

Another Selection of Model Ships

Posted by Geoff Walker



HMS Endeavour 1764 - 1771

HMS Endeavour, also known as **HM Bark Endeavour**, was a British Royal Navy research vessel that Lieutenant James Cook commanded to Australia and New Zealand on his first voyage of discovery between the years 1768 - 1771.

Built in Whitby, she was launched in 1764 as the collier **Earl of Pembroke**, with the Navy purchasing her in 1768 for a scientific mission to the Pacific Ocean.

The ship was largely forgotten after her epic Pacific voyage of discovery, spending the next three years carrying troops and cargo to and from the Falkland Islands. She was renamed **Lord Sandwich** in 1775 after being sold into private hands, and used to transport timber from the Baltic. Rehired as a British troop transport during the American War of Independence, she was finally scuttled in a blockade of Narragansett Bay, Rhode Island in 1778

Particulars :

Length: 30 m

Boats & landing craft carried: Yawl, Pinnace, Longboat, two Skiffs

Sail plan: Full rigged ship; 3,321 square yards (2,777 m²) of sail

Speed: 7 to 8 knots (13 to 15 km/h) maximum

Out of service: March 1775, sold

Demise : Reported scuttled, Newport, Rhode Island, 1778

References : Various Public Domains

HMS Victory 1765 – To Date

The Flagship of **Admiral Lord Nelson**.

HMS Victory is a 104-gun first-rate ship of the line of the Royal Navy, ordered in 1758, laid down in 1759 and launched in 1765. She is best known for her role as Lord Nelson's flagship at the **Battle of Trafalgar on 21 October 1805**.

Status: Active; Flagship of the First Sea Lord and currently a Museum ship located at Portsmouth Naval Dockyard, England

Tons Berthen 2,142

Length 227 ft

Beam 52 ft

Sail Fully Rigged ship 6510 sq yd

Air Draft 205 ft



Model Dimensions : Length 84 cm Height 70 cm

References : Various Public Domains

Unknown

Purchased in Mauritius 1982



Bought at a market stall on the beach at Port Louis, in Mauritius. I assume a replica of a local trader

Another Unknown Acquisition



Another market buy – this time somewhere in Hamburg 1984



RMS Majestic

The **RMS Majestic** was originally built by Blohm and Voss in 1914 as the **SS Bismark** for the Hamburg America Line and remained as such until 1920 when she was awarded to the United Kingdom as reparation for the sinking of the **HMHS Britannic**. Between 1922 and 1937 she operated as the **RMS Majestic** but in 1937 she became the **HMS Caledonia**.

The **Majestic** being ostensibly a replacement for the pre-war 48,000-ton **Olympic-class** ocean liner **Britannic** which was lost after striking a mine in the Aegean in 1916. On 29 September 1939, **HMS Caledonia** caught fire and burnt out, sinking at her moorings. The wreck was sold in March 1940 to [Thos W Ward](#) for scrap, but it was not until 17 July 1943 that the remains of **Caledonia** were raised and towed to the scrap yard.

Particulars :

GRT 56,511 tons

Length 291m

Beam 30.5m

Passengers : Total 2145 (750 1st Class, 545 2nd Class, 850 3rd Class)

Main Engines : 4 Parsons Steam Turbines developing 66,000 SHP and driving 4 propellers.

Maximum Speed : 25.5 knots.

References : Public Archives



MV Seine Lloyd 1961 - 1980

Built in the Netherlands in 1961, by C.van der Giessen & Zn. Scheepswerven N.V. for Liner operator Rotterdam Lloyd. She retained the name **Seine Lloyd**, between 1961-1972 and from 1977-1980 she carried the name **Nedlloyd Seine**. She met her demise in 1980 following a serious collision in poor visibility with the MT. E.R.Wallonia.

Particulars :

GRT 8,244

DWT 12,878

Length 166m Beam 21.3m

Speed 18 knots

Main Engine Sulzer 6 cylinder diesel, developing 10,500 HP

References : Public Archives and Collision Enquiry/Findings.



MV Cap San Diego 1962 – To Date

One of the **“White Swans of the South Atlantic”**, due to her sleek lines. She was built in 1962 by Deutsche Werft, owned and operated by the German Liner Company Hamburg Süd Reederei. There were several sisters, all engaged on their express Europe to South America Trade, carrying a combination of passengers and cargo. The **“Cap San Diego”** had an interesting escape from being scrapped because the ship having been sold and arriving in S.E. Asia, pending imminent delivery to the breakers’ yard, received an eleventh hour reprieve. An offer from a Hamburg based ship conservancy group was received to purchase the vessel and deliver her back to Cuxhaven, as she was. Not wishing to see such a fine vessel go to the **“Torch”** unnecessarily, the offer to purchase her was accepted by the new owners, and she was duly delivered back to Germany. The ship which had been renamed **“Sangria”** for her final voyage to the Orient was redelivered back to Cuxhaven. The ship underwent complete refurbishment upon her arrival back in Germany, bringing her back to her original state, had her name and German Register reinstated, and is now a museum ship at Hamburg. The vessel remains active and offers regular trips up and down the River Elbe. The rest I shall leave to history.

Particulars :

9998 GRT 10,000 DWT

Length 160m Beam 21.5m

Service Speed 20.3 knots

Main Engine MAN two-stroke 9 cylinder diesel delivering 11,600 HP

Reference : Personal involvement in the redelivery of the ship back to Germany