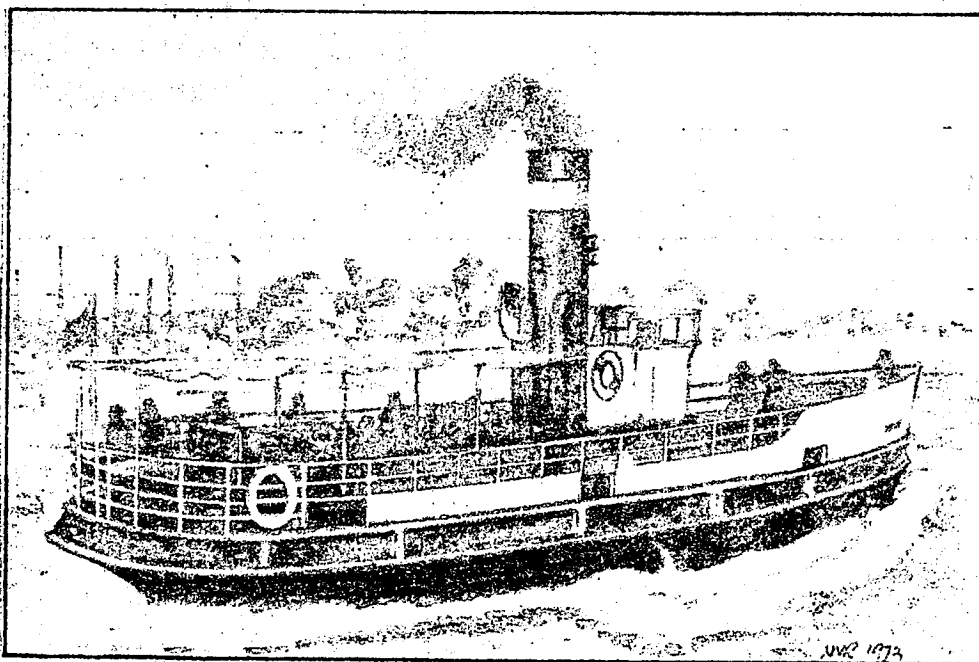
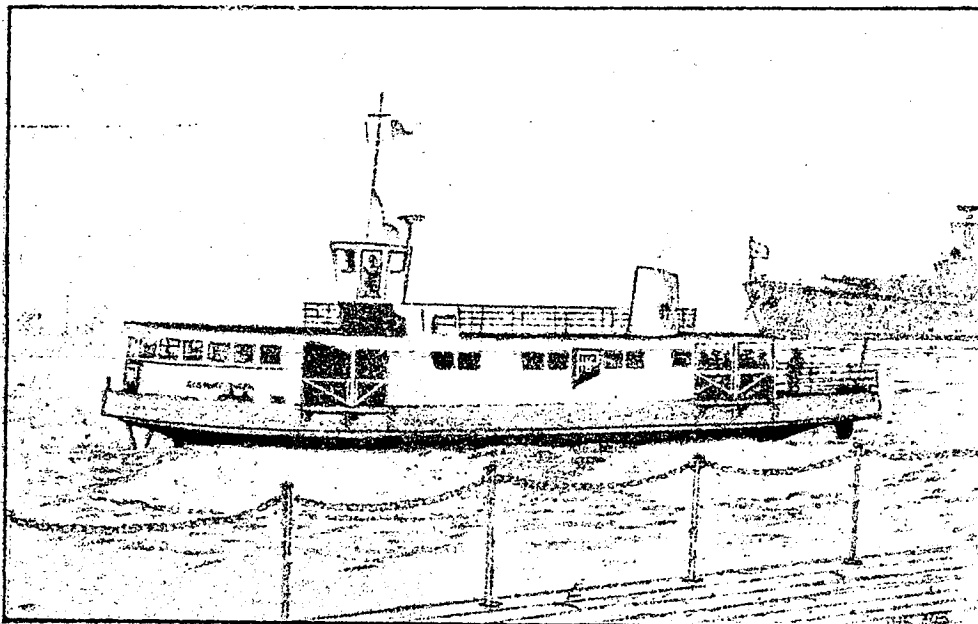


BLACK

JACK

W.S.S.
SOUTHAMPTON



Published Quarterly by the Southampton Branch of the World Ship Society

Membership of the World Ship Society is £3.00 per year, which includes Southampton Branch membership, the quarterly issues of 'Black Jack' together with the Society's monthly magazine 'Marine News'

'Black Jack' is available on its own at 12p for four issues plus 10p postage

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 and David T Hornsby
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1974 PROGRAMME - April to August

All meetings are held on the second Tuesday of every month, at the Chamber of Commerce, 53 Bugle Street, Southampton, commencing at 7-15pm.

Tues 9 April	A talk by John Isherwood 'The Ramifications of Furness-Withy'	black/white
Tues 14 May	'Manx Shipping Scene' (Isle of Man Branch slide/tape-talk)	colour
Tues 11 June	Mr L E Pierce, Chief Ship Designer of Vosper Thornycroft will talk on his company's ship-building activities over the past ten years.	colour-slides & films
Tues 9 July	Sail Training Association films: 'New Horizons' - 20 mins. '1970 Tall Ships Race' - 50 mins. 'Tall Ship - 1964' - 15 mins. 'Mizzen, Main and Foremast' - 30 mins.	all colour
Tues 13 August	Talk by a senior officer of the R R S Bransfield (to be confirmed)	illustrated

WELCOME: The Branch is very pleased to welcome a large influx of new members to its ranks, their names being - Mr P J Gildea-Evans, Mr & Mrs Lawes, Mr F J Owen, Mr R De Kerbrech, Mr D J Wroe, Mr R Williams, Mr E Williams, Mr G Williams and Mr C Frampton.

Mr T Hughes, of 37 Warblington Street, Old Portsmouth, is hoping to form a ships preservation society in Portsmouth and would be glad to contact anyone with similar interests.

Cover illustrations feature old and new Portsmouth Harbour Ferries (see article on page 8. Top: Gosport Queen of the Portsmouth Harbour Ferry Co.

Bottom: Venus (H J Barkham) before conversion to diesel propulsion. drawings and also those on page 10 by Nigel V Robinson

The following extract (a sort of 17th Century Nautical Notebook!), which came to my notice recently, is included by way of an historical contrast. The 'London Gazette' - the oldest paper in the country - had only been published for a few short years when this extract appeared in it.

N V Robinson

.....
 VERBATIM EXTRACT

from

"THE LONDON GAZETTE"

NUMB. 3075

MONDAY APRIL 29. TO THURSDAY MAY 2. 1695

Castlehaven in Ireland, April 19. Last night came in here the "Roebuck" Fireship, who on the 16th instant being in Company with His Majesty's Ships the "Hope" and "Anglesey", (the "Captain" and "Montague" being separated from them two days before) fell in about 4 in the afternoon with 5 French Men of War, the least of them carrying above 50 Guns, against whom they engaged till night, when the "Roebuck" parted from them.

Pembroke, April 21. On Friday last came into our Harbour the "Upton Galley", Captain Martell Commander; and the "Ruffell Galley", Captain Elton Commander, both from Leghorne, but last from Cadiz.

Plymouth, April 28. The 26th instant came in here a Swedish Merchant Ship laden with Planks and Deals for Lisbon.

Newcastle, April 8. Yesterday came in about 80 fail of light Colliers, under Convoy of two Men of War, the "Bonadventure" and "Winchester". The laden fleet will sail with first fair Wind.

Deale, April 30. Yesterday arrived in the Downs our homeward bound Canary Fleet, under Convoy of His Majesty's Ships, the "Rupert", "Prudence", "Woolwich", and "Blaze" Fireship; and in the afternoon came in a Dutch Man of War, with 14 Sail of Merchant Ships from the Westward, bound for Ostend and Holland. Last night came in His Majesty's Ships the "Dreadnought" and "Smirna Factor", with two Merchant Ships from Jamaica, and about 50 Coasters. The Canary Ships are failed for the River.

Kenfington, April 30. The Mayor, Bayliffs, Vicar, Free Burgesses, Commonalty, and others the Protestant Inhabitants of the Town and Borough of Clomell in the County Palatin of Tipperary in Ireland, have made an humble address to His Majesty, in which they condole the Death of the late Queen, and humbly offer their Lives, and all that is Dear to them, for the Defence of His Majesty's Government against all His Enemies; which His Majesty accepted very Graciously.

There are two Mails due from Holland.

Printed by EDWARD JONES in the SAVOY 1695.

.....
 NEW BOOK -- "Victory Ships and Tankers" - this is the title of the latest in the series by L A Sawyer and W H (Bill) Mitchell. It deals with the history of the World War Two, United States built Victory-type cargo ships and the emergency tankers notably the T2-type.

The book is published by David & Charles, Newton Abbott, Devon at £4.50.

SHIPS EXPECTED at So'ton:- Limpsfield (S Savill) & New Zealand Star, Mar 12; Westmorland (P&O) Mar 18; Port Brisbane (Port) Mar 23; Melbourne Express Mar 30; Turakina (P&O) Apr 11; Huntingdon (P&O) May 1.

A Guernsey Harbour

Boyhood

Some Channel Island memories

by Capt E E Sigwart, RFA (rtd)

The 'Southampton Boat' (London & South Western Railway) loomed large in my childhood-boyhood existence in Guernsey where I saw the light of day in 1905. Elder sisters tell me that my first word was 'boat', and whenever taken for a walk at about the age of 5 years there was a violent policy of non-co-operation from me unless taken to see the 'boats' in St Peter Port Harbour. I do know that from the time when I was allowed out alone, I spent practically all the time either 'messaging about' in St Peter Port Harbour, or, if some coaster had been seen going there, the coal discharging and granite loading harbour of St Sampsons, 3 miles to the north; frequently very busy in those now remote days. An electric tramway (eight trams, which in summer towed 'toast-rack' type trailers) ran between the two ports and this I patronised heavily until presented with a bicycle. Both these harbours are very commodious, and in the northern one a number of sailing ships were built prior to this century - and for all I know in St Peter Port as well. The Island imported a lot of coal and anthracite for the tomato glasshouses and most of this came through St Sampsons, though the old harbour at St Peter Port dealt with a fair amount of coal. Boxwood for the baskets was brought in by larger freight ships of about 1500 tons or so from the Baltic and usually discharged in the Albert Pier area of St Peter Port. I still have vivid recollections of a very smart Holland S S Co '...stroom', grey hulled with yellow, black topped funnel, discharging box shoots at St Julians Pier - the largest and finest cargo ship to visit Guernsey in my teenage days.

A great thrill in August 1914 was seeing a small French gunboat capture a German cargo ship trying to sneak home between Guernsey and Sark. I was then nine years old and had, together with two school pals, the local regulars well taped.

We had many arguments as to whether the GWR Weymouth boats or the L & SWR Southampton ships were the premier line. They were then competing fiercely. Some of the gang preferred the two red and black funnels of the GWR Ibex, Reindeer and Roebuck of the mail and passenger service, plus the two puny 'mustard pots' of the Lynx and Gazelle, then cargo only, to the one funnelled L & SWR. The GWR seemed to have an affinity for Channel Island rocks in those days, which the L & SWR seemed to avoid. This may have been due to two major tragedies they experienced a few years earlier when Stella and Hilda were wrecked with great loss of life. I am proud to say that I was always an L & SWR fan! This may have been due to an Uncle Louiz, glamorous in brass-buttoned uniform and an L & SWR interpreter at Southampton, but I think mainly because the L & SWR was a larger and more varied fleet, producing the odd unexpected ship. I liked them primarily though, because of their yellow funnels and their more liner-like appearance. The GWR boats were low and sleek, more old fashioned in appearance whereas the L & SWR had deck-houses and boats on them - much more liner-like!! Of course their Alberta, produced as an experiment, had the first pair of Welin davits on the Channel Islands run - this was a decided 'one up on the Joneses' in our eyes, over the GWR. Then just prior to the 1914 war the very modern Sarnia and Caesarea (reputed Roman names for Guernsey and Jersey) appeared, though not for long as the Government and war claimed them.

The famous Lydia and Frederica were regulars with Vera and Alberta on the Southampton passenger and mail service, until the two former were replaced by the two above mentioned turbines. Vera was an odd-looking, though popular and successful, ship. Her one sizeable funnel was very far forward making it appear that she had lost one funnel overboard aft of this. All the others were beautifully balanced ships. Sarnia and Caesarea were triple-screw turbines, which we regarded (from local boyish patriotism) rather on a par with the Mauretania!! They carried between 900 and 1000 passengers at about 20 knots maximum. There was little to choose between any of the mailboats as regards speed, though possibly the Lydias and GWR were ageing and dropping a bit. Four hours to Weymouth and six to Southampton from Guernsey were the allotted (and kept) schedules.

The Princess Ena sometimes appeared as a relief, or on a short cruise. L & SWR boats left Southampton at 23.00 as far as I can remember (the Havre boat leaving at about the same time, and as one boat-train often served the two ships in the winter and they berthed next to each other, the occasional sleepy Havre passenger woke up in Guernsey and vice versa!) In Guernsey the ship berthed at the L & SWR berth (No 2 their own berth or No 3 common to both lines) between 06.30 and 07.00, discharged mail, a minimal amount of cargo, passengers, and left after anything up to an hour, for the run to Jersey taking about 1½ to 2 hours. She remained at Jersey (unless doing a short cruise in summer - infrequent) until I should say if memory serves, about 08.00 next day, when she left for Guernsey repeating the previous days performance in reverse, sailing about 10.30 and reaching Southampton Docks around 14.30 hours. The Boat-train for Waterloo departed very soon after, and one was in London about 19.00 hours. What a thrill the Solent passage was to we boys!! The troopers at anchor off Netley waiting for the trooping season - the lovely colours of the gleaming and shapely Royal Mail Steam Packet and Union Castle boats passing so close, with the funnels and masts of the big North Atlantic ships towering over the sheds.

GWR boats had similar timings - they left Weymouth later, or earlier the next morning, but Channel Isles times were more or less the same. GWR also in summer ran a day-light service to the Isle - this left Weymouth about midday. This was very popular. In the winter the companies ran alternately - GWR during the tomato season appeared to charter more cargo ships from other companies - I remember the Lady Tennant (ICI?), Mersey and River Crake (Humber ships and larger than our regulars) as fairly frequent visitors. In the same way, they drew on their Irish Fishguard ships as extra and relief passenger boats (Great Southern, Great Western and Waterford) but these were not quite up to the speed or standard of the Reindeers. About 1914 the Pembroke, a one-masted and handsome ex-Irish service passenger ship became our regular GWR cargo boat - she was a fine ship. During the war she was camouflaged a horrible green and black all over. The London & North Western Railway Co's Galteemore and Rathmore made occasional visits, but which company they ran for eludes me at present - L & SWR I believe. The tomato loading was possibly unique to the Islands. The tidal range is enormous in the Gulf of St Malo - up to 30 feet at springs - and the passenger berths on the old pier (White Rock the present passenger berth was not then built) were triple-decked; the lower two decks being decidedly damp at times! Consequently a system of sliding the tomato baskets down long wooden slides had been evolved. There was one of these at each hatch of the ship being loaded, and from the lower end in the hatch other wooden slides radiated. At the lower end stood a stevedore with a armoured leather glove on his hand, and he very expertly guided the tomato baskets as they came down - at a good rate of speed - onto these other slides, thus distributing them all around the hold where other stevedores loaded them in position. Whether this system is still in use I cannot say but it was extremely efficient and rapid; the ships loaded up during daylight and departed. The slides were slightly wider than the baskets and with much friction were highly polished. Water had frequently to be poured on to them to stop them burning. The farm waggons pulled up close to the shore end of the slide and the stevedores soon emptied them. As the tide rose and the slides became horizontal, cranes were used as well. At first these were those fascinating, shaky, rattling old steam cranes with a short jib, but gradually these were replaced with electric or hydraulic ones with a much greater reach. There were two in each of the three railway berths, and the higher ones at high spring tides on a windy day often caused 'near misses' with a ship's bridge on berthing. There was a buoy in the centre of the harbour to which was secured a stern wire from the ship for hauling the stern off the jetty when required. No 1 berth (GWR) and No 2 (L & SWR) had those delightful Victorian "Stockbrokers Gothic" waiting rooms and offices. No 3 berth had nothing in this way at all. The 'White Rock' was a very popular promenade - it had an upper pedestrian walk on the seaward-side clear of all traffic, and as the ships backed out and turned all the "see-ers off" rushed to the pier head at the entrance to wave good-bye; why no-one was ever accidently pushed over into the drink will always remain a mystery to me! True, there were low chain guards, but excited people often stepped over them. Occasionally at very low tide the ships backed out more slowly!

The L & SWR cargo boats of my day were a varied lot. Regulars were the Ada and Bertha, rather handsome engines-aft, two hatch ships. These two came from the London, Brighton & South Coast Railway or the South Eastern & Chatham Railway and were of their very ugly cargo ship type - tall vertical amidships funnel and a mast at each end of the hull! Then there was the more modern Brittany (later renamed Aldershot, when the new passenger ship Brittany came out) and Normandy (lost during the war). The incredibly ancient and small Cherbourg was a frequent extra, as was the handsome ex-passenger ship Laura. Once we even had the South Western. That was excitement! It was during the war I think that the L & SWR bought the Granuaile and renamed her Ulrica, she becoming a regular. I used to hear of the older ships from my father, but they were only names to me. A number of books have been written on these railway ships where all the facts can be ascertained.

Colliers incidentally, owing to the tidal range (they dried out at low tide and all hands and the cook went 'bottom-scrubbing' with brooms!) had long booms lashed to their derricks, and the coal baskets were 'whipped' (held by hand) around the end barrels of the winches, while a stovedore used to run precariously along a plank pushing the swinging baskets over a lorry or cart and tipping the coal out. A dirty, dusty but rapid method for its day.

The local services connecting Alderney, Sark, Herm and Chertou were from Guernsey as a base. The Alderney S P Co's Courier, a nineteenth century little ship, very nice looking and smart ran until after World War Two, I think, twice a week to Alderney with summer excursions to Sark and Herm.

The Guernsey Steam Towing Co's one-masted Assistance (looking like a tug) Alert and Sark (both two masts and more like passenger boats; they were confusingly renamed at one time, both being Sark) were the regular Sark boats. These I am somewhat confused over - Assistance was sold before World War One I think and we ended up with only Sark. She, during the First World War was replaced by a motor/sailing cutter named Alert if I recollect correctly.

Then the ancient small cargo boat Fawn of the St Malo & Birio S S Co ran to these places via Jersey, mainly with cargo and potatoes, and a few passengers. She was replaced after the War with the new and more elaborate and unusual New Fawn, an engines-aft ship of a couple of hundred tons, built-up aft for about a dozen passengers.

Last but not least was the Devonia of the (?) Plymouth & Channel Islands Co, which ran from Plymouth to both Jersey and Guernsey weekly with cargo and passengers. She passed through several owners hands and in her later years reappeared as the Isle of Alderney (after WWI). MacBraynes had her for a time. She was typical of those small cargo ships. She had a red funnel. Courier (she was also known as the 'big' Courier, as she replaced a slightly smaller wooden 'little' Courier, both of which were around with the same name for a short while) had yellow funnel. The Sark boats had a buff funnel with a narrow black top with a black band.

Much more important was the well known and very efficient London and Channel Islands S S Co of Cheesewright and Ford, who ran the fine Queens from London Docks to Jersey and Guernsey for many years with general cargo. They ran twice a week at this time and for a while with a number of passengers. They took back mainly granite from St Sampson. This granite was brought in carts from the quarries. The carts were backed up to the edge of the quay and tipped their contents into the ship's hold with a rush - at low tide a rather awe-inspiring performance to the people on the ships many feet below the jetty level! This London service was a very serious competitor to the railway cargo boats and I think is still running as a Coast Lines service. The ships all had names connected with the locality, Channel Queen, Island Queen, Roman Queen, and London Queen etc. An interesting article on them appeared in Sea Breezes some years ago.

Then there was and still is, the biggest of the local owners Onesimus Dorey, who owned about half a dozen well kept tramps of the usual coastal type. When they came it was usually with a cargo of coal. They had names of local Guernsey origin, Portelet, Havelet, Rocquaine etc.

All the ships I have mentioned are well documented, I have merely tried to convey the local scene through boyhood eyes.

At the end of this era new tonnage was planned and started to appear - first the GWR St Julion and St Helier - at first two funnelled, then reduced to one. These were fine seaworthy ships for what is frequently the roughest of all cross-channel services being open to the full force of south westerly gales and seas. They were joined by the cargo boats Roebuck and Sambur. The Southern Railway (ex L & SWR) replied with Lorina and the well known and superb Isles and the long services of handsome and speedy cargo ships of the Haslemere class common to all the Southern Railway Channel ports. Then of course the new passenger jetty off the White Rock was built.

In Guernsey the connoisseurs travelled by cargo boat. Most accommodated 12 passengers. This gave one extra day on the Islands, -austere accommodation around the saloon, but one left late in the evening and arrived early next morning at Southampton, caught the first train and was in London when the offices etc., opened. One usually had to book well in advance to get a cargo boat passage. The later later Western Region cargo boats took no passengers.

By then I went to sea as a Blue Funnel cadet and became merely an occasional passenger on the Railway boats - often a very seasick one too! All Channel Island ships were a test in "holding your own!"

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Welcome to the NETLEY CASTLE
Red Funnel's new ferry

Red Funnel Group's new double-ended, passenger and vehicle ferry Netley Castle, arrived at Southampton in tow of the tug Calshot on 22 February and was moored at the Town Quay. The tow, which took over two days, was from the yard of Ryton Marine on the Tyne.

Ryton Marine came into the hands of the Official Receiver last September and the launching and fitting-out was carried on under the Receiver. She has arrived here for final fitting-out and trials before she joins the Red Funnel fleet in time for the 1974 summer holiday season. She is certainly going to introduce a very different look to the Southampton - Cowes service.

For full technical details and a profile drawing of the Netley Castle please refer to 'Black Jack' No 6, Spring 1973.

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Recent visitors to the quays and wharfs of the River Itchen have included Ballyrush (62. 1575) and Ballycran (58. 1092) both owned by John Kelly Ltd, whilst other visitors to Dibles Wharf have included Stephenson Clarke's Angmering (65. 1600) ex Rattray Head 73, and Beeding (71. 1595), Whitehaven Shipping Co's Lesrix (57. 726) ex Whitehaven 64, lengthened 1971, the Cypriot Gryam (64. 1199), ex Pauline 73, ex Patricia 72, ex Sagafjell 71 and the Dutch Guelborg (66.399). Northwood (Fareham) Ltd have applied to change the name of Shell Welder (55. 569) their converted sand suction dredger to Steel Welder! The British Rail ferry Lymington (38. 275) is for sale "as is" in Portsmouth Harbour. The sand dredger Pen Arun (43. 311), ex Lantyan, ex Roselyne has been renamed Sir Cedric by her new owners Dulcinea Marine Limited.

Notes and records
of the
Portsmouth Harbour ferries

by W H Mitchell

If you go to the Gosport or Portsmouth waterfronts you cannot fail to see the ferries that shuttle back and forth across the harbour linking the two towns of Portsmouth and Gosport and one wonders how many hundreds of thousands of passengers both civilian and service-men have been carried by these little craft over the years. The ferries also make local cruises - round Portsmouth Harbour and to Southampton to see the ships, being the most popular.

There have been several companies involved in these ferry operations, one of the earliest being the Port of Portsmouth Floating Bridge Company who owned wooden hulled craft at the end of the last century, as well as operating the floating bridge which ran from Gosport, adjacent to the Ferry pontoon across to the Point.

One or two ferries were built of iron at the turn of the century and then, in 1905, came a steel hulled craft for the Gosport & Portsea Steam Launch Co. The Port of Portsmouth Steam Launch & Towing Co Ltd., owned ships since 1920 but the main company now operating is the Portsmouth Harbour Ferry Co.

The main ferries to be seen these days are the Portsmouth Queen and Gosport Queen and for local cruises, especially to Southampton, the Gay Enterprise. The two first named came out in 1966, the third in 1971 - all three based on a modern similar design seen on continental waterways and harbours.

The Gosport Queen and Portsmouth Queen made something of local history by being the first ever simultaneous launch of two ships from J I Thornycroft at their Woolston yard. They can accommodate 100 passengers seated in the lower saloon. The propelling machinery consists of two 6-cylinder diesel engines developing 150 brake horsepower, driving rudder-propeller units, one each end of the vessel and which combine the functions of a complete rudder and propeller mechanism. This enables a 360° angle of turn, giving a very high degree of manoeuvrability, both ahead and astern. The machinery can be operated from the bridge by a single lever for each unit, giving both speed control and steering. The bridge is made of aluminium alloy and is placed well above the superstructure for maximum visibility.

The largest ferry, Gay Enterprise, entered service on 7 May 1971. She also has diesels with drive fore and aft and can carry 200 passengers or 300 on excursions. She was built by James & Stone, Brightlingsea and is frequently seen at Southampton in summer.

Several more ex-Portsmouth harbour ferries are also at Southampton, operated by H J Barkham (Blue Funnel cruises) which commenced in 1965-66 and have Lampert & Holt funnel colouring. These are Solent Queen (ex-Ferry King), Princessa and Varos of 1921 and Venus which was converted from steam to diesel in 1969. They voyage mainly around Southampton Docks with day trippers and also to Beaulieu, Hamble and the Isle of Wight. It would seem, however, that the record for the ferry travelling the farthest is that of the Vadne of 1939 which was shipped to Freetown, West Africa, during the war.

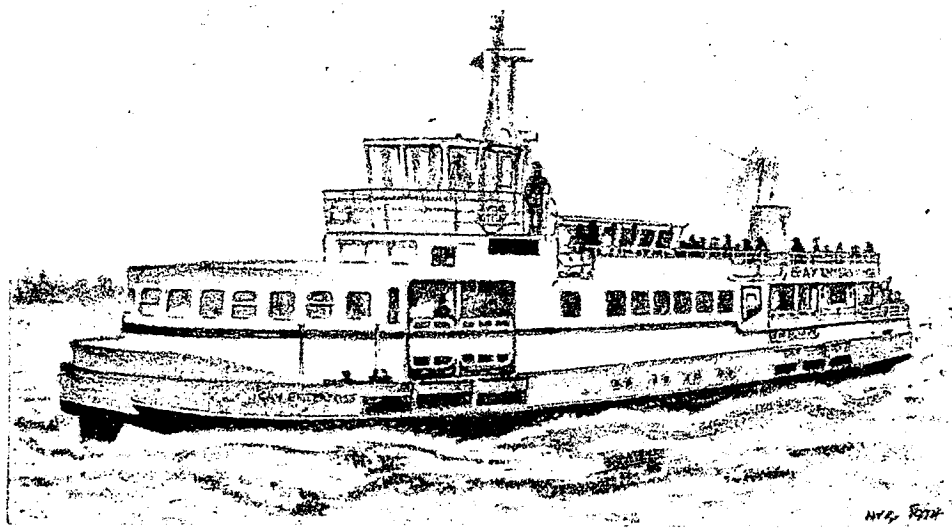
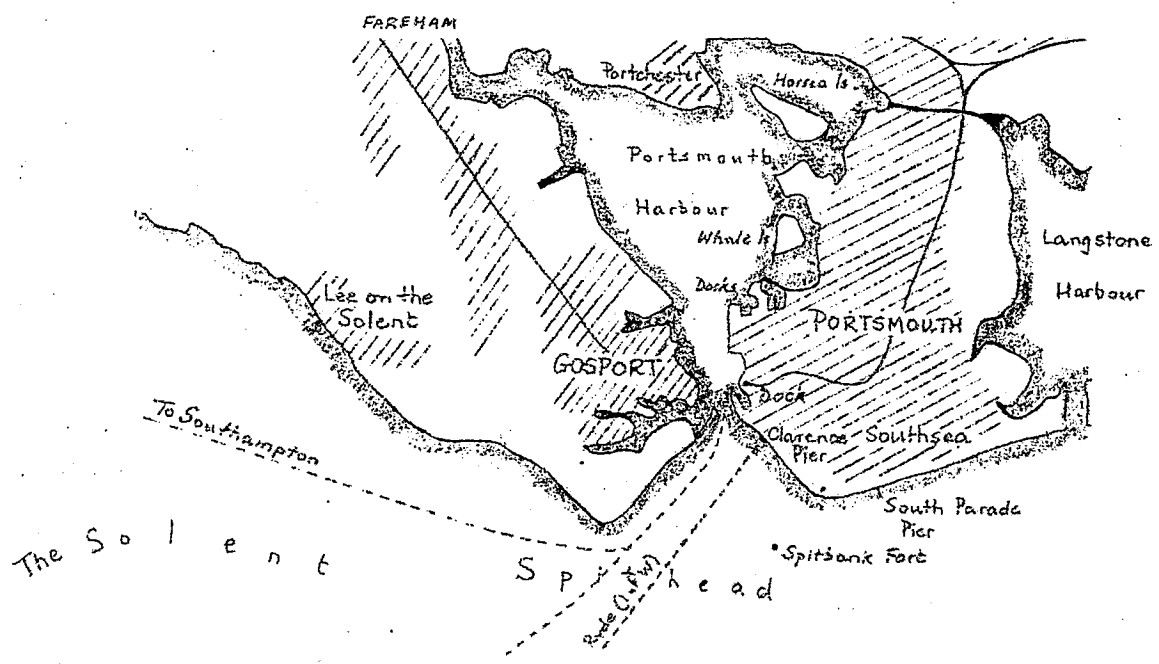
The following list of ferries does not claim to be complete by any means but does contain some notes as to fate of some of these vessels of local waters.

| Name | Built | grt | hp | Measurements | Hull | Owner |
|-------|--------------|-----|----|------------------|------|-------|
| Queen | 1884 Gosport | 36 | 14 | 61 ft x 15.7 x 5 | Wood | (1) |

| Name | Built | grt | hp | Measurements | Hull | Owner |
|------------------|--|-----|----|----------------|-------|--------------------|
| Phoenix | 1895 Gosport | 37 | 11 | 59 ft x 17 x 5 | Wood | (1) |
| Viva | 1896 Gosport | 33 | 8 | 50.7 x 16 x 5 | Wood | (1) |
| Sandringham | 1900 Gosport | 42 | 14 | 65 x 16 x 6 | Wood | (1) |
| Viceroy | 1902 Gosport | 62 | 20 | 70 x 17 x 5.6 | Iron | (1) (3) |
| | Sold to Twickenham owners, converted to a motor vessel and used as a Thames pleasure ship. | | | | | |
| Venus (I) | 1905 Millwall | 58 | | 65 x 17 x 5.7 | Iron | (1) (3) |
| | Sold to Ramsgate owners. | | | | | |
| King Edward | 1905 Gosport | 55 | 14 | 63 x 17 x 6 | Steel | (2) |
| | Built by Camper & Nicholson. 1957; (circa) Moored off Benns Island, Hampton Church, Middlesex and used as a yacht clubhouse. (1951: had been acq. by Hampton Sailing Club. Engines removed 1952) | | | | | |
| Ferry Queen | 1908 | 55 | 14 | 64 x 17 x 6 | Steel | (2) |
| | Sold - renamed Wight Queen | | | | | |
| Vesta II | 1909 Millwall | 59 | 14 | 65 x 17.5 x 6 | Steel | (3) |
| Sir John Baker | 1910 N. Greenwich | 43 | 11 | 57 x 15 x 5 | Steel | (1) |
| Ferry King | 1918 Gosport | 57 | | 64 x 18 x 6 | Steel | (2) |
| | Sold to H J Barkham, Southampton. Renamed Solent Queen. | | | | | |
| Varos | 1921 Millwall | 59 | 20 | 65 x 17 x 6 | | (3) |
| | Sold to H J Barkham, Southampton. No name change. | | | | | |
| Princessa | 1921 Gosport | 58 | 19 | 65 x 17 x 8 | | (1) |
| | Sold to H J Barkham, Southampton. No name change. | | | | | |
| Ferry Belle | 1924 Gosport | 62 | | 66 x 18 x 8 | | (2) |
| Verda | 1929 Millwall | 58 | | 65 x 17.5 x 6 | | (2) (3) |
| Ferry Prince | 1939 Gosport | 70 | 19 | 72 x 19 x 8 | | (2) |
| Vadne | 1939 Portsmouth | 75 | 22 | 73 x 19 x 8 | | (2) (3) |
| | Shipped to Freetown during the war | | | | | |
| Ferry Princess | 1947 | | | | | (2) |
| | Converted to diesel | | | | | |
| Venus (II) | 1947 Gosport | | | | | (2) |
| | Sold to H J Barkham, Southampton. Converted to diesel, circa 1969. | | | | | |
| Vesta | 1955 Gosport | 70 | | | | (4) |
| Vita | 1959 | 68 | | | | (4) |
| Ferry Queen | 1959 | 69 | | | | (4) |
| Portsmouth Queen | 1966 Woolston | 159 | | 101 x 29 | | (4) |
| Gosport Queen | 1966 Woolston | 159 | | 101 x 29 | | (4) |
| Gay Enterprise | 1971 Brightlingsea | 237 | | 104.5 x 31 | | (4) |

- (1) Port of Portsmouth Floating Bridge Co.
- (2) Gosport & Portsea Steam Launch Co.
- (3) Port of Portsmouth Steam Launch & Towing Co.
- (4) Portsmouth Harbour Ferry Co Ltd.

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mv GAY ENTERPRISE of the Portsmouth Harbour Ferry Co

old southampton callers



No 3 - The Bibby Liner LEICESTERSHIRE of 1909

by John E Lindsay

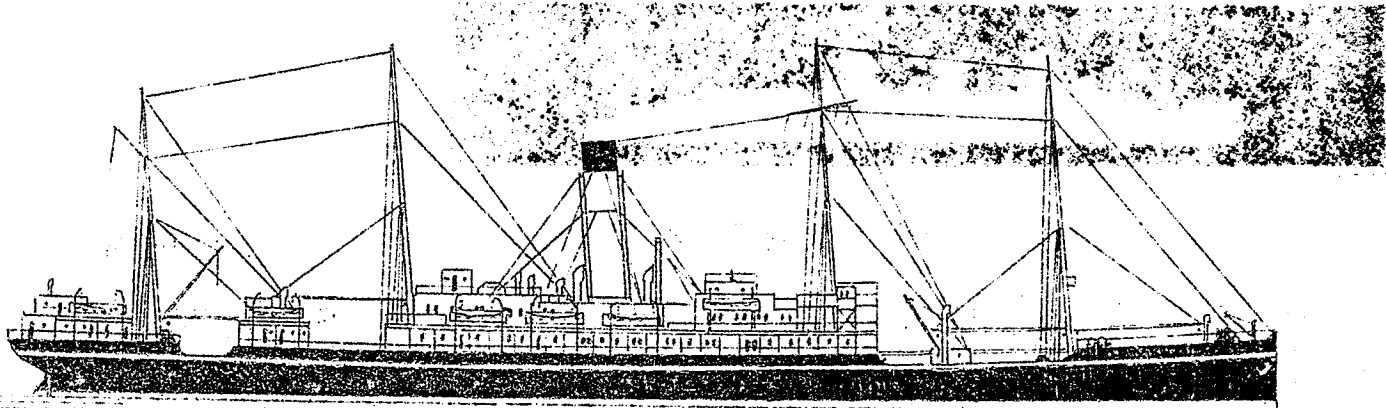
Although the Leicestershire cannot claim a long association with the Port of Southampton, she did spend the remaining years of her life under the British Merchant flag here. Launched on the 3rd June 1909 at Belfast by her builders Messrs. Harland and Wolff Ltd., she sailed on her maiden voyage from Liverpool on the 23rd September of that year to Rangoon. She was closely followed by her sister ship the Gloucestershire, launched on the 7th July and completing her trials during the following October. Both ran a reliable and satisfactory peacetime service until the outbreak of the first World War in 1914 when they were taken over by the Government for war duties.

The Leicestershire was employed as an Indian Expeditionary Force transport until November; she was then returned to her owners to run again in their passenger service. In 1917 she was again taken over under the Liner Requisition Scheme and used for a variety of purposes including a trip to North Russia with troops and a trip to Melbourne repatriating Australian troops.

She was returned once again to her owners in 1919 when she was given a complete reconditioning and converted from coal to oil burning. Her accommodation was modernised, extra deck houses were added forward of the mizzen mast and aft on the small boat deck, also on the poop deck house. A pair of samson posts were erected forward of the funnel to service the midship hatchway which led to the hold space newly made from the converted bunkers. Her masts were topped and light topgallants fitted which raised the height of the masts by some 25 feet giving the ship a loftier appearance than before. A signal yard was fitted on the mainmast and a gaff to the jiggermast.

On resuming service again in 1919 she returned to her old run to Ceylon and Burma, sailing from Liverpool on the outward-bound journey and returning to London on the homeward journey calling at Torbay to take on the Channel Pilot. She continued running on this route when in 1930 owing to the great shipping slump she was withdrawn from service. It was planned to convert her into a cargo ship but this did not materialise as the newly formed company, the British National Exhibition Ship Co. Ltd., purchased her for the sum of £35,000. It is reputed that about £100,000 was spent on the conversion of the ship and she was ready by the middle of 1931; renamed British Exhibitor she was opened for inspection on the Thames. The original intention was for the ship to sail in November on a trade tour of the American continents, but owing to the unsuitability of the ship for the exhibitors and lack of support the idea died and the company went into liquidation in February 1932:

The British Exhibitor was taken to Southampton where she was put on the buoys off Netley under the charge of the mortgagee and left to swing there for the next year. Put up for sale, she was purchased for the sum of £10,000 by the Egyptian Misr Line to become a pilgrim ship and renamed Zamzam. She sailed from Southampton for Alexandria with a British delivery crew on the 28th September 1933, many of the A.B.s being certified officers, this being their first ship for many a year. She made several round voyages between Egypt and Jeddah and continued in the pilgrim trade until 1941, when still under the Egyptian flag and a neutral, she was attacked by the German raider Tamesis in the Atlantic four days out from Capetown



LEICESTERSHIRE (1919)

JOHN S. LINDSAY.

on a voyage from New York to Alexandria, with considerable loss of life. At the time she was carrying 331 passengers, although she hove to at once when ordered to do so by the raider some fifty shells or so were fired into her which caused considerable comment in the world press at the time. So passed another grand old lady of the sea with some 32 years of steady service to her credit, a ship from an age when some of the most graceful vessels of our time were produced.

The main particulars of the Leicestershire were as follows:-

Length: 467.2 ft b.p. Breadth: 54.3 ft
Depth of hold: 31.7 ft Load draught: 27 ft 8 ins
Tonnages: 8 059 gross, 8 890 deadweight, 5 034 net
Machinery: Twin screw, quad. expan.
Cylinders: 22 ins, 31½ ins, 46 ins, and 65½ ins in diameter. Stroke 4 ft.
Boilers: 2 double ended, 2 single ended. Service speed 15 knots.
Passengers: originally the accommodation catered for 190 passengers first class, but later, on modernisation, this was increased to cater for about 235 passengers of one class.

Her livery in the Bibby Line was:

Funnel - pink with black top. White upperworks.
Hull black with golden band, red boot-topping.
Ventilators white with red inside cowls.
Masts and derricks reddy-brown.

Under the Misr Line the hull was white with green boot-topping, a buff funnel with green and white bands with a crescent and stars device.

WANTED: Complete Volumes of MARINE NEWS before 1965 with the exception of 1959, and price. Mr E G Witcher, 21 Charlton Road, Shirley, Southampton.

Adverts are accepted for 'Black Jack' at 5p per line (or 13 words). Adverts must be received well in advance of publication (see B J No 5 page 14). Adverts will be printed subject to space being available.

nautical notebook

by Dock Head Correspondent

During the three months since the last 'Black Jack', shipping in the Port of Southampton has continued its ever-changing scene, with visits by many interesting vessels, and the introduction of new services and the termination of others.

Although only having operated from the port since April 1972, the yacht-like lines of Elder Dempsters liner Aureol (1951. 14 083) will be greatly missed following her withdrawal next October. Another Elder Dempster vessel employed on the UK - West Africa Lines' service is the side loading vehicle carrier Clearway (1970. 1160) ex Speedway 70, which called for an overhaul in 5 dry-dock.

Despite this being the quiet time of the year for passenger movements, visitors of interest have included the Russian liners Estonia (1960. 5035) and Maxim Gorki (1969. 24981) ex Hanseatic 73, ex Hamburg 73, which sailed on the 19th February as the Britannic (registered at Southampton) for filming in connection with the much publicised new film 'Juggernaut'.

The termination of the Seagull Ferries service from Le Havre at the beginning of December necessitated the introduction of several vehicle carriers to carry Renault car imports. In addition to the previously familiar Autostrada (1971. 610) and Autobahn (1972. 500), visits have also been made by the new side-loading Autoweg (1973. 499), the German Weyroc (1972. 9302) and Ramsgate (1973. 818), the Singapore registered ASD Astor (1970. 500) ex Astor 73, ex Libraville 71, the Swedish Mignon (1970. 2885) owned by Wallenius Red., the three French sister ships Monza, Monaco and Montlhery (1972. 499) owned by Wallon S A & S F T M, and most recently the Lubeck Linie side-loader Overbeck (1969. 999).

As replacements for the Good Hope Castle on the South African mail service the Glan Ramsay (1965. 7955) sailed on January 4, whilst on February 22 the sailing was taken by Houlder Bros' mv Tenbury (1965. 8252) which was in Union Castle funnel colours. On the previously mentioned UK-WAL joint service cargo vessels have again been loading at 41 berth, including Elder Dempster's Pegu (1961. 5764), Palm Line's Kano Palm (1958. 8515) and the Black Star Lines Benya River (1965. 7337). Also making a short visit to load vehicles for West Africa was the Danish Maren Skou (1961. 7229). Another Danish cargo vessel which loaded in the Eastern Docks, this time for Algiers was the Lindinger Brilliant (1972. 1599). Other cargo vessels visiting the Eastern Docks have included the Indian Jalajaya (1966. 10933) with tobacco from Kakinana, and T & J Harrison's Philosopher (1964. 5582) which unloaded general cargo from the West Indies at 30-1 berth before moving to 6 dry-dock for overhaul. In 7 dry-dock the jumbo-ised former T2 tanker Seatrain Puerto Rico (1944. 7991) loaded three large pans of cable.

The banana import berth in the Empress Dock has also been busy with arrivals of several French reefers including Hebe (1960. 5172) owned by Soc. Navale Caennaise S A, C G T's mv Fort Crevecoeur (1962. 3921), Bamenda (1964. 5827) and Biafra (1965. 5672) both owned by Martin S A, of Paris and Fabros Tarpon (1960. 4903). West German vessels were also prominent at 24-5 berth, these including Minden (1964. 4776) and Wesermunde (1959. 3139) both owned by Scipio & Co, whilst another vessel flying this flag was the Sloman Alsterpark (1968. 4915).

At the cold store, P&O's mv ~~Basset~~ (1954. 10936) discharged as did my Iconic (1960. 11042) of Shaw Savill & Albion. ~~Visit~~ was made by members of the ~~British~~ to Port Line's Port Auckland (1949. 12624) which discharged before loading export cargo, which was brought from London in the coasters Eileen M (1966. 861) and the German Weser (1968. 500).

Also in the Western Docks a variety of vessels unloaded grain at 102-3 berth, including mv Briarthorn (1962. 1469) ex Anne Bogelund 69, now owned by S William Coe & Co Ltd, and the familiar British coasters Gillian Everard (1963. 1598) and Sussexbrook (1970. 1596). Dutch visitors included Favoriet (1957. 500) owned by N V Carebeka, who also own the Carebeka III (1964. 963) which was both lengthened and deepened in 1970. The largest visitor to the berth during the last few months was the Cypriot mv Nike (1955. 9689) ex Scherpendrecht 70, ex Hereford Beacon 68, now owned by Arabella Shipping Co Ltd of Famagusta - also having been previously lengthened in 1964.

Further up the River Test, the container berths saw several vessels diverted from Liverpool including the 'Clyde' type cargo liner Sig Ragne (1971. 11857) owned by Liverpool Liners Ltd, and Associated Container Transportation (Australia) Ltd's ACT 5 (1972. 24212) both from Australia, whilst diverted from the North Atlantic was the Atlantic Span (1967. 11955). Following the maiden voyage of City of Edinburgh to Australia, the O.C.L. container vessel Discovery Bay (1969. 26876) was transferred to the Far East service for a return voyage.

Numerous changes have occurred on the various container feeder services, introducing several new vessels including General Steam Navigation Co's mv Albatross (1965. 654), British Rails mv Colchester (1959. 1946) which was lengthened and converted to a container carrier in 1969, and the West German vessels Nordbalt (1971. 913) and Anna Knappel (1971. 1000). Whilst Swedish Lloyds passenger ferry Patricia was away for annual overhaul, the cargo side of the service was handled by the West German container ship Baltic Concord (1969. 500).

A familiar silhouette being refitted at Husband's Yard for the new Lymington Yacht Haven is the Panamanian registered ferry Marilu (1931. 347) ex Moroccan Belle 72, ex Mons Abyla 72, ex Medina - of Red Funnel Steamers - 62. Another interesting visitor calling at the same yard for repairs was the container feeder vessel Sligo (1971. 787) ex Astiluzu 200 - 71, in the colours of British and Irish S N Co. Two other Marchwood visitors which have previously spent several days at the Town Quay and 37 berth respectively were the Danish coaster Merc Baltic (1969. 400) and the Trade Mariner (1935. 302) ex Orehoved 72, ex Sea Union 68, ex Berwyn Accord 66, ex Clichy 64, ex Clova 63, ex Andoni 37 and now owned by Eurohaven Shipping Co Ltd, of London.

Several other vessels called at the port mainly in the Eastern Docks, for repairs, overhaul or bunkering, and these included the Niarchos tanker World Enterprise (1953. 34982 dwt), the Cypriot cargo vessel Perama (1956. 2194) ex Vatnasund 72, ex Brabant 72, the Swedish bulk-carrier Nordic Wasa (1968. 17278) ex Lisa Brodin 71 owned by Rederi A/B Disa (Salenrederierna, managers), the British cargo liner Toronto City (1966. 7643) owned by Bristol City Line (Bibby), the Danish oil rig supply vessel Marselisborg (1973. 499), and the Finnish tanker Signy (1951. 10310g).

Several unfamiliar tugs have been seen in local waters within recent weeks, including Hibernia (63. 293) of London Tugs Ltd and Alfred (72. 272) of Alexandra Towing Co. The Belgian tug Michel Gerling (47. 224), re-engined 1970, rebuilt 1968, took shelter with her tow, the pontoon barge TED 366-4 (5547 gross - registered at Oslo) ex PAC 336 - 6 (registered at Panama). Following some delay, the Greek cargo vessel Kyrios Stelios (1951. 2942) was eventually towed from 22-3 berth by the Spanish built tug Borac (1967. 430) ex Cantabrico 71, and now owned by Brodospas, Yugoslavia.

for further news items please turn to page 7