

Vol 58 No 4 Winter 2023/2024

Mersey Log

***Journal of the Merseyside Branch
World Ship Society***

The Merseyside Branch of the World Ship Society meets on the second Tuesday of each month – January excepted- at the Seafarers' Centre, Cambridge Road, Crosby, L22 1RQ



MORVA ex SVITZER SURREY in Huskisson No.1 dock on Thursday 4th January 2024. She is now clearly in the colours of A&P. (Dave Crolley)

Mersey Log

Winter Issue 2023/2024

Editor: Adrian Sweeney

E Mail: a.j.sweeney@blueyonder.co.uk

Tel: 07887482024

Merseyside Branch Officers and Committee 2023/2024

Chairman: John Luxton

Vice-Chairman: Adrian Sweeney

Hon. Secretary: Dave Crolley

Hon.Treasurer: John Williams

Outside Visits Secretary: Dave Crolley

Committee Members: Geoff Holmes, Stan McFerran.

Branch News

October 2023

For our October 2023 meeting we were very pleased to welcome Peter Dyer from Southport who gave us a most interesting presentation titled 'DUKW's to Water'. He told us that around the late 1990s the last of the red and cream D.U.K.W. Sefton Rescue vehicles was decommissioned. The six-wheel-drive amphibious trucks, used by the Sefton Lifeguards from 1951-1998, were originally designed by the American General Motors Corporation during World War Two to transport goods and troops over land and water. Commonly known as 'ducks', the name D.U.K.W. refers to a manufacturer's code. 'D' indicates the model year as 1942, 'U' refers to the utility (amphibious) body style, 'K' for all-wheel drive, and 'W' for dual rear axles. The veteran vehicles dutifully patrolled the beaches of Southport, Ainsdale and Birkdale for five decades. Their crews of Lifeguards and Sea Rangers were guardians of the dangerous beaches and seas of the Sefton coast. The rescue service never lost a victim, never lost a crew member, and though very closes at times, never lost a D.U.K.W. Wanting to show his appreciation of the D.U.K.W. Sefton Rescue Service, Peter wrote a book in 2020 to share their incredible story using archive images and material directly drawn from the experiences of the heroic crews. Thank you Peter for a most interesting evening. After the interval Dave Crolley showed us a DVD about the breaking up of HMS INTREPID at Liverpool in 2008.

November 2023

Our November 2023 was a very interesting evening given by Andy Freeman of the Wallasey Yacht Club which was titled '10 Years of Sailing around the World from little yachts to big yachts'. Andy told us he started sailing dinghies when he was about 6 which led him eventually to sail on the Ocean Youth Club ketch, FRANCIS DRAKE out of Liverpool. He survived as a Crew member on the tall ship MARQUES which tragically was lost off Bermuda in the Tall Ships Race in 1984. Then he sailed on the West German training ship, GORCH FOCK into Liverpool in 1984, the first Tall Ships event to visit the Port. He crewed on a 57 foot yacht in the 1984/85 Whitbread Round the World Race, now called the Volvo Ocean Race and finally cruised around the South Pacific on a private schooner visiting Pitcairn Island. All the images Andy showed us of his voyages were spectacular and we must thank him for coming to tell us about his marvellous experiences. After the interval Jim Charnock showed us images of visiting Ports such as Southampton, Felixstowe and Hamburg, thanks a lot Jim.

December 2023

Our December 2023 meeting was a superb evening given by our own Branch Chairman John Luxton. He showed us some nostalgic British Transport DVD Films from the 1950's era. Firstly we watched the activities of the Atlantic Steam Nav. Co. trading out of Tilbury , Felixstowe and Preston featuring ferries such as the EMPIRE CEDRIC, BARDIC FERRY and IONIC FERRY. Then we watched a film called Ocean Terminal featuring the Port of Southampton. Examples of shipping we saw were the first QUEEN ELIZABETH, EDINBURGH CASTLE, MAURETANIA, ANDES and tug CALSHOT, all very entertaining. After the interval we watched ferries working out of Dover such as LORD WARDEN sailing to Boulogne and NORFOLK FERRY from Harwich to Zeebrugge. Finally we were treated to wonderful scenes of the River Clyde showing lots of the old ferries and Ports that we know so well. Thank you very much John, it was very interesting looking back all those years ago.

Mersey Maritime News

October 2023



German tug Fairplay 62 ex Bugsier 2 in Huskisson No. 3 North. (Dave Crolley)

FAIRPLAY 62 arrived in Liverpool on the 5th October 2023 from Hamburg and berthed on Huskisson No. 3 North. She went to assist in the arrival in Liverpool Bay Darwen field of AHTs/OSVs BRAGE VIKING and NJORD VIKING towing VALARIS 92 (ex ENSCO 92?) followed closely by tug VOS GLORY.

Linkspan Installed

The forthcoming completion of the Isle of Man Ferry Terminal in Liverpool moved a step closer following the successful installation of the linkspan. Starting on Thursday 5th October, a major operation took place over three days and involved specialist crane ship LARA 1 carrying the pontoon, bridge and then ramp into place at the new facility from a site just to the north.

Day one saw the pontoon measuring 27.9 metres long, 18.1m wide, 4.4m high and weighing 182 tonnes moved into position. The pontoon provides the floating platform to link the bridge with the quayside. Measuring 66.5m long, 9.1m wide, and 6.5m high, the 171-tonne bridge was moved into place on day two. The final piece was slotted into place on the third lifting day. The vehicle ramp measures 21.9m long, 16.9m wide, 3.4m high and weighs 77 tonnes.

Berthing trials were expected to take place for the MANANNAN in early 2024 ahead of the vessel carrying the terminal's first passengers at the end of the March. MANXMAN will undertake berthing trials in Liverpool later in 2024 prior to the start of the winter weekend sailings schedule.

P&O

From Monday 16th October, in preparation for the complete closure of the Liverpool – Dublin service, the route was reduced to just twelve sailings per week. These were operated by NORBANK as NORBAY was withdrawn from service.

Peel Ports Group Extends Steel Terminal

Peel Ports Group is to extend its steel and metals terminal in response to strong growth in customer demand at the Port of Liverpool. The UK's second largest port operator began construction of the 20,000 square foot extended warehouse at its North 3 Canada Dock in 2023.

The Group's investment comes as the Port of Liverpool enjoyed one of its busiest months for steel volumes in September 2023, with more than 75,000 tonnes handled by staff across the port and Birkenhead Docks. It is the port's busiest month for steel in more than two years, when 93,000 tonnes were handled at the site in July 2021.

An initial 8,000 square foot of the newly created warehouse space is already in use, with a second phase of construction work to build an extra 12,000 square foot of the terminal ongoing and will be completed in December.

Phil Hall, Mersey Ports Director at Peel Ports Group said: *"We're really pleased to have seen such an increase in demand for steel handling at our port in recent months. This positive news led to us choosing to increase the size of our facility, which offers customers the chance to expand their capacity, as well as improving our handling facilities at the port. Given the benefits of the Port of Liverpool's central location, and its proximity to UK manufacturing sites, we believe this will be a very important and worthwhile investment."*

The site now has 280,000 square foot of internal storage, as well as 100,000 square foot of external footage. It now has a total throughput capacity of in excess of 600,000 tonnes annually. The facility was once the UK's first fully-automated steel terminal following a £9m upgrade in 2016. Real time stock availability, precision coil selection and a vehicle booking system has minimised back office processing and paperwork, handling, as well as haulier turn-around time since its completion.

New Route – Vigo to Liverpool

A ferry operated by Spanish company Suardíaz Lines visited Merseyside on Monday, 16 October. The FRIEDRICH RUSS, a 1999-built RoRo freight vessel undertook trials at the Queen Elizabeth II Dock at Eastham in advance of opening a new link from Vigo to Liverpool on the 21st October with the vessel arriving on the Mersey in the early hours of Monday 23rd October.

The non-tidal QE II dock is located behind a lock and so vessels are able to discharge at all states of tide. While it has previously been utilised for tankers, owner Peel Ports intends to use the QE II dock as an automotive hub following a £10m investment. Vauxhall's Ellesmere Port factory is not too far away.

It is expected that Suardíaz will initially offer a weekly service between the two ports. A second ship is to join FRIEDRICH RUSS, which is chartered for a minimum of one year, around the end of 2023. This will allow Suardíaz to offer a twice weekly service. The second ship is expected to be MISTRAL which Suardiaz has secured from the end of the year. MISTRAL is a sister-ship of FRIEDRICH RUSS and is currently on charter to Smyril Line. The new link between Vigo and Merseyside is predicted to remove 14,700 lorry journeys off roads across the UK and continental Europe annually once. This will save approximately 17.5 million kilometres (c.11 million miles) in road trips. The FRIEDRICH RUSS has capacity for 1,600 lane metres of cargo, approximately 110 trailers, per sailing.

Daniel Adamson

On the final day of her season DANIEL ADAMSON's sailing from Sutton Weaver to the Albert Dock had to be called off on Sat 21 Oct even though she had a full complement of passengers. She never left Sutton Weaver – sixty passengers were aboard, the sun was shining, the ship canal pilot was already on board, the gangway had been taken off but the usual confirmation that the lock was ready for was not forthcoming. At that stage it was anticipated that there would be a short delay whilst they got things sorted but the hoped for good news did not arrive and the sailing had to be cancelled. Unfortunately there is a very small tidal window for getting through Eastham Locks and into Canning entrance (which is a gate not a lock) so the sailing could not be delayed further. DANIEL ADAMSON has had wretched luck this season, not of her own making. The Canal River Trust's lack of resources for bridge maintenance coupled with a less than helpful local authority over road closures for remedial action, has been a serious problem this season.



Above, seen arriving in Liverpool on the 19th October, is the Peace Boat, PACIFIC WORLD, from Quebec via Iceland and Greenock. The first of the Sun Class built by Fincantieri as SUN PRINCESS, she has spent most of her time based in Australia and was acquired by the Peace Boat organisation in 2020. Panama flag - 2010 passengers and 924 crew, Photo and information courtesy of David Poignton.

Cammell Laird Joins Forces With A&P

Cammell Laird is to join forces with the A&P Group to create a single shipbuilding and ship repair brand with a combined turnover of £188m.



Cammell Laird shipyard in Birkenhead is joining forces with A&P

With its shipyard based in Birkenhead, Cammell Laird's most recent financial results showed annual revenues of £94m. A&P operates two shipyards in the North East of England and one in Falmouth in the South West. Its current turnover is also £94m.

Now both businesses will come under the umbrella of a new entity, APCL Group. The group will also include project management specialist A&P Australia and UK based Newway Industrial Services. Cammell Laird and A&P already have a close working relationship and David McGinley is chief executive of both companies. He will be CEO of the new entity. This deal will not see a change of ownership of either business which will retain their individual identities. The ultimate parent company of Cammell Laird is Isle of Man-based Tokenhouse which is the parent company of ports and property giant Peel Group.

This latest development means APCL will "*stand before the market*" as a much larger company. It will develop an "*all of one*" company approach to certain major contracts and will further the group's ambition of becoming a tier one contractor.

Mr McGinley said: "*Each individual company will retain its proud heritage, identity and history. But being part of APCL Group will enable them all to work more closely together and develop synergies for the benefit of both the company and the customer. In today's global marketplace, being able to speak with one voice, across a number of markets, collaborate and share knowledge and expertise across our global operations means we can better serve our valued customers and stakeholders.*"

Visitor from Condor

On Sat 28 Oct CONDOR ISLANDER, of Condor Ferries, arrived on the Mersey and entered the No. 6 dry dock at Cammell Laird for emergency repairs to her bow thrusters. The vessel, which is a close 'cousin' to the Isle of Man Steam Packet's BEN-MY-CHREE, had only been in service between Portsmouth and the Channel Islands for her new owners for three days when the fault occurred. CONDOR ISLANDER originally entered service with Bornholmstrafikken in 2005 as DUEODDE. Alongside HAMMERODDE, now STENA VINGA, she operated routes linking Bornholm with the Danish mainland. In 2010, the vessel was sold and shortly entered service with StraitNZ and was renamed STRAITSMAN. In 2023 she was sold to Condor Ferries to partner the very similar COMMODORE CLIPPER on the Portsmouth to Guernsey/Jersey service.

November 2023

Caledonian MacBrayne's LORD OF THE ISLES arrived at Cammell Laird for refit on Tues 7 Nov. Already in dry dock at the shipyard was her fleetmate LOCH SEAFORTH. The latter vessel departed Birkenhead on Fri 10 Nov and crossed the River to berth in the Liverpool Dock System.

Liverpool City Council to Surrender Cruise Terminal Lease

Liverpool City Council said on 9 Nov that it planned to surrender the Liverpool Cruise Terminal lease due to "*financial pressures and a shift in focus*". In 2007, when it took over, only three vessels stopped there. Some 150 ships berthed there in 2022.

Councillor Harry Doyle said there was "*genuine interest*" from third parties. The council abandoned plans to build a new terminal on the waterfront last year, after forecast costs spiralled. A report being considered by a council committee next week states the terminal was always intended to be taken over by a third party but the council ended up running the berth itself.

Mr Doyle said: *"It is an attractive offer, global players know its worth. The interest is definitely there and I wouldn't feel comfortable as a politician surrendering our lease if the interest wasn't there".*

The authority claims the cruise ships bring a £6m annual economic boost to the city. A cabinet report due later in 2023 will recommend the council surrender its lease to port authority The Mersey Docks and Harbour Company, (Peel Ports) and then negotiations with a third party operator could proceed.

Three Iconic Mersey vessels Bring A Slice of History to Liverpool's Waterfront

On Tues 14 Nov the tugs BROCKLEBANK, DANIEL ADAMSON and the modern vessel SVITZER TRIDENT were all moored together in the Canning Half Tide Basin for a celebration of engineering skills past and present. The coal fired DANIEL ADAMSON, the oil engine diesel tug BROCKLEBANK and the modern SVITZER TRIDENT, whose engines aim to be carbon neutral in the near future, give engineering students an array of engineering complexities which go towards an understanding of their chosen pathway of studies.



BROCKLEBANK, DANIEL ADAMSON, SVITZER TRIDENT moored together in Canning Half Tide on 14 Nov 2023. (Dave Crolley)

December 2023

On Fri 1 Dec MANANNAN departed Douglas around 0600 and sailed for Liverpool. She berthed at the Princes Landing Stage until about 1130 and then proceeded over to the No. 5 dry dock at Cammell Laird, Birkenhead, for refit. It was unclear at this stage whether her faulty engine/crankshaft would be replaced during this refit.

Mersey Ferries 2024

Only seven Manchester Ship Canal Cruises have been scheduled for 2024. These are on June 25 and 26, July 9, 11, 24 and Sept 9 and 23.

Seven days have been set aside for Liverpool Bay Cruises. These are 30 June, 13 July, 14 July, 20 July, 4 Aug, 18 Aug, 31 Aug. Most of these days offer two cruises, morning and afternoon, except for 30 June and 31 Aug.

The morning cruises on Sun 30 June and Sat 31 Aug have been designated as Wildlife and Birdwatching cruises in conjunction with the RSPB.

There are also a variety of evening cruises during the summer months, most of which have a special theme. There are 32 of these altogether ranging from Beatles Tribute Cruises to '80's Tribute Cruises with many more in between. The Cruises are about 2½ hours in duration and depart from Seacombe around 1930 and Liverpool at 1945 although this may vary depending on the actual cruise.

Further details and bookings can be accessed at the Mersey Ferries website.

On Sun 10 Dec Caledonian MacBrayne's LORD OF THE ISLES departed the Mersey during the morning after her extended stay for her refit at Cammell Laird and began passage back to Scottish waters. She is usually employed on the Lochboisdale (South Uist) – Mallaig service.

New Mersey Ferry

The first new Mersey Ferry for more than 60 years will be built entirely on Merseyside it was announced on Wed 13 Dec. Following more than a year of detailed negotiations, an agreement has been reached between the Combined Authority and Cammell Laird that will see the new vessel being constructed solely at the firm's Birkenhead shipyard.

Steve Rotheram, Mayor of the Liverpool City Region said:

"It's always been my ambition to build our new ferry here in the Liverpool City Region, ensuring that we can retain the well-paid jobs and training opportunities it will create for local people. That's why we've taken our time, working in partnership with trade unions, to make sure this doesn't just deliver best value for money – but best value for our residents too."

"It has taken a Herculean effort to reach this agreement that will bring the first new ferry to the Mersey in over 60 years – that's before Gerry and the Pacemakers even recorded the song that would help make them world famous!"

"Hundreds of thousands of people, both from the region and visitors from further afield, use the Mersey Ferries every year – but the current vessels are more and more difficult to maintain. With this investment we will guarantee the future of the iconic Ferry 'Cross the Mersey for generations to come."

As previously announced, the new ferry will be designed to provide passengers with greater comfort, accessibility and an improved experience. There are also plans for upgrade works on one of the existing vessels to improve its performance and reliability. The Combined Authority and Cammell Laird will now work closely to finalise the design and build programme.

Leader of Wirral Council, Cllr Paul Stuart, said:

"Given their extensive maritime legacy and significant contributions to our local economy over the years, the decision to construct the next Mersey Ferry at Cammell Laird is perfect.

"With Cammell Laird building the new ferry in Birkenhead, we uphold our borough's proud maritime heritage and ensure that the economic benefits of the ferry's construction remain within our community, benefiting our workers, local businesses, and suppliers."

David McGinley, Chief Executive of APCL Group, said:

"We have always been a global business with a local heart, so it's fitting that two things which are closely associated with the Mersey – ferries and Cammell Laird – should come together for this latest milestone in the rich maritime heritage of the area.

"It's a point of pride that we built the last Mersey ferry to enter service and will be doing so again, cementing our place both in the rich history of the Mersey, but equally, in its future too.

"Our apprentices will be working on this project alongside the rest of our highly skilled workforce, and I know this project is something they'll be equally proud to be involved in."

Liverpool Cruise Terminal

Liverpool City Council (LCC) will look to transfer the ownership of the city's cruise terminal to a private company in 2024 as it looks to cut its losses on the hub, which it deemed *"unsustainable"*.

The Liverpool Cruise Liner Berth was built in 2006 as part of the city's regeneration project, using a combination of European Regional Development Fund (ERDF) and Northwest Development Agency funding. Since its inception, the local authority has overseen the growth in the terminal's business from just three cruise calls in 2007 to 114 calls in 2023. It has been valued at around £20 million.

However, despite what the council described as *"healthy"* income generated from berthing fees, *"increasingly high, uncontrollable costs"* have resulted in a net shortfall to the authority of circa £300,000-£700,000 per year which it says it can no longer sustain.

As a result, the council will look to cease its operation of the terminal and transfer the business to the Mersey Docks and Harbour Company (MDHC), owned by Peel Ports, in the hope the company will have the resources to strengthen and increase the terminal's business.

Fred Olsen Cruise Lines, Marella Cruises, P&O Cruises, Princess Cruises and Ambassador Cruise Line all offer cruises from Liverpool, whilst Cunard offers itineraries which include the city as a port of call. In 2022/2023 the facility made a loss of around £300,000 and a budget monitoring report issued in September 2023 forecasted a loss of £700,000 for 2023/24. It is not thought jobs at the terminal would be impacted by the transfer, with the council able to redeploy staff elsewhere.

Stena Line Re-introduce Birkenhead – Dublin Link

In response to P&O axing their Ro-Pax service between Liverpool and Dublin Stena Line will begin its Birkenhead to Dublin service in mid-February 2024. It will initially operate with one vessel departing Dublin early in the morning and making the return journey from Birkenhead in the evening. It is not yet clear what vessel will be used but unfortunately, at this stage, no passengers will be carried.

P&O

NORBANK's final day of service on the Liverpool – Dublin route was on 21 Dec. It was expected that she would then move back to North Sea routes and cover refits in January on the Hull – Rotterdam service and do berthing trials at Tilbury, Zeebrugge and Hull. She departed Liverpool heading for Tilbury on Boxing Day.

January 2024



The tug ZEEBRUGGE, now re-named VB ZEEBRUGGE seen in Huskisson Dock No1 on the 4th January 2024. (Dave Crolley)

Furness Withy Sisters Philip Welsh

It is approximately three years since I wrote an article for Mersey Log concerning the coincidences involving two "Ocean Monarchs", and in that article I mentioned I would follow up with another, concerning the two sister ships built for Furness Withy that specifically served the New York to Bermuda services of the Company.

MONARCH OF BERMUDA

In 1930, the Furness Withy Company ordered a turbo electric vessel from Vickers Armstrongs of Newcastle upon Tyne to serve the New York, Hamilton and Bermuda service.

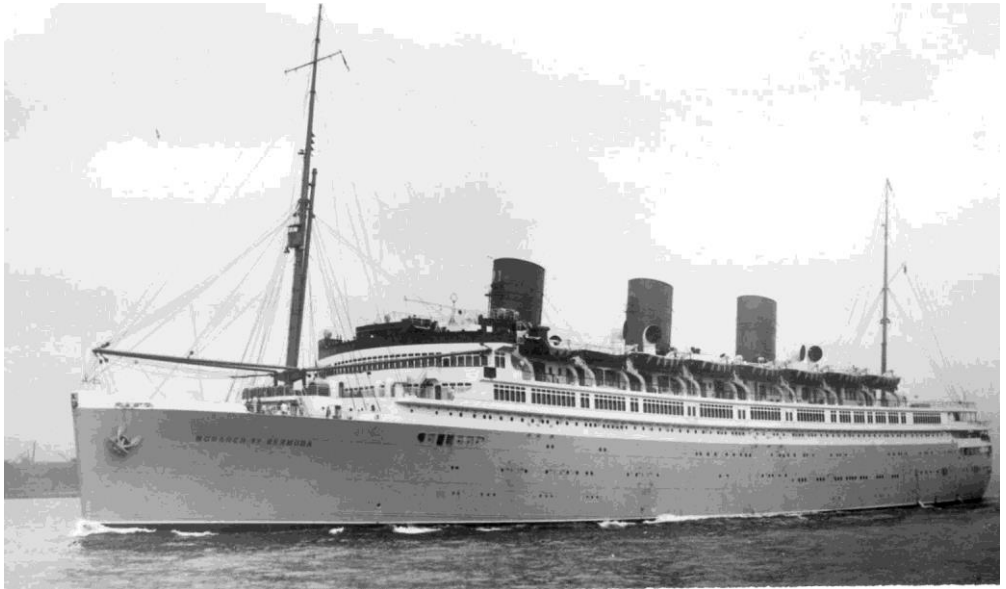
She was designated by her builders curiously as Yard No. 1 and her technical details were as follows:

22,424 grt

579 x 76.4 ft.

Her turbines were constructed by Fraser & Chalmers, whilst her generators and driving motors came from the General Electric Co, driving quadruple propellers producing 19,500 SHP and 20.75 knots. Her passenger capacity was 830 1st class of which 31 places could be used for 2nd class accommodation as necessary, whilst her crew totalled 456.

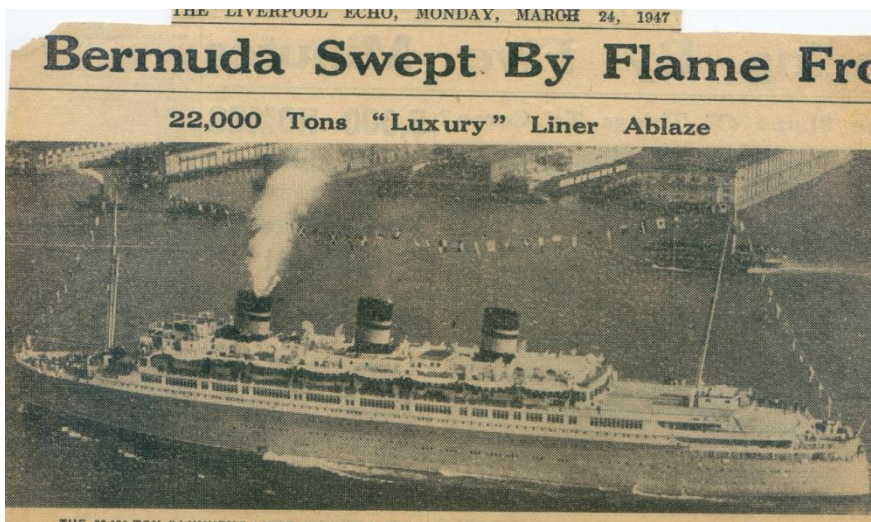
She was launched on March 17th 1931 and completed November 7th. Interestingly, she came to Cammell Lairds yard for pre sea trials dry docking at the same time that the shipyard was completing HMS ACHILLES, which happened to be berthed in the adjacent dry dock. She was registered in London during 1937 and became a Troop transport in 1939, both her and her younger sister had three funnels, though the third was a dummy in both cases.



MONARCH OF BERMUDA as originally constructed.

Photo: Fielden/Clarkson

She came through the Second World War unscathed, however, ironically whilst undergoing renovation for return to passenger service at Newcastle upon Tyne she was almost completely destroyed by fire.



As she appeared following rebuilding in 1949

(CCQ Colour Slides)

By now a gutted wreck, she was bought by the Ministry of War Transport being rebuilt by Thornycroft of Southampton as an emigrant carrier, in which role she would carry 1,600 passengers in one class. She was renamed in 1949 NEW AUSTRALIA and made her first voyage as such on August 15th from Southampton to Sydney, being managed by Shaw, Savill & Albion.

In January 1958, she was sold to the Greek Line and was further refitted and modernised by Blohm & Voss at Hamburg, her gross tonnage being reduced to 20,259grt. Passenger complement were 150 1st Class, 1,150 Tourist, whilst her length had slightly increased to 589 feet.

She was renamed ARKADIA and registered for Arkadia SS Corp. of Andros. Her first voyage took place on May 22nd from Bremerhaven to Montreal and she was further modernised by Blohm & Voss at Hamburg. This involved reconstruction to her passenger accommodation, reducing the 1st class capacity to 50, whilst her tourist numbers increased to 1,337, her grt changing again to 20,648grt.



The Greek Line's ARKADIA as the Monarch became in 1958 (Steam & Sail)

I will now leave the Monarch's history at this point now turning to her younger sister.

QUEEN OF BERMUDA

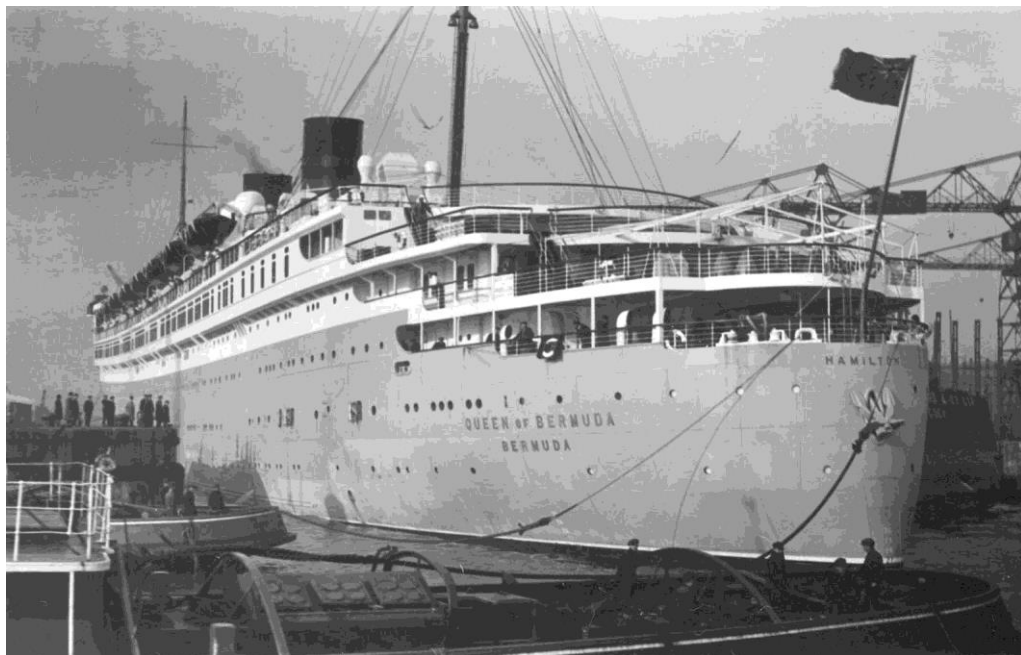
The "Queen of Bermuda" was ordered from Vickers Armstrongs, Barrow Yard, and her yard number was 681. Her particulars were 22,575grt 580 feet x 76.4 ft and her propulsion configuration was identical to her sister, though her horse power being slightly higher at 20,000 SHP, and speed of approx. 21.07 knots. Passenger complement, 700 1st Class, 31 2nd class, with a crew of 410, she was launched on September 1st 1932 and completed on February 14th 1933.

As was the case with her sister, her pre trials dry docking took place at Cammell Lairds yard Birkenhead, coincidentally in the same dry dock that her elder sister had occupied. Her maiden voyage took place on February 21st from Liverpool to New York then on to her New York- Bermuda service.

She was registered in London in 1937, followed by becoming an armed merchant cruiser on October 28th 1939 in the Royal Navy.

In 1940 her third funnel, which was a dummy, was removed and in 1943 she became a troop transport. Handed back to her owners in 1947 and following refit and overhaul returned to passenger carrying in 1949, her tonnage at this time being 22,501grt , and her profile had returned to three funnels.

During 1951 she was joined by a consort, the "Ocean Monarch".(see article a "Double Monarchy" in a previous Mersey Log Issue)



QUEEN OF BERMUDA being berthed at Cammell Lairds No 7 Dry Dock in February 1933 – note her Port of Registry. (Photo Feilden/Clarkson)



**Following rebuilding by Harland & Wolff, Belfast in 1962, she is shown berthed in New York
(Photo: Don Smith Collection)**

In 1962 she was reconstructed by Harland & Wolff, Belfast, the principal change being a new modern styled single funnel and a projecting stem, tonnage now 22,552grt 591 feet overall length. Following sea trials on February 23rd 1962 she returned to New York – Bermuda service on April 7th. It was very interesting to note that her single funnel bore two sets of triple bell steam whistles, surely a unique feature in those days, and I am fortunate to have a recording of her in this guise in my collection. In these early 1960s days both ships careers followed very similar paths, so much so that they were to meet on Merseyside in December 1964. I was very privileged to be taken by my father to Birkenhead to see them on two occasions at this time.

ARKADIA- the former MONARCH OF BERMUDA a vessel my father had served on during the War, was berthed in Grayson Rollo's No.1 dry dock adjacent to Woodside station, whilst her sister QUEEN OF BERMUDA was berthed in the No5 or Princess Dry Dock in Cammell Laird's yard. Unfortunately, this was the time before I had a camera, so apart from the official photographs taken, I have no actual record of my own.

The "Queen" incidentally made three visits to Lairds between 1963 to 1965 for her Winter refits, and coincidentally for her first visit, she occupied No 7 dry dock, the very dock she had berthed in when completed. This particular visit is easily distinguishable, when studying any photographs of her various visits to Lairds, because in 1963, it can be observed that her stem jack and red ensign are being flown at half mast, in acknowledgement of the death of President John F. Kennedy that had happened within days of her arrival.



**QUEEN OF BERMUDA anchored off Cammell Lairds Yard, November 1963
(P. Welsh collection)**



Berthing in No.7 Dry Dock -1963 Visit (Note Stem Jack at half mast)

zed to become fully competitive the world conditions of to-day, that actions can be taken by manant, trade unions, and government end.

Ship Repair Notes

EN THE Greek Line's 20,648 gross tons *Arkadia* sails away on her nas cruise in the near future, she in the very peak of condition—just had an annual overhaul by ip Repair Division.

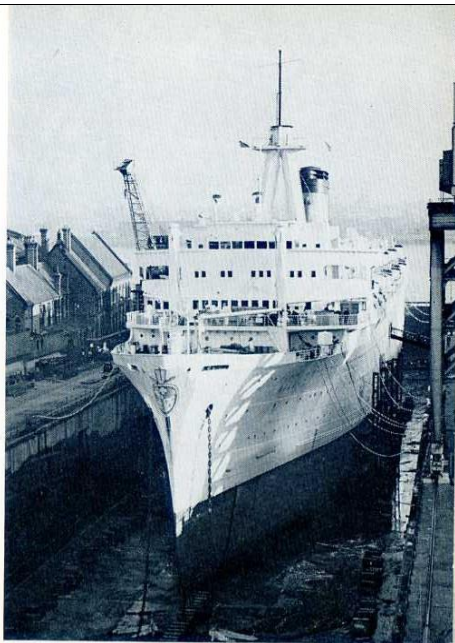
Arkadia's visit to Birkenhead was er of remarkable coincidence; for, overhauled at the same time, was urness Withy liner, *Queen of la*, 22,552 gross tons. And these ssels were originally sister ships.

Queen of Bermuda was completed row in 1933. The *Arkadia*, lly named the *Monarch of Bermuda*, ilt on the Tyne two years earlier. re turbo-electric driven ships.

contracts for the annual overhaul e two vessels were won in the face isiderable competition including from overseas yards. Each ed work for about a month.

HER IMPORTANT contract which is obtained by our Ship Repair n also in the face of keen ition, was for repairs to the 18,736 ns Norwegian bulk carrier *Livanita* by Uglands Rederi A/S. She ground in the Clyde and was holed places in the forward tanks.

r repair work carried out during st 3 months included hull and repairs to Silver Lines *Silverweir* (gross tons) and general winter als to the *Snaefell*, *King Orry*, d and *Monas Isle*, all owned by e of Man Steam Packet Company



Recently overhauled by our Ship Repair Division —the Greek Line's 20,648 gross tons, Arkadia. Originally, as the Monarch of Bermuda, she was sister ship to the Queen of Bermuda

We Apologise

YOUR EDITOR wishes to apologise for the mistakes which crept into the previous issue of *THE CAMMELL LAIRD MAGAZINE*. As many readers noticed, a photograph of the British contender for the America's Cup, *Sovereign*, was incorrectly captioned as the *Constellation*.

We are sorry about this, and hope that this error has not caused too much irritation on the part of our readers who are

Extract from the Cammell Laird magazine December 1964 Issue.

(Note: The above material and the lower photograph previous page, is reproduced with the kind permission of BAE Systems. BAE Systems is a registered trade mark of BAE Systems PLC)

Both ships now had limited time left, sadly the QUEEN was broken up at Faslane by Shipbreaking Industries Ltd, arriving December 6th 1966, whilst ARKADIA arrived at Valencia to be scrapped on December 18th 1966. Quite an achievement for two former sister ships to arrive within days of each other at the hands of their respective dismantlers, in different parts of the World.