

BLACK JACK



Southampton Branch
World Ship Society

DTH71

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Membership of the World Ship Society is £2.50 per year, which includes branch membership and the quarterly issues of 'Black Jack' together with the Society's monthly magazine 'Marine News'.

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We wish a very Happy Christmas and Prosperous New Year to all Members and Friends

This is our first quarterly magazine replacing the previous monthly Newsletter.

It will be produced in the Spring, Summer, Autumn and at Christmas each year. With this new departure the Branch will be able to economise greatly in postage costs, which have risen to be the biggest single expense of the Branch and although some extra paper and more stencils will be necessary, the saving will be very worthwhile. We hope too, that the Magazine, with articles of a 'local flavour', will be more readable - some might even be kept for reference!

Your articles, notes, news items, suggestions and ideas are very welcome - it is your magazine and will not at first be to any set number of pages, but will be dependant on what material is forthcoming. Broadly speaking, 'local flavour' includes the area from Portsmouth in the east, to Poole in the west, and we also welcome any material from our fellow members in the Isle of Wight. So if you have any ideas or subjects, history or present-day, shape them into an article and submit them to 'Black Jack'.

If you are wondering why 'Black Jack', then turn to the next page and read on!

You will we hope be receiving a programme for the meetings of the Branch for 1972, with this issue of the Magazine. All you have to remember is that we meet on the second Tuesday of every month in the Lounge of the Missions to Seamen, Queen's Terrace, Southampton.

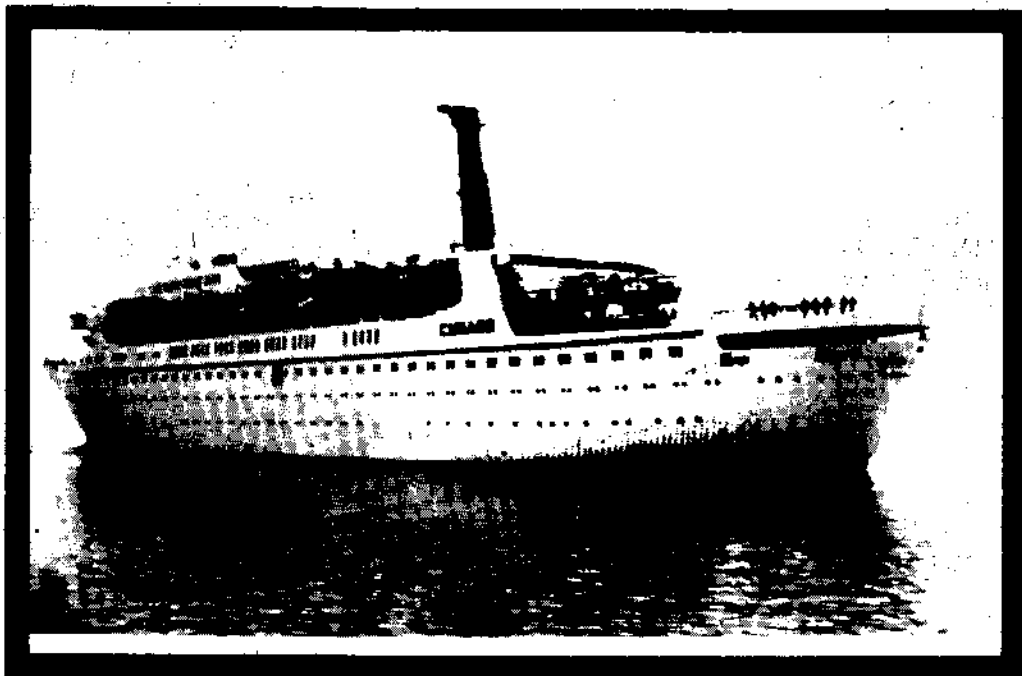
The Southampton Branch is very pleased to extend a warm welcome to new Members Mrs D. Isaac, and Messrs T. G. Hill, W. Ormston, D. M. Ramsbottom, A. E. Rushen, and I. W. Stockbridge.

Note: For those Members whose Society subscriptions fall due on 1st January 1972, will you please remember to forward your remittance to the Branch Treasurer and not to the main Society, as this very much helps administration.

a **BLACK JACK** photo-feature



PORT CHALMERS - one of the worlds largest reefer ships (See Page 7)



CUNARD ADVENTURER - the new Cunarder arriving from her builders (See Page 4)

Why 'BLACK JACK'?

by David T. Hornsby

The name 'Black Jack' originates from a buoy, which is situated at the entrance to Southampton Water, and it was first used by this branch of the World Ship Society for the enlarged 150th and 200th editions of the Newsletter. When the membership agreed that a magazine should be produced to replace the monthly newsletter, the obvious name for the new quarterly publication was 'Black Jack'.

The 'Black Jack' station marks the North-West edge of Calshot Spit, on the portside of the main channel when entering the Port. It was first established by the Southampton Harbour Board about 1908, although prior to this date another buoy had been positioned in the same general area of the port approaches. Due to the ever changing shape of the spit at Calshot, the exact position of the buoy has varied slightly over the years, its present position being about 600 yards E.S.E. of the Calshot Signal Station.

Why the buoy was called 'Black Jack' is far from certain, although two possibilities have been put forward. Firstly, it may have been named after a 'pirate' character who sailed in the Solent area several hundred years ago. The more plausible explanation is that it was named after a 19th century leather water bottle of the type used by fishermen. This latter suggestion is to some extent backed up by there being a similar buoy at the entrance to the Lymington River which is called 'Jack in the Basket', and where it is known provisions were left for local fishermen.

The present buoy, with a 10ft diameter body and red con superstructure, stands in about 41½ ft of water at Port Low Water Datum (0.00 ft on the Port tide gauge). Although a standard type of radar reflector is fitted above the light, no fore-warning equipment is provided. The red light which stands some 8/10 ft out of the water, has a cycle of 4 seconds, occulting with a long flash and short unlit sequence.

Little maintenance is required by the buoy, apart from the renewal of propane gas bottles about every three months. However, normally at about two to three year intervals, the buoy is removed for a thorough overhaul, being replaced by one of the same type. The vessel responsible for changing over the buoys is the 'Seahorse' built for the Southampton Harbour Board in 1958. A twin-screw motorship of 156 tons gross, the buoy-ship has a length of 90ft 5ins, with a beam of 27ft 2ins., and is fitted with a seven ton derrick for lifting the buoys from the water.

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The latest Cunarder - CUNARD ADVENTURER

After being handed over by her builders on 29th October 1971, Cunard Adventurer arrived at Southampton, for her first and only visit to the Port, on the 30th. She spent three weeks in port before she left on 19th November for her first cruising base, San Juan (Puerto Rico), being scheduled to arrive there on 3rd December. Following a couple of 'familiarisation' voyages, she will then make a series of 20 weekly cruises, ending on 29th April 1972. Moving her base to her 'home' port of Norfolk, Virginia, she is programmed to carry-out 27 seven day cruises to the Caribbean.

Launched by Lady Mancroft, wife of the former Cunard Chairman, on 2nd February 1971, she is equipped with all the usual cruise ship facilities, of special interest being the 'sky bar' situated above the bridge. The bridge itself is very sophisticated, incorporating a high degree of automation.

Details are as follows:

Cunard Adventurer

Built: 1971 by Rotterdam Dockyard Co., Rotterdam. (Yard No. 329)

Tonnage: 14155 gross tons.

Length: 469ft o.a. Beam: 71ft. Draught: 18ft 6ins.

Machinery: 4 Sterk-Werkspoor TM 410, 12-cyl., V diesels. (6,700 b.h.p.)
Twin-screw.

Service speed: 21knots.

Passengers: 640 cruising. 804 max. 300 crew.

Cunard - ? - (newbuilding) Yard No., 666 - delivery due 10-72.

THE
FOUDROYANT ESTABLISHMENT

by W. H. Mitchell

The FOUDROYANT Establishment consisted of the two old wooden walls, moored in line in Portsmouth harbour during the last war. They were the FOUDROYANT and the IMPLACABLE, returned to the White Ensign for war service.

Their separate stories are in two parts. The first deals with the FOUDROYANT.

No doubt many people will take the opportunity to see the old wooden wall FOUDROYANT when she is drydocked in Southampton's No. 5 in February. There are actually three FOUDROYANTS in the story.

The first was a French prize taken in 1758.

The second, HMS FOUDROYANT was an 80-gun frigate, named after the prize taken in 1758 and laid down at Plymouth in 1789. She was launched in April 1798 and became first Lord Keith's flagship and then in 1799/1800, Lord Nelson's Mediterranean Fleet flagship.

As time went on she was relegated to service as a tender to the gunnery ship CAMBRIDGE and in 1892 was sold by the Admiralty to a Mr. Read who resold her to German breakers for £1000. This raised such a storm of protest that a J. R. Cobb, interested in her preservation, raised funds and re-purchased her for, it is quoted, some £6000. She was brought to the Thames and there rebuilt in accordance with the original sheer draft, re-masted and re-equipped with many of her own guns brought from Woolwich at considerable cost. He then turned her over to his son, Wheatley Cobb whose intention was to use her as a training ship. She commenced touring British ports but on leaving Liverpool in 1897 she drove ashore at Blackpool on 16th June in a violent gale after dragging her anchor and became a total loss. She was sold as a wreck for a mere £200.

As a replacement Cobb acquired an old but fine example of teak shipbuilding - HMS TRINCOMALEE. She had been launched in 1817 at the East India Company's shipyard at Bombay, built at a time when Britain's resources were greatly strained due to the Napoleonic wars but she was soundly built by Parsee shipwrights who took much pride in their work. She was originally designed for 38 guns but later another four were added.

She saw little service until the Crimean war, being mostly laid up but then became very active in the White Sea and then off the West coast of Canada, protecting British shipping from Russian raiders. Then she was laid up again, not being suitable for conversion to steam propulsion but when the difficulties of manning Royal Naval ships by mercantile seamen had been realised from Crimean war experience, she was one of the first ships to be used for drill and training in the newly organised Royal Naval Reserve. First of all she was placed at Sunderland, then at West Hartlepool and then at Southampton until 1896 when she was replaced by a cruiser. Entered on the disposal lists the following year she was purchased by Wheatley Cobb to replace his FOUDROYANT which had been lost at Blackpool.

HMS TRINCOMALEE took the name FOUDROYANT, what guns and gear salvaged from the wreck were placed in her and in 1903 she moved to Falmouth as a training ship for boys. There Cobb insisted that she be allowed to swing on her moorings, fearing too much strain on her hull had she been moored fore and aft. The harbour authorities complained that she took up too much room and she was moved to Milford Haven, then to London and finally to Portsmouth. Cobb died in 1931 and his widow presented the ship to the Society for Nautical Research who maintained her with the IMPLACABLE, the two ships being known as the IMPLACABLE Holiday Training Establishment.

In 1939 she raised the White Ensign again and with the IMPLACABLE was titled the FOUDROYANT Establishment.

The FOUDROYANT Trust was formed in 1959 to keep the old ship afloat as a training ship for young persons interested in seamanship and in 1967 there was talk of her going to Beaulieu River as a full-rigged museum ship but this did not materialise. In 1970 an underwater check revealed the necessity of replacing some timber and it will indeed be interesting to see the hull of a wooden wall over 150 years old.

(Part II, dealing with the DEFLACABLE will be published later)

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No longer a Southampton caller

AURELIA of the Cogedar Line

by N. V. Robinson

Aurelia has been a familiar ship in the Port of Southampton for a number of years, up until 1970, when she was sold to the Greek, Chandris Group. It is appropriate at this time then to outline the history of this smart little liner.

She was completed as the Huascarán, in 1939, by Blohm and Voss, of Hamburg, to the order of the Hamburg-America Line, as a cargo-passenger liner for their South American service. On a length of 487 feet and a beam of 60 feet, she had a gross tonnage of some 9,050. Her original machinery consisted of three M.A.N. oil engines (2, 8-cylinder, and 1, 6-cylinder), driving generators, which provided power for electric motors geared to a single screw shaft, giving a speed of 16 knots.

She only completed one voyage for her owners prior to the outbreak of war, and she was requisitioned by the German Naval authorities, to serve as a submarine depot ship, being taken over, after the war, by the Ministry of War Transport and subsequently allocated to Canada. She passed to North American Transports of Montreal in 1947, but this did not last very long, for by the end of the year she was in the fleet of Canadian Pacific Steamships. Renamed Beaverbrae she was placed on the North Europe to Canada run, carrying 'displaced persons' from Bremerhaven to Canada, returning with cargo only.

This lasted until 1954, when surplus to requirements she was offered for sale and was bought by the Genoa based Cogedar Line (Compagnia Genovese d'Armamento Spa) and sent to Trieste for a refit. During this her former short superstructure was enlarged and passenger accommodation was increased from 775 to 1,124. In 1955, as the Aurelia, she entered the Continent - UK - Mediterranean - Australia service, and then in 1958-9 underwent a further refit when she was re-engined with a new set of diesels, but still retaining the electric final-drive. Later her upperworks were again extended, this time mainly at the forward end.

For a short period in the '60s she made some Transatlantic voyages to New York, but mainly she was to be found on the Australia run. In 1969 though, she began a new phase in her career when, under the style of Aurelia Holiday Cruises, with E. H. Mundy as agents, she commenced cruising to the Atlantic island of Madeira. In 1970 she interspersed her time at Southampton with cruises from Tilbury, being seen less and less down here, until suddenly her sale was announced, in 'mid-season'. Her buyers were International Cruises S. A., of Greece, a part of the Chandris Group. Now she is renamed Romanza and joins an ever growing collection of well known vessels in the lucrative Mediterranean cruise trade.

Aurelia (now Romanza), ex-Beaverbrae '54, ex-Huascarán '47.

Built: 1939 by Blohm and Voss, Hamburg.

10480 gross tons. 6032 net. 4734 deadweight.

Length: 487ft 6ins o.a. Beam: 60ft 4ins. Draught: 21ft 10ins.

Machinery: Diesel-electric (3 M.A.N.-type, 7-cyl diesels - 8,100 h.h.p.
3 generators (1,760 kW. 3,700 a.c.)). 6,800 s.h.p.

Single-screw. Service speed - 17 knots.

Passengers: 1,125 tourist-class.

Owned by Port Line Limited, London.

16,283 gross tons; 9,217 nett; 19,710 deadweight.

612ft 2ins overall length; 81ft 5ins beam; 35ft 6ins maximum summer draught.

This interesting vessel visited the port for the first time on 22-10-71, following in the wake of her almost identical sister Port Caroline which had arrived on 15th April. These fine sisters are probably the largest ships to have used the Western Docks Cold Storage facilities at 108-9 berths since its completion, and additionally they are amongst the few refrigerated cargo ships with a capacity in excess of 600,000 cubic feet.

Built at Glasgow by Alexander Stephen & Sons Ltd., (the Linthouse Division of U.C.S.), Port Chalmers was completed in April 1968, about six months before her sister was completed at the same yard. The vessel was immediately claimed by her owners as the largest ship in the World built principally for refrigerated cargo. The distinctive and unusual all-welded hull design, with cruiser stern, was the result of trying to satisfy two aims. Firstly there was to be no sheer to the hold areas so as to give uniform deck heights, as well as facilitating the use of fork lift trucks for the rapid movement of cargo, especially unitised and palletised cargo. The second essential was to have a hull shape which would allow the use of high speeds in rough weather conditions. This was achieved by a long fore-castle with considerable sheer, a heavily flared bow with a bulbous forefoot, and a raked stem.

Construction was supervised by Lloyds surveyors to classification 100A1, whilst the machinery and refrigerated cargo installations were similarly supervised by Lloyds surveyors. Designed to carry twelve passengers on the bridge deck, and a crew of 55, the vessel is fitted with the usual modern navigation and bridge equipment including echo sounder, direction finder, radar, medium and high frequency radio telephone etc.

A twin-screw motorship, Port Chalmers has a designed service speed of $21\frac{1}{2}$ knots, which is obtained from two six-cylinder Sulzer two-stroke single acting diesels (bore 900mm; stroke 1550mm) producing 26,000 bhp at 119 rpm. As is usual, the main engines burn high viscosity fuel, and there is a bunker capacity of 3,117 tons, additionally provision is made for 406 tons of diesel oil, and 4,867 tons of water ballast, including the forward deep tank. Whilst at sea, auxiliary services are operated by steam supplied by two boilers which have a working pressure of 100 lb sq/in. The auxiliary electrical supply is at 450 volts/60 cycles a.c., and is provided from six generators, one of 900kW, the others of 410kW.

The refrigerated cargo capacity is 606,940 cubic feet, of which 66,280 cubic feet is for chilled cargo. Provision is also made for 236,000 cubic feet of general cargo, which includes a forward 'tween deck designed to carry 460 tons of liquid cargo, particularly vegetable oil. Up to 71, 20 foot containers can also be carried.

An important feature is the use, for the first time in a British built vessel, and the largest application in the World, of high tensile steel Screw-Torq hatch covers to all hatches except six on the weather deck, which have motorised covers. This unique system allows one man to electrically control the operations of all 17 hatches in their respective holds. The seven holds, five forward and two aft, vary in size from $49\frac{1}{2}'$ to $72'$, and another new feature is the use of steel dunnage instead of the timber type which requires frequent replacement. To assist with cargo movement, the vessel is equipped with seven cargo winches, five deck cranes with 5-ton capacity, and seven derricks (1-25 ton; 2-15 ton; 2-10 ton; 2-5 ton).

The refrigerated cargo space is divided into 22 chambers, each of which is independently refrigerated. Holds 3-5 and 6 upper 'tween decks are designed to maintain a constant temperature of minus 23 C (minus 10 F) even when the sea temperature is as high as 30 C (85 F). Cooling is by brine and air, using glass fibre, slab cork and polyurethane rigid foam as the insulation material, within a chamber lining of plywood and galvanised steel. Power to the chambers is by 5-8cyl electric compressors each of 170bhp at 1150 rpm.

UNITED FRUIT COMPANY

FLEET CHANGES

by W.H. Mitchell

Over the past five years there have been a considerable number of name and flag changes within the United Fruit Company group. The company, in 1966, had eighteen ships under the American flag. All these vessels, built just after the war, are now over twenty years old and with economies of operation no doubt in mind, have been transferred to other flag associate companies.

Although not necessarily being renamed in accordance with traditional nomenclature, those transferred do, nevertheless, fall into some pattern of naming. The American-built ships from the Gulf Shipbuilding Corporation and Newport News SB & DD Company are named R..... in the Fyffes fleet; those going to the Dutch Caraibische Company begin with T..... The Bethlehem-built vessels are renamed P.....(Fyffes) and C.....(Caraibische).

There have also been changes in the British-flag Fyffes fleet, several 'C' class ships, built in the late 'fifties, being transferred to the associate Empresa Hondurena de Vapores, Puerto Cortes, Honduras. These ships have been given names beginning with 'O'.

The following lists detail the changes over the last five years and give a picture of the present fleet of the United Fruit Company.

Built by Gulf SB Corporation, Chickasaw, Ala.Yard No

18	Fra Berlanga	2.1945	1970:Tiburón (Caraibische) 7.1971: Scrapped Castellón.
19	San Jose	6.1945	1970:Ronde (Fyffes)(British)
20	Limon	5.1945	1970:Talamanca (Cara)(Dutch)
21	Esparta	9.1945	1970:ToLoa (Cara)(Dutch)
22	Junicr	12.1945	1970:Rio Cobre (Fyffes)(British)
23	Comyagua	2.1946	1969:Roatan (Fyffes)(British)

R2-ST-AUL Maritime Commission type. Built for the United Mail SS Company service US West Coast, Central America to U.K. and Continent. 6570 grt 455' length oa x 61' beam. 12 passengers in 6 cabins. 6600 tdw. Refrigerated capacity 311,300 cf. Machinery: 4 double reduction geared turbines of 6000 shp each of Laval manufacture. Twin screws. 18½ knots.

Built by Newport News SB & DD Co.

458	Parismina	1.1947	1970:Toltec (Cara)(Dutch)
459	Heredia	3.1947	1970:Tanamo (Cara)(Dutch)
460	Metapan	4.1947	1971:Romano (Fyffes)(British) 1971:Tinto (Cara)(Dutch)

R2-ST-AUL Maritime Commission type. Built for United Fruit SS Company. 6700 grt 7000 tdw. 309,600 cf. Other details same as above.

Built by Bethlehem Steel Co. Beaumont, Texas.

4448	Yaque	3.1947	1970:Patia (Fyffes)(British)
4449	Cibao	4.1947	1970:Choluteca (Cara)(Dutch)
4450	Quisqueya	5.1947	1969:Copan (Cara)(Dutch)
4451	Santo Cerro	6.1947	1969:Castilla (Cara)(Dutch)
4452	Sixtola	12.1947	1970:Patuca (Fyffes)(British)
4453	Tivives	2.1948	1968:Pacuare (Fyffes)(British)
4454	Hibueras	4.1948	1970:Pecos (Fyffes)(British)
4455	Ulua	5.1948	1970:Chiriquí (Cara)(Dutch)
4456	Morazan	7.1948	1970:Coppename (Cara)(Dutch)

R1-S-DH1 Maritime Commission type. Built for United Fruit SS Co. 386' length oa x 56' 12 passengers. 5000 tdw. 195,000 c.ft. 2 DR geared steam turbines to single screw. 16 knots. Counter stern.

BALBOA SHIPPING CO. INC.

Panama

835 Almirante 7.1954) 3817 gt 377' oa x 52' 158670 c.ft. 2 oil engs. 15k.
 836 Aragon 10.1954) Built by Bremer Vulkan, Vegesack for Empr. Hondurena
 837 Atenas 3.1955) West Indies/USA trade but in 1958 became Balboa
 Shipping Co with extension of service to the U.K.

EMPRESA HONDURENA DE VAPORES, PUERTO CORTES, HONDURAS.

515 Orotava 7.1927 2711 gt. Built A. Stephen & Sons, Glasgow.
 313' oa x 44' 124040 c.ft; Triple exp. engines; 12k.
 1967: scrapped Vado.
 515 Musa 7.1930 5662 gt; Built Workman Clark, Belfast; 435' oa x 56'.
 210930 c.ft; Turbo-elec. drive; 15 1/2 k; Scrapped 1969 Taiwan.
 817 Leon 1952) 3250 gt; 369' oa x 45'; 2970 tdw; 160,000 c.ft. 2 oil
 818 Lempa 1952) engines, 14 1/2 k; Lengthened from 344' in 1964; 1959/66
 under British flag of Surrey Shg Co and temporarily
 renamed Box Hill and Leith Hill respectively.

EFFES LTD. (formerly Elders & Fyffes Ltd.)

Built by Alex. Stephen & Sons, Ltd., Glasgow.

610 Matina 11.1946 6801 gt; 443' oa x 57'; 7600 tdw; 229240 c.ft; 12 pass;
 3 steam turbines, 17 1/2 k; 12.1968 scrapped Bruges.
 618 Golfito 12.1949 8740 gt; 447' oa x 62'; 5800 tdw; 203900 c.ft; 101 pass;
 4 st turbines, 2 screws, 17 1/2 k; (10.1971 for sale)
 649 Camito 11.1956 8687 gt; 447' oa x 62'; 5600 tdw; 202740 c.ft; 103 pass;
 4 st turbines, 2 screws, 17 1/2 k; (10.1971 for sale)
 657 Changuinola 7.1957 1970: Omoa (Empr. Hondurena de Vapores)
 658 Chirripo 12.1957 1971: Olancho (Empr. Hondurena de Vapores)
 659 Chicanao 3.1958 1971: Orico (Empr. Hondurena de Vapores)
 675 Chuscál 3.1961

This group 411' oa x 57'; 6283 gt; 5675 tdw;
 204260 c.ft; 2 steam turbines; 18 knots;

Built by Kawasaki Dockyard Co., Kobe

1120 Matina 1969)
 1121 Morant 1970) 474' oa x 67'; 6350 gt; 6080 tdw;
 1122 Motagua 1970) 6 pass; 20 1/2 knots; motorships;
 1147 Musa 1971)
 1168/9 & 1181/2 new buildings; 5800 tdw;

Built by J. Barreras, Vigo.

1410 Barranca 1971)
 1411 Bayano 1971) 4900 gt; 3400 tdw;

SURREY SHIPPING CO. LTD., Bermuda (formed in 1959)

Built by Bremer Vulkan, Vegesack.

885 Tenadores 2.1960 1966: (Empresa Hondurena de Vapores)
 886 Totela 4.1960 1966: (Empresa Hondurena de Vapores)
 887 Turrialba 6.1960
 888 Telde 2.1961 6570 gt; 5875 tdw; 451' oa x 59';
 889 Tilapa 7.1961 252500 c.ft;
 890 Tucurinca 2.1962 2 steam turbines, 8500 shp, 17 1/2 knots.

N.V. CARAIBISCHE SCHEEPVT. MAATS., Rotterdam (formed 1956)

Built by Cammell Laird & Co. Ltd., Birkenhead.

1262 Calamares 10.1956
 1263 Carrillo 3.1957 10.1965: (Empresa Hondurena de Vapores)
 1264 Cartago 9.1957

Ordered for Empresa Hondurena de Vapores;
 6797 gt; 6270 tdw; 450' oa x 59'; 273,000 c.ft.;
 2 steam turbines.

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Two vessels that have visited the Port recently, engaged on the West African Service, are well worth a mention:

The first to call was the Greek motorship Spiliada, a ship perhaps better known in her original guise as the British registered Indus. She was built by Charles Connell & Co., of Glasgow, for James Nourse Ltd., being completed in September 1954. In 1965 she passed to the Hain-Nourse company, following the amalgamation of the two fleets, and was sold in December 1969 to Soc. Am. Insular, of Panama under the flag of Liberia. Early in 1971 she came under the Greek flag and the ownership of Navas Transatlantica of Panama. Under both companies she has carried her second name, Spiliada. Of 6,753 gross tons, she has a length of 441 ft and a beam of 58 ft. Her service speed is 13 knots. When she called at Southampton she was on charter to the Nigerian National Line.

Talking of African shipping lines brings us to the second vessel to call - she was the first representative (other than chartered ships) of one of the African partners in the service, the Black Star Line, of Ghana. Their motorship Oti River was built in 1964 by Hitachi Zosen at Osaka, Japan, and is of 7,478 gross tons on a length and beam of 455 ft and 62 ft 8 ins respectively. She is powered by a 6-cylinder Sulzer oil engine rated at 7,200 b.h.p. driving a single screw shaft, giving a speed of 15½ knots.

Bringing in bananas for Fyffes Group was the German reefer ship Minden. A motorship owned by Scipio & Co, of Bremen, she was completed in 1964 by Rickmers Werft at Bremerhaven. Dimensions are 471 ft by 56 ft 5 ins, with a gross tonnage of 4,777.

We are due to see a new passenger liner next year, in the shape of the Baltic S.S. Co's Mikhail Lermontov of 19,500 gross tons and completed this year, at Wismar. She is due here on September 2nd on completion of a cruise from Tilbury. The next day she sails on a Mediterranean cruise returning on September 21st, and then moving back to Tilbury.

Still on the subject of passenger ships as is probably already known Hapag-Lloyd have sold their Bremen to the Chandris Group, and are on the look-out for another of similar size! C. P. Ships have withdrawn the Empress of Canada, and put her on the sales list. One rumour has it that Cunard may be interested in her. Cunard have Carmania and Francania both laid-up at 101 berth and Shaw-Savill have their Southern Cross likewise inactive at 46 berth. So the passenger liner side of things looks far from happy.

Making a return visit again for dry-docking was the Sealink motorferry Dover of 3,602 gross tons built in 1965. An unusual event was the accommodation of two cargo ships in the same dry-dock; the Clan Ranald and Clan Robertson both spent a short while in the No. 7 dry-dock, together,

At the end of November the Cyprian motor ore carrier Pride of Morea put into the Port. Of 1706 gross tons (CSD), she was built in 1955 by At & Ch de Bretagne, of Nantes for Cie. Havraise et Nantaise Peninsulaire (CHNP). Sold in 1969 to the Sodini Shipping Enterprises of Nicosia, she became the Stella, until a short while ago when she passed to new Cyprian owners and took her present name. She is 342 ft 6 ins long, with a beam of 45 ft 11 ins and a draught of 20 ft 7 ins. Two 6-cyl MAN oil engines give her a speed of 13 knots.

A new roll-on, roll-off service is due to start mid-December, from Naples to Southampton, carrying canned tomato puree! The vessel to operate the service is the newly built Ventidi Maestrale, on a twice a month basis.

Ships Due;

Elder Dempster have two vessels due to load on the West African Service. The first, Onitsha (1952. 7267gross) loads early December and she will be followed towards the end of the month by her sister ship, Oti (1956. 5485gross), both of them motorships. Galway (1959. 9539 gross) of Avenue Shipping is due Dec. 11, whilst, on Jan. 12 the Port Nicholson (1962. 14726 gross) is due to arrive at the cold store.