamed **PAROS SEAS**.

*CHUTIANTAI, (9402811), 11,999/11 – Chemical/Products Tanker. By Chutiantai Shipping Co Ltd, Panama to An Sheng Shipping Pte Ltd, Singapore and renamed **OCEAN PREMIER**.

CIELO LUCIA, (9213569), 39,045/99 – Bulk Carrier. By Ocean Transit Carrier SA to Oceanlead Investments Ltd, Panama and renamed **LUYANG EAGLE**.

CIMBRIA, (8413992)(Cimbria Seaways – 11, Aquae – 11, Tor Cimbria – 06, Dana Cimbria - 00, Launched as Mercandian Express II), 12,189/86 - Ro-Ro Cargo Ship. By Tor Cimbria RoRo KS, UK to Asian Marine Transport Corp, Philippines and renamed **SUPER SHUTTLE RORO 8**.

CLIPPER ANGELA, (9488047)(Billesborg – 11), 9,627/11 - General Cargo Ship. Has been renamed **BILLESBORG** by NPC I (Singapore) Pte Ltd, Singapore.

CLIPPER GRACE, (9300867)(Clipper Treasure - 08), 19,971/07 – Bulk Carrier. By Maritime Grace Shipping Ltd, Hong Kong (China) to Didon Marine Corp, Greece and renamed **KBS STAR**.

CLONMORE, (9064956)(Banjaard – 04, Texel Bay – 95, Banjaard – 94), 5,299/93 – Container Ship (Fully cellular). By Vincent F Nolan, Ireland to Millennium Shipping Ltd, Hong Kong (China) and renamed **JI HONG**.



CLONMORE in Southampton Water, 18/3/2006.

Graham Prosser

+CONSORT JOAQUIM, (9133989), 1,786/95 – Products Tanker. Has been renamed **JOAQUIM** by Consort Tankers Pte Ltd, Singapore.

*CONSORT JUBILEE, (9148855), 1,822/96 – Products Tanker. Has been renamed **JUBILEE** by Consort-ASL Marine Pte Ltd, Singapore.

xCONSORT JUPITER, (9131606), 1,786/95 – Products Tanker. By Consort Bunkers Pte Ltd to Prestige Marine Services Pte Ltd, both Singapore and renamed **DENDRO**.

*CORE AMETHYST, (9066930)(Kasei Maru - 02), 2,148/93 – Products Tanker. By Core Maritime Corp, Philippines to VCC Inter Marine Service & Transport Co Ltd, Thailand and renamed **SURATCHANYA**.

CSL SAMS, (8618188)(Shin Hsing - 08), 11,544/87 – Bulk Limestone Carrier. Has been renamed **CSL WHYALLA** by Atlasco Shipping Ltd, Barbados and transferred to Australia Registry following conversion to Self-Discharge, Bulk Carrier.

DADGAR, (9357729), 164,241/09 – Crude Oil Tanker. By Dadgar Shipping Co Ltd, Cyprus to Justice Shipping Co Ltd, Tanzania (Zanzibar) and renamed **JUSTICE**.

xDAIKO MARU, (8004480)(Nishiyo Maru – 06, Kansai Maru No. 28 - 03, Nishiyo Maru - 00, Toho Maru - 92), 196/80 – Tug. Has been renamed **HEIWA MARU** by Daiko Kaiun KK, Japan.

DANESH, (9356593), 164,421/08 - Crude Oil Tanker. By Danesh Shipping Co Ltd, Cyprus to Leadership Shipping Co Ltd, Tanzania (Zanzibar) and renamed **LEADERSHIP**.

DAVAR, (9357717), 164,421/09 – Crude Oil Tanker. By Davar Shipping Co Ltd, Cyprus to Champion Shipping Co Ltd, Tanzania (Zanzibar) and renamed **CHAMPION**.

DEAL SEAWAYS, (9007130)(Barleur - 12), 20,133/92 - Passenger/Ro-Ro Ship (Vehicles). Has been renamed **BARFLEUR** by BAI SA Bretagne-Angleterre-Irlande (Brittany Ferries), France.

DILARA KALKAVAN, (9322877), 10,308/06 – Container Ship (Fully cellular). Has been renamed **ASIATIC DAWN** by SEDI Kalkavan Schiffseigentums GmbH & Co KG, Marshall Islands.

#DONGFANG DF90-10, (9510577), 6,153/09 - Chemical/Products Tanker. By Rotor Shipping Co Ltd to Sanhe International Shipping (Hong Kong) Co Ltd, both Hong Kong (China) during fitting out and renamed **NEW MIGHTY**.

DORITA, (9051636)(Clover – 12, Mulberry – 11, Brilliance – 08, Iran Yamin – 08), 16,621/96 – General Cargo Ship. Has been renamed **BEHDAD** by Boulard Shipping Co Ltd, Bolivia and transferred to Iran Registry.

DORSAN, (9193214)(Khorasan – 11, Iran Khorasan - 10), 39,517/01 – Bulk Carrier. By Islamic Republic of Iran Shipping Lines (IRISL), Malta to Andulena Corp, Tanzania (Zanzibar). Name unchanged.

EGBERT WAGENBORG, (9142588)(MSC Bothnia - 03, Egbert Wagenborg - 02), 6,540/98 – General Cargo Ship. By CV Scheepvaartonderneming Egbert Wagenborg, Netherlands to Sakhalin Shipping Co (SASCO), Russia and renamed **KUNASHIR**.

EISHIN MARU No. 15, (9129653), 3,074/95 - Products Tanker. By Koei Kaiun KK, Japan to Headway Logistics Ltd, then to Champion Rise Worldwide Investments Ltd, both Sierra Leone and renamed **LYUN HING 6**.

EISTANK BELLINGHAUSEN, (9402859), 11,999/12 – Chemical/Products Tanker. By Sechste Eistank GmbH & Co KG to Chutiantai Shipping Pte Ltd, both Panama and renamed **CHANGJIANG 6**.

EISTANK SCOTT, (9402847), 11,999/12 – Chemical/Products Tanker. By Funfte Eistank GmbH & Co KG, Panama to An Kang Shipping Pte Ltd, Singapore and renamed **OCEAN PROGRESS**.

ELICIA, (9165839)(Lilac – 12, Garland – 11, Lucky Man – 08, Iran Shahryar – 08), 15,670/99 – General Cargo Ship. By Andulena Corp, Bolivia to Golden Metro Investment Ltd, Mongolia and renamed **NEGAR**.

ELIN APOLLO, (9301641)(Alios Apollo -10), 2,191/04 – Chemical/Products Tanker. By Aurelia International Corp, Greece to Inversiones Maritimas Universales SA (IMUSA), Belize and renamed **MILO**.

ESPERANZA II, (9108582), 5,284/94 - General Cargo Ship. By Mount Oak Marine SA, Panama to PT Pelayaran Korindo, Indonesia and renamed **ASIKE GLOBAL**.

ELITE, (9079078)(Noah – 12, Iran Noah – 07), 156,809/96 – Crude Oil Tanker. By Elite Shipping Co Ltd, Tuvalu to National Iranian Tanker Co (NITC), Tanzania (Zanzibar) and renamed **VOYAGER**.

F D INCREDIBLE, (9361627), 2,305/07 – Platform Supply Ship. By Fratelli d'Amato SpA, UK to Crimson Fleet Ltd, Vanuatu and renamed **MELTON TIDE**.



F D INCREDIBLE at Velsen-Zuid, 14/4/2010.

Kees Lous

F D RELIABLE, (9404687), 2,305/07 - Platform Supply Ship. By Fratelli d'Amato SpA, UK to Silver Fleet Ltd, Vanuatu and renamed **SKIPSEY TIDE**.

FENJA, (7805241)(Viking Frio - 10, Green Frio - 07, Norcan - 94), 2,279/79 – Refrigerated Cargo Ship. By Fenja Reefer's International Ltd, Malta to Galapaface SA, Ecuador and renamed **BC GALAPAFACE 1**.

*FEOFAN SHOKIREV, (9094157)(Volzhskiy-26 - 07), 4,972/86 – General Cargo Ship. By Bravo Shipping Co Ltd, Comoros to Saluta Shipping Ltd, Belize. Name unchanged.

FIONA RICKMERS, (9149885)(CCNI Elbe – 11, CMA CGM Licorne – 10, Fiona Rickmers – 04, Libra Barcelona - 03, Fiona Rickmers – 02, La Hispaniola - 02, Zim Sao Paulo I - 01, Paranagua - 99, Launched as Fiona Rickmers), 16,801/98 – Container Ship (Fully cellular). By ms 'Fiona Rickmers' Schiffahrtsgesellschaft mbH & Cie KG, Liberia to Sirius Navigation Ltd, Gibraltar (British) and renamed **FIONA**.

FORMOSA SEVEN, (9110638), 19,095/96 – Chemical Tanker. By Formosa Plastics Transmarine Corp, Liberia to Enrich Sino International Ltd, Hong Kong (China) and renamed **RICH SINO**.

FOSTRAUM, (9011521), 2,470/91 – Products Tanker. By Utkilen Shipping AS, Norway (NIS) to Skadar Ltd, Russia and renamed **FORSTRAUM**.



FOSTRAUM in the River Elbe, 2/6/1999.

P. Johnson

FOS II, (8033314)(Fos – 09, Aris Double – 06, Pobeda - 05), 37,916/81 – FSO, Oil. By Aegean Tanking SA, Panama to unspecified owners, Tuvalu and renamed **ROSE**.

FPMC P DUKE, (9433016), 42,340/09 – Products Tanker. Has been renamed **TECTUS** by FPMC Duke Marine Corp, Liberia.

*FRIDA, (8404264)(Norden – 95), 5,707/85 – Cement Carrier. By CEMEX Espana SA, Portugal (MAR) to APO Cement Corp, Philippines and renamed **VIRGINIA KALIKASAN**.

FRONT VIEWER, (9008160), 89,004/92 - Bulk Carrier. By Aspinall Pte Ltd to Freight Bulk Pte Ltd, both Singapore and renamed **CAPE VIEWER**.

#FUJI MARU No. 10, (8708696), 1,021/87 – Products Tanker. By Fuji Transportation Co Ltd (Fuji Unyu KK), Japan to Big Sea Co Ltd, Thailand and renamed **BIG SEA 16**.

GAS LOMBOK, (9383338), 9,126/08 - LPG Tanker. By Gas Lombok Maritime Pte Ltd, Singapore to Odjfell Gas AS, Norway (NIS) and renamed **BOW GUARDIAN**.

GAS SOMBAWA, (9403786), 9,126/08 - LPG Tanker. By Gas Sombawa Maritime Pte Ltd, Singapore to Odjfell Gas AS, Norway (NIS) and renamed **BOW GALLANT**.

GASCHEM TANA, (9010797)(Tana - 04, Igloo Tana – 99), 7,083/92 - LPG Tanker. By Partenreederei m.t. 'Northern Bliss', Germany to Global Petrochem FZE, Panama and renamed **GLOBAL TANYA**.

*GEMINI STAR, (9050577), 159,417/95 – Crude Oil Tanker. By Vela International Marine Ltd to OSX Leasing Group BV, both Liberia and renamed **OSX 3** following conversion to FSP0.

GLOBAL PIONEER, (9145798), 20,395/97 – Bulk Carrier. By Daiichi Chuo Marine Co Ltd to Sea Eagle Marine Co Ltd, both Panama and renamed **SEIYO PIONEER**.

GLOBAL RIVER, (9427445), 5,424/11 - Chemical/Products Tanker. By Global River Shipping Ltd, Gibraltar to Silverburn Shipping IOM Ltd, Netherlands and renamed **SILVER FREYA**.

GLOBAL SANTOSH, (9163489)(United Santosh - 03), 26,028/97 - Bulk Carrier. By Global Carrier SA to China Champ Shipping Ltd, both Panama and renamed **JUN BENEFIT**.

*GLOXINIA, (9167265)(Lilied – 11, Sea State – 09, Iran Kordestan – 08), 16,694/99 – General Cargo Ship. By Charm Maritime Ltd to Rishi Maritime Inc, both Barbados. Name unchanged.

GOLDEN PRINCESS, (7506077)(Golden Premier – 05, Tamboli – 05, Santini I – 04, Amerenta No. 1 – 90, Estacion – 88, Sarunta II – 87), 4,016/75 - General Cargo Ship. By Princess Ocean Co Ltd to Ayudhya Development Leasing Co Ltd (ADLC), both Thailand. Name changed.

xGOLDEN STREAM, (9083964), 144,149/95 - Crude Oil Tanker. By Golden Stream Corp, Marshall Islands to Ever First Shipping Ltd, Hong Kong (China) and renamed **SHINYO SAWAKO**.

GOLF, (9031430)(Wilster - 07, Arklow Villa – 02), 2,827/91 – General Cargo Ship. By Giltvar Baltic OU, Estonia to Gulf Shipping Co SA-BZE, Tanzania (Zanzibar) and renamed **CPT AHMAD II**.



GOLF in the New Waterway, 12/7/2008.

Jan Erhardt

GREAT ONE, (7918268)(Natalie – 11, Petriana – 99, Ikan Kerapu – 86), 35,680/81 – Bulk Carrier. By Great One Shipping Co Ltd, Panama to Maritime Ventures Fund Ltd, Tuvalu and renamed **GREAT ON**. (Since broken up)

*HA DAT 36, (9563873), 2,997/11 – Bulk Carrier. By Hai Dat Shipping JSC to Mai Mai Trading Joint Stock Co, both Vietnam and renamed **SUNRISE 3**.

HADI, (9362073)(Launched as Iran Hadi), 163,650/07 – Crude Oil Tanker. By Hadi Shipping Co Ltd, Cyprus to Pioneer Shipping Co Ltd, Tuvalu and renamed **PIONEER**.

HAMADAN, (92226956)(Iran Hamadan - 10), 39,517/01 – Bulk Carrier. By Islamic Republic of Iran Shipping Lines (IRISL), Malta to Andulena Corp, Tanzania (Zanzibar). Name unchanged.

HAMOON, (9212929)(Iran Hamoon - 08), 160,930/03 – Crude Oil Tanker. By National Iranian Tanker Co (NITC), Malta to Lena Shipping Co Ltd, Tuvalu and renamed **LENA**.

HAMPSTEAD, (9077886)(TI Ningbo – 07, Hampstead - 05, Megara - 04), 156,802/96 – Crude Oil Tanker. By KTL Hampstead Inc to Orient Enterprise Ltd, both Marshall Islands and renamed **BARNES**.

*HANG JUN 1007, (7905778)(Espir V – 00, Primorye - 98), 2,394/81 - Suction Dredger. By SDC Waterway Construction Co Ltd, China to WCE Waterways Construction Equipments Inc, Panama and renamed **TSHD VERMONT 170**.

HARSIN, (9212917)(Iran Harsin - 08), 160,930/03 – Crude Oil Tanker. By National Iranian Tanker Co (NITC), Malta to Valor Shipping Co Ltd, Tanzania (Zanzibar) and renamed **VALOR**.

HANSA STRALSUND, (9063990)(Mell Siloso – 11, Hansa Stralsund - 10, Chile Star - 98, Hansa Stralsund - 97, Eagle Wave - 96, Hansa Stralsund - 93), 9,603/93 – Container Ship (Fully cellular). By Schiffahrtsges 'Hansa Stralsund' mbH & Co KG, Liberia to PT Pelayaran Nusantara Salam Pacific Indonesia Lines, Indonesia and renamed **ARMADA PERSADA**.

HANSA WISMAR, (9063964)(Zim Kingston I – 12, Hansa Wismar – 08, EWL Antilles - 07, Nedlloyd Curacao - 97, Sea-Land Panama - 95, Maya Star - 94, Hansa Wismar - 93) 9,606/93 – Container Ship (Fully cellular). By Hansa Wismar Shipping Corp, Liberia to PT Pelayaran Nusantara Salam Pacific Indonesia Lines, Indonesia and renamed **ARMADA PAPUA**.

HAWK, (9212864), 159,414/00 – Crude Oil Tanker. By Springfield Shipping Co (Panama) SA to Fidel Enterprises Co, both Marshall Islands and renamed **OLYMPIC HAWK**.

HELL, (9081344)(Helia - 08, Katja - 05), 2,735/93 – General Cargo Ship. By Skovales Ltd (OU Skolaves), Estonia to Ocean Verge Ltd, Marshall Islands and renamed **ARKONIA**.

HENGAM, (9212905)(Iran Hengam – 08), 160,930/03 – Crude Oil Tanker. By National Iranian Tanker Co (NITC), Malta to Loyal Shipping Co Ltd, Tuvalu and renamed **LOYAL**.

*HIGHLAND PIONEER, (8112665)(Oceanic Pioneer - 00, Lowland Pioneer - 99, Balder Vigna - 85), 2,099/83 – Platform Supply Ship. By Gulf Offshore NS Ltd, UK to Blue Star Line A/S, Denmark (DIS) and renamed **BLUE BETA**.

+HONG TAI 2, (8622098)(Tenyo Maru – 09, Abashima Maru – 00), 175/83 – Tug. Has been renamed **MEDELIN DELTA** by PT Waruna Nusa Sentana, Indonesia.

HORMOZ, (9212890)(Iran Hormoz – 08), 160,930/02 – Crude Oil Tanker. By National Iranian Tanker Co (NITC), Malta to Mars Shipping Co Ltd, Tuvalu and renamed **MARS**.

HORSHAM, (9323833)(Iran Bam - 09), 40,166/06 - Bulk Carrier. By Horsham Shipping Co Ltd, Malta to Rahbaran Omid Darya Ship Management Co, Barbados and renamed **DIANTHE**.

HOUHENG 1, (9592018), 41,254/12 – Bulk Carrier. By Henghou Investment (Hong Kong) Ltd to Corsat Shipping Co Ltd, both Cyprus and renamed **STAHLA**.

HOUHENG 5, (9592020), 41,254/12 – Bulk Carrier. By Ningbo Henghou Industries Corp, Hong Kong (China) to Formile Maritime Ltd, Cyprus and renamed **PANAGIA STENION**.

HOUHENG SUNRISE, (9254680)(Lowlands Sunrise – 09), 88,594/03 – Bulk Carrier. By Henghou Industries (Hongkong) Ltd, Hong Kong (China) to Cape Fritz Ltd, Marshall Islands and renamed **IRON FRITZ**.

HYUNDAI PEGASUS, (9512381), 11,473/11 – General Cargo Ship. By PIT Pacific Investment & Trading GmbH & Co KG to Harren & Partner SUMO-Shipping GmbH & Co KG - ms 'Palmarola', both Antigua and Barbuda and renamed **PALMAROLA**.

HYUNDAI PHOENIX, (9505510)(Launched as Palanpur) 11,473/10 – General Cargo Ship. By PIT Pacific Investment & Trading GmbH & Co KG to Harren & Partner SUMO-Shipping GmbH & Co KG - ms 'Palanpur', both Antigua and Barbuda and renamed **PALANPUR**.

\$IRAN ENTEKHAB, (7632814)(Oinoussian Prestige -81), 20,811/78 – Bulk Carrier. Has been renamed **ASSA** by Islamic Republic of Iran Shipping Lines (IRISL), Iran.

*IRAN HORMUZ 21, (8314263), 820/83 - Passenger/Landing Craft. By Government of The Islamic Republic of Iran (State of Hormoz) to S Malaei, both Iran and renamed **DARYA 21**.

IRENE, (9117193)(Alianca Patagonia – 06, MB Canada – 04, Melbridge Bilbao – 03, Bruarfoss – 00), 9,650/96 – Container Ship (Fully cellular). By ms 'Irene' Schiffahrtsgesellschaft mbH & Co KG, Germany to Glen Campbell Opco LLC, Malta and renamed **FLORENTIA**.

IRINI F, (8902462)(Saratorv – 94), 24,606/91 – Bulk Carrier. By Antimahos Shipping Co Ltd, Cyprus to Irini Navigation SA, Panama. Name unchanged.

xIRON D, (8407199)(CMA CGM Babylon – 02, CMA CGM Baghdad - 01, Iron D - 01, Iron Flinders - 99, Marlinda - 91, Multitrader - 89, Atinuke Abiola - 88), 13,280/86 – General Cargo Ship. By Lecca Maritime Co Ltd, Malta to Orient Express Lines Inc, Panama and renamed **KHALEEJ EXPRESS**.

IVS KESTREL, (9251078), 19,872/02 – Bulk Carrier. By Lucky Mind Ltd to Gold River Vessel Ltd, both Hong Kong (China) and renamed **GOLD RIVER**.

JANESIA ASPHALT I, (9020443), 2,873/91 - Asphalt/Bitumen Tanker. By Mayhill Holdings Inc to Marine Managers Com Corp, both Panama and renamed **ASIA ASPHALT I**.

JANESIA ASPHALT II, (9031894), 2,967/92 - Asphalt/Bitumen Tanker. By Mayhill Holdings Inc to Galant Shipping Inc, both Panama and renamed **ASIA ASPHALT II**.



JANESIA ASPHALT II at Singapore, 5/1/1999.

Alan Travis

JIANGHANGUAN, (9400978)(Launched as Eistank Hillary), 11,999/12 – Chemical/Products Tanker. By Jianghanguan Shipping Co Ltd, Panama to An Ya Shipping Pte Ltd, Singapore and renamed **OCEAN SUCCESS**.

#JIN SE 101, (8021696)(Okitsu Maru - 08), 236/80 – Tug. By unspecified owners to PT Waruna Nusa Sentana, Indonesia and renamed **MEDELIN SKY**.

JOALMI, (8902450)(Salavat – 94), 24,606/90 – Bulk Carrier. By Makron Shipping Ltd, Cyprus to Joalmi Navigation SA, Panama. Name unchanged.

JOHN F, (8902486)(Sarych - 94, Sarrah - 93, Sarych - 93), 24,606/91 – Bulk Carrier. By Black Med Lines Ltd, Cyprus to John F Navigation SA, Panama and renamed **JOHN I**.

JIU YA, (7713618)(Chang Fu 9 – 08, Xi Wang 9 – 06, Kai Da – 02, De Li Shun – 99, Qi Radiance No. 2 – 99, Hoshin Maru No. 8 – 93, Kisshin Maru – 84), 3,120/77 - General Cargo Ship. Has been renamed **HUA JI 2** by PT Pelayaran Persahabatan, Cambodia and transferred to Sierra Leone Registry.

JO ASK, (9125126), 12,273/97 - Chemical Tanker. By Zippora Pte Ltd, Norway (NIS) to Ankara Marine Services Ltd, Panama and renamed **CASPIA**.

JO EIK, (9125138), 12,249/98 - Chemical Tanker. By Zippora Pte Ltd, Norway (NIS) to Delice Marine Services Ltd, Panama and renamed **DELICE**.

KARDENIZ, (9401300), 4,752/08 - Chemical/Products Tanker. By Istanbul Celik Enerji Tersane ve Ulasim Sanayi AS (ICDAS) to Anhout Swan ApS, both Malta and renamed **ANHOUT SWAN**.



KARDENIZ passing Terneuzen in the Ghent Canal, 25/7/2012.

Graham Prosser

KERKINI, (9580156), 23,587/12 – Bulk Carrier. Has been renamed **SPL ATACAMA** by Empresa Maritima (EMPREMAR) SA, Marshall Islands.

KESTREL, (9212876), 159,414/00 – Crude Oil Tanker. By Marcare Trust 1260, Marshall Islands to Augustine Navigation Inc, Greece and renamed **MISTRAL**.

xKHALEEL EXPRESS, (8407199)(Iron D – 04, CMA CGM Babylon – 02, CMA CGM Baghdad - 01, Iron D - 01, Iron Flinders - 99, Marlinda - 91, Multitrader - 89, Atinuke Abiola - 88), 13,280/86 – General Cargo Ship. Has been renamed **OEL EXPRESS** by Orient Express Lines Inc, Panama.

KHORFAKKAN, (9486908), 55,909/10 – Crude Oil Tanker. By Sea Crown Shipping Inc to Challenger Maritime Shipping Inc, both Liberia and renamed **CITY ELITE**.

KING ALFRED, (9360269)(ANL Birrong – 12, King Alfred – 10, CMA CGM Kepler – 08, Launched as King Alfred), 28,007/07 – Container Ship (Fully cellular). By King Alfred Shipping Co Ltd to Fred Shipping Co Ltd, both Marshall Islands and renamed **FRED**.

*KIRSTEN K, (9373345)(Originally Ida), 3,642/08 – General Cargo Ship. Has been renamed **IDA** by Nimmrich & Prahm Reederei GmbH & Co KG ms 'Ida', Antigua and Barbuda.

KIVA, (7911002)(Delta – 08, Reimerswaal – 93), 781/80 – Suction Hopper Dredger. By Kiva ApS, Denmark to United Dredging Co WLL, Bahrain and renamed **UDC AQUA**.

KNOCK SHEEN, (9172583)(Astro Canopus - 06), 79,714/98 – Crude Oil Tanker. By Knock Sheen Pte. Ltd, Singapore to ESL Ltd, Comoros and renamed **FALCON PRIDE**.

KOPER, (9044009)(Caroline Oldendorff - 05), 13,696/93 – Bulk Carrier. By Genshipping Corp to Bischoff Schifffahrts Beteiligung GmbH, both Liberia and renamed **CONFIDENCE I**.

*KOTA PELANGI, (9121259)(Potsdam – 10, Kota Pelangi – 09, Potsdam – 02, Iplex Emperor - 99, Sea Elegance - 97, Completed as Potsdam), 31,131/96 – Container Ship (Fully cellular). Has been renamed **POTSDAM** by ms 'Potsdam' GmbH & Co KG, Liberia.

KOTA PUSAKA, (9121247)(Pommern – 10, Kota Pusaka – 09, Pommern – 02, P&O Nedlloyd Unity - 01, Pommern - 97, Sea Excellence - 97, Pommern - 96), 31,131/96 – Container Ship (Fully cellular). Has been renamed **POMMERN** by ms 'Pommern' GmbH & Co KG, Liberia.

#KOTOKU MARU, (9048512), 1,065/92 – Products Tanker. By Maeda Unyu KK, Japan to Big Sea Co Ltd, Thailand and renamed **BIG SEA 15**.

LARA RICKMERS, (9131228)(CCNI Potrerillos – 07, Launched as Lara Rickmers), 28,148/97 – Container Ship (Fully cellular). By ms 'Lara Rickmers' Schiffsbeteiligungsges mbH & Co, Liberia to Hong Glory Shipping Co Ltd, St Vincent and the Grenadines and renamed **HONG GLORY**.

#LAUT TEDUH 5, (8611661)(DVD No. I – 00, Yong Lian - 98, DVD No. I - 97, Mercandia VI - 95, Superflex Juliet - 90), 4,284/90 – Passenger/Ro-Ro Ship (Vehicles). By PT Ros Indopratama to PT Surya Timur Lines, both Indonesia and renamed **VICTORIOUS 5**.

LJUBLJANA, (9146601)(Star Sea Bird - 05), 24,953/97 – Bulk Carrier. By Genshipping Corp to Enjoy Holdings SA, both Malta and renamed **TINA A**.

*LUIISA DAVANZALI, (6922860), 236/69 – Tug. By CORIMA - Societa Cooperativa Rimorchiatori Ancona arl, Italy to Atlantic Tugs Lda, Portugal and renamed **ALMIRANTE**.

MAERSK CLAUDIA, (9085388)(Bro Albert - 10, Port Albert – 00), 28,226/95 – Chemical/Products Tanker. By Maersk Tankers France SAS, UK to Visual Eagle Ltd, Liberia and renamed **EAGLE GULF**.

MAGDALENA GREEN, (9232462), 11,894/01 – General Cargo. By Magdalena Green BV, Netherlands to Greenfleet Shipping Ltd, Bahamas and renamed **CLIPPER MAGDALENA**.

MARCAMPANIA, (9070034)(Niederutch Shanghai - 09, Marcampania – 07, Lina - 06, Rejane Delmas - 04, Contship New Zealand – 97), 16,282/94 – Container Ship (Fully cellular). By MarConsult Schifffahrt (GmbH & Co) KG to Universal Navigation Ltd, both St Vincent and the Grenadines and renamed **ANIA**.

MARDENIZ, (9386378), 4,752/08 – Chemical/Products Tanker. By Istanbul Celik Enerji Tersane ve Ulasim Sanayi AS (ICDAS) to Lessow Swan ApS, Malta and renamed **LESSOW SWAN**.

MARE ADRIATICUM, (9071480)(Mekong Stream – 03, Mare Adriaticum – 03, ACX Eagle – 02, Mare Adriaticum - 00, Rotterdam Stad - 98, Mare Adriaticum - 97, Sea Nordic - 95, Independent Trader - 94, Mare Adriaticum - 94), 9,581/93 – Container Ship (Fully cellular). Has been renamed **HAMMONIA ADRIATICUM** by ms 'Mare Adriaticum' Schiffahrtsges mbH & Co KG, Antigua and Barbuda.

MARE BALTICUM, (8910108)(X-press Konkan – 02, Mare Balticum - 01, Saudi Damman - 99, Mare Balticum - 99, Maersk Euro Octavo - 94, Mare Balticum - 93), 9,584/93 – Container Ship (Fully cellular). Has been renamed **HAMMONIA BALTICUM** by ms 'Mare Balticum' Schiffahrtsges mbH & Co KG, Antigua and Barbuda.

*MARGOLD, (9051648)(Brightness – 08, Iran Mobin – 08), 16,620/96 – Bulk Carrier. By Concept Giant Ltd to Carnation Sea Transportation Ltd, both Malta. Name unchanged.

MARINUS GREEN, (9208198), 11,894/00 – General Cargo. By Marinus Green BV, Netherlands to Greenfleet Shipping Ltd, Bahamas and renamed **CLIPPER MARINUS**.



MARINUS GREEN off Vlissingen, 25/4/2010.

Ralf Gierke

MARISOL, (9349576)(First Ocean - 11), 74,175/08 - Container Ship (Fully cellular). Has been renamed **SHAHRAZ** by First Ocean GmbH & Co KG, Sierra Leone and transferred to Iranian Registry.

MASASHIMA MARU, (9140396), 4,736/96 – General Cargo Ship. By Masashima Shipping Ltd SA, Panama to Fortune Island Shipping SA, Kiribati and renamed **FORTUNE ISLAND**.

xMB CANADA, (9117193)(Melbridge Bilbao - 03, Bruarfoss – 00), 9,650/96 – Container Ship (Fully cellular). Has been renamed **ALIANCA PATAGONIA** by ms 'Sliepner' Ostetrans Schifffahrt GmbH & Co KG, Antigua and Barbuda.



MB CANADA inward bound on the New Waterway, 16/2/2004

R.P. van de Katering

MEDANGARA, (9436238), 5,335/08 – General Cargo Ship. Has been renamed **HAELSINGLAND** by Astradeni Shipping Co Ltd, Cyprus.

MEDONEGA, (9436226), 5,335/08 – General Cargo Ship. Has been renamed **UPPLAND** by Nickelby Shipping Co Ltd, Cyprus.

MERCHANT, (8020604)(Finnmerchant - 03), 20,594/82 – Ro-Ro Cargo Ship. By Scandlines Deutschland GmbH, Germany to Senior Shipping Ltd, UK. Name unchanged.



MERCHANT at Spaarnwoude, 21/6/2006.

C. Lous

MERIWA, (9141106)(Arklow Castle - 05), 5,006/96 - Container Ship (Fully cellular). By ms 'Meriwa' GmbH & Co KG, Antigua and Barbuda to BMC Master Shipping Ltd, Marshall Islands and renamed **BMC MASTER**.

MERCEDES, (9349667)(Decker – 12, Fifth Ocean – 08, Iran Atrak – 08), 75,395/08 – Container Ship (Fully cellular). By Fifth Ocean GmbH & Co KG, Sierra Leone to Oghiaanous Khoroushan Shipping Lines Co of Kish, Iran and renamed **ABYAN**.

#MESSINIA, (9428073), 13,472/09 - Chemical Tanker. By Nikaia Navigation Ltd to Soley - 1 Maritime & Trading Ltd, both Malta and renamed **SOLEY-1**.

MICHIGANBORG, (9190286), 6,640/99 – General Cargo Ship. By CV Scheepvaartonderneming Michiganborg, Netherlands to Broma Worldwide SA, Panama and renamed **PARAMUSHIR**.



MICHIGANBORG in the Detroit River, 4/10/2004.

Mike Nicholls

MIHALIS F, (8902448)(Sevastopol - 94), 24,606/90 – Bulk Carrier. By Ferelpis Shipping Ltd, Cyprus to Phoenicia Navigation SA, Panama and renamed **AK PHOENICIA**.

MIKHAIL KUZNETSOV, (9202467), 3,376/98 – General Cargo Ship. By Venus Traning Ltd, St Vincent and the Grenadines to Texron Finance Ltd, Belize and renamed **FORTUNA 1**.



MIKHAIL KUZNETSOV at Malta, 4/1/2001.

Michael Cassar

MINERO TRES, (9491252), 33,044/11 – Bulk Carrier. By Minero Tres Inc, Malta to Mone Shipping Co, Liberia and renamed **KAVALA SEAS**.

MOLIERE, (9211511)(Seafrance Moliere – 12, Jean Nicoli - 08, Superfast X - 07), 30,285/02 – Passenger/Ro-Ro Ship (Vehicles). Has been renamed **DIEPPE SEAWAYS** by Scapino Shipping Ltd, Malta and transferred to French Registry.

#MONFIERO, (9428085), 13,472/09 - Chemical Tanker. By Mare Maritime Co SA to Soley-2 Maritime & Trading Ltd, both Malta and renamed **SOLEY-2**.

MOTION, (9079092)(Najm – 12, Iran Najm – 07), 156,809/96 – Crude Oil Tanker. By Motion Shipping Co Ltd, Tuvalu to National Iranian Tanker Co (NITC), Tanzania (Zanzibar) and renamed **MIDSEA**.

MOUNT TIANZHU, (9542910)(levoli Summer - 11), 6,445/11 - Chemical/Products Tanker. By Xin Peng Cheng Shipping (S) Pte Ltd, Singapore to Tiger Ship No. 4 Ltd, Hong Kong (China) and renamed **TIGER WINTER**.

MSC BASEL, (9008615)(Shanghai Senator – 04, DSR-Atlantic – 97), 34,231/92 – Container Ship (Fully cellular). By ms 'Paradip' GmbH & Co KG, Liberia to China Shipping Container Lines Co Ltd, China and renamed **XIN HU ZHOU**.

MSC IDIL, (9036002)(Hyundai Emperor – 11, APL Emperor - 08, Hyundai Emperor - 06), 51,836/92 – Container Ship (Fully cellular). Has been renamed **MSC SHAULA** by Marzol Shipping Inc, Panama.

*MUSASHI GLORIA, (9012886), 42,341/93 - LPG Tanker. By Mitsui OSK Lines Ltd (MOL), Japan to Phoenix Tankers Pte Ltd, Singapore. Name unchanged.



MUSASHI GLORIA leaving Port Botany, 6/2/2012.

Mick Prendergast

NAKSKOV MAERSK, (9323584), 12,105/07 - Chemical/Products Tanker. Has been renamed **BRO NAKSKOV** by A P Møller – Maersk A/S, Denmark (DIS).



NAKSKOV MAERSK leaving Europort, 25/9/2010.

Graham Prosser

NAZLI N, (7929619)(Carina – 07, Alaska Carrier - 04, Celtic Master - 02, Brouwersgracht - 00), 3,433/80 – General Cargo Ship. By Assand Maritime Transportation Co to White Shark Shipping SAL, both St Vincent and the Grenadines. Name unchanged.

NENA A, (9087221)(Pacific King - 02), 25,503/94 – Bulk Carrier. By Sea Aquarius SA to Atlasnavios - Navegacao Lda, both Panama and renamed **ZENA A**.

NENA F, (8902436)(Simferopol - 94), 24,606/90 – Bulk Carrier. By Evelpis Maritime Ltd, Cyprus to Nena Navigation SA, Panama and renamed **NENA**.

NEPTUNE, (9187643)(Astaneh – 12, Iran Astaneh - 08), 56,068/00 - Crude Oil Tanker. By Neptune Shipping Co Ltd, Tuvalu to National Iranian Tanker Co (NITC), Tanzania (Zanzibar) and renamed **SEAPRIDE**.

#NIPPO MARU, (9103647), 1,451/94 - Products Tanker. By Asahi Kaiun KK, Japan to Big Sea Co Ltd, Thailand and renamed **BIG SEA 17**.

NOCC CARIBBEAN, (8718706)(Cypress Pass - 11), 42,447/88 - Vehicles Carrier. By NOCC Caribbean AS, Marshall Islands to Sasco Line SA, Panama and renamed **SILVER SOUL**.

NORDAMERIKA, (9212400), 23,740/00 - Chemical/Products Tanker. By mt 'Nordamerika' GmbH & Co KG, Marshall Islands to Vela Trading FZE, Panama and renamed **CHAMTANG**.



NORDAMERIKA in the Kiel Canal, 9/11/2005.

Reiner Asmus

NORDBY MAERSK, (9322712), 12,105/07 - Chemical/Products Tanker. Has been renamed **BRO NORDBY** by A P Moller – Maersk A/S, Denmark (DIS).

NORDNES, (9229910)(Rocknes – 05, Kvitnes - 03), 17,765/01 – Bulk Carrier. By CSL Offshore Services Ltd to Van Oord Marine Services BV, both Netherlands. Name unchanged.

NUUK MAERSK, (9323819), 12,105/08 - Chemical/Products Tanker. By A P Moller – Maersk A/S to Maersk Tankers A/S, both Denmark (DIS) and renamed **BRO NUUK**

OCEAN BELLE, (9214159)(Orient Seagull – 04, Ocean Betelgues – 01, Canadian Rainbow II – 01), 19,707/99 – Bulk Carrier. By Star Bulk Carrier Co SA, Panama to Asan Merchant Marine Co Ltd, South Korea and renamed **JOO BOK**.

OCEAN BRIDGE, (9163465), 26,014/98 - Bulk Carrier. By Diamond Camellia SA to SR Shipping Ltd, both Panama and renamed **ANMAR**.

OCEAN CHARIOT, (9389320), 29,304/09 - Chemical/Products Tanker. . By PMI Norteamerica SA de CV, Cyprus to Petroleos Mexicanos SA (PEMEX) Refinacion Gerencia de Transportacion Maritima, Mexico and renamed **VINCENTE GUERRERO II**.

*OCEAN CREST, (9389332), 29,304/09 - Chemical/Products Tanker. By Ocean Crest Shipping Co Ltd, Cyprus to Petroleos Mexicanos SA (PEMEX) Refinacion Gerencia de Transportacion Maritima, Mexico and renamed **MIGUEL HIDALGO II**.

OCEAN CURRENT, (9396086), 29,304/09 - Chemical/Products Tanker. By PMI Norteamerica SA de CV, Cyprus to Petroleos Mexicanos SA (PEMEX) Refinacion Gerencia de Transportacion Maritima, Mexico and renamed **JOSE MARIA MORELOS II**.

*OCEAN CYGNET, (9396098), 29,304/10 - Chemical/Products Tanker. By Ocean Cavalier Shipping Co Ltd, Cyprus to Petroleos Mexicanos SA (PEMEX) Refinacion Gerencia de Transportacion Maritima, Mexico and renamed **CENTENARIO**.

SOEL EXPRESS, (8407199)(Khaleej Express – 05, Iron D – 04, CMA CGM Babylon – 02, CMA CGM Baghdad - 01, Iron D - 01, Iron Flinders - 99, Marlinda - 91, Multitrader - 89, Atinuke Abiola - 88), 13,280/86 – General Cargo Ship. By Shreyas Shipping & Logistics Ltd, India to Orient Express Lines Inc, Panama and renamed **INDIA EXPRESS**.

ONE EMERALD, (8701844)(Titan Gemini – 11, Progress - 05, Asian Progress - 03, Ariake - 96), 145,600/87 – Crude Oil Tanker. Has been renamed **MERA** by Nathalin Offshore Co Ltd, Thailand and transferred to Comoros Registry. (Since broken up)

*ORALAKE, (9286463)(Baltic Swan – 05, Oralake - 04, Launched as Elka-S), 1,860/04 – Products Tanker. By Oralake Shipping CV, Cyprus to Gazpromneft Marine Bunker Ltd, Russia and renamed **GAZPROMNEFT ZUID WEST**.

ORCHID RIVER, (9143051), 85,437/97 – Bulk Carrier. By Kumiai Navigation (Pte) Ltd, Singapore to Voile Investments Ltd , Bermuda and renamed **CONFIGNON**.

ORIENT VEGA, (9446582), 92,758/11 – Bulk Carrier. By Polestar Ship Line SA, Panama to OOCape1 Holdings LLC, Marshall Islands and renamed **OBELIX**.

OSIOS DAVID II, (8103195)(Noble Empress - 06, Sandra M - 94, Cynthia No. 8 - 89, World Crystal - 86), 14,330/82 – Bulk Carrier. By Madison Shipmanagement SA, Malta to Yassin Logistics Co SA, Tuvalu and renamed **AMIRA MARIAM**.

OSPREY, (9178757), 160,297/99 – Crude Oil Tanker. By Samoco 1233 Trust to Bumi Armada Offshore Holdings Ltd, both Marshall Islands and renamed **ARMADA ALI**.

OWEN TIDE II, (7905687), 802/80 - Offshore Tug/Supply Ship. By Seafarer Boat LLC, Vanuatu to Mabelsel Trading & Construction Co Ltd, Nigeria and renamed **MABISEL OWEN TIDE II**.

PACIFIC ID, (9106704)(Patagonia - 07, Tauroa Point - 05, Atlantic Bulker - 03), 17,075/95 - Bulk Carrier. By K/S Danskib 55 to Jin Shun Maritime Ltd, both Hong Kong (China) and renamed **SIN SHUN**.

PARDIS, (9284142)(Simber - 11, Iran Yasooj - 09), 25,391/04 - Container Ship (Fully cellular). By Melodious Maritime Inc, Barbados to Andulena Corp, Tanzania (Zanzibar). Name unchanged.

PARMIS, (9283007)(Sakar - 11, Iran Piroozi - 09), 25,391/03 - Container Ship (Fully cellular). By Indus Maritime Inc, Barbados to Andulena Corp, Tanzania (Zanzibar). Name unchanged.

*PLEIADES, (9172533), 35,878/97 - Bulk Carrier. By Sunny Shipping SA to Touon Panama SA, both Panama. Name unchanged.

+PYOTR KHAMITOV, (8989214)(Petr Hamitov - 06, Volzhskiy-20 - 05), 4,927/87 - General Cargo Ship. Has been renamed **PETR HAMITOV** by Hotel Shipping Co Ltd, Russian and transferred to Comoros Registry.

*QINGCHUANGE, (9402823), 11,999/11 - Chemical/Products Tanker. By Qingchuange Shipping Co Ltd, Panama to An He Shipping Pte Ltd, Singapore and renamed **OCEAN HERO**.

*RAINBOW WARRIOR, (5300481)(Grampian Fame - 89, Ross Kashmir - 82, Kashmir - 62), 555/57 - Yacht (Sailing). By Stichting Phoenix, Netherlands to Friendship, Bangladesh and renamed **RONGDHONU**.

RAMONA, (9349679)(Decretive - 12, Sixth Ocean - 08), 75,395/08 - Container Ship (Fully cellular). By Sixth Ocean GmbH & Co KG, Sierra Leone to Oghiaaous Khoroushan Shipping Lines Co of Kish, Iran and renamed **ZARDIS**.

REUNION, (8907917)(Go Patoro - 11, Deep Blue - 05, Welfair - 06, Deep Blue - 05, Nord-Power - 01), 75,675/91 - Bulk Carrier. By Reunion Shipping SA, Marshall Islands to unspecified owners, Comoros and renamed **ION**. (Since broken up)

RIO LILLEHAMMER, (9520869), 42,816/11 - Products Tanker. By 'Rio Lillehammer' Schiffahrtsgesellschaft mbH & Co KG to Flagship Ivy Inc, both Marshall Islands and renamed **FLAGSHIP IVY**.

RIO LUXEMBOURG, (9520857), 42,816/11 - Products Tanker. By 'Rio Luxembourg' Schiffahrtsgesellschaft mbH & Co KG to Flagship Violet Inc, both Marshall Islands and renamed **FLAGSHIP VIOLET**.

ROGUE, (8915720)(Mary - 07, Oceanic Success - 99), 23,275/91 - Bulk Carrier. By Adirasa Navigation Co Ltd, Cyprus to Soprano Shipping Co Ltd to Samsara Shipping Corp, both Malta and renamed **SKYE**.

xRUBY, (7358561)(Ocean Countess - 07, Lili Marleen - 06, Ocean Countess - 05, Olympia Countess - 04, Olympic Countess - 02, Awani Dream 2 - 98, Cunard Countess - 96), 16,795/76 - Passenger/Cruise. Has been renamed **OCEAN COUNTESS** by Maximus Navigation Ltd, Portugal (MAR).



RUBY at Messina 7/9/2007.

Luciano Grazioli

RUBY RIVER, (9314088)(Ruby Queen - 04), 58,136/04 - Crude Oil Tanker. By Luster Maritime SA & Higaki Sangyo Kaisha Ltd, Panama to Athelstone Shipping Inc, Malta and renamed **SEACHANCE**.

SAFE, (9569205), 164,680/12 - Crude Oil Tanker. Has been renamed **PANDA** by NITC (National Iranian Tanker Co), Tuvalu and transferred to Tanzania (Zanzibar) Registry.

SAL DE AMERICA, (8300535)(Nand Neeti - 03, Stove Tradition - 93), 25,538/85 - Bulk Carrier. By Empresa Maritima (EMPREMAR) SA, Chile to Hibiscamar Transportes Maritimos Lda, Panama and renamed **CAMI**.

SALACAK, (9055931)(Philipos – 11, SCM Alexander – 05, SCM Tocoma - 02, Marcorsar - 02, Torben – 01, Zim Venezuela I – 98, Torben – 98), 7,662/93 - General Cargo Ship. By Butamarin Shipping Ltd, Malta to Salacal Shipping Ltd, Panama. Name unchanged.

SAMCO RAVEN, (9107655)(Raven - 07), 160,348/96 – Crude Oil Tanker. By Samco Zeta Ltd, France (FIS) to Monsoon Shipping Ltd, Liberia and renamed **SEAGULL**.

SAN CLEMENTE, (9046253)(Canmar Fortune – 05, San Clemente - 04, Ceilo del Cili - 03, San Clemente – 01, Columbus Bahia - 01, San Clemente - 99), 15,778/94 – Container Ship (Fully cellular). By KG ms 'San Clemente' Contrans Beteiligungsgesellschaft mbH & Co, Liberia to Sinokor Merchant Marine Co Ltd, South Korea and renamed **SAWASDEE LAEMCHABANG**.

SAN CRISTOBAL , (9081021)(Maersk Abidjan – 04, San Cristobal - 01, Lykes Hawk - 00, San Cristobal - 99, CGM Saint Exupery - 98, Equinox - 97, San Cristobal - 95), 15,859/95 – Container Ship (Fully cellular). By KG ms 'San Cristobal' Contrans Beteiligungsgesellschaft mbH & Co, Liberia to Sinokor Merchant Marine Co Ltd, South Korea and renamed **SAWASDEE SINGAPORE**.



SAN CRISTOBAL at Hamburg, 2/4/2008.

Ralf Gierke

SAN LORENZO, (9046215)(YM Fukuoka – 05, San Lorenzo – 05, Columbus Ohio - 02, Altamira – 00, San Lorenzo I – 98, San Lorenzo – 97), 15,778/93 – Container Ship (Fully cellular). By KG ms 'San Lorenzo' Contrans Beteiligungsgesellschaft mbH & Co, Liberia to Maritime Ventures Fund Ltd, Tuvalu and renamed **SAN ENZO**. (Since broken up)

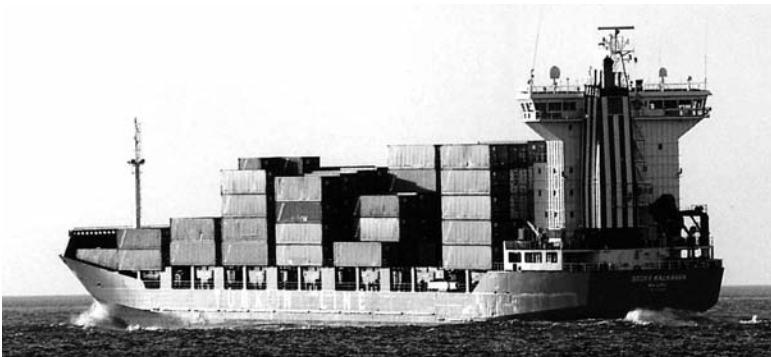
SANDY III, (7822500)(Tajura – 05), 6,105/80 – Ro-Ro Cargo Ship. By Salem Al Makrani Cargo Co, Comoros to Asian Marine Transport Corp, Philippines and renamed **SUPER SHUTTLE RORO 5**.

*SEABREEZE, (8972273)(Sibeiz – 08, Seabreeze – 04, Volzhskiy-25 –03), 4,992/88 – General Cargo Ship. By Kama Seventeen Shipping Co Ltd, Comoros to Saluta Shipping Ltd, Belize and renamed **SEABREEZE 1**.

xSEABULK MERLIN, (8210431)(Red Merlin – 98, Saif – 85), 742/82 – Platform Supply Ship. By Seabulk Offshore Vessel Holdings Inc, Marshall Islands to Reliance Four Star Marine Ltd, Nigeria and renamed **RELIANCE SEA**.

SEASON TRADER, (9179402), 7,627/00 – Refrigerated Cargo Ship. By Golden Steamship Co SA to Almeria Shipping Corp, both Panama and renamed **LUCENA CARRIER**.

SEDEF KALKAVAN, (9322889), 10,308/06 – Container Ship (Fully cellular). Has been renamed **ASIATIC ECLIPSE** by SEDI Kalkavan Schiffseigentums GmbH & Co KG, Marshall Islands.



SEDEF KALKAVAN off Cuxhaven, 8/6/2008.

Vic Smith

SHERE, (9305192)(Iran Tabas - 08), 40,166/05 - Bulk Carrier. By Andulena Corp, Moldova to Hafiz Darya Shipping Co (HDSC), Iran and renamed **AMINA**.

SHIMA, (9146077), 13,448/97 - Container Ship (Fully cellular). By Hawaii Shipping Corp, Panama to PT Pelayaran Nusantara Salam Pacific Indonesia Lines, Indonesia and renamed **ORIENTAL EMERALD**.

#SHINWA MARU, (9083639), 1,474/94 - General Cargo Ship. By Shinwa Kisen KK, Japan to Hong Kong Ying Fan Shipping Co Ltd, Cambodia and renamed **YING FAN**.

SILVER ZONE, (9270658)(Iran Bushehr - 08), 23,285/04 - Container Ship (Fully cellular). By Bushehr Shipping Co Ltd, Malta to Kish Roaring Ocean Shipping Company PJS, Iran and renamed **SHAMIM**.



SILVER ZONE arriving at Antwerp, 20/6/2009.

J.M. Kakebeke

SME 1, (8029753)(Song Tai Shan 15 - 11, Chun Xing 128 - 07, Golden Crux No. 5 - 98), 2,519/81 - LPG Tanker. By Shanghai Huachen Shipping Co Ltd, China to Ayudhya Development Leasing Co Ltd (ADLC), Thailand and renamed **KANTHICHA**.

+SONGA JULIA, (9203253)(Venus Glory - 07), 157,831/00 - Crude Oil Tanker. By Songa Shipping Pte Ltd to Saga Julie AS, both Marshall Islands and renamed **SAGA JULIE**.

SOUTHERN SPIRIT, (9171125), 18,459/98 - Bulk Carrier. By Star Bulk Carrier Co SA to Grand Rich Line Inc, both Panama. Name unchanged.



SOUTHERN SPIRIT at Melbourne, 15/12/2006.

Dale E. Crisp

STENA FR8 1, (9379129)(FR8 Freedom - 07), 29,597/07 - Chemical/Products Tanker. By Stena FR8 1 Shipping Corp to Mr Sirius Ltd, both Marshall Islands and renamed **MR SIRIUS**.

STRAIT OF MAGELLAN, (9503627) 29,429/11- Ro-Ro Cargo Ship. By Illuminous Ltd, UK to Atlantica SpA di Navigazione, Italy and renamed **EUROCARGO CATANIA**.

*STT KINGSTON, (8919972)(MMM Kingston - 11, Rosalie - 03), 4,355/90 - Chemical/Products Tanker. By Blackhem (M) Sendirian Berhad to May Tanker Sendirian Berhad, both Malaysia and renamed **MAY 1**.

SUEZ CANAL BRIDGE, (9230311), 68,687/02 - Container Ship (Fully cellular). By CL Port Said (Panama) SA to Virgo Carriers Corp SA, both Panama. Name unchanged.



SUEZ CANAL BRIDGE at Long Beach, California, 28/9/2004.

George R. Schneider

*SUHAIL STAR, (9050565), 159,417/94 – Crude Oil Tanker. By Vela International Marine Ltd to OSX Leasing Group BV, both Liberia and renamed **OSX 4** following conversion to FSPO.

SUMIDA, (9146089), 13,448/97 - Container Ship (Fully cellular). By MTO Maritime SA, Panama to PT Pelayaran Nusantara Pacific Salam Indonesia Lines, Indonesia and renamed **ORIENTAL SILVER**.

*SUNRISE, (9590060), 93,010/11 – Bulk Carrier. Has been renamed **POS WINNER** by Doric Zweite Navigation GmbH & Co KG, Antigua and Barbuda.

SUNRISE HAMANASU, (9389722), 8,614/08 – Chemical/Products Tanker. By Sunrise Inasa SA, Panama to Aulac JSC, Vietnam and renamed **AULAC DIAMOND**.

SUNRISE WISTERIA, (9389710), 8,614/07 – Chemical/Products Tanker. By Sunrise Inasa SA to Alavanca Inc, both Panama and renamed **GLOBAL THEMIS**.

TALCA, (8616324)(Tasman Spirit - 00, Tasman Universal - 97, Hornwave - 93, Tasman Universal - 93), 10,298/87 – Refrigerated Cargo Ship. By Arabian Reefer Ltd, Bermuda to Angler Holding Corp, St Vincent and the Grenadines and renamed **BALTIC MERCHANT**.



TALCA at Singapore, 3/6/2007.

Ralf Gierke

TAMOYO MAIDEN, (8314885)(Sea Pantheon - 05, Express Progress – 04, Clipper Mandarin – 00, Sifnos Island – 89), 10,511/80 – General Cargo Ship. By Chester Shipping Corp, Panama to Blooming Shipholding Co, Belize and renamed **SEA LORD**.

TANDIS, (9284154)(Sepanta – 11, Iran Ardebil – 09), 27,681/04 – Container Ship (Fully cellular). By Kaveri Maritime Inc, Barbados to Andulena Corp, Tanzania (Zanzibar). Name unchanged.

TATEYAMA, (9244623), 160,072/02 - Crude Oil Tanker. By Aquamarine Shipholding SA, Panama to Srithai Marine Co Ltd. Name unchanged.

TENO, (8616312)(Lincoln Spirit - 00, Lincoln Universal - 98, Hornwind - 93, Lincoln Universal - 92), 10,298/87 – Refrigerated Cargo Ship. By Arabian Reefer Ltd, Bermuda to Shapton Overseas SA, St Vincent and the Grenadines and renamed **BALTIC MERCURY**.

TERAS BLUE SEA, (9144445)(OXL Blue Sea – 10, Scan Polaris – 07, CEC Polaris – 06, Scan Polaris - 04), 5,760/96 - Ro-Ro Cargo Ship. Has been renamed **BLUE SEA** by Viento Shipping Co, Marshall Islands.

*TERAS OCEANIC, (9144469)(Scan Oceanic – 10, CEC Oceanic – 06, Scan Oceanic - 05), 5,752/97 – Ro-Ro Cargo Ship. By Schiffahrtsgesellschaft ms 'Scan Oceanic' mbH & Co KG to Schiffahrtsgesellschaft ms "Egernsund" mbH & Co KG, both Isle of Man (British) and renamed **EGERNSUND**

TICEN OCEAN, (8906913)(Front Lady – 09, Sea Lady – 96), 149,945/91 - Crude Oil Tanker. Has been renamed **FRONT LADY** by Front Lady Inc, Panama following conversion to FSO, Oil.

TIGER OCEAN, (9000663)(Dragon Sumatra - 98, Neptune Seagull - 91), 5,320/91 - Container Ship (Fully cellular). By APL (Bermuda) Ltd, Singapore to PT Pelayaran Nusantara Salam Pacific Indonesia Lines, Indonesia and renamed **ARMADA SEGURA**.

*TINO, (9130793)(Daniela F – 09, Cape of Good Hope - 05, Via Gwalarn – 02), 3,722/97 – Fishing Vessel. By Interoceanic Marine Inc, Kiribati to unspecified owners, Belize and renamed **FLORENTINO**.

TITAN VENUS, (9077848)(Camden - 10, Murex – 04), 156,802/95 – Crude Oil Tanker. By Inwood Tankers LDC, Isle of Man (British) to Jade Palms Ltd, Panama and renamed **JADE PALMS**.

TONGHAM, (9305219)(Iran Birjand - 09), 40,166/06 – Bulk Carrier. By Tongham Shipping Co, Malta to Andulena Corp, Tanzania (Zanzibar). Name unchanged.

TORM ESBJERG, (9364588), 29,733/08 – Chemical/Products Tanker. Has been renamed **BATISSA** by Heroic Taurus Inc, Hong Kong (China).

TORM NAKSKOV, (9387956), 29,733/08 – Chemical/Products Tanker. Has been renamed **BURSA** by Heroic Ursa Major Inc, Hong Kong (China).

TORM OCEAN, (9476953), 40,077/11 – Bulk Carrier. Has been renamed **SANTA BARBARA** by Compania Flor de Vapores SA, Panama.

TORM PACIFIC, (9317456), 40,017/09 – Bulk Carrier. Has been renamed **SANTA PAULA** by Compania Flor de Vapores SA, Panama.

\$TORM WABASH, (9290634)(Wabash – 08), 29,242/06 - Chemical/Products Tanker. By A/S Dampskibsselskabet TORM, Denmark (DIS) to Petroleos Mexicanos SA (PEMEX) Refinacion Gerencia de Transportacion Maritima, Mexico and renamed **CHICONTEPEC**.



TORM WABASH at Singapore, 6/6/2008.

Ian Edwards

TRANSJORD, (9113719)(Maryam - 07, Alrek - 03, Launched as Julia Lehmann), 2,997/95 – General Cargo Ship. By Transatlantic Container Shipping Ltd, Gibraltar (British) to Falcon Shipping A/S, Panama and renamed **ALONDRA**.

UPPERCOURT, (9305207)(Iran Bojnoord - 09), 40,166/05 – Bulk Carrier. By Uppercourt Shipping Co, Malta to Andulena Corp, Tanzania (Zanzibar). Name unchanged.

UPPLAND, (9436252)(Launched as Medcaspien), 5335/09 – General cargo Ship. Has been renamed **MEDCASPIAN** by Sotouna Shipping Co Ltd, Cyprus.

URAL, (9183934), 149,383/00 - Crude Oil Tanker. By Tyrino Co SA to Jupiter Seaways Shipping SA, both Panama and renamed **LEYCOTHEA**.

VALERIAN, (9051650)(Margrave – 11, Brave – 08, Iran Makin - 08), 16,620/97 – General Cargo Ship. By Boulard Shipping Co Ltd, Cyprus to Andulena Corp, Bolivia. Name unchanged.

VEGA PIONEER, (9240809), 29,369/02 – Bulk Carrier. By Vegabulk Shipholding SA, Panama to Oldendorff Carriers GmbH & Co KG, Malta and renamed **ANNA OLDENDORFF**.



VEGA PIONEER at Melbourne, 13/1/2003.

Dale E. Crisp

*VENEZIA, (7726093)(Kenan 1 – 09, Alioth - 07, Estefox - 06, Felix - 04, Leveche - 94, Pacifico - 94, Eve Pacific - 93, Svea Pacific - 93, Burro - 88, Burro Bulk - 86, Astillero - 86, Cabados - 85, Duro Ocho - 82), 2,610/80 – General Cargo Ship. By Venice Shipping Co Ltd SA, Cambodia to Manton Shipping Ltd, Tanzania (Zanzibar). Name unchanged.

*VIER GEMILANG, (6721474)(Pelita Andalas – 11, Cementia – 02), 3,739/67 – Cement Carrier. Has been renamed **PELITA ANDALAS** by PT Vierlines, Indonesia.

VOGEVOYAGER, (9108257)(Far Eastern Auspice - 01), 37,663/96 – Bulk Carrier. By ms 'Vogevoyager' GmbH & Co KG, Liberia to Denak Depoculuk ve Nakliyecilik AS (Denak Ship Management & Agency), Turkey and renamed **DENAK VOYAGER**.

+VOLZHSKIY-1, (8745656), 3,977/82 – Products Tanker. Has been renamed **VOLGA-FLOT 1** by VF Tanker Ltd, Russia.

+VOLZHSKIY-2, (8745668), 3,977/82 – Products Tanker. Has been renamed **VOLGA-FLOT 2** by VF Tanker Ltd, Russia.

+VOLZHSKIY-11, (8745711), 3,977/85 – Products Tanker. Has been renamed **VOLGA-FLOT 7** by VF Tanker Ltd, Russia.

+VOLZHSKIY-12, (8745723), 3,977/85 – Products Tanker. Has been renamed **VOLGA-FLOT 8** by VF Tanker Ltd, Russia.

+VOLZHSKIY-19, (8745072), 3,977/87 – Products Tanker. Has been renamed **VOLGA-FLOT 9** by VF Tanker Ltd, Russia.

+WAN LIN 1 HAO, (9406740)(Wan Lin No. 1 – 06), 2,974/06 – Chemical/Products Tanker. Has been renamed **SHUANG LONG HAI** by CSIC-IMC Shipping Co Ltd, China.

WILD JASMINE, (9181156), 9,859/98 – Refrigerated Cargo Ship. By Cherry Line SA, Panama to Wild Osprey Inc, Liberia and renamed **WILD OSPREY**.

WILSON HOLM, (9003524)(Forester - 05, Arklow Viking - 00), 2,829/90 – General Cargo Ship. By Forester Shipping Co Ltd, Antigua and Barbuda to Deep Sea Shipping Corp, Cook Islands (New Zealand) and renamed **FORESTER**.



WILSON HOLM off Vlissingen, 5/5/2005.

Paul Mason

WILSON HORN, (9003536)(Thruster - 05, Arklow Venture - 00), 2,827/90 – General Cargo Ship. By Thruster Shipping Co Ltd, Germany to Gant Trading Shipping Corp, Cook Islands (New Zealand) and renamed **THRUSTER**.

+WOLF, (9036260), 368/93 – Tug. Has been renamed **STADT WOLF** by Bugsier, Reederei-und Bergungs-Gesellschaft mbH & Co KG, Germany and transferred to Norway Registry.

*XIN XIANG YUN, (8314768)(Bei Lun Hai 6 – 07, Tasman Commander - 04, NZOL Commander – 99, Silver Happiness – 96, Happiness – 94, Linabol Sucre – 93, Silver Happiness – 92, ALS Trust – 87, Silver Happiness - 86), 13,911/84 – General Cargo Ship. By International Far Eastern Leasing Co Ltd to unspecified owners, both China and renamed **GUANG MA 1**.

XING LUN 528, (8011512)(Seiko Maru No. 3 – 00), 1,337/80 – Products Tanker. Has been renamed **YIN SHIN 18** by Guangxi Zhenghai Shipping Co Ltd, China.

YINGCHOW, (9330252)(Pacific Fighter – 12, Vaal River – 11, Tiger Power – 11, Vaal River - 09), 9,940/07 – Container Ship (Fully cellular). Has been renamed **VAAI RIVER** by Beheersmaatschappij ms Vaal River BV, Cyprus.

*YINGWUZHOU, (9492835)(Launched as Eistank Cook), 11,999/11 – Chemical/Products Tanker. By Yingwuzhou Shipping Co Ltd, Panama to An Hua Shipping Pte Ltd, Singapore and renamed **OCEAN LEADER**.

YUAN YUAN, (8656879), 2,005/89 – General Cargo Ship. By Sino Honor Shipping Ltd, China to Jaiyu HK Development Co Ltd, Mongolia and renamed **HONG D**.

ZARSAN, (9193197)(Mazandaran – 11, Iran Mazandaran - 10), 39,517/00 – Bulk Carrier. By Islamic Republic of Iran Shipping Lines (IRISL) to Andulena Corp, both Malta. Name unchanged.

Correction MN Vol 66, No. 12, Page 733 - APIRACHAI REEFER 2 renamed **SEAVIC PRINSES**.

Additional renaming information in this month's ST&R has been provided by Andrew MacKinnon, Melbourne; Dennis Butler, Singapore; Eberhard Stoetzner, Germany; Ken Johnson, Gibraltar; Marcel Coster, Netherlands and William Holmes, United Kingdom.

CASUALTIES

Reports and photographs for inclusion in this section should be sent to the World Ship Society, PO Box 706, Gravesend, Kent, DA12 5UB, U.K. or to k.odonoghue@blueyonder.co.uk

ALA* (6812637) (Gala -95, Tor Normandia -77, Gala -76), 1,064/68 – general cargo, owned by Timberlake Corp. (Edvin Svenson Skeppsmakleri AB), Panama. Stranded 26/11/2012 in the Kattegat off Hjelmsø Island, Denmark, in position 56.08N, 10.48E. Refloated 28/11 with tug assistance and escorted to Grenaa where found to be beyond economical repair. Sold to Fornæs ApS, Denmark, for demolition and delivered Grenaa 3/12/2012.

BALTIC ACE* (9386213) 23,498/07 – vehicles carrier, owned by Baltic Highway Ltd. (Ray Car Carriers Ltd.), Bahamas. Sank 5/12/2012 following a collision with the container ship CORVUS J q.v. in the North Sea about 70 miles W. of Rotterdam in position 51.51N, 02.54E. 13 crew were rescued with 6 missing and 5 dead. She was on passage from Zeebrugge for Kotka with 1,417 vehicles. CORVUS J sustained serious bow damage and proceeded to Rotterdam for repair.

CAI XIN* (9545596), 2,955/04 (Ref. Casualties M.N. 66/11). The wreck was sold to local salvors, refloated 16/11/2012 and all cargo removed. Subsequently towed to Mokpo for demolition.

CORVUS J (9262895) (Dana Gothia -11, Maersk Westland -06, Launched as Corvus J), 6,370/03 – container ship, owned by Mare Schifffahrts GmbH & Co. KG m.s. 'Corvus J' (Jungerhans Maritime Services GmbH & Co. KG), Germany – see BALTIC ACE above.

DONG SHENG* (9295464) (Zhou Shan 18 -07), 1,996/03 – general cargo, owned by Hong Kong Dong Sheng Shipping Ltd., Cambodia. Sank 11/12/2012 in the Yellow Sea about 125 miles W. of Incheon having developed a severe list. The crew of 11 were rescued. She was on passage from Dangjin for Yantai with steel.

ESPERANZA (8405323) (Hari Kripa -10, Adriana -06, Arabian Victory -04, Kiyo Maru No.53 -04), 1,332/84 – products tanker, owned by Paramount Merchandise Pvt. Ltd., Sierra Leone. Sustained main engine damage 10/12/2010 (n.b.) in the Arabian Sea SW of Mumbai in position 12.50N, 65.08E following an unsuccessful pirate attack. The crew were evacuated by the US Destroyer STERETT and taken to Oman and she is reported to have drifted for some months before being taken in tow for Male by the tug ALLOUETTE. She would appear to have been laid up there for some time as 10/2012 was reported adrift with engine failure in position 02.41N, 67.58E whilst on passage from the Seychelles for Pakistan for demolition. Taken in tow, she was returned to Male 21/11. She was reported as sailing as RIVANA 1.

KRITI II (7814058) (New Yukari -96), 27,239/79 – passenger/roro, owned by Anonymos Naftiliaki Eteria Kriti AE, Greece. An electrical short circuit 19/11/2012 in a refrigerated truck is reported to have started a fire in the upper vehicle deck when about 6 miles SW of Patras in position 38.13N, 21.37E. She berthed at Patras where the passengers were evacuated. Damage to the cargo deck and vehicle cargo is severe.

SST* (8323915) 24,639/85 (Ref. Casualties M.N. 66/9 & 10). Has been declared beyond economical repair and sold to Bangladesh breakers. Renamed STANLEY under the Union of Comoros flag and arrived Chittagong 3/12/2012. Beached 15/12/2012.

SUE* (7113296) 1,895/71 (Ref. Casualties M.N. 62/3 & 4). Inspection showed her to be beyond economical repair and she remained laid up at Yali, sold at some stage to Olympus NE (Volos Tugs Union Shipping Co.) and registered at Sierra Leone. Eventually sold to Hisar Gemi Sokum AS, Turkey, for demolition and arrived Aliaga 14/12/2012.

TRANS AGILA (9113707) (Agila -06, Launched as Alessandra Lehmann), 2,997/95 – general cargo, owned by m.s. 'Agila' BereederungsGes Speck GmbH & Co. K.G., Antigua & Barbuda. Grounded 29/11/2012 in the Kalmar Strait in position 56.42N, 16.24E and sustained serious hull damage and water entered the engine room. 6 crew were taken off by pilot boat and she refloated but was grounded again on a sandbank to lessen the risk of sinking. Subsequently refloated 30/11 and towed to Kalmar for inspection. She was on passage from Vasteras for Ahus with containers.

VOLGO-BALT 199* (8850279), 2,516/76 – general cargo, owned by Baltwave 199 Ltd. (Private Enterprise 'Valship'), St.Kitts & Nevis. Capsized and sank 4/12/2012 in the Black Sea off Sile, in position 41.21N, 29.29E. 9 crew were lost plus some rescuers. She was on passage from Mariupol for Antalya with 3,300 tons of coal.

VOS SAILOR (8104113) (DEA Sailor -09, Toisa Widgeon -04, Canmar Widgeon -90), 516/81 – standby safety vessel, owned by Nomis Shipping Ltd. (Vron Offshore Services Ltd.), Bahamas. Sustained significant damage to her bridge and took water in heavy weather 15/12/2012 in the North Sea about 140 miles off Aberdeen. 11 crew were taken off by helicopter and 1 died. Taken in tow of the tug KESTREL for Fraserburgh for inspection.

* Indicates a total loss

In addition to the recognised sources consulted in the course of preparation of the previous sections, most especially the various publications produced by IHS-Fairplay Ltd. and Informa, thanks are extended to Paul Clemenson, IHS-Fairplay, Bent Mikkelsen, Denmark, and Selim San, Izmir.

DEMOLITIONS

Reports and photographs for inclusion in this section should be sent to the World Ship Society, PO Box 706, Gravesend, Kent, DA12 5UB, U.K. or to k.odonoghue@blueyonder.co.uk

AL MAREEKH (8211461) (Linderos -06, Pacific Universal -97), 13,299/84 – refrigerated cargo. By Star Marine Transportation Co.Ltd., Saudi Arabia, to Indian breakers and arrived Alang 15/12/2012. Beached 20/12/2012.

ALA (6812637) 1,064/68 – see Casualties above.

ALEXANDRIA (8004181) (Xenia -84), 16,889/81 – bulk carrier. By Alexandria Maritime Inc. (Z. & G. Halcoussis Co.Ltd.), Greece, to Bangladesh breakers and arrived Chittagong 12/12/2012. Beached 24/12/2012.

ALTANGER (8502822) (Star Altanger -09, Northern Dawn -96, Star New York -91, New York Rainbow -89), 20,125/86 – open hatch general cargo. By Masterbulk Pte. Ltd./ Singapore, to Indian breakers and arrived Alang 15/12/2012. Beached 19/12/2012.



ALTANGER inward bound passing Terneuzen, 24/5/2010.

Graham Prosser

AMIRA DINA (8020745) (Maha Padmaja -11, Pytheas -06, Kakawi -00, Ikan Selayang -98, Pindos -87, Yannis C -86), 16,876/81 – bulk carrier. By Mariam Shipping Co. (El-Amira for Maritime Agencies Co.), Tuvalu, to Pakistan breakers and arrived Gadani Beach 26/12/2012.

ARTEMIS (8314794) (Antalina -09, Wiltrader -94, Consensus Sea -92, Manila Prosperity -89, Union Pioneer -88), 17,054/84 – bulk carrier. By Kapalua Shipping Corp. (Albamar Shipping Co. SA), Greece, to Shital Ispat Pvt. Ltd., India, and arrived Alang 27/11/2012. Beached 1/12/2012.

ATLANTIC HOPE (8715285) (Olga -08, Lykes Hunter -05, Global Spirit I -04, Norgate Pride -03, PCC Houston -01, Montreal -98, Santiago -97, Aeneas -96, Baltiysk -96), 15,893/87 – general cargo (with ro-ro facility). By Atlantic Hope Navigation Ltd. (Baltic Mercur Ltd.), Malta, to United Ship Breaking Co., India, and arrived Alang 28/11/2012. Beached 4/12/2012.

ATLANTIC TRADER (8922539) (Lykes Sprinter -06, Atlantic Trader -04, Hanseatic Trader -01, Sandra Delmas -00, Bremer Trader -99, Altair Star -97, Lukhovitsy -96), 15,903/89 – general cargo (with ro-ro facility). By Atlantic Trader AS, Hong Kong, to Unique Ship Breaking Co., India, and arrived Alang 25/11/2012. Beached 30/11/2012.

ATTRACTIVE (8307595) (IDC 2 -05, Massy Phoenix -98, Sanko Phoenix -86), 24,646/85 – bulk carrier. By Barland Holdings Inc. (Maryville Maritime Inc.), Panama, to Bangladesh breakers and arrived Chittagong 16/12/2012. Beached 1/1/2013.

AVANTA (8129917) (Southgate -09, Menina Elisa -93, Oriental Swan -89), 15,271/82 – bulk carrier. By Soul Shipping Ltd. (Istos Maritime Inc.), Panama, to Indian breakers and arrived Alang 19/12/2012.

AVON (9012317) (Navion Savonita -12, Nordic Savonita -07, Stena Savonita -97, Savonita -94), 58,959/92 – shuttle tanker. By Atignas Shipping Inc., St.Kitts & Nevis, to Bangladesh breakers and arrived Chittagong 13/12/2012.

BET PRINCE (9041045) (Iron Prince -08, Lowlands Trassey -03), 82,830/95 – bulk carrier. By Rayford Navigation Corp. (Enterprises Shipping & Trading SA), Isle of Man, to Chinese breakers and arrived Zhangjiagang 12/12/2012.

BHARANI (8105284) (Parmida -12, Iran Afzal -09, Manila Faith -84, Launched as PRIMELOCK), 22,027/83 – bulk carrier. By GMS General Trading FZE, Union of Comoros, to Indian breakers and arrived Alang 27/12/2012.

BOSPORUS BRIDGE (9043768), 48,220/93 – container ship. By Breaport Maritime SA (Goldenport Shipmanagement Ltd.), Panama, to Bangladesh breakers and arrived Chittagong 10/12/2012.



BOSPORUS BRIDGE at Melbourne, 6/9/2005.

Dale E. Crisp

BOW FRATERNITY (8420517) (Fraternity L -04), 27,963/87 – chemical/products tanker. By Odjfell Asia II Pte. Ltd. (NCC Odjfell Chemical Tankers JLT), Singapore, to Hooghly Shipbreakers Ltd., India, and arrived Alang 27/11/2012. Beached 4/12/2012.

BRIGHT (9041186) (Global Bright -12, Compass I -06, Stena Compass -00, Hawaiian Prince -96, Seto Bride -93, Launched as Seto Bridge), 52,552/92 – tanker. By unspecified St.Kitts & Nevis flag interests to Bangladesh breakers and arrived Chittagong 4/12/2012.

CAI XIN* (9545596), 2,955/04 – see Casualties above.

CAPE SCOTT (9134696) (P&O Nedlloyd Thekwini -05, Cape Scott -02, Independent Leader -99, Launched as Cape Scott), 10,896/97 – container ship. By DS-Rendite-Fonds Nr 51 m.s. 'Cape Scott' GmbH & Co. KG (DS Schifffahrt GmbH & Co. KG), Liberia, to YS Investments, India, and arrived Alang 30/11/2012. Beached 12/12/2012.

CHANG XING (8114132) (Shun Da 1 -12, Zhen Hang -11, Coal Express -09, Nil -06, Shoko Maru -90), 30,013/82 – bulk carrier. By Shunda Shipping (Hong Kong) Ltd., Panama, to Chinese breakers and arrived Jiangyin 6/12/2012.

CONTI SHANGHAI (9113630) (Norasia Shanghai -02), 42,336/96 – container ship. By Conti Shipping GmbH & Co. KG m.s. 'Conti Shanghai' (BBG-Bremer), Germany, to Indian breakers and arrived Alang 9/12/2012.

CONTINENTAL (9039688) (Continental Spirit -11, Continental -08), 53,848/93 – oil/products tanker. By Gilon Continental Ltd., Liberia, to Virendra & Co., India, and arrived Alang 15/12/2012. Beached 27/12/2012.

DANA (8817837) (Atlantic Star -10, Scandia Spirit -06, Makarov -02, Zim Bangkok -99, Makarov -97, Orient Makarov -97, Makarov -92), 3,936/91 – general cargo. By Roda Shipping Co.Ltd. (Europa Shipping Group JSC), Belize, to Kalkavianlar Gemi Sokum, Turkey, and arrived Aliaga 10/12/2012.

DANIA (7624051) (Tor Dania -12, Brit Dania -93, Tor Dania -93, Maersk Essex -92, Dana Hafnia -89, Railo -88, G. and C. Express -88, Ville de Dunkerque -86, Foss Dunkerque -81, Ville de Dunkerque -79), 21,850/78 – roro/cargo. By Doyen Shipping Ltd. (Imperial Ship Management AB), UK, to Star Shipbreaking Corp., India, and arrived Alang 28/11/2012. Beached 5/12/2012.

DEVON (8018053) (Pilos -87), 14,070/81 – general cargo. By Far East Marine SA (Scarmar Shipping Agency SA), Greece, to Turkish breakers and arrived Aliaga 21/12/2012.



DEVON on the Kiel Canal, 13/9/2008.

Reiner Asmus

DON (8502884) (MSC London -12, Keelung -03, Hanjin Keelung -02), 36,266/86 – container ship. By Wilmington Shipping Corp., St.Kitts & Nevis, to Triveni Shipbreakers, India, and arrived Alang 11/12/2012.

DON RAUL (8307870) (Sea Coral -97, New Ruby -93, Sanko Ruby -87), 22,009/84 – bulk carrier. By Rushabh Ship International LLC, Panama, to Ashwin Corp., India, and arrived Alang 26/11/2012. Beached 1/12/2012.

EAGLE N (8401353) (Nikita A -10, Thor Guardian -09, Sitria -03, Falstria -97, Star Falstria -96, Falstria -94, FP Clipper -94), 25,221/85 – general cargo. By Urizen Shipping Ltd., Tuvalu, to Indian breakers and arrived Alang 13/12/2012. Beached 19/12/2012.

EMDEN 1 (7915175) (Emden -07, Sirt -04, Launched as El Hashaishi), 7,533/81 – general cargo. By Sea Rose Maritime LLC (Diamond Shipping Co.Ltd., Togo, to Indian breakers and arrived Alang 21/12/2012.

ENERGY (8716370) (Ocean Energy -12, Arteaga -07), 79,487/90 – bulk carrier. By Rosaceae Maritime Overseas SA (PT Arpeni Pratama Ocean Line Tbk), St.Kitts & Nevis, to Bangladesh breakers and arrived Chittagong 30/12/2012. Beached 31/12/2012.

EVEREST (9015709) (Safmarine Cavalla -09, NDS Promoter -07, Blackfriars Bridge -02, Libra Callao -99, Blackfriars Bridge -97, SEAL Madagascar -97, Kapitan A. Dotsenko -94), 13,237/94 – general cargo. By Deena Shipping Inc. (Sea Management Ltd.), Belize, to Akansha Ship Breaking Pvt. Ltd., India, and arrived Alang 29/11/2012. Beached 12/12/2012.

FAITH (9064877) (Northern Faith -12, Indamex Mumbai -05, Contship Innovator -04, Northern Faith -02, Ville de Libra -02, Launched as Northern Faith), 35,595/94 – container ship. By Beteiligungs KG m.s. 'Northern Faith' Schiffahrtsges mbH & Co. (NSB Niederelbe), St.Kitts & Nevis, to Bangladesh breakers and arrived Chittagong 6/12/2012.

FIRMEZA (8519370) (Craig the Pioneer -01), 36,152/86 – wood chips carrier. By I Duckling Corp. (TMT Co.Ltd.), Panama, to Jiangmen Xinhui Shuangshui Ship Breaking Co., China, and arrived Xinhui 9/12/2012.

FRIENDSHIP V (8323123) (Friendship -10, Maritime Friendship -09, Atlantic Concord -88), 17,999/84 – bulk carrier. By Drymaia Corp. (Voras Navigation SA), Panama, to Sarvag Shipping Services Pvt. Ltd., India, and arrived Alang 27/12/2012.

FRONT DRIVER (8906884) 89,004/91 – bulk carrier. By Bonfield Shipping Ltd. (Frontline Ltd.), Marshall Islands, to Pakistan breakers and arrived Gadani Beach 25/11/2012. Beached 29/11/2012. *(One report suggests broken up at Alang).*



FRONT DRIVER leaving Antwerp, 11/7/1994.

Hanny & Leo van Ginderen

GHENT (7435606) (OSA Ghent -08), 1,360/76 – anchor handling tug supply. By Jayesh Shipping Pvt. Ltd., India, to Keshav Enterprises, India, and arrived Mumbai 12/11/2012.

GINA (8312174) (Thor Alliance -09, Archimedes -03), 25,074/84 – bulk carrier. By Gayard Enterprises Corp. (ATL Shipping Ltd.), St.Kitts & Nevis, to Bangladesh breakers and arrived Chittagong 12/11/2012. Beached 4/12/2012.

GLORY 2 (9070008) (Marwan -12, Cala Palenque -09, Marwan -04, P& O Nedlloyd Kilindini -03, Barrister -99, Marwan -99, Cabo Blanco -97, Marwan -95), 14,865/94 – container ship. By Boris Shipping Ltd. (Prayati Shipping Pvt. Ltd.), St.Kitts & Nevis, to Indian breakers and arrived Alang 14/12/2012. Beached 19/12/2012.

GLORYSUN (7925364) (Jadran -08, Atlant I -97, Atkant 1 -96, Orion Tecumseh -95, Cast Polarbear -94), 40,258/82 – bulk carrier. By Saint Glory Shipping Ltd. (COSCO Shanghai Ship Management Co.Ltd.), Panama, to Bangladesh breakers and arrived Chittagong 16/9/2012. Beached 5/12/2012.

GOLDEN BRIDGE (7719222) (Alkestis -11, Velebit -99, Launched as Bhasa), 11,491/81 – general cargo. By Golden Bridge Shipping Inc., St.Kitts & Nevis, to Indian breakers and arrived Alang 19/12/2012. Beached 28/12/2012.

HUA DI (8405854) (Pan Chinese No.1 -11, Gulf Riyad -11, Probo Bear -07, Probo Bangor -01), 31,255/89 – bulk carrier. By Pan-Chinese Shipping (HK) Co.Ltd., Panama, to Taizou Weiye Ship Scrapping Co., China, and arrived Taixing 19/12/2012.

ILYA (9111228) (Cecilia M -05, Eagle Spirit -04, Millennium Eagle -04, Vidal Aboitz -98), 7,249/94 – general cargo. By Eagle Navigation Ltd. (Balthellas Chartering SA), St.Vincent & the Grenadines, to Indian breakers and arrived Alang 9/12/2012.

INDIA (9070967) (Hansa India -12, NYK Prestige -07, Hansa India -04, P&O Nedlloyd Yantian -02, Largs Bay – 99), 37,563/94 – container ship. By Crystal Waters International (Nabeel Shipmanagement FZE), Union of Comoros, to GN Ship Breakers, India, and arrived Alang 21/12/2012. Beached 27/12/2012.

INDIAN OCEAN (8613011), 10,829/89 – refrigerated cargo. By Indian Ocean Shipping Ltd. (Ecuadorian Line Inc.), Bahamas, to Madhav Steel, India, and arrived Alang 23/11/2012. Beached 5/12/2012.

ION (8907917) (Reunion -12, Go Patoro -11, Deep Blue -06, Welfair -06, Deep Blue -05, Nord-Power -01), 75,675/91 – bulk carrier. By unspecified Union of Comoros flag interests to Bangladesh breakers and arrived Chittagong 1/12/2012.

IRCO (8802909) (APL Zircon -12, President Wilson -06, N O L Zircon -98, Neptune Zircon -96), 47,893/89 – container ship. By NKD Maritime Ltd., St.Kitts & Nevis, to Bhikkamal Chhotelal, India, and arrived Alang 26/11/2012. Beached 1/12/2012.

IROQUOIS MAIDEN (8109008) (Vienna Wood N -04, Nand Shweta -96, Sea Union -87, Kepbreeze -86), 24,783/83 – bulk carrier. By Stratford Shipping Corp. (Roymar Ship Management Inc.), Philippines, to Bangladesh breakers and arrived Chittagong 23/11/2012. Beached 2/12/2012.

JIN HAI SHUN (8402046) (Da Qing 219 -98, Tomoe 1 -84), 3,873/84 – chemical tanker. By Shanghai Jinhai Shipping & Trading Co.Ltd., China, to Chinese breakers and arrived Jiangyin 8/12/2012.

KAPITAN VAKULA (8326321), 14,141/83 – bulk carrier. By NB Two Shipping Ltd., Cyprus, to Nagarsheth Shipbreakers, India, and arrived Alang 5/12/2012. Beached 12/12/2012.



KAPITAN VAKULA.

Hanny & Leo van Ginderen

KHALED BEN MUHIEDDINE (8220321) (Ain Oussera -07, Cosmos Victory -88, Tensha Maru No.10 -85), 18,784/83 – bulk carrier. By Everest Shipping & Trading Ltd. (Judi Group JKM), Belize, to Indian breakers and arrived Alang 15/12/2012. Beached 19/12/2012.

LAVA (8208957) (Northern Star -12, Merwe Ince -08, Consensus Progress -95, Southern Progress -91), 18, 596/83 – bulk carrier. By Northernstar Shipping SA (RoyalMar Shipping & Ship Management Co.Ltd.), Panama, to Pakistan breakers and beached Gadani Beach 7/12/2012.

LEEDS CASTLE (8010697) (CSAV Barcelona -01, Leeds Castle -01, Wieldrecht -01, Westwood Halla -99, Star Livorno -95, Yucatan -93, Star Livorno -92, Wieldrecht -90), 26,964/82 – general cargo. By Navalmar (UK) Ltd. (BNavi Ship Management Srl), Panama, to NBM Iron & Steel Trading Pvt., India, and arrived Alang 20/12/2012. Beached 28/12/2012.



LEEDS CASTLE, 6/6/2006.

Jochen Krüsmann

LI FENG HE TAI (7944267) (Hai Xing 15 -10, Huai Yang -06), 10,234/79 – general cargo. By undisclosed Chinese interests to Su Heng Ocean Engineering Co., China, and arrived Jiangyin 11/12/2012.

LIBERTY STAR (8510607) (Arion -88), 35,896/86 – bulk carrier. By Liberty Star Shipping Corp. (Liberty Maritime Corp.), Marshall Islands, to Changjiang Shipbreaking Co., China, and arrived Jiangyin 13/12/2012.



LIBERTY STAR at Avondale, Los Angeles, 27/5/2000.

Jim Ferguson

LIMNOS (9053775) (Liman -04), 31,643/92 – bulk carrier. By Serena Navigation Ltd. (Goldenport Shipmanagement Ltd.), Malta, to Bangladesh breakers and arrived Chittagong 26/11/2012.

LONGEVITY (8312150) (Samsun Meriel -09, Gladstone -07, Global Ace -00), 35,583/86 – bulk carrier. By Meriel Shipping SA (Samsun Logix Corp.), Panama, to Bangladesh breakers and arrived Chittagong 25/11/2012. Beached 1/12/2012.

MAKEEV (8101927) (Makeevka -12, World Shanghai -85), 17,989/82 – bulk carrier. By Kayia Trade & Invest Ltd., Moldova, to Bansal International Ltd., India, and arrived Alang 5/12/2012.

MALASPINA CASTLE (7915967) (Adventure -05, Venture Star -94), 21,175/81 – general cargo. By Navalmar (UK) Ltd. (BNavi Ship Management Srl), Panama, to Shiv Ship Breaking Co., India, and arrived Alang 24/11/2012. Beached 4/12/2012.

MARIA (8513792) (Teresa Del Mar -10, Maren S -03, Egoli Star 2 -02, Nordana Challenger -01, Maren S -99, CMB Medal -99, Maren S -99, Cielo del Brasile -99, Maren S -98, Yolande Delmas -97, CMB Medal -96, Red Sea Enfant -92, Ville de Mercure -92, Hyundai Riviera -91, Ville de Mercure -91), 16,250/86 – container ship. By Lina Marine Navigation SA (Ademar Shipping Lines Sarl), Togo, to Indian breakers and arrived Alang 5/12/2012. Beached 25/12/2012.

MATILDA (9011935) (Siboelf -07), 41,189/93 – bulk carrier. By Matilda Shipping Ltd. (Goodwood Ship Management Pte. Ltd.), Liberia, to Anand Export, India, and arrived Alang 25/12/2012.

MSC CHELSEA (8128925) (Concordia -04, Hyundai Inchon -95, Concordia -95, Nedlloyd Seoul -95, Red Sea Eureka -93, Concordia -92, Incotrans Pacific -90, Concordia -87, JSS Los Angeles -86, Concordia -86, ScanDutch Concordia -85, Concordia -83), 17,468/83 – container ship. By Compania Naviera Chelsea SA (MSC Mediterranean Shipping Co.), Panama, to Indian breakers and arrived Alang 19/12/2012. Beached 27/12/2012.

MSC DYPHNA (8608195) (Hanjin Rotterdam -98), 36,420/88 – container ship. By Cestus International SA (MSC Mediterranean Shipping Co.), Panama, to Saibaba Ship Breaking Corp., India, and arrived Alang 27/12/2012. Beached 1/1/2013.



MSC DYPHNA at Port Botany, 22/3/2011.

Mick Prendergast

MSC WASHINGTON (8300145) (Maersk Trondheim -04, Lars Maersk -99), 43,332/84 – container ship. By Honaker Shipping Co. (Costamare Shipping Co. SA), Greece, to Anupama Steel Pvt. Ltd., India, and arrived Alang 27/12/2012.



MSC WASHINGTON off Vlissingen, 12/5/2012.

Ralf Gierke

MUJUR 3 (7818365) (Ocean Carrier -12, Bougainville -08, Skogafoss -99, Maersk Georgetown -99, Skogafoss -98, Ostebay -84, Kalymnos -81, Launched as Ostebay), 4,226/79 – general cargo. By Far Eastern Lines Pte. Ltd., Malaysia, to Jiangmen Zhong Xin Shipbreaking Co., China, and arrived Xinhui 6/12/2012.

NASSAU PRIDE (8110320) (Golden Trinity -99, Golden Princess -89), 21,193/85 – bulk carrier. By Puritan Corp. (Trojan Maritime Inc.), Bahamas, to Indian breakers and arrived Alang 14/12/2012. Beached 19/12/2012.



NASSAU PRIDE on the Kiel Canal, 7/3/2000.

Reiner Asmus

NAVA ELIZA (8312045) (Tetien -02), 24,705/84 – bulk carrier. By Eliza Marine Co. (Sitinas Shipping Co.), Marshall Islands, to Bangladesh breakers and arrived Chittagong 6/10/2012. Beached 1/12/2012.

NICA (8918992) (Santa Monica -12, P&O Nedlloyd Samba -05, Santa Monica I -01, P&O Nedlloyd Dubai -00, P&O Nedlloyd van Nes -98, Nedlloyd van Nes -98, Genoa Senator -95, Santa Monica -94), 21,049/91 – container ship. By undisclosed St.Kitts & Nevis flag interests to Ganpatrai Jaigopal, India, and arrived Alang 27/12/2012. Beached 2/1/2013.

NORMANDY (7901772) (Stena Normandy -97, St.Nicholas -91, Prinsessan Birgitta -83), 25,772/82 – passenger/ro-ro. By Eoal Cyprus ARV2 Ltd., Cyprus, to Vijay Shipbreaking Corp., India, and arrived Alang 25/11/2012. Beached 30/11/2012.

NORTHERN HARMONY (9070761) (MSC Harmony -09, Northern Harmony -07, City of Tunis -05, Northern Harmony -94), 19,819/94 – container ship. By Beteiligungs KG m.s. 'Northern Harmony' Schiffahrtsges mbH & Co. (Reederei Karl Schluter), Antigua & Barbuda, to Indian breakers and arrived Alang 14/12/2012. Beached 19/12/2012.

NYACK PRINCESS (8308953) (Sea Cattleya -05, Sanko Cattleya -87), 22,135/84 – bulk carrier. By Darby Navigation Corp. (TBS Shipping Services Inc.), Philippines, to Pakistan breakers and arrived Gadani Beach 28/11/2012.

OLYMPIA (8513778) (P&O Nedlloyd Cesme -05, Olympia -03, ACX Swallow -00, QC Mallard -00, Hansa Coral -99, Sea Eagle -92, Contship Australia -90, Ocean Australia -89, Fine Eagle -88), 10,287/86 – container ship. By m.s. 'Olympia' Schiffahrts GmbH & Co. KG (BBC- Burger Bereederungs Contor), Antigua & Barbuda, to Kursan Gemi Sokum Ltd., Turkey, and arrived Aliaga 16/12/2012. Beached 19/12/2012.



OLYMPIA about to be beached at Aliaga, 19/12/2012.

Selim San

OSTSEE MERCHANT (8407694) (Ghent Trader -10, Stamos -07), 35,835/85 – bulk carrier. By Palesano Co. Inc., Marshall Islands, to Pakistan breakers and arrived Gadani Beach 19/12/2012.

PIONEER (9064853) (Northern Pioneer -12, CMA CGM Vernet -10, Northern Pioneer -02, Ville de Sagitta -01), 35,595/94 – container ship. By Beteiligungs KG m.s. 'Northern Pioneer' Schiffahrtsges mbH & Co. (NSB Niederelbe), St.Kitts & Nevis, to Bangladesh breakers and arrived Chittagong 14/12/2012. Beached 19/12/2012.

PUSAN REEFER (8316077) (Ural Mountains -07, Mistrau -95), 8,063/84 – refrigerated cargo. By Seadream Development Corp. (Lavinia Corp.), Liberia, to Ashwin Corp., India, and arrived Alang 21/12/2012. Beached 28/12/2012.

QINFA 9 (8913942) (Emerald Bay -07, Maersk Marlin -00, Pacific Isis -94), 40,034/90 – bulk carrier. By Perpetual Goodluck Ltd. (China Qinfa Group Ltd.), Hong Kong, to Anupama Steel Pvt. Ltd., India, and arrived Alang 5/12/2012. Beached 12/12/2012.

RABAT (8901638) (CMA CGM Rabat -12, Kathrine Sif -02, Maersk Lamentin -02, Sea-Land Guatemala -99, Kathrine Sif -94), 8,908/90 – container ship. By Compagnie Marocaine de Navigation SA (CMA CGM SA), Malta, to Simsekler Ltd., Turkey, and arrived Aliaga 18/12/2012.



RABAT at Aliaga, 19/12/2012.

Selim San

RATAN PEARL (8602373) (Sea Gulf -11, Boe Gulf -09, Zuetina -04, Multimax Dover -03, Golden Trader -02, Otava -00), 6,425/88 – general cargo. By Ratanpur Shipping Lines Ltd., Bangladesh, to Bangladesh breakers and arrived Chittagong 19/10/2012.

ROGER M. JONES (9009396) (Siboti -05), 41,189/92 – bulk/oil carrier. By RMJ Obo Shipping Ltd. (B+H Equimar Singapore Pte. Ltd.), Bahamas, to Pakistan breakers and arrived Gadani Beach 5/12/2012. Beached 9/12/2012.



ROGER M. JONES, 7/6/2006.

K. Brzoza

SANTO SUCCESS (8220175) (Santos Success -10, Kamsar Voyager -03, Guinomar Baobab -94, Barrister -92, Montvale -91, Ryoshin Maru -89), 36,526/84 – bulk carrier. By Addorno Shipping Co.Ltd. (ATL Shipping Ltd.), Cyprus, to Pakistan breakers and arrived Gadani Beach 29/11/2012. Beached 5/12/2012.

SC EXCELLENT (7932616) (DD Progress -09, Petronia -03, WEC Rotterdam -98, City of Liverpool -91, Barrister -89, City of Liverpool -87, Barrister -85, Carmen -81), 18,691/81 – general cargo. By Evergood Shipping Ltd. (Fuzhou Minlun Shipping Co.Ltd.), Panama, to Mahadev Ship Breakers Pvt. Ltd., India, and arrived Alang 2/12/2012. Beached 12/12/2012.

SD VICTORY (8516677) (Halla Endeavour -98, Oriental Venus -95), 36,551/86 – bulk carrier. By Sea Prestige Trading Co. SA (World Management Inc.), Greece, to Pakistan breakers and arrived Gadani Beach 27/11/2012. Beached 3/12/2012.

SEIJIN (8417572) (Seijin Maru -88), 42,177/85 – vehicles carrier. By San Clemente Shipping SA (Shoei Kisen Kaisha Ltd.), Panama, to Indian breakers and arrived Alang 31/12/2012.

SERGEY MAKAREVICH (8015908) 3,834/81 – fish factory. By Virma Co.Ltd., Russia, to Ege Celik Gemi Sokum AS, Turkey, and arrived Aliaga 18/12/2012.



SERGEY MAKAREVICH at Aliaga, 19/12/2012.

Selim San

STANLEY (8323915) 24,639/85 – see SST in Casualties above.
 SUE* (7113296) 1,895/71 – see Casualties above.
 SV. NIKOLAY (8025329) (Sorbona -09, Bonavis -06, Black Sea -97, Ciudad de Guayaquil -95, Indian Ocean -88, World Oak -86), 22,010/83 – bulk carrier. By Capira Navigation SA (Fedcominvest Monaco SAM), Panama, to Indian breakers and arrived Alang 19/12/2012.
 TCT HOPE (8024260) (Sb King -09, Altair I -09, Great Star -05, Supersonic -03, Sonic Youth -00, Presence -94, Eastern Present -88, United Faith -87), 34,311/82 – bulk carrier. By TCT Maritime Co.Ltd., South Korea, to Virendra & Co., India, and arrived Alang 23/11/2012. Beached 27/11/2012.
 THOR JUPITER (8311065) (Mariman -04, Pacprince -02), 24,632/86 – general cargo. By Thor Jupiter Shipping Co.Ltd. (Thoresen & Co. (Bangkok) Ltd.), Thailand, to Rishi Shipbreakers, India, and arrived Alang 12/12/2012. Beached 19/12/2012.
 TRADER I (9129811) (Ocean Trader I -12, Ocean Trader -10, Calapadria -03, Zim Brasil I -01, Atlantico -98, Ocean Trader -96), 16,165/96 – container ship. By Algona Marine Co. (Evette Shipmanagement Ltd.), Panama, to Shree Ram, India, and arrived Alang 5/12/2012. Beached 12/12/2012.
 TSM (9062972) (Luetjenburg -12, Garden Bridge -03, Heaven River -00, Lutjenburg -98), 37,323/95 – container ship. By Best Oasis Ltd. (Pelmar Shipping & Engineering), Sierra Leone, to RK Industries, India, and arrived Alang 23/12/2012. Beached 29/12/2012.
 VASCO BHARATHI (9012783) (Vasco Explorer -08, Adeo -08, APL Guadalajara -05, Hannes Oltmann -02, Susan Borchard -97, Beaver Dimitra -93, Hannes Oltmann -93), 7,361/93 – container ship. By Vasco Maritime Pte. Ltd. (Goodrich Maritime Pvt. Ltd.), Singapore, to Pakistan breakers and arrived Gadani Beach 29/11/2012. Beached 1/12/2012.
 VIVA (7631626) (Pacifica 1 -11, Seaway -07, Ciboney -01, Lipsk N/Biebrza -94, Launched as Nor), 1,933/78 – general cargo. By Direct Solutions LLC (Manchester Shipping SA), Cambodia, to Kursan Gemi Sokum Ltd., Turkey, and arrived Aliaga 9/12/2012.
 WESTERN JEWEL (9045467) (New Vision -09), 164,251/94 – tanker. By Liberty Resources Inc., Singapore, to Bangladesh breakers and arrived Chittagong 27/11/2012.
 WHITE ROSE (8033314) (Rose -12, Fos II -12, Fos -09, Aris Double -06, Pobeda -05), 37,916/81 – FSO. By unspecified Panama flag interests to Pakistan breakers and arrived Gadani Beach 30/11/2012. Beached 5/12/2012.
 XIN SHE KOU (8026086) (River Crystal -02, Providence Bay -93), 33,267/83 – container ship. By China Shipping Container Lines Co.Ltd., China, to Chinese breakers and delivered 31/12/2012.
 YASON (7000750) (Oka -03), 1,185/69 – fishing vessel. By KMK Ltd., Ukraine, to Gemi Yan Sanayi ve Ticaret AS, Turkey, and arrived Aliaga 31/12/2012.
 YI HAI (8510037) (Yick Jia -04, Lydia V -91, Launched as Sakura), 35,247/86 – bulk carrier. By Shenzhen Ocean Shipping Co., China, to Jiangmen Yinhu Ship Breaking Co., China, and arrived Xinhui 31/12/2012.
 YURIY D (8730522) (Yuriy Dvuzhilnyy -12), 4,669/89 – general cargo. By Commercial Fleet of Donbass Ltd., Moldova, to Gemi Yan Sanayi ve Ticaret AS, Turkey, and temporarily beached by Kursan at Aliaga 14/12/2012.
 ZHONG HANG 1 (8000472) (Good Friend -10, Great Sky -07, Pandesia -01, Maersk Seraya -92, General Aguinaldo -86, Limelock -82), 35,753/82 – bulk carrier. By Weilan Navigation Group Co.Ltd. (Brother Marine Co.Ltd.), Panama, to Bangladesh breakers and arrived Chittagong 19/10/2012.

SUPPLEMENTARY INFORMATION

Name	Edition	Breaker	Location	Date Work Began
BEAUTY	67/1		Alang	28/11/2012
BOW LION	67/1		Alang	4/12/2012
		Bansal Shipping Pvt. Ltd.	Alang	28/11/2012
FRIGIA	67/1		Alang	25/11/2012
FRIO GASPAR	67/1		Alang	27/11/2012
GREET	67/1	Guruashish Ship Breakers	Alang	27/11/2012
GSM	67/1	International Steel Corp.	Alang	27/11/2012
KAROLINA	67/1	Ship Trade Corp.	Alang	1/12/2012
SPRING BREEZE I	66/10	Chittagong		1/12/2013

NEW SHIPS

This column has been held over this month.

BOOK REVIEWS

THE COMING OF THE COMET: THE RISE AND FALL OF THE PADDLE STEAMER by Nick Robins; hardback, 186 pages, 148 B & W illustrations, 6 drawings & 6 tables; published by Seaforth Publishing; price £25.

This is the first single-volume work covering the development of paddle steamers on both sides of the Atlantic and its publication coincides with the 200th anniversary of Henry Bell's COMET. The paddle steamer transformed the future of shipping and communication between the component parts of the British Empire, between Europe and the Americas and played a significant role in the development of the interior of the USA. The story is told in 13 chapters detailing the development of the paddle steamer, how its deep-sea role was supplanted by propeller driven ships from the mid 19th Century onwards only to find much longer-lived employment in inland and coastal waters. As the author so ably demonstrates, the impact of the paddle steamer on transport is difficult to overstate and was also linked to a range of technological developments in the 19th Century which are also discussed in some depth. The easy-to-read main text is supported by material in text boxes which provide detailed supplementary information about key events and personalities and thereby "flesh-out" the narrative. Six tables detailing record passages across the North Atlantic up to 1869, P & O deep-water sea paddle steamers, PSNC paddle steamers UK flag and US flag, RMSP Co paddle steamers and examples of paddle steamers built for use on the River Hudson, further amplify this interesting tale of a revolution in maritime affairs. Later chapters discuss the decline of the paddle steamer and its eventual employment in niche roles such as tenders, tugs and excursion ships. Many of the latter served as minesweepers in the 20th Century's two world wars before returning to lengthy periods of post war service.

All-in-all, this is a well-illustrated and fascinating account of 19th Century ingenuity and its revolutionary effects on maritime communication and naval warfare. JB

KAIGUN: STRATEGY, TACTICS AND TECHNOLOGY IN THE IMPERIAL JAPANESE NAVY 1887 – 1941 by David C. Evans & Mark R. Peattie; paperback, 661 pages, 15 B & W illustrations, 12 tables, 14 maps & 61 figures; published by Seaforth Publishing/Naval Institute Press; price £25.

The Imperial Japanese Navy was instrumental in Japan's rise from an isolationist, feudal kingdom to a powerful military empire which in December 1941 made the fatal mistake of attacking the world's most powerful nation. This meticulously researched book makes use of hitherto unused Japanese-language sources to describe the IJN's breath-taking rise and development, tactical triumphs and the eventual humiliating and catastrophic defeat. Focussing primarily on the largely neglected inter-war period, the authors explain how and why the Japanese failed to prepare properly for Pacific warfare despite starting the conflict with considerable initial materiel advantages and military preparedness. This important study also explores the foreign and indigenous influences in the IJN's consideration of naval warfare and how it planned for eventual denouement in the Pacific. As the authors show, the IJN was let down by the nation's limited industrial base, inadequate research and development and internecine warfare with the Army. Worse still, flaws in naval doctrine meant that the large Japanese submarine force was largely ineffective while anti-submarine warfare was largely ignored along with the foresight necessary to consider training an adequate number of replacement aircrew and other personnel. In effect, Japan entered into a war with an industrial super-power, which had double the Japanese population, with limited appreciation of their enemy's real capabilities and determination once stirred into action.

The book covers the period from 1887 to 1941 but the authors have also added an appreciation of the performance of the IJN during 1941 – 45 and married that performance to the pre-war development of the navy's strategic and tactical doctrines which in the end proved to be too rigid and seriously flawed.

Thus, by August 1945, the once mighty IJN had been reduced to a handful of "operational" warships which were immobilised by lack of fuel and at the mercy of USN's naval air arm. This is an outstanding work of scholarship and naval history is easy to read and will be an important addition to any naval library. Very highly recommended. RHO

THE ROMAN NAVY: SHIPS, MEN AND WARFARE 350BC – AD475 by Michael Pitassi; hardback, 184 pages, 102 B & W illustrations, 16 colour illustrations, 11 figures, 5 maps; published by Seaforth Publishing; price £25.

At the height of its power the Roman Navy was, at least in numerical terms, one of the most powerful maritime forces ever to have existed and it employed tens of thousands of sailors and maintained and fought huge fleets of ships. The Roman Navy was remarkable for its size, reach and longevity and was as significant as the Royal Navy was to the British Empire in the 19th Century. Thus, the Roman Navy was absolutely crucial to the expansion of Republican/Imperial power and for its maintenance of that power for more than 800 years. This well-written and easy-to-read volume is devoted to consideration of the fabric, organisation and tactics of this powerful maritime force which was essential to the development and maintenance of Roman power.

After an introductory chapter, which includes a four page outline chronology of Roman naval affairs 753BC – AD 476, the author devotes chapters to consideration of the ships, the command structure, the crews, their service life, seamanship, operations, battle tactics, allied navies and enemy navies. As the author points out, all of these changed and developed hugely over the great span of the Roman Empire. The model makers amongst us will be delighted to see appendices devoted to modelling Roman ships, modelling techniques and even building a model Quinquereme. This well-illustrated and well-researched volume contains a comprehensive list of primary sources, secondary sources and notes. This book, which is the first to describe and analyse all aspects of the powerful Roman Navy and provides new insights into this impressive naval force, is illustrated with both contemporary and modern images. In my opinion this book makes a significant contribution to the maritime history literature. Highly recommended. JB

MUSSOLINI'S NAVY: A REFERENCE GUIDE TO THE REGIA MARINA 1930-1945 by Maurizio Brescia; hardback, 240 pages, 397 B & W photographs, 8 colour photographs, 19 camouflage plans, 8 maps, 34 figures and ship plans; published by Seaforth Publishing; price £40

This excellent and profusely-illustrated work of reference covers the organisation, infrastructure, ships and operations of the Regia Marina during the Second World War. Of all of the major combatant navies of this conflict, the Italian is by far the most under-represented in the English language literature. This work fills a distinct void and will therefore be welcomed by all those interested in naval history.

Although described by the author as an introduction to the subject, this comprehensive guide also includes information on dockyards, technical particulars, operational plans of the Regia Marina during the period, camouflage, uniforms, flags, insignia, naval aviation and much more. There is also a "who's who" of important Italian naval personalities as well as a comprehensive bibliography and detailed index. The author's detailed and informative text is supported by more than 400 illustrations including ship plans, camouflage views and hundreds of superb photographs many of which have highly interesting captions. Furthermore, the photographic content, high quality ship plans and colour illustrations of camouflage schemes will be much appreciated by the model making community.

This volume, which is the only comprehensive reference guide to Mussolini's navy published in English, contains a huge amount of easily accessible information and, as such, represents a valuable and long overdue addition to any naval library. Very highly recommended. RHO

BRITISH WARSHIPS & AUXILIARIES 2013 by Steve Bush; paperback, 112 pages, 90 colour photographs; published by Maritime Books; price £8.99

The 2013 edition of this excellent and most useful annual starts with a five-page introduction in which the author gives an overview of the current state and capabilities of the Royal Navy and its auxiliary forces. Thereafter the bulk of the book is devoted to class-by-class consideration of the Royal Navy's warships, the Royal Fleet Auxiliary and Serco Marine Services and, typically, a single page is devoted to each class. In most cases, each page is topped by an excellent colour photograph depicting a member of the class. Beneath this is a class list as well as brief particulars including pennant numbers, completion dates, builder, displacement, dimensions, speed, armament and complement as well as informative notes about the class and its capabilities. There is also consideration of ships for the future including the Queen Elizabeth class aircraft carriers, the Type 26 frigate, the next generations of RFAs and the successor submarine programme. The book also contains data about the Royal Navy's weapons and future weapons as well as a list of static training ships, museum ships and those awaiting disposal at the end of their career. In conclusion, this volume contains a wealth of easily accessible information which will be of use to all interested in the current Royal Navy and its ships. RHO

BRITISH BATTLESHIPS OF WORLD WAR ONE by R.A. Burt; hardback, 352 pages, 356 B & W photographs, 58 figures (including 48 ship plans); published by Seaforth Publishing; price £45.

Ray Burt has been researching the design, construction and service histories of British battleships for at least 30 years and this new edition of his classic 1986 book benefits from work undertaken in the intervening years. This fine volume is a complete technical history of British capital ship design and construction during the dreadnought era starting with DREADNOUGHT of the 1905 Estimates and ending with COURAGEOUS, GLORIOUS and FURIOUS of the 1915 Estimates – a total of 50 dreadnoughts, super-dreadnoughts and battlecruisers that served the Royal Navy during the First World War. Each class is described in detail in an integrated manner such that design origins, technical and operational aspects are discussed in the context of design characteristics, armament, armour and machinery. The text is supported by more than 350 well-chosen, high-quality photographs as well as excellent line drawings and figures. The end-result is a magnificent work that will be of value to the historian, warship enthusiast and ship modeller. In my opinion this is the definitive reference work for British battleships of First World War, and, as such, should be essential reading. Very highly recommended. RHO

DIARY FOR FEBRUARY AND MARCH 2013

FEBRUARY 2013

1st.	EAST KENT	ABC of ships - Ken Larwood
1st.	SWANSEA & W. WALES	Pictures from the past -part II - Elizabeth Holmes
5th.	PLYMOUTH	Days gone by - Peter Kirvell
6th.	HARTLEPOOL	Submarines during the cold war - Alan Jackson
7th.	BRISTOL	Cornish ports and harbours - Krispen Atkinson
7th.	THAMES VALLEY	Review of 2011 - Douglas Cromby
8th.	CORNWALL	A presentation by David Barnicoat
8th.	NORWICH & W. NORFOLK	Dutch to the East Indies - Capt. Albert Schoonderbeek
9th.	DORSET	P & O history - Bill Mayes
9th.	NORTH WALES	A presentation by Dick Richards
9th.	WEST MIDLANDS	Members' social
11th.	GLOUCESTER	Baltic Cruise - Ken Guest
12th.	MERSEYSIDE	Classic Scottish cruising - Iain Quinn
12th.	NORTHERN IRELAND	Shipping of the 60s and 70s - Michael Hamilton
12th.	TORBAY & E. DEVON	Roland's choice - Roland Whaite
12th.	SOUTHAMPTON	Holiday trips - Bill Mayes
14th.	HAVEN PORTS	Piraeus 83/84 - WSS tape/slide show
18th.	FIRTH OF FORTH	Singapore 1977 & 1992 - from the Bert Novelli collection
18th.	SOUTHEND	Members' evening
19th.	COBH	History of the Royal Cork Yacht Club - Alicia St. Leger
20th.	NORTH WEST KENT	Kiel Week + Christchurch NZ - Allan Nicholls

20th.	TEESSIDE	Slides from the Branch Archives - Derek Hinds
21st.	BEDFORD	What I did on my holidays in 2008 - Bill Mayes
21st.	MANCHESTER	Merseyside nostalgia - Dave Crolley
28th.	FIRTH OF CLYDE	Blue Funnel - part 1 - from the Bert Novelli collection
	MARCH 2013	
1st.	SWANSEA & W. WALES	The best of three cruises - John Filer
2nd.	EAST KENT	Branch AGM + Photographic competitions
5th.	PLYMOUTH	TITANIC and Plymouth - Nigel Overton
7th.	BRISTOL	Shanghai shipping 2010 - Jimmy Poole
7th.	THAMES VALLEY	Branch AGM + The Chairman's farewell but not goodbye - Chris Guscott
8th.	CORNWALL	Branch AGM + a presentation by Bill Mayes
8th.	NORWICH & W. NORFOLK	More ships from the past - Derek Sands
9th.	DORSET	Branch AGM + a dvd
9th.	NORTH WALES	Branch AGM + slides
9th.	WEST MIDLANDS	Kiel Canal - Mike Bevan
11th.	GLOUCESTER	Maritime Mersey - Wss film library
12th.	MERSEYSIDE	Cornish ports and harbours - part 2 - Krispen Atkinson
12th.	NORTHERN IRELAND	Notable vessels built by Harland & Wolff - Jim McFaul
12th.	SOUTHAMPTON	A V class view - Chris Bancroft
12th.	TORBAY & E. DEVON	Rodger's 2012 update - Rodger Musselwhite
14th.	HAVEN PORTS	A presentation by Derek Sands
18th.	FIRTH OF FORTH	Branch AGM + Members' night
18th.	SOUTHEND	A presentation by Geoff Watson
19th.	COBH	Irish shipping memories - Capt. Michael Coleman
20th.	NORTH WEST KENT	Cornish ports - part 3 - Krispen Atkinson
20th.	TEESSIDE	P&O 175th. Anniversary - Stuart Matthews
21st.	BEDFORD	Branch AGM + a dvd presentation by Bill Barber
21st.	MANCHESTER	More 'shorts' by branch members
21st.	FIRTH OF CLYDE	Branch AGM + Members' night

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FROM THE REVOLUTION TO THE COLD WAR: A History of the Soviet Merchant Fleet from 1917 to 1950

by

Martin J. Bollinger

The history of the Soviet Merchant Fleet during its first three decades is generally unknown outside the countries of the former Soviet Union and its role during World War II in particular seems undervalued in the West. While the more significant events have been well recorded, there are many other aspects of the Soviet merchant fleet's history that have been less well covered outside the former Soviet Union. This book seeks to provide a detailed account of the Soviet merchant fleet in the World War II and, for purposes of context, the decades preceding and years following the war. To achieve this, the author has consulted primary Russian-language sources such as official maritime registers, histories of the Soviet merchant fleet, naval history, arctic exploration and the "Gulag fleet". These data have been married to information from US Intelligence reports as well as histories of shipbuilders, the Spanish Civil War, Lend/Lease ships, convoys and various official histories of naval and maritime operations during 1941-1945.

This 236 page, A4 case-bound book starts with consideration of the maritime geography of the Soviet Union before providing an outline history of the pre-Bolshevik Russian merchant fleet, the fleet during the civil war and its subsequent recovery from 1922. Thereafter there is detailed consideration of the expansion of the Soviet merchant fleet during 1928-1937 under the first and second five-year plans followed by the reversal of that expansion as the rumblings of approaching war grew ever louder. The Great Patriotic War (1941-45) is covered in chapters describing the retreat and chaos of the 1st year of the conflict, the turning points in the 2nd year, the Soviet Union on the offensive in the 3rd year and victory in the 4th year including the brief war against Japan. In each of these four chapters the author outlines the role of the Soviet merchant marine describing its successes, failures and losses. Two chapters are devoted to the post-war recovery and the re-birth of the fleet during 1945-1950.

The book is completed by an outline fleet list of more than 800 ships and a comprehensive bibliography. The text is illustrated by 180 black & white photographs and 13 maps.

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