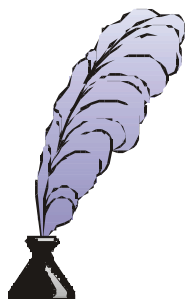




Maritime Information Association

Spring 2003

Committee News



Dear Members,

Your Committee is presently working very hard arranging this year's conference, which will be held in Liverpool, and probable date is October 2-5. Meanwhile Roy Fenton, Noola Briody and Mike MacDonald are working extremely hard on the next edition of the Maritime Information Directory. We hope to publish later this year.

There is still a lot of work to be done on this so if you can offer help, please contact Roy. Roy has also written an article updating us on progress.

The Maritime Information Association website is still underdevelopment but can be seen at www.maritime-information.org If you have any ideas for the website please contact Roger Jordan who is our website co-ordinator.

Once again members have kindly sent articles and items for inclusion; grateful thanks go to Dr Ian Buxton, Captain Brian Lockwood, Richard Larn, Captain Jean Francois van Puyvelde, Harry Hignett, Bill Ellis, and Alan Thorne.

Please send any information or articles for inclusion in forthcoming newsletters to me at Lloyd's Register. It would be helpful to me if you would preface the subject with MIA. My email is barbara.jones@lr.org

Cover photograph: A rather unusual ship photographed by Bohdan Huras in Southern Spain. Can any members guess her identity?

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SHIP'S LOG

Conferences & Exhibitions:

International Commission for Maritime History

King's Seminars 2002-2003

Meetings take place at 5.15pm at King's College, WC2, Room GO1, Norfolk Building, Surrey Street, London, WC2 (except lecture of Nov. 14 which will be in The Great Hall, King's College, London)

May 22, 2003

Quintin Colville, National Maritime Museum & Linacre College, Oxford

The role of material culture in constructing notions of class and status: a case study of HMS Ganges, Shotley.

May 23-26, 2003

Edinburgh

International Festival of the Sea

June 22, 2003

Plymouth Naval Base

Third Annual Festival of Transport

July 10-12, 2003

University of Hull, Maritime

Beyond Shipping & Shipbuilding:

Historical Studies Centre,

Blaydes House, High Street, Hull,

Contact: Vivien Grant,

Administrator, Maritime Historical

Studies Centre, Dept. of History,

University of Hull, Cottingham

Road, Hull, East Yorkshire, HU6

7RX. Tel: 01482 305110

Email: v.grant@hull.ac.uk

Britain's ancillary maritime interests in the 20th Century

OCTOBER 2003 LIVERPOOL

MARITIME INFORMATION ASSOCIATION ANNUAL CONFERENCE and ANNUAL GENERAL MEETING

November 2003

Ramsgate

Tercentenary of the Great Storm Conference

In Brief

Victory topsail

The largest single surviving relic of the Battle of Trafalgar, other than HMS *Victory* herself, is being conserved for display on the bi-centenary of the

battle, on October 1, 2005. The fore topsail, which took the brunt of Napoleon's naval artillery as HMS *Victory* sailed between the French and Spanish fleets, still bears the scars of the action. The sail was removed from the ship in January 1806, returned in 1905

for the centennial and then stored. It was rediscovered as padding under the floor of a Royal Navy gym in 1962, and once again displayed on board.

The Society for Nautical Research provided funds to exhibit the sail five years ago, and is now looking for support for a permanent display. One suggestion has been for a modern replica of the topmast, complete with yards and tops, on which the topsail would be rigged. Portsmouth, The National Maritime Museum and somewhere in London, possibly a temporary structure at the foot of Nelson's Column in the newly pedestrianised Trafalgar Square, are all possible venues. (*The Times* 15.2.03)

Harland & Wolff may have built its last ship

The last ship likely to be built at the Belfast shipyard of Harland & Wolff, was officially named on January 17, 2003.

The 22,000 gross tonne *Anvil Point*, the second of two roro ferries built at the yard for the consortium Andrew Weir Shipping, was named by Wendy Parker, the wife of Michael Parker, a member of the consortium.

Bill Alexander, the chief executive of Harland & Wolff, said "Today is full of mixed emotion for all of us as it is likely to be the last new-build ship delivered from Harland & Wolff in the immediate future."

Mr Alexander said that it did not mean the end of the company. "It marks a new chapter in the company's history as we adapt to new markets and reposition ourselves as a successful engineering services company." He said. The company's role as a leading shipbuilder came to an end at the end of Spring 2003

2002 when the staff were reduced to about 100. The order book is now empty, with little prospect of more vessels being commissioned.

The yard was founded in 1861 and in 1870 the yard built *Oceanic* the first of more than seventy vessels for White Star Line. It hit a commercial peak during World War II when it employed more than 35,000 people. Famous ships have included *Titanic*, *HMS Belfast*, *HMS Eagle* and the *Canberra*. (*The Times* 18.1.03)

Explosive evidence in 13th century wreck off Japan

Japanese underwater archaeologists have found evidence of the great invasion fleet sent by Kublai Khan in the 13th century, which tradition says was destroyed by a kamikaze or 'divine wind' sent by the Emperor's deified ancestors to save Japan from its enemies. Only a small part of the force was Mongol, the evidence shows the majority were drawn from conquered China, and used advanced weaponry including shrapnel filled projectile bombs.

The discovery by Kenzo Hayashida of the Kyushu Okinawa Society for Underwater Archaeology, follows years of patient searching of the sea bottom off the North coast of Kyushu, the southernmost of Japan's four main islands. The site in Imari Bay, was initially found by fishermen, whose nets brought up artefacts including the personal seal of a Mongol commander, inscribed in both Chinese and the Phagspa script used to write the Mongolian language after the descendents of Genghis Khan conquered China and needed to administer their empire.

Sonar surveys and diving over the past 20 years have brought up iron swords, stone catapult balls, spearheads and anchor stone weights. The granite used for the anchor on the newly discovered shipwreck shows that the ship came from Fujian on the south China coast, one of the marshalling points for the fleet that attacked Japan in 1281. More than 4,000 ships and thousands of troops were furnished by the defeated Sung Dynasty, according to Chinese records, and Kublai Khan's Korean allies were ordered to build 900 more and to provide 10,000 soldiers. An earlier invasion attempt, in 1274, reportedly involved 23,000 men shipped across the Strait of Tsushima from Korea. They established a bridgehead and looted the port of Hakata (modern Fukuoka), but withdrew with the loss of numerous ships and more than half the army, according to some sources. When Kublai invaded again in 1281, the Japanese were ready and had fortified the coast. The Korean section of the Mongol fleet attacked without waiting for the much larger Chinese force, and while they pondered how to attack the Japanese defensive walls, were in turn raided by small craft carrying samurai warriors, and by fireships. After the main Chinese fleet arrived, a sudden storm, which the Japanese hailed as a heaven sent kamikaze, mauled the anchored ships, drowning nearly all the 100,000 troops on board. At the entrance to Imari Bay it was said that a person could walk across from one point of land to another on a mass of wreckage. It is one of these ships that the archaeologists have been investigating. Dr Delgado reports "bright red leather

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armour fragments, an intact Mongol helmet, a cluster of iron arrow tips, and a round ceramic object, a tetsuhau or bomb". Such grenades were pottery spheres filled with gunpowder, and although their use is portrayed on scrolls depicting Kublai's invasion, the historian Tomas Conlan has recently suggested in his book *In Little Need of Divine Intervention* that these were later interpolations. Dr Delgado stated that Conlan's suggestion that the exploding bomb was an anachronism was now demolished by solid archaeological evidence. The six tetsuhau so far recovered are the world's earliest known exploding projectiles and the earliest direct archaeological evidence of sea-going ordnance. X-rays of one of the bombs show that it was filled with pieces of iron shrapnel as well as gunpowder.

In spite of the find's importance, excavations were hurried because a fish farm was due to be constructed in Imari Bay, and only a fraction of the necessary conservation has yet been funded. Although Kenzo Hayashida and Thomas Conlan agree that hundreds rather than thousands of wrecks of wrecks lie in the bay, the find is "one the greatest underwater archaeological discoveries of our time, proving critical new information about Asian seafaring and military technology" according to Dr Delgado. The find also has a patriotic resonance. Out in the Straits of Tsushima, the Tsarist fleet was obliterated in 1905, in a naval battle that established Japan as a major modern power.

Koreans achieve highest sales

Korean shipbuilders exported \$10.54 billion worth of new buildings last

year, the highest level ever seen by the industry since its foundation in 1969. Last year's figure was 8.7% up on the value of ships exported in 2001, according to figures from Ministry of Commerce, Industry and Energy (MOCIE). Overseas shipments of ships posted \$7.49 billion in 1999, \$8.23 billion in 2000 and \$9.7 billion in 2001. Korean shipbuilders produced 6.82 million compensated gross tonnes (CGT) of new ships in 2002, up by 5.9% on 2001.

P&O Nedlloyd losses

Large losses at the container arm of P&O, P&O Nedlloyd, in 2002 have led the parent P&O, to report a loss before taxation of £135 million, compared with a profit of £173 million in 2001. The P&O Group's share of the P&O Nedlloyd result was an operating loss of £85.6 million, a decline of £108 million on 2001 that was attributed to a 12% decline in average freight rates and the introduction of significant new capacity. P&O has said it will reduce its commitment to P&O Nedlloyd. The ports division of P&O generated an operating profit of £116.8 million and the container terminals generated an operating profit of £13.7 million.

P&O's new chief executive

Robert Woods, executive chairman of P&O Ports and current chairman of the UK's Chamber of Shipping, is to replace Sir Bruce MacPhail as chief executive officer of P&O from the end of 2003. He will be joined on the new board of directors by Nick Luff, who is chief financial officer of P&O Princess Cruises, who becomes chief financial officer of P&O. Lord Sterling has said he has been invited for re-election at the Spring 2003

AGM in May. If elected he will stand down from the day to day running of the company but will continue to develop P&O's strategic interests before standing down after the AGM in 2005.

Lloyd's Register sets rules for *Aussie Rules*

The recent delivery of the luxury motor yacht *Aussie Rules*, built by the Austal Group company Oceanfast, a Western Australian custom motor yacht builder, marks the conclusion to an innovative project which Lloyd's Register has been involved in for the past two years. The vessel is owned by Greg Norman, the Australian two-time winner of the British Open Golf tournament, who also serves as the inspiration for Oceanfast's series of Norman Expedition Yachts of which *Aussie Rules* is the first.



The yachts represent an innovative hybridisation between the commercial exploration vessel and the traditional luxury yacht and combine the ability to undertake both traditional cruises and more specialised expeditions, including diving and access to remote locations. *Aussie Rules* was designed to Lloyd's Register's Special Service Craft Rules and was constructed under the guidance of Lloyd's Register surveyors in Fremantle, Australia.

Aussie Rules has a top speed of 17 knots and a range in excess of 8,000 nautical miles. The 69.5 metre (228 feet) yacht will carry 220,000 litres of fuel in seven tanks. The engines allow for continuous operation using twin 3516B Caterpillar engines that output 1,492 kW (2,000 hp) at 1,600 rpm. With this range and fuel carrying capacity, *Aussie Rules* could almost cruise from the South Pole to the North Pole without having to refuel.

Museum Director to stand down

Cornwall's latest prize-winning visitor attraction will be looking for a new boss by the Autumn. Peter Cowling, Director of National Maritime Museum Cornwall has announced that he will step down at the end of September.

He says: "It's been an amazing experience and I feel privileged to have had the opportunity to bring this project to life. My job as midwife should be finished by the end of our first full season, by which time our new baby will be ready to face the world." The Museum, already hailed as a success, is one of the largest Heritage Lottery Fund projects ever. Intended to bolster economic regeneration in the region, it has also received major funding from the South West Regional Development Agency and European Union sources. HLF Chief Executive, Anthea Case says: "Peter's hard work and dedication has been a driving force behind what is sure to be the most exciting museum to open in 2003." The National Maritime Museum, Greenwich, has supported NMMC from its inception with funds and expertise. Chairman Sir David Hardy, says: "Peter Cowling has been the inspiration behind National Maritime Museum Cornwall for over four years. His determination and hard work have made it all possible"" NMMC Chairman of Trustees, Ellen Winser, says: "We are greatly in Peter's debt for all he has achieved; it will not be easy to find a worthy successor." The Museum Trust will be starting its search for a new Director in the near future.

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Wartime wrecks – pollution threat

Experts say that hundreds of shipwrecks dating from World War II, are threatening to cause oil spills similar in scale to the *Exxon Valdez* disaster. Scientists from the South Pacific Regional Environment Programme believe that there are about 1,080 wrecks from the war on the Pacific seabed, including a number of oil tankers. Trevor Gilbert, who advised the programme has told *New Scientist* magazine that more leaks were inevitable. Mr Gilbert stated "With every year that passes, these vessels deteriorate more and the risk of significant oil release becomes more likely."

In July 2001 a typhoon shifted the *Mississinewa* an old US fuel tanker at the bottom of a lagoon off an island near the Philippines, rupturing the corroded hull. The *Mississinewa*, which was sunk in a suicide attack by a Japanese submarine, leaked 91,000 litres of oil, polluting the island of Yap. The US Navy plugged the leak and is now preparing to pump out the vessel's tanks which are thought to contain about 10 million litres of oil.

The *Mississinewa* and another oil tanker, the *USS Neosho*, which was sunk in 1942 and lies a few hundred miles from the Great Barrier Reef, are

together estimated to contain as much oil as the *Exxon Valdez*, which spilt 42 million litres of oil when she ran aground in the Gulf of Alaska in 1989.

Sefania Nawadra a pollution advisor to the South Pacific Environment Programme said that “in tropical conditions, where many of the wartime wrecks are, the oil remains fluid even at depth. For example the oil within the *Mississinewa* is as fluid as when it came out of the refinery.”

Mr Gilbert and Ms Nawadra have compiled a map of wrecks and urged an investigation into the state of them to establish how much oil is in Pacific wrecks and what should be done to prevent spills. So far they have not had any success in finding funding for their investigations with governments showing little interest. (*The Times* 24.2.03)

Fisherman's tales

A novice angler fishing off the rocks for mackerel thought she had hooked a big one. After enduring a 40 minute struggle to try and reel it in she thought it was not a mackerel but a large bass.

Eventually Val Fletcher landed an 11 feet 4 inches (3.3 metres) 140 pound (63.5 kg) monster that was an oarfish, the ancient mariners' legendary sea serpent. It is believed to be the first oarfish caught on rod and line off the coast of the UK. Ms Fletcher's catch off Skinningrove, Cleveland, has left marine biologists wondering why such a rare fish, which favours the 1,000 metre depths of the Atlantic, Pacific and Indian Oceans, should be found in the shallows of the North Sea. One suggestion is that it followed the Gulf Stream from the Atlantic to the North Sea.

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Oarfish are the longest bony fish in the sea and sport a mane like crest behind a toothless head. They can grow up to 30 feet in length and weigh up to a quarter of a ton, hence their status as the original sea monster.

Ms Fletcher and her partner Robert Herrings were hoping for some cod or mackerel when they baited a standard rod and line with squid that night. Ms Fletcher said they had a real battle on their hands to try and land the fish. Just when they thought it was out of the water, another bit would emerge. Ms Fletcher said “It was actually a bit scary. Having started off thinking it was a mackerel and then perhaps a large sea bass, we ended up looking at something we did not even recognise. It looked prehistoric.”

“I have never seen anything like it. Rob and I spent all night poring over fishing books but could not find anything that even resembled it.”



The fish took up a large space in the couple's freezer while villagers debated what it was. Mr Herrings said “People who had been fishing around here had not seen anything like it. No one knew what it was.”

Graham Hill Science Officer at The Deep, the aquarium at Hull, said that he had never heard of an oarfish being caught off the UK coast. “It has won its reputation in marine mythology for its long silvery body”, he said.

“It has a depth range of between 20 and 1,000 metres and is sub-tropical, so it’s not unfeasible they could survive in these conditions.”

The Natural History Museum, London would have been interested in its permanent collection, Oliver Crimmen, Curator of Fish saying “This is probably the most important thing to happen in the ichthyological world for some time.” However, the oarfish, whose flesh was described as unpleasant and jelly like, had already been cut up into steaks for cooking. (*The Times* 21.2.03)

***Titanic* show attacked as grave-robbing**

The organisers of a new exhibition at the Science museum are being accused of grave robbing. As *Titanic The Artefact Exhibition* was announced on 5.3.2003, the Titanic Historical Society in America said that RMS Titanic, the company that controls the wreck site, were profiting from the tragedy. Edward Kamuda, the society’s president said “They are doing it for money, not preservation. It is a gravesite but now it has become a circus. Last year two people were married there.”

The *Titanic* sank on April 14, 1912, of the 2,227 passengers and crew on board, only 705 survived.

Clear Channel Entertainments, which is organising the show, said that it wanted to make money but was also dedicated to keeping the memory of the ship alive. The collection has previously unseen items such as the bell rung by the lookouts when the iceberg was sighted. The exhibition will start on May 16 and the Science Museum plan to hold a debate *Grave Robbery or Archaeology* Spring 2003

on whether the site and the ship should be disturbed. (*The Times* 6.3.03)

New Aircraft carriers for the Royal Navy

BAE Systems and Thales UK are to work in conjunction on the design and building of two 60,000 tonnes aircraft carriers, due to enter service with the Royal Navy in 2012 and 2015.

The contract is worth £2.0 billion, and with each carrier an estimated 950 feet in length, they will be the largest ships ever built for the Royal Navy.

Work has already begun on the project and this will continue until Spring 2004 when the final investment decision for the programme is scheduled. BAE Systems will be main contractor, responsible for project and shipbuilding management and Thales UK will be main supplier for the whole ship design. It is thought that building work for both carriers will involve four shipyards: BAE Systems, Govan, Vosper Thornycroft, Portsmouth, Swan Hunter, Tyneside and Babcock BES, Rosyth. The UK Ministry of Defence has said that other shipyards may be involved in due course and that Rolls Royce will probably provide the engines.

The ships will be built in sections and taken to the Rosyth shipyard for final assembly. It is expected that 10,000 jobs will be created or sustained by the project.

The Ministry of Defence will be part of the alliance, managing appropriate risks and contingencies, as well as ensuring the provision of necessary assets such as trained manpower and the Joint Strike Fighter aircraft. Each carrier will act as a launching platform for 48 of these aircraft.

Both companies put in bids to try and win the contract outright and each was involved in a 3 year competition, funded by the Ministry of Defence to design and build the ships. However, the Ministry of Defence identified strengths from each design and felt a partnership was the best way forward.

BAE Systems will have to work to designs provided by Thales UK. Thales are a large French company, which in recent years have acquired Racal, Shorts Missile Systems and Pilkington Optronics. (*Shipping Today & Yesterday March 2003*)

Three Gorges Dam

A relic of Britain's former extensive involvement with China, will soon disappear with the completion of the Three Gorges Dam. A 30' granite obelisk dedicated to Captain Samuel Plant is sited at Xintang. Plant, born in 1866, was a river pilot who worked on the Tigris and Euphrates before running a steamship service through the treacherous Three Gorges in 1900. After his ship *Pioneer* was commandeered in the Boxer Rebellion, Pu Lan Tian, as he was known by the Chinese junkmen, designed and ran the *Shutung* before becoming Senior River Inspector in the Chinese Maritime Customs. When he retired the Chinese built him a bungalow at Xintang overlooking the Gorge, and passing steamers would salute him by blowing their whistle. He and his wife died on route to England in 1921, and the obelisk was erected by subscription. The Red Guards tried unsuccessfully to blow it up in 1968 but just effaced the inscription, in English and Chinese. (*The Times 21.10.02*)

Mapping War Memorials

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The United Kingdom National Inventory of War Memorials has been launched by the Imperial War Museum. The archive already contains details of some 48,000 memorials from the First World War and other conflicts; the number is expected to rise to 60,000. The memorials range from small plaques and tablets to ornate sculptures and stained glass windows. The most unusual is the stuffed thrush at Holcome Primary School, Manchester, the only casualty of a German Zeppelin raid in 1916.

The database may be interrogated by application through the Museum Reading Room. Calls about the database can be made to 020 7416 5281 or inquiries to www.iwm.org.uk The *War Memorials Handbook* on the conservation and preservation of war memorials and how to use the database as resource is also available from the Imperial War Museum price £4.99.

In parallel the Victorian Military Society has begun a survey to locate, catalogue and photograph memorials erected for the dead of the South African or Boer War of 1899-1902. Information is particularly required about memorials on private land to which the public has no access.

Information collected is being shared with the Imperial War Museum.

Consult www.vms.org.uk/abwmp for more details.

HM BARK ENDEAVOUR RETURNS TO FALMOUTH TO DELIVER A PIECE OF HISTORY

HM Bark *Endeavour*, the replica of Captain James Cook's 18th Century voyager, returned to Falmouth, berthing