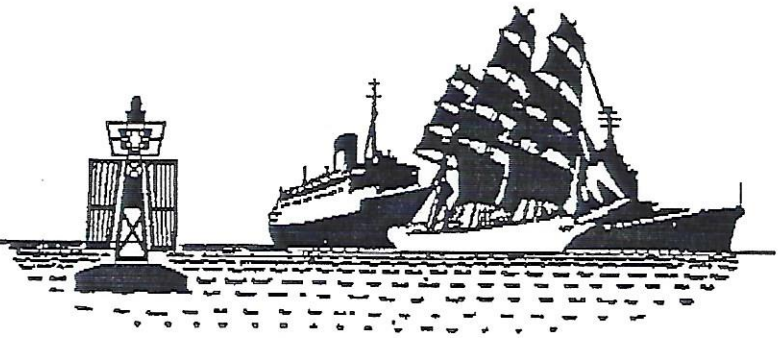


# BLACK JACK

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



## Spring 1997 No. 100

Welcome to this specially enlarged Black Jack which has been produced to mark the printing of the 100th quarterly Edition. The first Black Jack was actually the name given to the 150th newsletter to be produced by the Southampton Branch and the second to the 200th newsletter. Both the first and 150th newsletter have been reproduced. Thanks to all those from within the Branch who have contributed to Black Jack and to Andrew Kent, Port Manager for ABP Southampton, for providing an article and photographs.

Southampton Branch Newsletter No1 - Bert Moody Southampton Grain Silos - Colin Drayson  
The Port of Southampton, Today & Tomorrow - ABP Busy Days in Southampton Docks - John Havers  
Southampton Dredging - Graham Mobbs How I Became Interested in Ships - Bert Moody Vosper the  
Local Shipbuilder - John Lillywhite Monty's Notebook - M.Beckett Southampton Ocean Terminal - Doug  
Toogood A Personal Record - David Hutchings



T. Coppock Photograph

WORLD SHIP SOCIETY  
SOUTHAMPTON AREA BRANCH

Telephone:  
Southampton 54316

Hon. Area Sec: B. Moody  
5 Avon Road,  
Bitterne Park,  
Southampton.

April 1951.

The next meeting of this Branch will be held on Tuesday 1st May in the Library of the Mission to Seamen's Institute, Queen's Terrace, Southampton commencing at 7.15pm. The Speaker will be Mr. H. Goddard and his main subject will be "Flags".

In response to several suggestions enquiries have been made regarding a coach trip to London and a cruise by the G.S.N.Co's "Crested Eagle" around London Docks. It is proposed to arrange this trip for Saturday 25th August and the fare will be approximately £1 per head. Will all those interested please let me know by the 1st May to enable the necessary arrangements to be made.

As you no doubt know it has been the practice to read out various items of local interest at the Branch meetings and it has been suggested that these items be put in the form of a newsletter each month. . . . .

"Charlton Star" - ex Empire Bure, ex Elizabethville, at present lying in Cowes Roads sails Wednesday 23rd May for Halifax N.S. She has been chartered by an American Youth Organisation for Festival of Britain traffic.

Greek Line sailings from Southampton are now to hand:

"Neptunia" ex Johan de Witt (minus one funnel) to New York  
April 28th, May 30th, July 1st, Aug. 1st, Sept. 1st, Oct. 2nd, Nov. 3rd.  
"Columbia" ex Katoomba, to Montreal  
June 8th, July 9th, Aug. 8th, Sept. 7th, Oct. 8th, Nov. 7th.  
"Canberra" to Montreal June 22nd, July 23rd, Aug. 22nd, Sept. 21st, Oct. 22nd.

"Himalaya" sails from Souton 2nd June for Mediterranean cruise.

"Singapore" P. & O.'s new cargo vessel arrives Southampton from London on 18th May and sails on following day for Yokohama.

"Princess Maud" (British Rlys). Will be in Southampton to assist during the summer rush with cross channel services. First sailing to Guernsey on 13th July. Will be here until the end of August. Normally on the Stranraer to Larne service she carries 1,462 passengers and has a gross tonnage of 2,883, being built in 1934 by Denny Bros of Dumbarton.

The Orient Line are re-introducing the call at Southampton on the homeward voyage on November 3rd with the new liner "Oronsay".

M.Y. "Cort Adeler" makes a series of six cruises from Southampton to Bayonne and Lisbon during this summer - first cruise commences on 2nd June. Formerly owned by Barbara Hutton, the "Cort Adeler" is now under the Norwegian flag and has a gross tonnage of 1,527 with a speed of 11½ knots.

The following vessels are based at Southampton in connection with the Harbour Board Dredging scheme. Under control of the Dredging & Construction Co. of Kings Lynn, most of them are of Dutch Registry.

Dredgers "Rijn" (393 grt), "Hollandsche Diep" (303 grt), "Sliedrecht" (518 grt).  
Tugs M.T. "Res Nova III" (35 grt), "Tromp" (21 grt), S.S. "Hoek van Holland" (88 grt). S.S. "Sedgemoor". Motor launch "Gaywood".

Barges "Baanhoek I" (coaling barge) 267 grt. Fitted with a Grab Crane.  
"V.501", "V.502", "V.503", "V.504", each with a gross tonnage of 391.  
"V.67" grt 397. "V.75", "V.76" gross tonnage of 410 each.  
"DC 17", "DC 18" 60 grt each.

IMPORTANT If you have any items of interest similar to the above, will you please send them to the above address for inclusion in "Marine News" or the next newsletter.

## Southampton Grain Silos "The First Ten Years."

by Colin Drayson

The month of July 1993 heralded the 10th Anniversary of one of the two Grain Silos in the Eastern Docks in the Port of Southampton. Presently owned by J. Soufflet S.A., the largest independently owned cereal company in France, it operates under the title of Soufflet (UK) Ltd., as Southampton Grain Silos and is situated at 36 Berth.

Southampton Grain Silos initially started operations as a wholly-owned consortium of grain producers including; Blandford & Webb (Grain) Ltd; H. Dolton & Son Ltd; Ferruzzi France S.A.; and J. Soufflet (UK) Ltd., with a backup of two large marketing co-operatives; UKASTA and U.G.P. Exports (Southern) Ltd.

The plant was first muted to cope with the increases in surplus cereals produced by farmers in the UK, and also to provide a deepwater facility for the export of these crops. Normally most of the UK harvest was loaded onto small coastal type vessels all around the coast of Britain and shipped to ports such as Rotterdam where the grain was trans-shipped to larger ocean-going vessels at a deepwater facility.

The terminal was constructed between October 1982 and July 1983, in preparation for the 1983 harvest, by S.A. Remco-Enterprise of France, using a slipform concrete design. The original silo capacity is some 15,000 tonnes and can be loaded into ships at a rate in excess of 1,000 tonnes per hour.

On the shipping side of things, the grain silo brings welcome additional ships to the Port of Southampton, comprising a wide cross section of vessels to stimulate shipovers and historians alike. For example, normally at the Port of Southampton, large bulk carriers have been in the minority of its callers, only being seen mostly for dry-docking and repairs, occasional visits to the Western Docks at Rank Hovis McDougall's Solent Mills and, lastly used as car carriers in the lolo mode before the present modern

roro vessels superseded them.

Apart from introducing us to this class of vessel, the silos have brought many geared types of bulk carrier, conventional cargo ships, SD14's, plus old and modern coasters, including low air draught coasters of many designs.

As previously mentioned, the original series of silos were completed in July 1983 in time for the commencement of the 1983 grain harvest, but the official opening ceremony was performed by Her Royal Highness, the Princess Anne on 27th September 1983. Previous to this date, however, the Silos operations were inaugurated in August by the Spanish vessel **Portuondo**, which loaded a cargo for Italy.

In first six months of opening, the types of vessels calling and their flags, was varied indeed, for just in this opening period the berth has hosted older traditional coasters such as **Betty C**, **Gallant** and **Diana V**, whilst more modern representatives have been in the form of the 1970's styled **Velox**, **Hoop** and **Portuondo**, and then coming up to date with the low air draught types in the style of **Nascence** and **Bungsberg**. The opening batch of bulk carriers have all been of the older 1960's types until the arrival of 1972 built **Ocean Transporter**, whilst general cargo vessels were the **Astrid Schulte** and **Hermann Wesch**.

Name	Yr/Gt	Cargo	Dest
<b>1983</b>			
<b>Portuondo</b>	79/1593	Italy	
<b>Negev Oron</b>	67/11610	Cyprus	
<b>Agioi Victores-81</b>	Expectation-76.		
<b>Dobrota</b>	60/11191	Italy	
<b>Rosina Topic-80</b>			
<b>Vissani</b>	66/11274	El-Djazair	
<b>Universe Clipper-82</b>	Tradition-81, Lamant-75, Belcarg-73.		
<b>Flexen</b>	78/2204	Italy	
<b>Rosalia-81</b>	Santa Rosalia-80.		
<b>Betty C</b>	61/499	Zeebrugge	
<b>Nordgard-79</b>	Knut-75, Anne Catherina-69.		
<b>Eloquence</b>	69/392		
<b>Angekriti</b>	68/10239	Germany	
<b>Nikolaos A-82</b>	Midas Prince-79, Oriental Prince-71, Yamato Maru-70.		
<b>Astrid Schulte</b>	67/3567	Algiers	
<b>Cap Maleas-78</b>	Astrid Schulte-76.		
<b>Gersom</b>	79/575	Germany	
<b>Bounty</b>	68/2300	El-Djazair	
<b>First Flight-79</b>	Pointe du Minou-75, Laetitia-75.		
<b>Velox</b>	75/995	Antwerp	

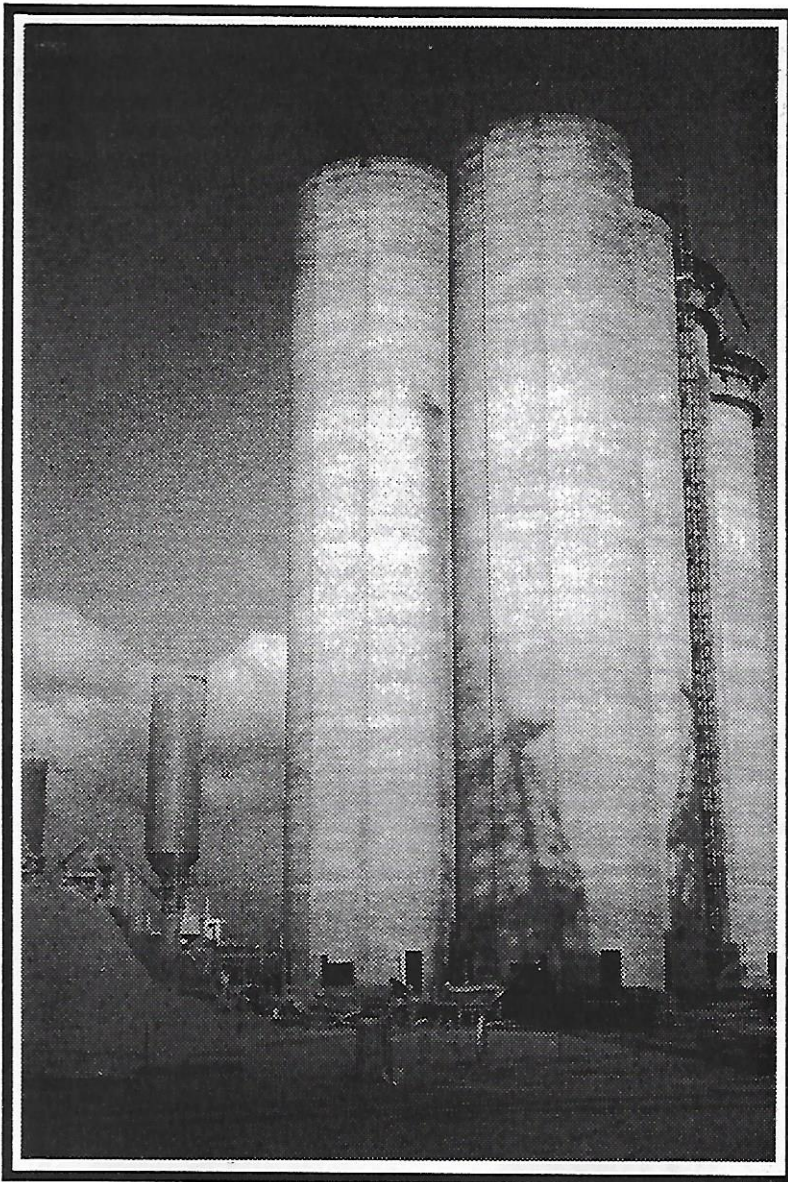
<b>Gallant</b>	67/488	Rotterdam
<b>Atlanta-83</b>	Lady Carina-81, Micky-75, Stacia-72, Stacia Smits-71.	
<b>Hoop</b>	78/1481	Algiers
<b>Fione</b>	67/2425	El-Djazair
<b>Abdoul Razaak Sanusi-79</b>	Gratia-77.	
<b>Nascence</b>	78/959	Rouen
<b>Hermann Wesch</b>	71/3449	Algiers
<b>Speranza</b>	63/12758	Egypt
<b>Esperanza-82</b>	Scottish Wasa-78, Scandic Wasa-77, Eva Brodin-71.	
<b>Bungsberg</b>	82/499	Rotterdam
<b>Cypriot Mariner</b>	68/12044	Germany
<b>Rhodian River-83</b>	Sonia-82, Docegolfo-77, Amantino-70.	

### 1984

<b>Zletovo</b>	62/12887	Italy
<b>Diana V</b>	61/500	Rotterdam
<b>Werner Meyburg-72.</b>		
<b>Ocean Transporter</b>	72/18071	Egypt
<b>Serhan-83</b>	Invershin-82.	
<b>Mark C</b>	68/500	
<b>Arklow Bridge-81</b>	Constance-77.	
<b>Oceanic Confidence</b>	77/10764	Ravenna
<b>Bardomar</b>	76/3855	
<b>Union Mercury</b>	63/452	Rouen
<b>Griend-77</b>	Norder Piep-73.	
<b>Sota Sir Ramon</b>	77/1588	Italy
<b>Santorin</b>	76/7255	Tunisia
<b>Kitty Porr-80.</b>		
<b>Coenraad Kuhlmann</b>	75/1497	Cork
<b>Pontedueme</b>	80/5375	Italy
<b>John C. Helmsing</b>	67/2396	Libya
<b>Fiducia-75.</b>		
<b>Argo Spirit</b>	76/1579	Tobruk
<b>Pontedueme</b>	80/5375	Italy
<b>Pacific Citi</b>	71/9680	S.Arabia
<b>Tuamoto-83</b>	Englewood-82, Brighton-79, Greenfield-79, Sendan Maru-77.	
<b>Karen</b>	66/14144	S.Arabia
<b>Epta Veli-83</b>	Coropuna-79, North Breeze-74.	
<b>Kopalnia Siemianowice</b>	79/10997	Italy
<b>Altea</b>	82/1587	Ghent
<b>Almar</b>	69/10373	S.Arabia
<b>Almar-79 (Li)</b>	Federal Mackenzie-79.	
<b>Aleon</b>	68/9910	Italy
<b>Kaneoka Maru-??.</b>		
<b>Chung Shing</b>	72/20747	S.Arabia
<b>Silverford-83.</b>		
<b>Filipiada</b>	74/8669	Italy
<b>Yangtse-83</b>	Azalea-80.	
<b>S'hib</b>	77/10079	Italy
<b>Kapitan A. Polkovskiy</b>	78/15563	Russia
<b>Speranza</b>	63/12758	Italy
<b>Esperanza-82</b>	Scottish Wasa-78, Scandic Wasa-77, Eva Brodin-71.	
<b>Romo</b>	64/17487	
<b>Dromon-??.</b>		
<b>Mariwood</b>	72/4985	Chad
<b>Mary K-84.</b>		
<b>El Kef</b>	82/17073	Cyprus
<b>Zgorzelec</b>	80/2992	Gdynia
<b>Malbork 2</b>	80/2996	Gdynia
<b>Mielec</b>	80/2996	Gdynia
<b>Dimitris P</b>	66/19419	Algeria
<b>Wah Hing-83</b>	Itel Carina-80, Christina 2-75	
<b>Helgezee</b>	77/1599	Gdansk
<b>Silvia-83.</b>		

### 1985

<b>Irenes Sapphire</b>	77/9136	Ghent
<b>Atlantic Emerald-80</b>	Montparnessa-80.	
<b>Alert</b>	84/2970	Ghent



Silos in  
Feb 1983

Authors  
Photograph

**Aurora Pearl** 76/6051 Libya  
Yeong Ta-83.  
**Rania** 67/9919 Libya  
**Khian Captain-84.**  
**Philippine OBO 2** 84/32607 S.Arabia  
**Exportazul** 78/15342 Russia  
**Helga** 81/999 Lubeck  
**Vitaluck** 72/16694 Bulgaria  
**Northern Valley-85,** Port Alberni City-84.  
**Ugland OBO 5** 84/31758 S.Arabia  
**Oborishte** 68/9067 Varna  
**Coronia** 70/11870 Italy  
**San Maxmillian** 68/9399 Italy  
**Sainte Maximilien-85,** Royan-83, Lombardy-82,  
**Petersberg-81,** Victoria-79, Georgiana-79.  
**Atoll** 80/299 Germany  
**Federal Bulker** 72/23536 S.Arabia  
**Atlas A S** 84/22172 S.Arabia  
**Lyuban** 67/2873 Russia  
**Argus** 75/11219 Italy  
**Rebecca Elyse-83,** Great River-80.  
**Mela** 76/16407 Italy

1986

**Irimo** 78/695 Dundalk  
**Kretinga** 71/2723 Russia  
**Leningradskiy Partizan** 70/1684 Russia  
**Vostock 5** 65/4482 Russia  
**Kopalnia Walbrzcyh** 75/9268 Gdynia  
**San Vicente Ferrer** 81/10670 Ravenna  
**Saint Vincent-85.**

**Pyrros** 77/14072 Morocco  
**Fortune Leader-85.**  
**Stridence** 83/699 Denmark  
**Erika Bojen** 78/498 Dundalk  
**Cypress** 74/28640 S.Arabia  
**King Charles-83.**  
**Carrier** 66/10210 N.Korea  
**Vitawave-85,** Parthenon-81, Penquer-78.  
**South Sea** 76/17541 Beirut  
**South Bridge-86,** Zorina-85, Cristina-76.  
**Budowlany** 76/9267 Gdansk  
**Madura** 76/5678 Ethiopia  
**Eijitsusan Maru-78,** Toyo Maru-80.  
**Doggersbank** 76/999 Oldenburg  
**Stevonia** 86/799 Rotterdam  
**Borsfleth** 86/1190 Hamburg  
**Patriotis** 85/24969 Jeddah  
**Rona A** 72/10410 Haifa  
**Panormos-85.**  
**Alpaca** 78/699 Tenerife  
**Alice PG** 78/499 Dunkerque  
**Mark** 71/1599 Italy  
**Security-86.**  
**Boujniba** 75/16247 Italy  
**Korean Trader** 77/11134 Israel  
**Catherine Ann-83,** Glory River-81.  
**Ibone** 86/2270 Spain  
**Union Moon** 85/1543 Ghent  
**Arklow Brook** 75/1534 Ghent  
**Aramis-85,** Breezand-83.  
**Platon** 77/9674 Italy

Pacific Confidence-84, Orient Star 1-83, Louise Helm-81, Tetusan Maru-80.

**Banda Azul** 75/17355 Spain  
**Ponte Pedrido-75.**  
**Pola de Lena** 77/9786 Spain  
**Rubi** 82/3998 Spain  
**Duro Nueve-82.**  
**Animar** 72/10528 Italy  
**Grand Carrier-83.**  
**Pisa** 72/28151 Italy  
**Fjord Bridge-86,** Babette Jacob-82.  
**Uralar Quinto** 82/1592 Spain  
**Gera** 73/2997 Santander  
**Gaviota-86.**  
**Parsons Progress** 63/499 Zeebrugge  
**Dellstedt-83,** Detlef Schmidt-78.  
**Bakar** 72/16012 Italy  
**Birgit Sabban** 84/2119 Rotterdam  
**Mariasperanza** 74/31618 S.Arabia  
**Cotinga** 76/1599 Belfast  
**Clipper Star** 70/11675 Italy  
**Lamaria-84.**  
**General Berling** 84/23306 Saudi Arabia  
**Muhlenburg** 86/1957 Belfast  
**Unamuno** 79/20618 Italy  
**Damiao de Gois** 74/30371 Portugal  
**Nacional Braganca-85,** Garthnewydd-81.  
**El Greco** 66/21453 Israel  
**Grecian Temple-85,** Resplendent-70.  
**Flag Epos** 66/21347 Italy  
**Ephestos-85.**  
**Kopalnia Myslowice** 80/10982 Poland  
**Pelops** 76/9872 Italy  
**Alvina-86.**

1987

**Sailor** 70/9951 Italy  
**August Moon-85,** Wakato San Maru-72.  
**Kapitan Gudin** 78/10146 Russia  
**Kopalnia Myslowice** 80/10982 Gdynia  
**Jasenitz** 72/1599 Belfast  
**Singularity** 77/1597 France  
**Negev Oron** 67/11610 Israel  
**Agioi Victores-81,** Expectation-76.  
**Andre de Gouveia** 71/12880 Italy  
**Nacional Aveira-85,** Llanes-81.  
**Belomorskles** 62/4519 Russia  
**Wielun** 80/2993 Gdynia  
**Victor Kingisepp** 86/15400 Tallin  
**Lady 1** 72/5935 Tripoli  
**Boe Oak-83,** Green Lime-82, Shinpo Maru-79.  
**Dagomys** 71/18570  
**Cumria-??.**  
**Zhdanov** 77/16644 Black Sea  
**Arctic Skou-85.**  
**Ruza** 66/4531 Baltic  
**Ocelot** 82/20122 S.Arabia  
**Sormovskiy 9** 69/2484 Russia  
**Aleksandr Vermishev** 69/2484 Russia

During the early months of 1987, work began on expanding the terminal's facilities and once again the French contractors were called in to carry out the construction of a further set of silos. Firstly the area was drilled and repiled to take the extra weight of the expanded premises and by in April 1987, the foundations of the new silos had already been laid. In the meantime the existing silos remained operational throughout the expansion process.

**Kopania Miechowice** 80/10998 Gdynia  
**Rolnik** 75/9267 Gdynia  
**Ness** 70/2638 Poland  
 Koyo Maru-76.  
**Marie Ch** 67/499 Ravenna  
**Vibeke Vesta-84.**  
**Union Emerald** 76/772 Rotterdam  
 Elan-82.  
**Beeding** 71/1595 Kiel  
**Silver Aya** 84/13854 Venice  
**Quickthorn** 67/1598 Ireland  
 Tanmarack-73.  
**Yordan Lutibrodski** 87/23609 Italy  
**Six Madun** 85/1949 Rotterdam  
**Ivan Babushkin** 87/31649 Italy  
**Victress** 82/999 Rotterdam  
**Valor** 73/13231 Mexico  
 Capricorn-78, Stella-76.  
**Falkenberg** 71/1587 Italy  
 Pontos-76, Falkenberg-73, Isotat-71.  
**Victory** 75/1548 Ireland  
**Hanse** 75/26373 S.Korea  
 Hans Sachs-82  
**Nissos Kepallonia** 70/9247 Libya  
 Atrotos-87, Vardiani-86, Vergstar-78, Miguel de Larrinaga  
**Oriend** 64/499 Antwerp  
 Friend-84, Griend-80, Bothnia-77  
**Union Topaz** 85/1543 Rotterdam  
**Lizzonia** 80/798 Ireland  
**Pyotr Bogdanov** 72/2484 Russia  
**Khudozhnik Pinmenov** 77/3482 Russia  
 Lijnbaansgracht  
**Ivan Rabchinskiy** 76/3482 Russia  
 Leidsegracht  
**Kapitan Nazarev** 84/14009 Russia  
**Kapitan Glazachev** 76/10179 Russia

**1988**

**Khudozhnik Moor** 83/16502 Russia  
**Loch Ewe** 72/1537 Belgium  
 Jersey Fisher-84, Commodore Challenger-83,  
 Jersey Fisher-77.  
**Kritonas** 76/6585 Ethiopia  
 Hand Fortune-83.  
**Kalliopi L.** 74/15938 Ethiopia  
**El Kef** 82/17074 Tunis  
**30 Augustos** 76/33486 S.Korea  
**Alexandra** 74/10058 Italy  
 Tzorgia T-87, Fairship-87.  
**Prinaritis** 68/10339 Benghazi  
 Union-87, San George-87, Brembo 83, Lugano-82,  
 Tamworth-78.  
**Mary C.** 69/999 Ireland  
 Eminence-84  
**Alma** 70/14096 Venice  
 Fratzescos-88, Nefeli-87, Winsum-82, Fernside-77.  
**Kella** 69/16229 S.Arabia  
 Markella-87, Atlantic Horizon-86  
**Uralar Quinto** 82/1592 Spain  
**Sainan** 72/2963  
 Hamburg-85  
**Werder Bremen** 85/1297 Germany  
**Ventura** 72/1326 Ireland  
**Eichwalde** 76/5744 Rostock  
**Roma** 81/998 Rostock  
**Mouna** 84/1399 Rostock  
**Ziemia Olsztynska** 73/15668 Cyprus  
**Kapitan Manaseyev** 73/2484 Germany  
 Sormovskiy 30-78  
**George D** 75/12376 Italy  
 Stone Cross-87, Alpha Lyric-86, Aegis Lyric-85.  
**Santa Christina** 67/499 Oldenburg  
**Arpa Sun** 77/1599 Dublin  
**Brouage** 70/999 Hamburg  
 Marianna-87, Heike Lehmann-81.  
**Lizzonia** 80/798 Ireland

**Maria H.** 85/1297 Germany  
**Supernova** 71/9498 Sudan  
 Linera-88, Lina Fisser-83, Sunlina-79, Lina Fisser-71.  
**Arklow Castle** 81/1054 Ireland  
**Bratislava** 74/20589 Germany  
**Gorlovka** 77/19999 Russia  
 Pampero-84  
**Botic** 76/12498  
 Adjak-86, Aegis Athenic-86  
**Argo Explorer** 78/20328 Bangladesh  
 Golden Sun-88, Bentheim-86  
**Craigallian** 80/1482 Ireland  
**Neuenfelde** 64/499 Oldenberg  
 Eduard Kahler-87, Heinrich Knuppel-71  
**Rautz** 76/1935 Cagliari  
 Eildon-82.  
**Lagune** 82/299 Dusseldorf  
**Pingwo Venture** 81/15543 Russia

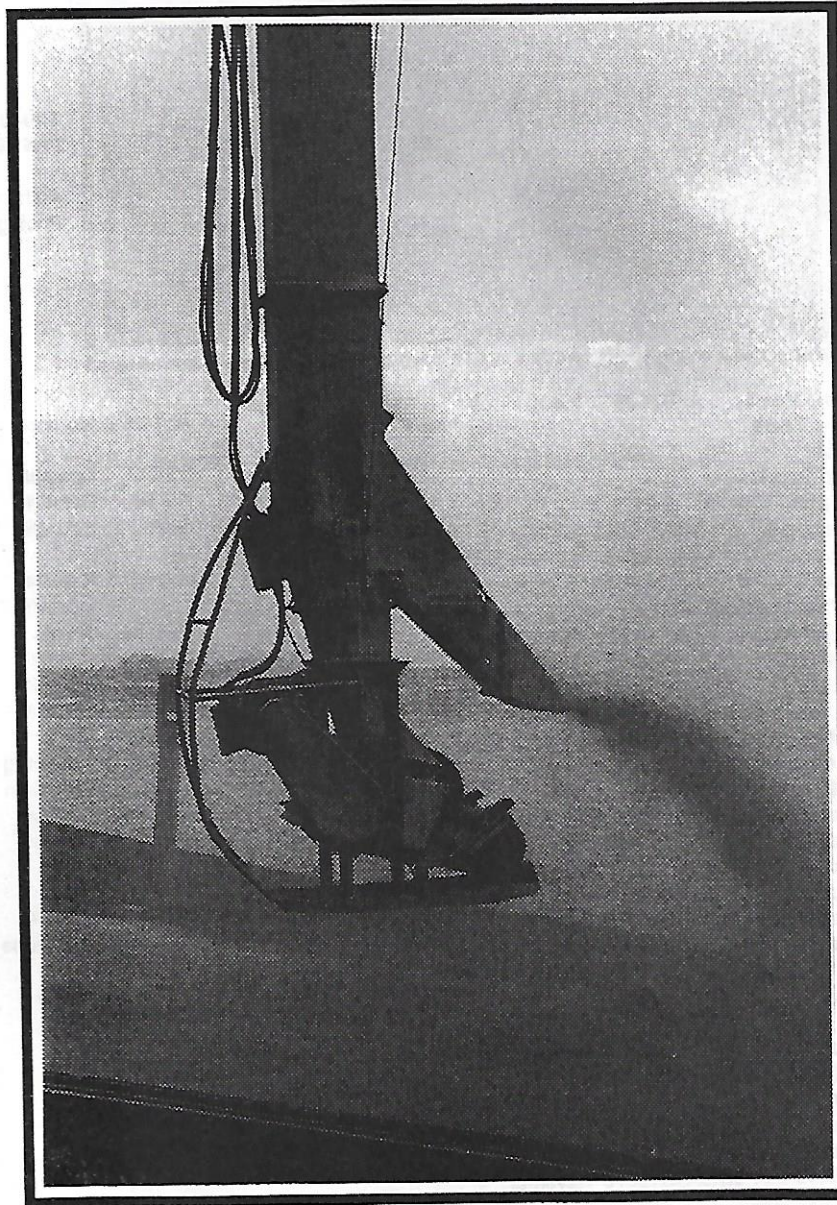
**1989**

**Sarah** 71/11055 Italy  
 Unter de Linden-86.  
**Safeer** 76/19701 Iran  
 Ocean Galaxy-84  
**Evpo Agnic** 77/15386 Germany  
 World Candour-85.

**Tubinar** 72/2336 Antwerp  
**Vyborgskaya Storona** 70/1684 Russia  
**Bronislaw Czech** 86/21531 Jeddah  
**Triton** 86/997 Ireland  
**Negev Oron** 67/11610 Israel  
 Agioi Viores-81, Expectation-76.  
**Iran Ghodusi** 86/28770 Iran  
**Puhos** 77/16989 Riga  
**Barok** 75/1599 Ireland  
 Audrey Johanna-81.  
**Olympic Leader** 77/15642 Cuba  
 London Voyager-83, Welsh Voyager-83  
 Sirt 78/3259 Libya  
 Germa Lady-83.  
**Yemelyan Pugachev** 80/13572 Russia  
**Elizabeth S.** 71/8606 Libya  
 Princess Miri-86, Pacprincess-82.  
**Dahlskjer** 71/1593 Norway  
 Anthoniula 2-89, Breehelle-83, Angelika Lehmann-73.  
**Syros** 69/12087 Israel  
 Francesca--88, Botocan-88, Baybridge-84,  
 Freedom A.S.-80, Cape York-79,  
**Sandettie** 77/863 Germany  
**Proton** 74/1598 Germany  
 Swallow-81.  
**Ignacy Dasynski** 88/21131 S.Arabia

**Soton  
 Silos  
 Loading**

**Authors  
 Photograph**



**Black Jack-4**

Khariton Greku 82/31661 Iran  
 Al Majeed 85/25525 Kuwait  
 Abid 77/19892 Iran  
 Particia-82.  
 Golden Harvest 72/13179 Cuba  
 Akademos-87  
 Lapis 78/8980 Beirut  
 Lambousa Lapithos-88, La Confianza-87, Shoel-84, Scan Commander-83.  
 Eurydice 76/20546 Iran  
 Woko Maru-86.  
 Unique C. 79/10354 Libya  
 San John-88.  
 Tamathai 79/12214 Madagascar  
 Eastman-89, Tenchbank-87, Als Strength-86  
 Tenchbank-86.  
 Rita 68/15675 Ethiopia  
 Taiho-89, Snow White-81.  
 Tribels 74/11673 Tripoli  
 Trifels-80, Aristogenis-75.  
 Nicola 68/9401 Mombasa  
 Belgulf-88, Irenes Gulf-87, Edna-85, Seizan Maru-81.  
 Quickthorn 67/1598 Ireland  
 Tanmarack-73.  
 Segezhaes 64/4531 Russia  
 HooSwan 86/794 Antwerp  
 Vanda 74/1457 Rotterdam  
 Neptunus 89/37046 China

1990

Tai Zhou Hai 82/35243 China  
 Cape Rion 72/8829 Libya  
 Ponza-84  
 Pargolovo 70/4540 Russia  
 Una 76/6595 Libya  
 Hand Loong-85.  
 Baoshan 82/35976 China  
 Anniversary Thistle-86.  
 Xue Hai 77/28495 China  
 Paulina B. 75/928 Antwerp  
 Paulina Brinckman-87.  
 Selengales 63/4519 Russia  
 Nikolay Novikov 73/10185 Russia  
 Fyodor Varaksin 77/10179  
 Vanda 74/1457 Ireland  
 Ladoga 6 73/1568  
 Pargolovo 70/4909  
 Teriberka 73/1351  
 Baltiskiy 11 63/1865  
 Pertominsk 68/4562  
 Palanga 69/4562  
 Senya 73/5009 Malta  
 Lutz-86.  
 Muhlenburg 86/1957 Portugal  
 Merak 76/1399 Cork  
 Geziena-88, Merak-80  
 Catherina Oldendorff 82/15175 Italy  
 General Zawadski 88/25000 Italy  
 Rapan 67/4859 Italy  
 Krapanj-89, Lyminge-75  
 Forum Power 76/16736 Cuba  
 Alexis 70/11856 Israel  
 Denish-88, Andromachi-82, Wilshire Boulevard-76.  
 Tomis Sea 80/30502 China  
 Vera Marystskaya 83/16508 Morocco  
 Lady Dorothy 73/1510 Spain  
 Stamina 69/13942 Italy  
 Glyfada-86, Golden Minerva-80, Hoegh Minerva-78  
 Viktor Bakeev 88/31649 Egypt  
 Ignacio Agramonte 76/9328 Cuba  
 30 de Noviembre 78/11749 Havana  
 Clare 83/15157 Italy  
 Corato-83  
 Argonistis 68/15207 Italy

Katerina-85, Scotstown-80, Forestland-75, Ruby-69.  
 Ana 73/15670 Italy  
 Kidric-B-88.  
 Stamina 69/13942 Italy  
 Glyfada-86, Golden Minerva-80, Hoegh Minerva-78.  
 Clipper Pioneer 86/7170 Morocco  
 Ceekay 75/15208 Spain  
 Skyros-83, Wasa-79.  
 Seaboss 69/29684 S.Arabia  
 T.Akasaka-85.

1991

Jasenitz 72/1598 Italy  
 Sac Flix 72/9247 Leghorn  
 Lenie 79/788 Dublin  
 Baranja 67/16019 Italy  
 Golden Condor 83/24843 Indonesia  
 Renessi 70/10346 Greece  
 Palmina-88, Ramea-86, Edelweiss-84.  
 Resmar 74/18758 Morocco  
 Marco Azul-87  
 Margaretha 81/999  
 Vanda 74/1457 Dublin  
 Running Bear 70/984 Portugal  
 Europartner-87, Helene Greabe-83, Seeberg-78,  
 Strombron-73.  
 Klazina C. 83/1633 Belgium

Lasina-88, Klazina H.-88, Klazina-85.  
 Tern 73/18818 Iran  
 Mary C. 77/1432 Ireland  
 Fiducia-89, Ligato-88  
 Ingrid 90/1960 Portugal  
 Jade 85/1948 Portugal  
 Sea Jade-88.  
 Cotinga 76/1599 Spain  
 Ziemia Bialostocka 72/15643  
 Kerynia CY 71/14500  
 Theodoritos87, Eastern Maid-86, Eastern Venture-77.  
 Cary 65/4301  
 Cora-89, Dolphin Point-87, Corchester-77.  
 Damask Rose 69/1599  
 Gem-90.  
 Melissa 77/1989 Leixoes  
 Messberg-86.  
 Naya 70/9068 Italy  
 Unity-84 1-84, Unity-82, Rinoula-81.  
 Oinoussian Seaman 87/35911 S. Korea  
 Borgfeld 85/2881 Portugal  
 Agnes 78/941  
 Expansa 2-85.  
 Silverthorn 82/995  
 Shamrock Enterprise-90.  
 Arrow 88/2986  
 Treana 77/17339  
 Polly-84, Bonito-88.  
 Vedette 90/2033



Sandettie - alongside Aug 1989

<b>Valiant</b>	77/1599	
<b>Proton</b>	74/1598	
Swallow-81.		
<b>Agia Thalassini</b>	69/28717	
Kapitan Sideris-91, Realico-87, Alberto Dodero-86, Zitsa-85, Keigo Maru-83.		
<b>Jena</b>	78/15979	
<b>Milin Kamak</b>	79/15662	
<b>Mexicana</b>	71/28373	
Mexican Gulf-90		
<b>Heather</b>	64/424	Antwerp
Anne-91, Anta-89, Paula-85.		
<b>Monica R.</b>	65/434	Antwerp
Sellina C.-89, Sellin-81.		
<b>Wotan</b>	66/499	Antwerp
<b>Pelican Arrow</b>	82/21073	Antwerp
Folga-91.		
<b>Agia Sofia</b>	78/14983	Cuba
Grand Hickory-85.		
<b>1992</b>		
<b>Diana</b>	71/15973	
Zeus 2-90, Acer Enterprise-89, Al Kaziemal-89, Heidennawa-89, Dias-88.		
<b>Guardo</b>	74/7311	
<b>Reduta Orduna</b>	78/30309	Cyprus
Feliks Dzierzynski-89.		
<b>Gulf Wave</b>	81/15325	Havana
Sibanimar-91, Antonio Maceo-90.		
<b>Gretchen W.</b>	75/33082	Jordan
Elen 2-88, Specialist-83.		
<b>Cotinga</b>	76/1599	
Belfast		
<b>Luminence</b>	77/1596	Portugal
<b>Salrix</b>	65/656	Holland
<b>Owenro-74.</b>		
<b>Simone</b>	82/997	Seville
<b>Felicity</b>	72/10447	Albania
<b>Joao de Barros</b>	74/19510	Morocco
Cassinga-86.		
<b>Muhlenberg</b>	86/1957	Portugal
<b>Rosethorn</b>	82/995	Belfast
<b>Alert</b>	84/2970	Antwerp
<b>Okoltchitza</b>	82/16068	
<b>Jade</b>	85/1948	
Sea Jade-88.		
<b>Mindful</b>	89/1959	Portugal
<b>Briarthorn</b>	80/1482	Ireland
Craigallian--89.		
<b>Uralar Sexto</b>	83/1592	
Spain		
<b>Natacha C.</b>	82/1597	
Natacha Caldas-91, Natacha-89, Norbrit Maas-87, Norbrit Faith-85.		
<b>Lagune</b>	82/299	
<b>Malbork 2</b>	80/2996	Italy
<b>Maria 1</b>	72/1600	Denmark
<b>Magrix</b>	76/988	Antwerp
The Dutch-87, Tanja Holwerda-87, Roelof Holwerda-81.		
<b>Arrow</b>	88/2986	Spain
<b>Talea</b>	72/2599	Denmark
Helena-86, Whitegate-82.		
<b>Palanga</b>	66/998	Holland
<b>Periandros</b>	74/16249	Greece
Perast-91, S.A Skukuza-83, Skukuza-75.		
<b>Ruth W.</b>	84/2199	Sweden
<b>Prof. Nikolay Baranskiy</b>	70/9323	Russia
<b>Victory</b>	75/1458	Spain
<b>Kernave</b>	73/3184	Holland
Nikolay Kasatkin-92.		
<b>Tanja</b>	89/2190	Holland
<b>Michaela</b>	74/1600	Belgium
Virgo-92, Fairmead-86, Hyde Park-82, Syon Park-74.		
<b>Union Topaz</b>	90/2230	Belgium
Bromley Topaz-92, Union Topaz-90.		
<b>Patricia</b>	71/1466	Belgium
Sudfjord-88.		
<b>Nereus</b>	68/1598	Denmark
Minneapolis-91, Boitwardersand-80.		
<b>Electron</b>		
<b>Beers</b>	66/499	Holland
Thomas-89, Wega-85.		
<b>Renessi</b>	70/10346	Ethiopia
Palmyra-88, Ramea-86, Edelweiss-84.		
<b>Kapitan Glazachev</b>	76/10179	Holland
<b>Marijampole</b>	71/2723	Russia
Kapsukas-91.		
<b>Skylark</b>	72/2466	Russia
<b>Panevezys</b>	67/4675	Russia
Nizhny Tagil-92.		
<b>Kuzma Minin</b>	80/13572	Holland
<b>Pakruojis</b>	66/2723	Holland
Pravda-92.		
<b>Sormovskiy 19</b>	70/2484	Holland
<b>Kapitonas Chromcov</b>	76/10145	Holland
Kapitan Khromstov-92.		
<b>Ladoga 4</b>	73/1568	Russia
<b>Mark C.</b>	71/1596	Spain
<b>Hermod</b>	80/999	Denmark
<b>Vladimir Timofeyev</b>	73/10185	Russia
<b>Paulina B.</b>	75/999	Holland
<b>60 Let Velikogo Oktyabrya</b>	77/2484	Russia
<b>Snow Hawk</b>	77/9437	Bangladesh
Catherine V-90, Titika Halcoussi-88.		
<b>Isakogorka</b>	68/4506	Russia
<b>Vitajoy</b>	71/16917	Sudan
Agios Aimilianos-89, Japan Carryall-84.		
<b>Kapitonas Chromcov</b>	76/10145	Russia
Kapitan Khromstov-92.		
<b>1993</b>		
<b>Akaki Tsereteli</b>	86/20298	Russia
Kingland-90, Nacional Figuera-87.		
<b>Vanda</b>	74/1458	Holland
<b>Running Bear</b>	70/994	
Euro Partner-87, Helena Greabe-83, Seeberg-78, Strombron-73, Seeberg-70.		
<b>Nescio</b>	88/851	
<b>Hoo Crest</b>	86/794	Holland
<b>Vida</b>	68/4154	
<b>Ventura</b>	72/1326.	
<b>Ladoga 11</b>	78/1578	Russia
<b>Ladoga 103</b>	88/1853	Russia
<b>Roustel</b>	78/797	Holland
Skellig Rock-88.		
<b>Aleksandr Aberg</b>	88/31661	Russia
70 Letiye Oktyabrya-92.		
<b>Kristjan Palusulu</b>	89/31649	Russia
<b>Antje B.</b>	68/424	
Claus-86		
<b>Hoo Plover</b>	83/498	
<b>Christina</b>	85/1391	Holland
<b>Proton</b>	74/1598	Holland
<b>Saymenskiy Kanal</b>	78/1578	Russia
Ladoga 10-78		
<b>Sea Merlan</b>	78/499	Antwerp
Merlan-78		
<b>Wiking West</b>	68/1572	
Holman-90, Ako-72.		
<b>Verona</b>	82/1599	
<b>Kapitonas Panfilov</b>	75/10145	Russia
Kapitan Panfilov-92.		
<b>Antje B.</b>	68/875	
<b>Teodor Nette</b>	88/6395	Russia
<b>Lozoya</b>	79/699	Bremen
Espero 1-92, Lozoya-90, Punta Sugur-87.		
<b>Wilhelmina V.</b>	75/917	Antwerp
<b>Kapitonas A. Lucka</b>	80/10146	Russia
<b>Ivan Nesterov-91.</b>		
<b>Vanessa C.</b>	74/1599	Portugal
<b>Vanessa-93</b>		
<b>Marschenland</b>	85/499	
<b>Scotia</b>	87/1473	Poland
<b>Meise-87</b>		
<b>Norina</b>	66/1866	Poland
Dilini-91, Linda Star-89, Marilena P.-87, Nanok K.-87, Hippo Lady-77, Perca-77, Hippo Lady-76, Susanne Reith-74.		
<b>Lomza</b>	80/2996	Poland
<b>Beers</b>		
<b>M.B.Thames</b>	92/2373	Poland
<b>Luminence</b>	77/1596	Portugal
<b>Regent One</b>	62/4520	Poland
Belomorskles-93.		
<b>Donnington</b>	75/7658	Italy
<b>Luminence</b>	77/1596	
<b>Nadine</b>	66/499	
Ragna-89, Tilla-83, Suderelv-78, Frieda Graebe-73.		
<b>Assiduus</b>	90/2292	

June 1993 was no different to any other June during the last ten years, with the terminal gearing itself up for the coming grain season, and then in July, slowly starting up the long process of the grain trade once more.

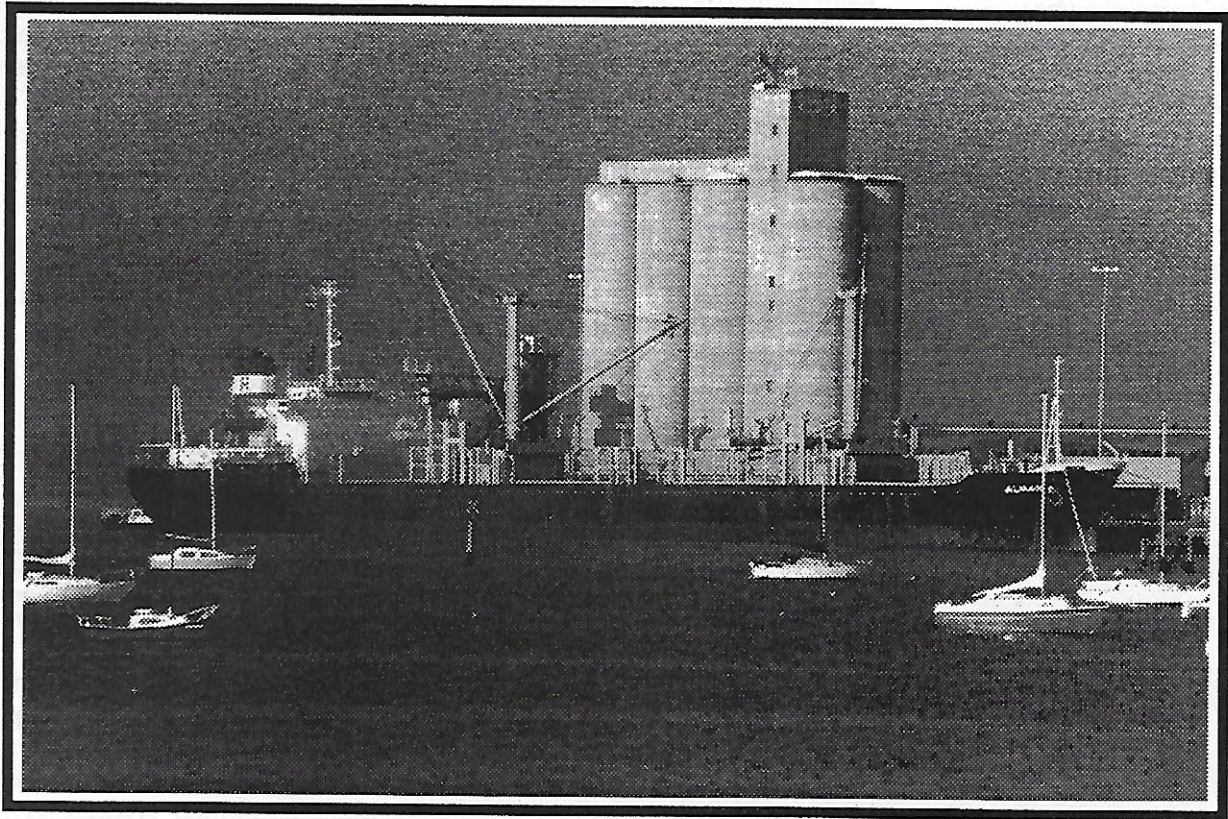
Only two callers help to complete this picture of the Terminal's first ten years in operation and these were the two British flag coasters Genchem Company's **Borelly** 71/507 (Jana Weston-84), and the **Fordonna** 72/499, which loaded cargoes to Holland and Antwerp respectively.

The first vessel to use the terminal in August 1993 was the Spanish coaster **Portuondo** and so it is fitting that the only vessel to use the Terminal ten years later in August 1993 to bring this anniversary event to its historical conclusion, is again a coaster, the Cypriot flagged **Ingrid** 90/1960, which loaded its cargo for delivery to Belfast.

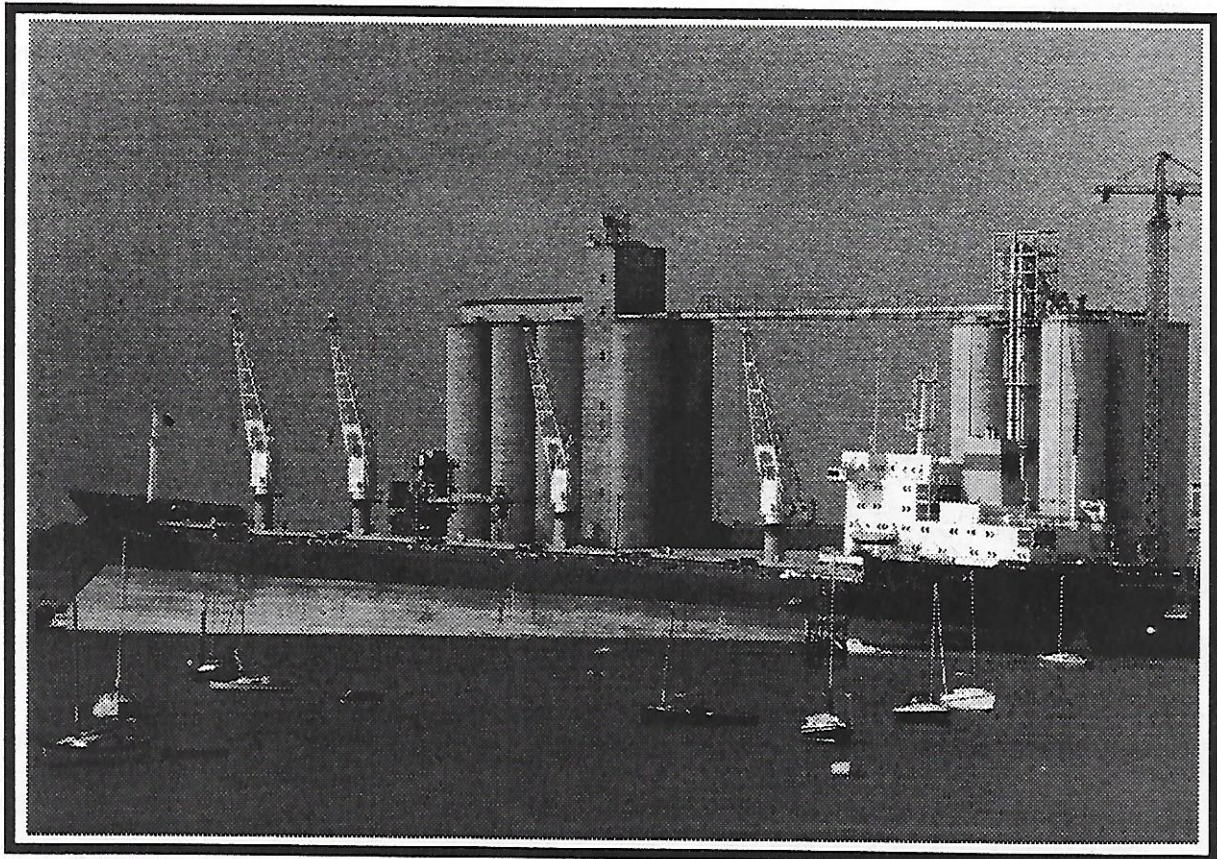
This episode of the first ten years of operations at Soufflet's Southampton Grain Silos, I hope, paints a picture for all shiplovers everywhere, showing the diversity of vessel types, flags and designs, drawn into this lucrative and diversive grain trade. Many vessels came only as carriers for aid to under developed countries, many ravaged by war, droughts, sickness and starvation, and so to this cause, some lengthened their working lives, giving us a glimpse of shipping that is fast disappearing from our seas.

Compiling the material for this history has been a pleasure and most rewarding, due to the re-acquaintance of the memories to shipping at the Port of Southampton.

Photographs by C.Drayson and Monty Beckett



The Greek **Almar 69/10373** - Alongside 1984



The Bulgarian **Yordan Lutibrodski** - Alongside September 1987



## The Port of Southampton - "Today and Tomorrow"

The history of the Port of Southampton stretches back many centuries, although it has been over the last 156 years that the development of the commercial port in terms of shipping and cargo handling facilities, has taken place.

During this period of time, many major developments have taken place, each one bearing an impact on the port as it is today, and reflecting the priorities of the time.

The year 1895 saw the

opening of the King Edward VIII dry dock - the largest in the world - at a time when the London and South Western Railway Company were continuing a process of modernisation. Electricity was being substituted for gas, new warehouses were erected and a modern cranes system installed.

By the end of that year, all the quays on the River Itchen were completed up to Dock Head and the approach channel was dredged to a depth of 9m at low water. The year 1995 witnessed Southampton Container Terminals (SCT) - a joint venture between ABP and P&O - adding two post-panamax cranes

to the fleet bringing the total to nine as well as extending the terminal area by 40%, as part of a multi-million pound expansion programme. A new 10,000 sq. m animal feed and fertiliser store, the Mulberry Terminal was also opened, and the beginning of 1996 saw the port win consent to deepen the main access channel from the sea to the container port from 10.2m to 12.6m.

In 1842 the Tidal Dock was opened to handle two vessels of the Peninsular and Oriental Steam Navigation Company, the **Tagus** of 780 tonnes and the Liverpool of 450 tonnes. In 1996, SCT welcomed the 81,448 tonne fully-computerised **Regina Maersk** - the world's largest container ship.

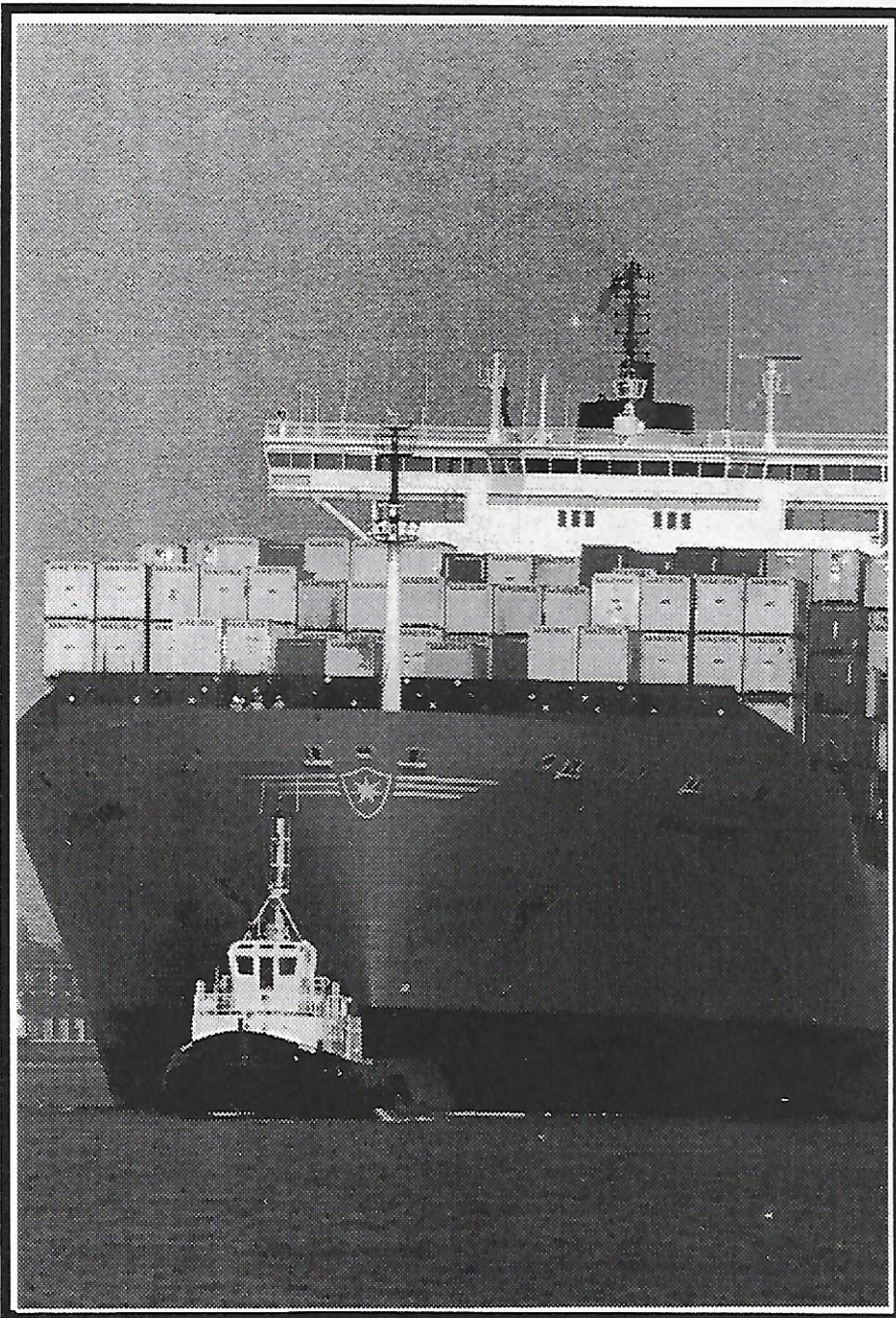
By about 1840, trade patterns which had essentially been coastwise or continental were beginning to change with routes to the Far East growing in importance. Today, 98% of Southampton's container trade is with the Far East, comprising over 50% of all UK-Far East business.

In 1876, the Dock Company borrowed £250,000 from the London and South Western Railway Company to enable the construction of a new deep water dock; earlier this year, ABP announced a project to dredge the main access channel with a capital expenditure of £27m.

In 1895 the port was handling 210,000 passengers - today the figure is more like 1,394,126. A total cargo tonnage of 421,611 in 1892 is dwarfed by 8,044,800 in 1995.

And so the list goes on; but such changes are inevitable in this thriving industry. Ships get bigger and call more often, cargoes change and turnarounds are quicker. It has been the port's ability to adapt to change whilst moving forward that has been the success story so far.

Today Southampton is an established leader for the export of cars, handling nearly 400,000 vehicles in 1995 of which 75% were shipped overseas. This growth represents a continuing trend and was due to strong



Regina Maersk ABP Photograph

overseas sales of UK manufactured cars and the inauguration of new services which have forged links with South and West Africa, the Far East, Australia the United States and the Indian Ocean, as well as numerous short-sea routes to Europe and the Mediterranean. Vehicles shipped from Southampton include models manufactured by Rover, Ford, Jaguar, General Motors and Honda. Substantial volumes of heavy wheeled freight cargoes such as tractors, earth moving equipment, buses and other commercial vehicles are also exported. In all, some 175 acres of port land is dedicated to serving the Ro-Ro trade including deep water berths and extensive vehicle storage facilities which provide virtually unhindered access for the world's largest vessels.

It is also one of the UK's principal container terminals forecasted to handle 1m TEU's by the year 2000, as well as being a top centre for the handling of agribulks and fresh produce with dedicated facilities available for dealing with these delicate cargoes. During 1995

there was excellent growth in the fresh produce trade with throughput increasing by 25% to over 350,000 tonnes. Of this amount, 133,000 came from the Canary Islands with the rest being Geest bananas from the Windward Islands and small quantities of citrus fruit. To cater for this increase in trade, substantial investments have been undertaken at the £1.4m Canary Islands Terminal which opened in 1991. A new cold store providing 20,000 cu m capacity of floor space with a temperature range of -2 degrees C to +15 degrees C was opened in 1995 increasing the overall floor space to over 14,200 sq. m and expanding the variety of other fresh produce that can be handled outside the Canary Islands Season.

The relationship with the world's most famous cruise liners, including P&O Cruises' **Oriana** and **Victoria**, and Cunard's **QE2**, has spanned many years and is now something of a tradition. This year the port also welcomed a number of maiden calls including RCCL's **Splendour of the Seas** and Swan Hellenic's **Minerva**. The two world

class cruise terminals at the port - the Queen Elizabeth II terminal and the Mayflower Cruise Terminal, have both recently undertaken a programme of modernisation which has increased efficiency and the flow of passengers. Nearly a quarter of a million passengers passed through the two terminals last year establishing a new record for the port.

The use of rail in the port is becoming increasingly important. Both the Eastern and Western Docks are rail served and passengers can enjoy a nostalgic arrival at the Queen Elizabeth II terminal courtesy of the Venice-Simplon Orient Express which calls often. The tracks are also used for the delivery of Rover cars to the export compound at the deep-sea vehicle terminal. At least four trains a week each carrying 180 cars are received direct from factories in Cowley and Longbridge which reduces the number of car transporters journeys to the port by about 10,000 a year. About 30% of containers are also moved by rail.

Ro-Ro's in The Eastern Docks - Joe Low Photograph



With nearly 55,000 commercial shipping movements at the port every year it is vital that they are able to arrive and leave safely. ABP has statutory duties to perform, requiring it to be responsible for all aspects of marine management within the port area. Within this, ABP has the responsibility for providing and maintaining navigational aids, regular surveying and dredging to ensure clear channels and above all, making navigational safety a top priority.

Southampton was one of the first ports in the UK to install a Vessel Traffic Services system to ensure the safety of vessels entering and leaving Southampton Water. The VTS Centre is where ABP's marine staff are based and is rather like an air traffic control, except that it is dealing with ships rather than planes. It monitors the movement of all vessels within the port area and is manned 24 hours a day by the professional staff from the Harbour Masters department. Radio and radar information from vessels are received via microwave links that connect the centre with satellite radar scanners at Calshot and Hythe, with radio transmitters located at the opposite extremities of the Isle of Wight with extra support provided from the Harbour Patrol services. This means the marine staff are able to co-ordinate the movement of large vessels and offer a high level of advisory services to ensure safe and efficient use of deep water channels.

Those working at the port today will know that as trade through the port continues to grow the emphasis has shifted from the nostalgia of yesterday to the needs of tomorrow and despite investments of nearly £50 million over the last 10 years, making the Port one of the largest in the country, there is still enormous potential for expansion.

At the port today, the question on everyone's lips is "What about the future?"

To continue the tradition as one of the country's leading ports, a programme of expansion is planned well into the next century. Currently,

the £27m capital dredging programme, which is under way, will deepen the main channel to allow access for the world's largest container ships over an 18 hour period, whilst an additional deep-sea container berth 207 is now in service to accommodate this new generation of vessel. A multi-million pound investment in a 150,000 sq. ft combined container groupage and depot and Southampton Free Trade Zone warehouse is almost complete.

The container trade particularly, is one that is growing and becoming increasingly important to the port, growing 16 per cent in 1995 and expected to flourish by a further 25 per cent in 1996. Within the space of a year, SCT secured the total Far East business of the Global Alliance which comprises Mitsui OSK Lines, Nedlloyd Lines, American President Lines, Malaysian International Shipping Corporation, and this year have welcomed Orient Overseas Container Lines and the Grand Alliance - P&O Containers Ltd, Hapag Lloyd, NYK Lines, and Neptune Orient Lines, together with the fastest string operated by Maersk in association with its new partner, Sealand.

Despite committing over £60m for the expansion of this trade in the short term with the developments at SCT, given the anticipated growth of container traffic, the port is likely to find itself constrained if it fails to act soon. In a report commissioned by Hampshire County Council from MDS Transmodal, it is projected that current capacity in all UK south east deepwater container ports can expect to be full by the turn of the century. Increases in the size and draught of container vessels therefore makes it imperative for the port to invest in deeper quays if it is to retain its present position in the market. If the port does not act now, Southampton is likely to lose a significant part of its deep-sea container traffic to ports elsewhere in Europe - having adverse consequences on the cost of exports and imports and, perhaps

more importantly, for the Local Community where around 10,000 jobs rely on port based activities.

Unfortunately, rearrangement of the existing dock estate to handle more traffic will only provide a temporary solution.

In light of this, ABP has begun the process to bring a 300 ha area of reclaimed land known as Dibden Bay on the south side of the River Test into operational use.

In consultation with the local authorities conservation agencies, and many other bodies, ABP is examining the environmental and transportation issues to ensure that the development will be carried out in a sensitive manner.

Despite months and months of consultations and planning still ahead, ABP has a responsibility to consider the extent to which it should provide expanded port facilities and would be failing if it did not consider Dibden Bay. It is nothing short of vital to ensure the port's success into the next century and beyond.

Summing up, port manager Andrew Kent, remarking on the proposed development at Dibden Bay cites:

"Nothing ever stands still. Life is a constant process of change and for the Port to thrive into the future it too must continue to adapt. We have to adapt to the change. The UK is a trading nation and its future prosperity and the jobs of its citizens will depend in no small part on the timely provision of essential port facilities."

The future then, could be sitting on the Dock of the Bay.

Article kindly supplied by  
Andrew Kent  
Port Manager  
ABP Southampton

## BUSY DAYS IN SOUTHAMPTON DOCKS by John Havers

This article reflects two busy days in October 1939, when the ships were assembled to move the British Expeditionary Force (BEF) to France. This involved moving large numbers of troops, their equipment, stores, munitions, tanks and motor transport. All the passenger and cargo ships had been requisitioned by the Director of Sea Transport and were operated by the Naval Principal Sea Transport Officer, working from the South Western Hotel which was also taken over. I was a Sub-Lieutenant RNVR working for the PSTO.

**6th October 1939** Knowing that 98 ships were in the docks or the river coupled with a day free, I went to Cowes on the *Vecta* for the round trip. This armada was there for anyone to see. However having some prior knowledge of what was about, helped me identify what I saw. The 'Star' of this assembly was the American liner *Acadia* of Eastern Lines, registered in Boston, Mass., and in her peace time colours as neutral. Built in 1932 6185 gt she was here to embark U.S. nationals for home (she was built for the Boston - New York service to New Brunswick and Nova Scotia. She was operating in the Pacific in 1945 and was finally broken up at Baltimore in 1955).

On the way down Southampton Water we passed all grey *Lorina* 1600/18 and *Biarritz* 2400/15 both Southern Railway troop transports. (*Lorina* was sunk by a bomb off Dunkirk 29.05.40) Passed two more troopers at speed - *Manxman* 2000/04 and *Mona's Queen* 2756/34 - both owned by the Isle of Man Steam Packet Company. (The latter was mined off Dunkirk 29.05.40) Off Netley we saw trooper *Lancashire* 9557/17, *Runciman's Castlemoor* 6574/22 Glen Lines famous (to be) assault ship *Glenearn* 9784/38, *Heyn's Bengore Head* 2609/22 (she was torpedoed 09.05.41) and the *Acacia*.

Off Cowes and in the Solent Anchorage was a formidable collection of 38 ships hired as Store and Motor Transport carriers, some quite elderly. A fabulous collection for a ship spotter like me and none of them very familiar. I shall list them showing an (S) if they were sunk during the war.

*Ellerman's City of Windsor* 7218/23, *City of Auckland* 8336/14, *Flaminian* 2699/17, *City of Rangoon* 6635/14 (she became a coal depot ship at Singapore Dec. 1945), *Salmo* 1269/24 (Ellerman Wilson), *Royal Mail Lines Siris* 5242/18 (S), *Araby* 4936/23 (S), *Harrison Line's Colonial* 5108/26 (S),

*Strategist* 6255/37, *Astronomer* 8401/17 (S), *Tatem's Goodleigh* 3845/28 (S), *Pacific S.N. Co's Loriga* 6665/19, *La Paz* 6548/20, *Glen & Co's Cara* 1760/29, *Cayzer Irvine's Clan Macbrayne* 4818/16, *Clan Morrison* 5936/18 (S) (mined 22.02.40), *Clan Macalister* 6787/30 (S) (in fact the third ship seen this day which was sunk at Dunkirk on 29.05.40), *United African Guinean* 5129/36, *Constantine's Yorkwood* 5401/36 (S), *Alfred Holt's Maron* 6701/30 (S), *Achilles* 11404/20, *Elder Dempsters's Biafra* 5405/19, *Dunkwa* 3789/27 (S), *Ben Line's Benmacdhui* 6869/11 (S), *Benalder* 5161/19 (ex Tower Bridge), *Brocklebank's Mahanda* 7181/14 (S), *Matheran* 7653/19 (S), *Melrose Abbey* 2473/36 (S) of Cardiff, *Glen Line's Glenstrea* 9460/22, *Kayes Marina* 5088/35 (Sunk 17.09.40), *Haldins Dallington Court* 6889/29, *J & C Harrison's Hardingham* 5415/33 (S), *Ropner's Alderpool* 4313/30 (S), *Barrs Barrwhin* 4998/29 (S), *Dodd Thomson's King William* 5274/28, *Board of Trade Botwey* 5106/16 (S) (ex Manchester Producer) and *Orient's trooper Orford* 20043/28 (S).

To complete this incredible list I am able to name the ships in dock on the following day:-

**7th October 1939** Berth 2: *Ringwood*. 3: *Royal Sovereign* and *Royal Daffodil* (both G.S.N. pleasure steamers). 4: *Fratton* (Southern Railway). 8: *Minster* (S.R.). 9: *Normannia* (S.R.) 10: *Sandown*. 14: *Owers Light Vessel*. 15: *Merstone*. 16: *Dinard*. 17: *Duchess of Cornwall*. 18: *Portrush*. 19: *Iolaire*, *Greetings*, *Nordissa*, *Valena*, *Oracle*. 20: *Dilwara*. 22: *Paris*. 23: *Maid of Orleans*. 25: *Dorsetshire*. 26: *Duke of York*. 27: *Duke of Argyll*. 28: *Corferry*. 29: *Anglian Coast*. 30: *Oberon*. 32: *Amsterdam*. 33: *Canterbury* and *Worthing*. 37: *Princess Maud*. 38: *Windsor Castle*. 39: *Blairnevis*. 41: *Brighton* and *Viking*. 43: *Aquitania*. 44: *President Harding*. 45: *Bruges* and *Manxman*. 47: *Mona's Queen*. 48: *Floating Crane*. 49: *Somersetshire*. 51: *Britmex* 5. 101: *Sardis* and *Albano*. 102: *Trafalgar* and *Dido*. 102/3: *Colwith Force*. 103/4: *Capetown Castle*. 105: *Bendoran*. 106: *Historian*. 107: *Inventor* and *Eurymedon*. 108: *Orcades*. In dry-dock No.1: *Warrior*. 3: *Conqueror* and *St. Bodwen*. 4,5,6,7 - empty.

I count at least seventeen cross channel troopers in - what a day and no camera !! The vessels at Berth 19 with the exception of *Greetings* were

all requisitioned yachts. *Iolaire* 999/02 was used as an accommodation ship and became *Persephone* in 1945 - returned to owners in 1946. *Oracle* 745/29 ex *Osprey* on anti-submarine duties (lost by fire off Liverpool 29.01.44). *Valena* 882/08 also on anti-submarine duties - returned to owner 1945. *Nordissa* 49/84 - wooden aux.schooner - ex *Stella*, *Sologne*, *Cecile*, *Silhouette*. *Princess Maud* 2883/34 was a Denny built Stranraer steamer of the L.M.S. Railway (she was damaged by shell fire from shore batteries off Gravelines 30.05.40). The Southern Railway cargo vessels *Ringwood* 682/24, *Minster* 707/24 and *Fratton* 757/25 was sunk by an underwater explosion, possibly a torpedo in Seine Bay 18.08.44).

The three ships in dry-docks were probably yachts - *Conqueror* 900/11 ex *Emerald*, *Marynthia* - became an aux. A.A. vessel. *Warrior* or *Warrior II* 1266/04 was sunk by aircraft off Portland 11.07.40 and the third was probably *St. Mowden*, which was requisitioned and returned in 1945. General Steam's passenger ship *Royal Sovereign* 1527/37 was mined and sunk in the Bristol channel 09.12.40. The *Royal Daffodil* 2060/39 was the latest of three ships built for the G.S.N. Co.'s passenger fleet, although damaged by aircraft during the Dunkirk evacuation she spent 1941-45 on the Larne-Stranraer military service and returned to G.S.N. after the war.

In berth 44 the *President Harding* 14187/22 of United States Lines was about to be sold to the Belgians and was renamed *Ville de Bruges* and was sunk 14.05.40 in the mouth of the Scheldt by German Bombers. Two small ships were at 101, *Sardis* 970/28 was owned by Moss Hutchison and *Albano* 1176/12 belonged to Ellerman Wilson. *Albano* hadn't long to go for she was mined and sunk 7.5 miles from the Coquet Light on 2nd March 1940. In 102 berth *Trafalgar* 4530/24 - Glen & Co. was sunk by a raider in the Southern Oceans on 24.05.41. *Dido* 3554/20 Ellerman's, was abandoned at Brest 18.06.40 and seized by the Germans. *Colwith Force* 805/18 belonged to Kennaught of Liverpool and was a four master. In the Old Dock 39 berth - *Blairnevis* 4155/30 was owned by Nisbet & Co. of Glasgow. She was badly damaged by E boat torpedo 24.11.41 and was subsequently lost off Anglesey on 13.02.45 as a result of a collision.

# SOUTHAMPTON'S DREDGING

## Programme

by Graham Mobbs

As most of you will know, the Port of Southampton is undergoing a large dredging programme. This article will describe some of the previous dredging schemes, the methods used and also describe the vessels being used on the present project.

The Port of Southampton has had a need to capital dredge (the removal of material to widen or deepen a channel) on several occasions in its history. This does not include the annual maintenance dredging to maintain the dredged depth.

The various programmes have been as follows:-

1882 - 7.8 metres
channel depth
1907 - 9.6 metres
1931
1950 - 10.2 metres
1997 - 12.6 metres

The first four dredging programmes were executed using largely bucket dredgers and hopper barges.

The 1907 programme was necessary to accommodate the OCEANIC, MAJESTIC, TEUTONIC and ADRIATIC as they were to make Southampton their European terminal.

The 1931 programme took five years to complete and necessitated the removal of 2,750,000 cubic yards of spoil. This was completed just in time to receive the newly completed QUEEN MARY into service.

As a comparison, the current dredging programme is costing £27 million, lasting sixty weeks and necessitating the removal of 12,000,000 tons, or 7,000,000 cubic metres, of material.

After the dredging is complete, it will allow the largest containerhips access to the port fully loaded, for 18 hours of the 25 hour tidal cycle.

The contract was awarded to Jan de Nul of Belgium. They are a family firm which was established in 1938 and diversified into dredging in 1951. They operate some of the most powerful and modern plant in the business.

The vessels employed on the project have been on station since August 1996 but they have changed regularly. This is a list so far:-

### JAN DE NUL owned vessels

<b>Marco Polo</b>	79/3197
Cutter Suction Dredger	
<b>Cristoforo Colombo</b>	94/8123
Trailing Suction Dredger	
<b>Weseltje</b>	74/1483
Split Hopper Barge	
<b>Nyptangh</b>	74/1483
Split Hopper Barge	
<b>Geelvinck</b>	75/1403
Split Hopper Barge	
<b>Nina</b>	95/3219
Split Hopper Barge	
<b>Pinta</b>	95/3219
Split Hopper Barge	
<b>Galilei 2000</b>	79/2084
Split Hopper T.Suction Dredger	
<b>DN34</b>	
Work Boat	

### Chartered Dredgers

<b>Amsterdam</b>	96/18291
Trailing Suction Dredger	
<b>Volvox Hansa</b>	70/6794
Trailing Suction Dredger	
<b>Ham 310</b>	85/10378
Trailing Suction Dredger	

It may be noticed that the above list does not include any bucket dredgers. This is a good example of the technical evolution of dredging techniques - what would have once taken many years to complete can now be achieved in just over a year.

## Interesting Facts

\* **Marco Polo** is the third most powerful dredger of its type in the world, with a cutter motor of 21913 h.p. It is capable of dredging to depths of 30M and can discharge via floating pipeline or directly into hoppers either side. Another method demonstrated at Southampton is to allow the cutter to chop up the material allowing trailers to Hoover it up.

\* Before the arrival of the **Amsterdam**, the **Marco Polo** was discharging into six smaller hoppers. Their combined capacity was 14539 cubic meters. This compares to the **Amsterdam's** hopper of 18000 cubic meters.

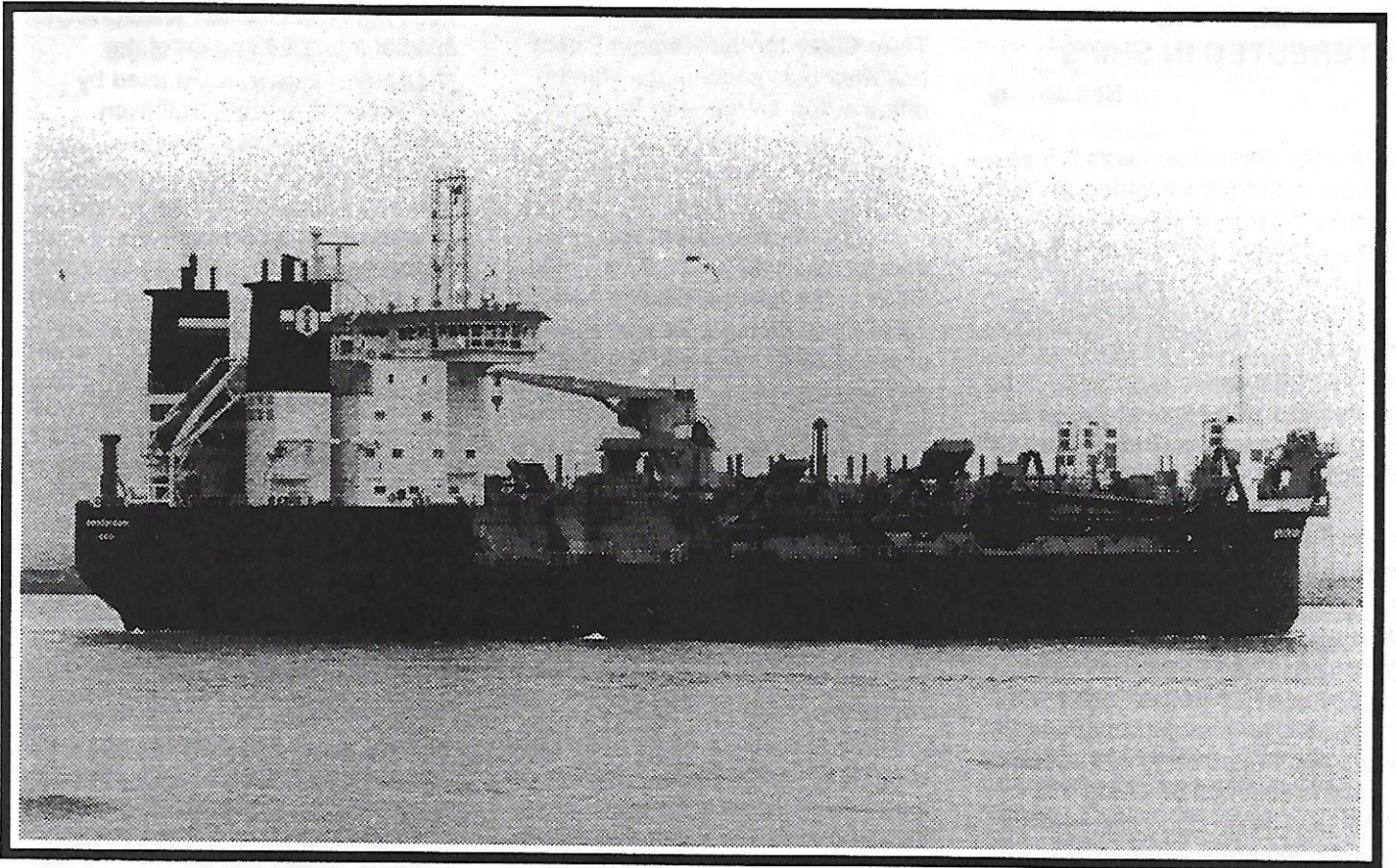
\* The **Cristoforo Colombo's** hull was constructed in two halves: the forward section at Antwerp and the aft section at Ghent.

\* The **Volvox Hansa** is the oldest trailer on the project at 27 years old.

\* The **Amsterdam** has submersible pumps mounted on each suction pipe in addition to the main dredge pumps. This allows a fast loading rate, 24,000tonnes in 1 hour from 70m ! Also four funnels: two aft for the mains engines and two forward for the dredge pumps.

\* The **Amsterdam** is owned by Anglo-Dutch Dredging - part of the Ballast Nedam Group, which gets its name from when the company was called Amsterdam Ballast Co. They helped build the North Sea Canal to Amsterdam and used the dredged material by selling it to ships requiring ballast for their empty vessels leaving port.

\* The **HAM 310** is owned by HAM Dredging - another of the big six Belgian/Dutch companies. The 310 has the capacity to blow stones (up to 200mm in diameter) via its suction pipe to the seabed. This is used to backfill pipe trenches.

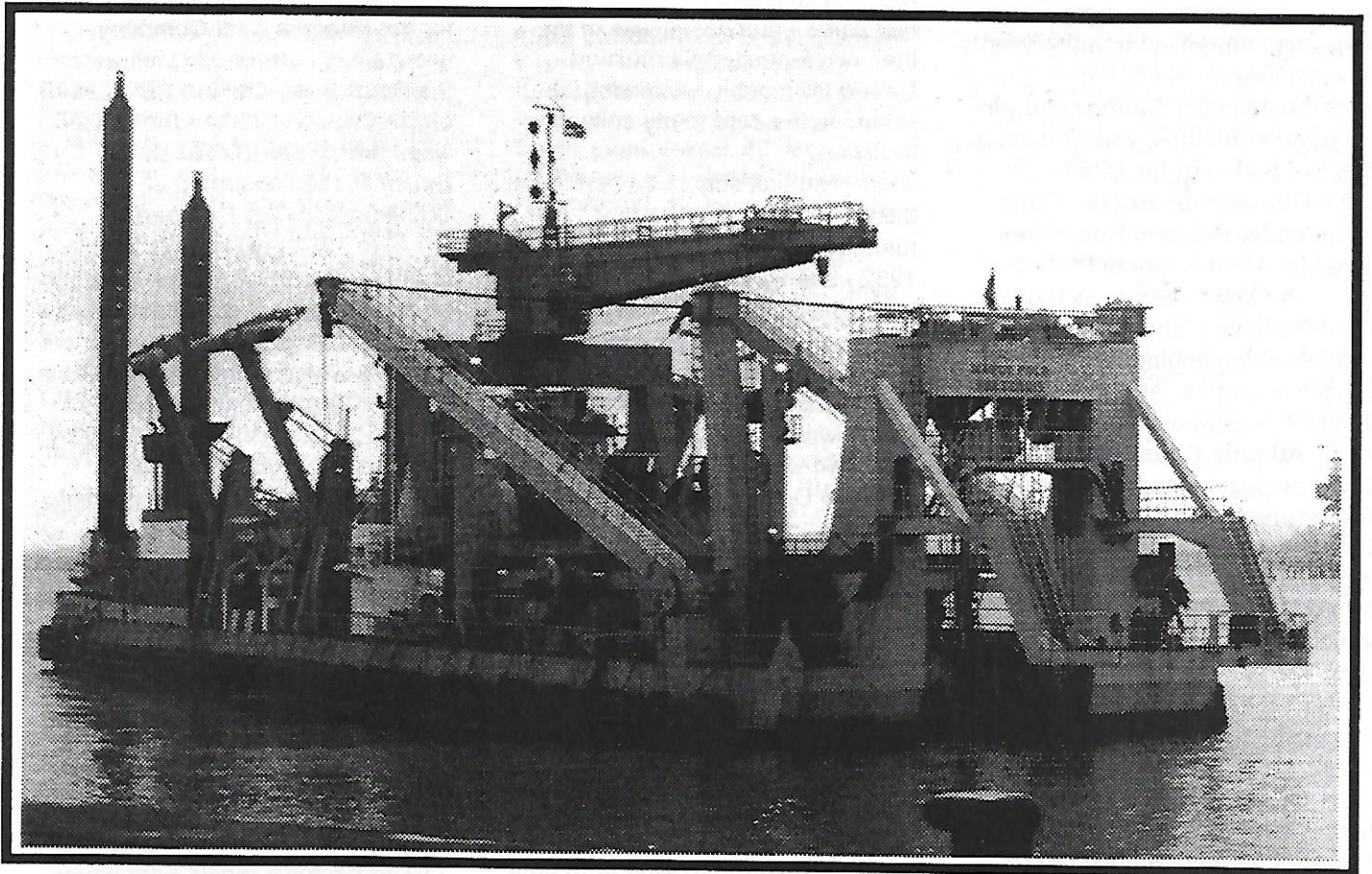


Amsterdam

Photograph Monty Beckett

Marco Polo

Photograph Colin Drayson



Black Jack-13

## HOW I BECAME INTERESTED IN SHIPS

Bert Moody

My Father died when I was 2.5 years old and in 1925 my Mother, to make ends meet, took a shop on the corner of Bugle Street and Simnel Street next to the large St. Michael's Lodging House where accommodation was available for about 300 people at the princely sum of nine pence per night. Next door to the Lodging House was Tudor House, separated by Blue Anchor Lane.

This is where I grew up and originally the sea was not very far from the bottom of Simnel Street. By the end of the 1920's, the construction of the New Docks (Western Docks to-day) was well underway with plenty of noise with continual pile driving throughout 24 hours and the grinding of the old bucket dredgers deepening the channel. The dredged material was pumped ashore into the area being reclaimed.

One could also take a short walk down Bugle Street to the Royal Pier where there was always a collection of paddle steamers to be seen - white with a black top or a plain white funnel in the early 1930's - the red funnels did not appear until 1935. The paddler **Balmoral**, during the summer months, was making day trips to Cherbourg for 12/6d - this was increased later to 15/-. Other trips on offer included Round the Island for 4/- or Brighton for 5/-.

The Town Quay was a real hive of activity in those days with the small shunting engine moving the wagons to and fro, and there was plenty of coastwise shipping to be seen - **Atlantic Coast** and **British Coast** of Coast Lines, **Copeland** and **Eddystone** of the Clyde Shipping Company and the green funnelled Lady ships of the British & Irish Steam Packet Company - I particularly remember **Lady Cloe**, **Lady Martin**, and **Lady Wimborne**. In addition to general cargo these Irish vessels also brought in full barrels of Guinness from Dublin, and at the top end of the Town Quay there was often a stack of empty Guinness barrels awaiting return to Dublin for refilling.

It was difficult to get on to the Town Quay for the Harbour Board had their own policemen, with the office at the entrance to the quay - one just waited the opportunity for policeman to be otherwise engaged and then kept walking very quickly.

There is no doubt however that the greatest joy of all at Town Quay in the late 1920's and early 1930's, was being able to stand near the steps for the Hythe Ferry and see one of the large liners such as White Star's **Majestic** or Cunard's **Aquitania** in the large floating dock. From certain customers using the shop, one soon got to know when one of these ships was scheduled to enter or leave the dry-dock.

As people got to know that I was taking an interest in ships, I was given, from time to time, pictures of some of these ships, and when I had a spare couple of pennies, which wasn't very often in those days, I went down Oxford street and bought a ship postcard. There were several shops displaying postcards of ships - C.R. Hoffman, John Adams, and Pratt & Co., so it was difficult to decide which postcard to buy. One of the first cards I purchased was of the then two funnelled **Carnarvon Castle** from John Adams for 2d - I still have the card in my collection today.

The first ship to be berthed in the New Docks was the four funnelled **Mauretania** in October 1932 - she was being laid up and in the following Spring it was decided to give the ship a white hull, as she was to be employed on cruises. The first liner to actually use the New Docks was the White Star's **Homeric** when she sailed on a cruise in December 1932. The railway connection at the Millbrook end of the New Docks had not been made so the loaded boat trains to and from the New Docks passed over Harbour Board lines and via the Old Docks. This arrangement continued until the connections were made at Millbrook in July 1935.

A regular ship to be seen at 101 berth was Canadian Pacific's **Empress of Britain**, and from time to time both **Bremen** and **Europa**

used the New Docks. I also took special interest in some of the chartered cargo vessels used by Union castle to bring fruit from South Africa - these included **Lampton & Holt's Millais** and **Marconi** with their wonderful tall funnels and also Royal Mail's **Nalon** and **Nela**.

As I got older I did occasionally venture farther afield and found the Floating Bridges - you had to pay to travel on them then 1d from town and 1/2d from Woolston. Adjacent to the Floating Bridge hard on the Woolston side, was the Regent Oil Company's depot and occasionally one could see a small Rowbotham coastal tanker there. During the summer months a ship with timber from the Baltic could often be seen anchored mid stream, just above the floating bridges, discharging timber into barges, which were taken up river to various wharves, including Howard Brothers wharf above the Northam Bridge Road.

Marine Parade was not far from the floating bridges and at the gas works wharf one could see some of the colliers which brought coal in for the gas works and also for the Phoenix Coal Company - two colliers I remember well were the **Foch Rose** and the **Sir Russell** of Stephenson Clarke - the vessel was named after Sir Russell Bencroft, then chairman of Southampton Gas Company.

In 1933 I won a scholarship to Itchen Secondary School, and so on my way to that school, via Northam Bridge, I found more wharves where ships could be seen - Dixon Cardus works, adjacent to the bridge, was served regularly by Everard's vessels - one that specially comes to mind was a little one - the **Stanley Baldwin** 149 gross tons and built in 1915. Other Everard's remembered were **Annuity**, **Amenity** and the tanker **Prowess**. Down river at the next berth a timber ship could occasionally be seen alongside the **Gabriel**, **Wade & English** wharf, and further down, **Pollock Brown** were then breaking up small vessels for scrap. On the bend was J.I.Thornycroft's repair, yard where

during the winter months there was always a number of yachts on the mud berths - one I particularly remember was the large steam yacht **Iolanda**. The paddlers **Lorna Doone** and **Balmoral** also spent the winter months on the mud berths there.

On the opposite side of the river where Holden's Car breaking yard is to-day, there was an aggregate depot run by Kendall Bros., and one of their vessels the **Big Ben**, could often be seen there. Also on that side, J.H. & R. Rea had their repair yard for its fleet of barges.

Two events have always stuck in my memory - firstly on the 1st June 1935, I was in what is now Mayflower Park to witness the final departure of the **Mauretania** to the breakers yard. She looked a very sad sight with plenty of rust marks on her white hull. The other event, of course, was the appearance of the **Queen Mary** in 1936.

My mother decided to give up the shop in 1937 and we moved to 5 Avon Road where I still live to-day. As a result of this move I had to travel further to see some ships, although by that time one of the major attractions of the Town Quay

had ceased, for with completion of the King George V dry-dock at Millbrook, the large floating dry-dock was no longer in use.

I began compiling records of ships and fleet lists, and it was gradually building up when the war came and my shipping interests disappeared.

When I came out of the armed forces in the autumn of 1946 I returned to my railway employment, being based in the Parcels Office at Southampton Terminus Station and to reach there I regularly cycled along Marine Parade, and so the shipping interest was revived. At that time a regular caller at the gas works was a new ship - **Keynes**.

In 1947 I joined the Ship News Club, which was started by Michael Crowdy in 1946 - my membership number being No.98. My first subscription to Marine News was 1/9d (less than 10 pence today) for three issues and this included the postage ! In 1949 I met up with the late Reg Garnet, a fellow member of the Ship News Club (the club changed its name to World Ship Society in September 1949), and in the following year we decided that there should be a branch of the society in Southampton. Reg was a

Customs Officer and had many shipping contacts, and thanks to a very kind offer by the Rev. Canon J.W. Cliff of the Missions to Seaman we were offered the use of the library at the mission free of charge. The first meeting of this Branch was held on 3rd October 1950 when 13 people were present. Reg was elected Chairman and I became Secretary/Treasurer, a position I held until 1968. Between 1953 and 1962, with the help of my wife, I was also the National Secretary of the society.

In 1969 I was asked to help with the formation of an entirely local shipping society in Southampton. So the Solent Maritime Society was formed - I became Secretary/Treasurer and, as is well known I still hold that position today.

It is a great hobby and as a result I have made friends throughout the world.

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## "Lady Alma"

On a bitterly cold but sunny day in late December I was invited by kind permission of Howard Smith Towing Southampton to view their latest tug "Lady Alma". She had been built on the Mersey at the shipyard of Mctay Bromborough a couple of miles away from the famous yard of Cammel Laird, Birkenhead. The Lady Alma was on her way from Liverpool to Immingham where she will take up her station. It was a thrilling sight as the new tug made her way up and down Southampton water in company with her sister vessel "Lyndhurst", it would probably be the only occasion when the two tugs would be together. The Lady Alma looked a fine sight as she made a display with her fire monitors. My thanks to John White Towing Manager and staff of Howard Smith Towing Southampton.

Lady Alma is fitted with twin Voith Schneider propulsion units powered by Ruston main engines of 5,600bhp giving a free running speed of 13.5 kts. and a bollard pull of 59 tonnes, she is fully equipped for fire fighting. She is the most powerful Voith tractor tug in service in Britain.

Doug Toogood



Lady Alma in Southampton Water

Photograph Doug Toogood



## Vosper the Local Shipbuilder

by John Lillywhite

Vosper Thornycroft's shipyard is situated on the east side of the River Itchen-look for the green sheds in Woolston. The site itself has been a shipbuilding concern since 1875 when T.R. Oswald built the 853 ton iron sailing ship **Aberfoyle** a year later.

I started work with the company in May 1973, in the Joiners Department, and became a foreman in June 1976. My first ship was the Type 21 frigate **Antelope**, ship No.4232, which was completed in July 1975, but sadly was lost in the Falklands Campaign in May 1982. My second ship was the third of four vessels for the Brazilian Navy, No.4236 **Constituicao**, a Mark 10 frigate, and it was on this ship I became foreman. From then on I supervised joinery work on a lot of vessels for some of the world's navies. Over the past 25 years Vospers have built some 41 ships for eight different navies, including the Royal Navy.

In 1971 two ships were completed for the Iranian Navy, **Saam** and **Faramaz**, Mark 5 frigates. Then came two ships for Libya. The first a maintenance and repair ship **Zeltin** and the Mark 7 frigate **Dat Assawari**, in 1969 and 1973 respectively. After that came

the first generation of glass reinforced plastic ships (G.R.P.) H.M.S. **Wilton** based on the Ton Class minesweepers. Three Type 21 frigates were next, HM ships **Amazon** in 1974, **Antelope** in 1975 and **Active**. Although her hull was launched in Woolston she was completed in 1977 in Southampton Docks.

The first of four ships for the Brazilian Navy was completed in 1976. This was the **Niteroi**, followed by the **Defensora** in 1977, the **Constituicao** in 1978 and **Liberal** in 1978. All four were Mark 10 general and anti-submarine frigates. The Royal Navy came to us with an order for Mine Counter Measures Vessels (M.C.M.V.) in the shape of **Brecon** which was completed in 1979, and was the first of eleven such ships. Two Type 42 destroyers were to follow, **Southampton** completed in 1981, and **Nottingham** in 1982. The next three MCMVs to be completed were **Ledbury** in 1981, **Cattistock** in 1982 and **Brocklesbury** in 1982. A stretched Type 42 was next, **Gloucester** was completed in 1985.

In August 1984 we completed something quite different, a Landing Ship Logistics (L.S.L.) **Kalaat Ben Rached**, for the Algerian Government, together with 37.5m patrol craft. In February and

December 1986 two more MCMV's were built-**Bicester**, **Atherstone** and then **Berkeley** in 1987, and finally **Quorn** in 1989. The first Single Role Mine Hunter (S.R.M.H.) for the MOD (N), **Sandown** was completed in 1989, as was the first S.R.M.H. for Saudi Arabia, **HMS Al Jawf**, which was completed in 1991. In the same year the Royal Navy took delivery of **Inverness** and **Cromer**. The second Saudi ship **Shaqra** was completed in 1993 and the third **Al Kharj**, in September 1996. The last two Royal Navy S.R.M.H.s to be handed over were **Walney** in 1992 and **Bridport** in 1993.

Currently the yard is completing its first steel warship order since the Algerian L.S.L. The first, from Oman is of two 83m corvettes, of which **Qahir Al Amwaj** was completed in March 1996. So were the first two of four 56m Fast Strike Craft for Qatar, **Barzan** in May 1996 and **Huwar** in June 1996. Nearing completion is the second ship for Oman **Al Mu'azzar**, and the last two for Qatar **Al Udeid** and **Addebel**, all due for delivery in 1996.

Early in 1997 Thornycroft is due to launch the first of seven S.R.M.H.s for the Royal Navy, to be called **Penzance**.

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### Cunard signs new contract

Associated British Ports and Cunard have signed a new three year agreement confirming Southampton as the sole UK port for the QE2 through to the millenium.

QE2 has operated from Southampton since 1969 and provides the only regular Trans-atlantic service between Europe and the United States.

The agreement comes on the heels of a simliar contract between ABP and P&O for Southampton to be its exclusive base with priority use of the Mayflower Cruise Terminal in the Western Docks.

Evening Echo

Our usual update supplied by Doug Toogood about the whereabouts of the **Doulos** and **Logos II**.

The **Doulos** is operating in the Far East in various ports in Malaysia and the Philippines until the end of April.

The **Logos II** is currently visiting ports on the West coast of the United States and Canada until early May.

Further details available from Doug.

### Firm secures new company

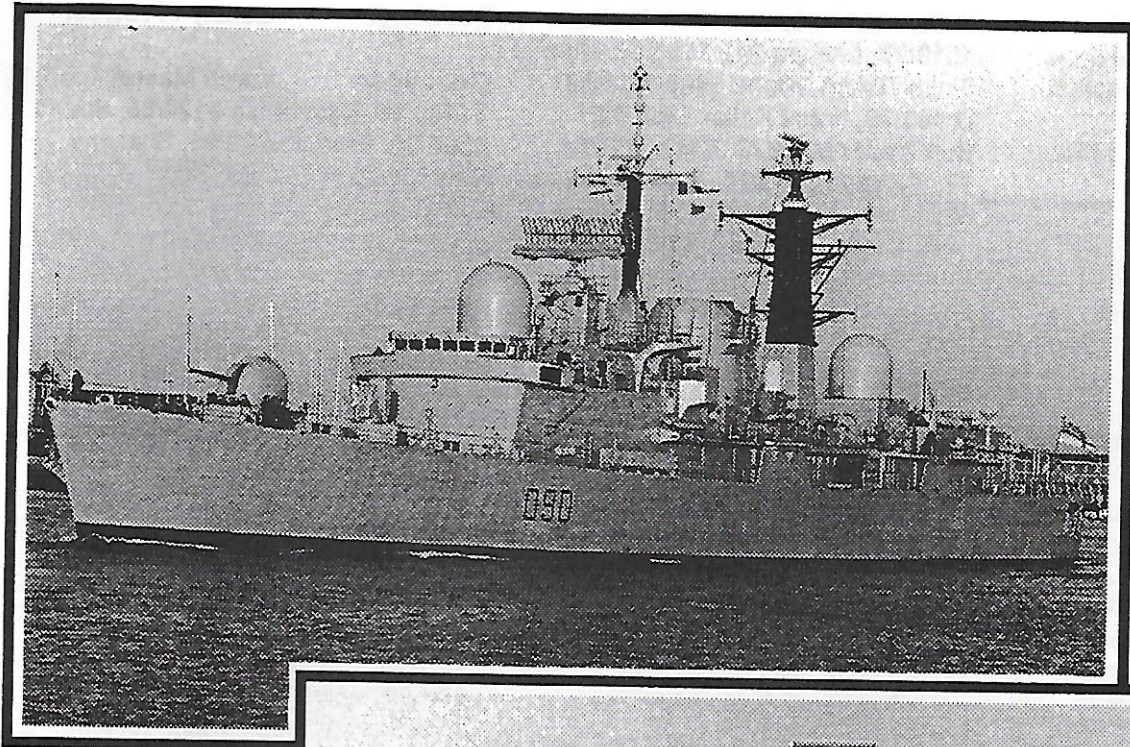
An Isle of Wight shipping firm has bought a 50 per cent stake in Vectis Shipping for £589,000.

Carisbrooke Shipping already owns half of Vectis and has reached agreement with James Fisher & Sons Plc to buy out the rest of the company.

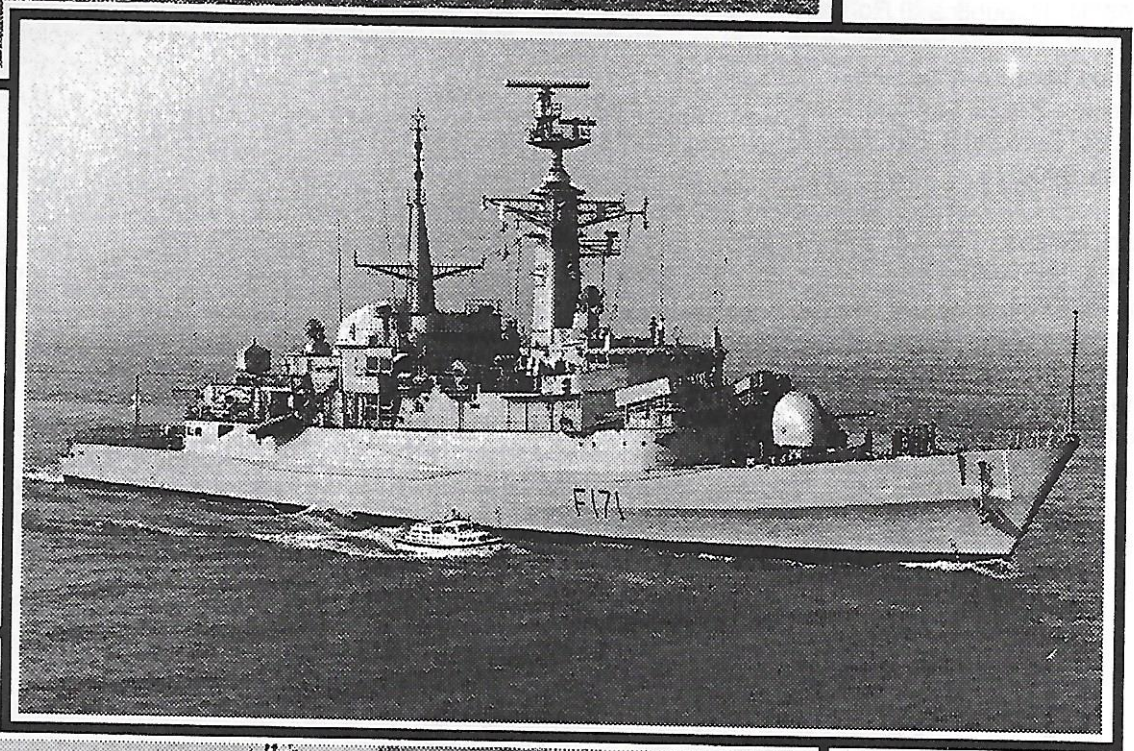
The acquisition increases the number of wholly owned vessels in Carisbrooke Shipping's fleet to 11.

Evening News Jan 1997

**HMS Southampton**  
departing Portsmouth  
11.1.88



**HMS Active** arriving at  
Portsmouth 3.8.90



**HMS Berkeley**  
departing Portsmouth 5.4.89



Photographs M. Lennon

## From Monty's Notebook

our usual look at the not so regular callers  
by Monty Beckett

**103/4** Splendid Harvest 8483/  
88, Schoener 7239/91, Sea  
Phoenix, Pacific 5404/96.

**101/2** Amer Ved 13087/78  
(under arrest), RFA Fort Victoria  
28821/93, Regal Star 10375/93, ex  
Tauu.

**102/3** Bluebird 1115/82, Gorch  
Fock 1525/86, Nordfeld 1896/77

**RoRo** Asian Legend 55680/96,  
Tochigi 47500/87, Tricolor 49792/  
87, Dolores 16940/92, Pioneer  
Leader 41116/80, Braunschweig  
41168/82, O'Shea Express 398/70,  
Ryujin 47579/93, San Laurel 47561/  
85, Tellus 47089/78, Turandot  
55598/94, Republica di Roma  
43001/72, Tai Shan 48676/86,  
Cosmos Venture 46051/86,  
Barcelona 27923/80, Autorunner  
9693/94, Barcelona 27923/80,  
Thelisis 8904/79.

**Grain Berths** Sun P 35748/81,  
Maria A 14601/76, Crio 11356/84,  
Irene 7860/76, Chian Wave 9071/  
82, Dimitra 3169/73, Floriana 8355/  
68, Evimeria 19941/73, Anangel  
Honour 12941/76, Penelope A  
19428/72, Lina 2863/72, Sea

Weser 1939/83, Leo 1849/72, Dana  
1510/73, Ladoga 102 1853/88, Hoo  
Finch 794/88, Alpha 1948/89, Rolf  
D 996/70, Franz Keller 1960/92,  
BulkTrader 6049/73, S'Hib 10276/  
77, Sunrana 3663/76, Sormovskiy  
3051/84, Velox 2033/92, Salvinia  
1986/86, Union Mars 935/81, Lady  
Sandra 1507/72, Mignon 687/68,  
Lissom Hunter 36396/74

**Dibles** Michael Ann 439/67,  
Spezi 1007/72, Karina G 910/88,  
Lezhevo 1596/95, Lady Clara 2351/  
90, Lady Lisa 2351/90, Union  
Robin 1499/83, Meraic 1399/76,  
Beate 1223/69, Marine Pearl 2516/  
69, Asseburg, Mike 1513/82, Falko  
1512/80, Fossland 1059/79, Vasilii  
Shovkshin 2264/94, Antina  
2292/89, Niquel 1127/81, Viktor  
Koryakin 1662/69, Wilhelmina  
Steffens 849/75.

**Prince's** Uphusen 2846/95,  
Arklow Brook 4783/95, Lania 1939/  
81, Heidberg Wharf 1957/85,  
Breitenburg 1939/82, Kristianne  
Elisa 2465/80, Britenberg 1939/82

**Dry Dock** Pride of Bilbao 37583/  
86, Merchant Prince 14136/81,  
Cape Cod 6438/91.

**Passenger** Galaxy 77750/96.

**Container** Karen Maersk  
81480/96, Esperanza 3120/85, Sound  
6500/96, Emma 4628/95, Susanne  
Sif 9231/92, Aquitaine Spirit 2567/91,  
Cita 3083/77, Angela J 3806/95,  
Rhein Master 3790/94, Gitte Sif 9151/  
92, Tokio Express 57802/73, Lydia II  
10155/74.

**Marchwood Bulk** Sofy 1719/87,  
Baltiskiy-13 1865/63, Romeo 1908/  
83, Helse 1582/92, Whitenight 1948/  
66

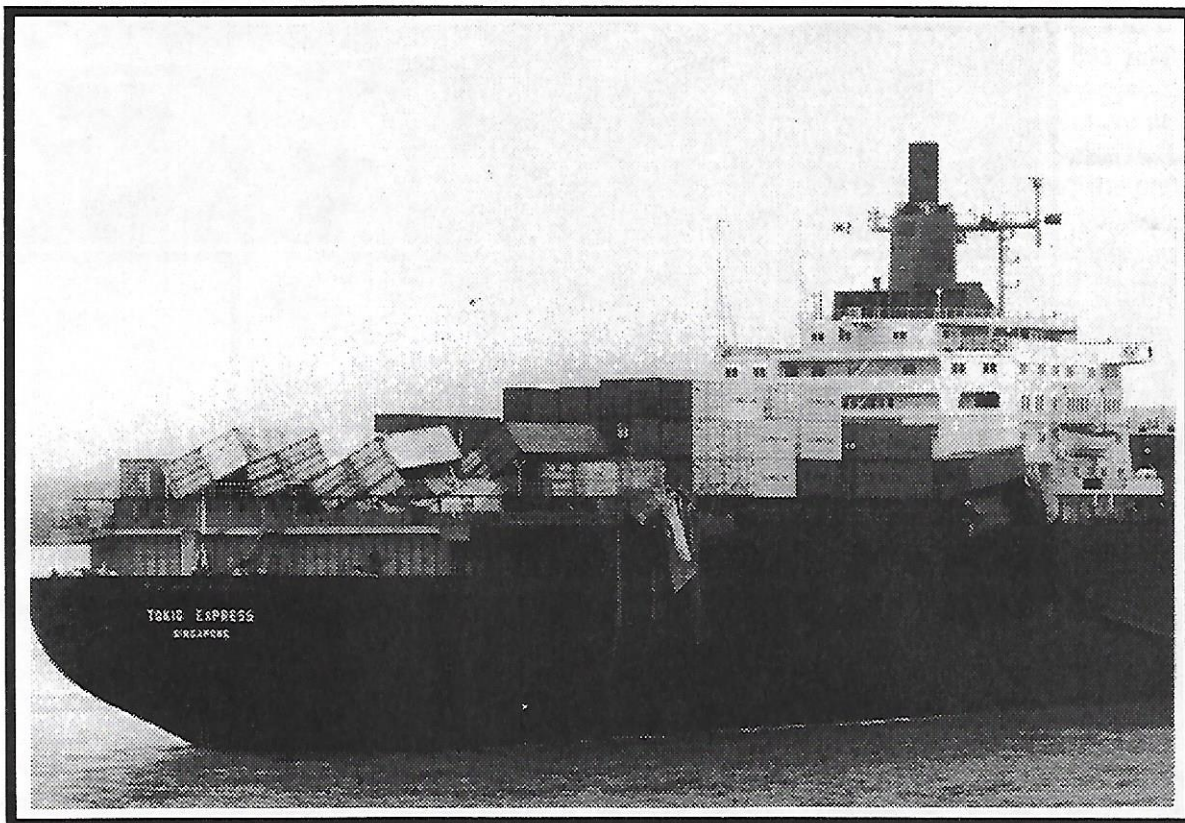
**Marchwood RLC** Sea Crusader  
23986/96, Brunito II, Dana Maxima  
17068/78, Jenka 520/70, Tiger 1042/  
84, Arktis Future 4950/94.

**Husbands** Egremont  
**109** Kongsdal 5257/80, Cem Sea .  
**107-108** Nea Elpis 17055/78,  
Vitkovier 26128/89, Grimo 1998/83,  
Nes 1682/95, Alexander Tvardovskiy  
2319/95, Lark 1972/76, Hoo Kestrel  
1382/93, Elisia 1547/84, Baltiyskiy-  
109 1926/79

**106** Proof Gallant 2613/80,  
Hester 639/79, Loyal Trader 1861/72.

**Others** Irtysk I 2088/96, Vaindlo  
3464/76, Scan Pacific 43/4

**Dredgers** Ham 310 10378/85,  
Volvox Hansa 6794/70, Amsterdam  
18281/96.



TOKIO EXPRESS arriving at Southampton with heavy weather damage 14.2.97.

Photograph Monty Beckett

## W.S.S. Annual Solent Cruise

This has been provisionally booked for: *Saturday 21st June 1997*

Departing Southampton Ocean Village at: 11.00 Returning 18.00

Cruising to R. Itchen, R. Test, Southampton Water and the Solent to Portsmouth and return, with high water at midday which will bring hopefully some movements.

Prices will be for Southampton Branch Members: £ 11.00

Non-Members: £14.00

Under Sixteens: £ 8.00

To secure your place on this limited numbers trip, a non-returnable deposit of £5 is to be paid to the Hon. Treasurer by the June meeting.



Cavalier Maxim in Canadian waters 7.8.96

Photograph John Whitehead

**A local vessel still in service (formerly ?)**

## Southampton Ocean Terminal by Doug Toogood.

One of Southampton Docks best known and photographed buildings was the famous Ocean Terminal, at 43/44 berth in the Eastern Docks. It has special pride of place in my memory as while serving as a young police constable, in my early twenties in the British Transport Police in Southampton Docks I saw many a liner arrive and depart during the years 1967 - 76 such as the departure of RMS Queen Elizabeth as well as the Nieuw Amsterdam, United States, Bremen, Stefan Batory and the first arrival of the QE2 to name but a few. To me it was a symbol of wealth and prosperity to Southampton Docks and the town of Southampton itself.

An interesting design of the "Art Deco" period it was built primarily for the Queen Mary and the Queen Elizabeth.

The terminal was opened in July 31st 1950 by the Prime Minister of the day Clement Attlee. The new terminal was built on the site of the previous corrugated sheds built in 1911, which were damaged by bombing in WW2. The site was cleared and pile driving

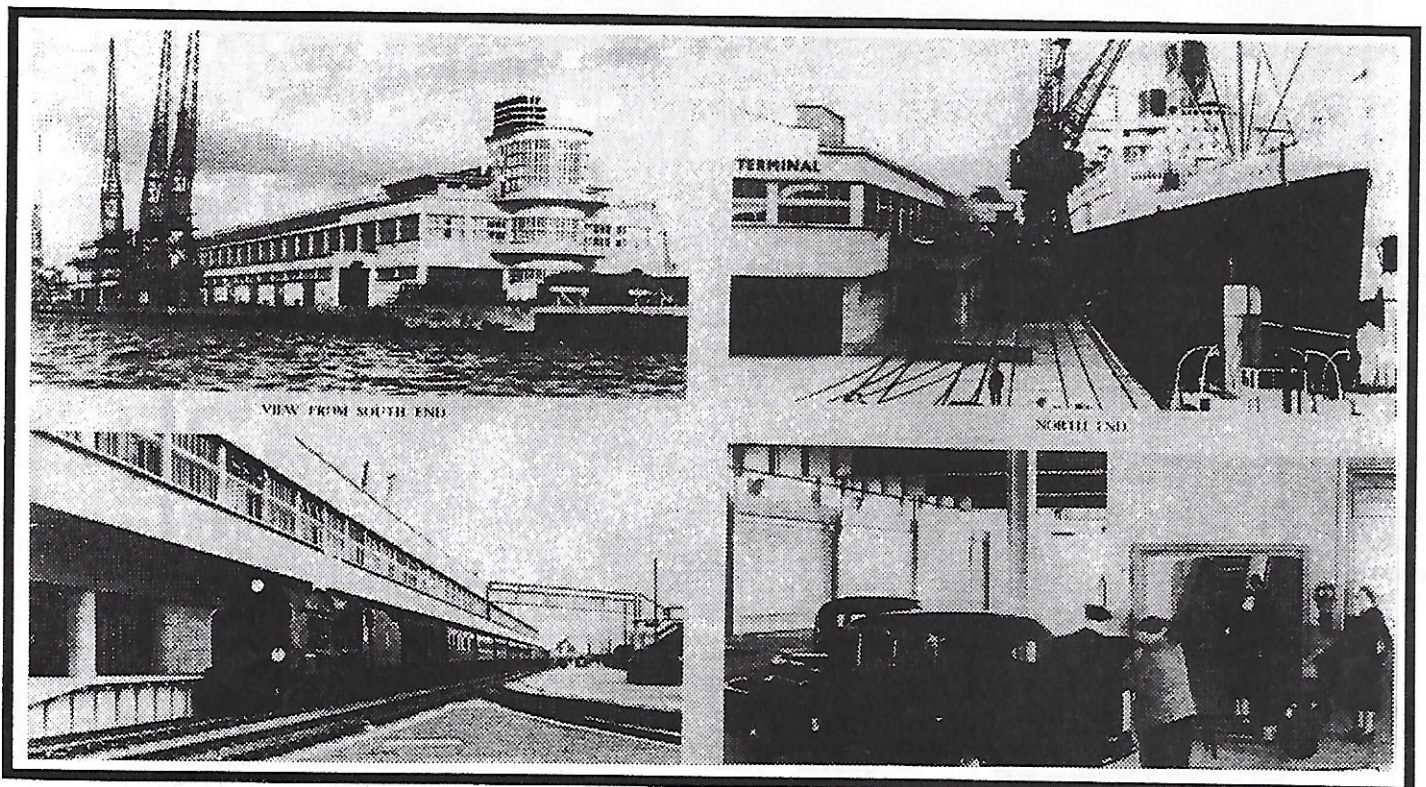
commenced in February 1947. By November 1949 the steel framework was completed and the east wall and roofing was in place. Work commenced on the south tower, which would be a visible landmark from the seaward side. This served as the customs offices and bonded baggage store. The ground floor was the working area for handling cargo, baggage and motor cars. Passengers were dealt with on the upper floor. The outside of the building was in pre-cast concrete blocks, faced with a composition of Portland Stone aggregate. The railway canopy extended 1000 feet along the length of the railway platform and contained 1200 glass lenses. The outside platform was for Cabin Class passengers, inside for First Class. The visitor's balcony approach bridge was made from pre-stressed concrete slabs and erected on site. Incidentally the only remaining part left today is the stairs to the approach bridge and a length of platform outside.

The first floor consisted of two tastefully decorated passenger reception halls, centrally situated, with customs examination rooms adjacent. Each hall was 220' x 80' providing seating, fully licensed refreshment buffet, telephone bay, a

florists and a bank, writing room, travel agencies, railway booking office and information bureau. There was also a press room a public address system and a private VIP room.

There were aluminium power assisted, passenger gangways linking the ship to shore. There were six of these gangways in three pairs and they could be manoeuvred to be adjacent to the ships doors. Twenty-one lifts provided connection between the two floors, in addition to four escalators and stairways. There was a visitor's balcony and enclosure extending the whole length of the building on the quayside, and transversing the south end. The first ship to use the Ocean Terminal was the Queen Elizabeth on the 1st August 1950 and the first foreign ship was the America (USL) on 9th August, the last vessel to use the Ocean Terminal was the QE2 in December 1980.

In September 1983 a decision was made to pull down the building due to the lack of use and high maintenance costs. It took three months to demolish. A number of items were kept by Southampton City Museums including a platform clock.



Photographs from the D.Toogood Collection

## THE 1996 TITANIC EXPEDITION

### A "Cruise" to Coincidence

by

David F. Hutchings

#### Part One

It was like a home-coming. One thousand people on the cruiseship ROYAL MAJESTY and a similar number of the ISLAND BREEZE must have felt the same. What was anticipated by the media of the world to be a macabre peep show turned out, for those few hundred who were present, to be a pilgrimage.

The original object of the 1996 cruise/expedition had been to recover a fifteen ton, thirty by ten foot (approximately) piece of hull plating from the White Star liner TITANIC that was lost with great loss of life after striking an iceberg in the North Atlantic on her maiden voyage in 1912. The planned recovery was finally defeated, like the great ship herself, by the force of nature.

Although this defeat was undoubtedly a great setback for the salvaging company, RMS TITANIC Incorporated, to many of those carried on the two cruiseships the loss of the plate was of secondary importance. To have been offered the opportunity to be on the site of the most famous, dramatic disaster in the history of sea-faring was irresistible. A pilgrimage.

For me, it all began about three months previously when, on May 5th, Charlie Haas (co-author with Jack Eaton of "TITANIC - Triumph and Tragedy" - the 'bible' of TITANIC researchers) telephoned from the US to invite me to be one of the guest lecturers on one of the cruiseships that would be sailing from Boston, Massachusetts, and from New York at the end of August. Charlie and Jack were organising the educational aspects of the voyage for TITANIC International (TI), an organisation that had been asked to do so on behalf of RMS TITANIC Incorporated. I asked

Charlie for a week or so in which to consider his offer, as I had some serious misgivings about the venture because of both the moral implications and bad press reports. I had not liked the idea of any sort of artefact recovery, especially of personal artefacts, but since the wreckage had been discovered in 1986 several thousand items had been removed before RMS TITANIC Incorporated was awarded Salver-in-Possession rights by the US courts. This means that any artefacts removed had to be put on public display, not sold and that the company has to make a dive every two years in order to retain their rights. If another company should take over then public access to be artefacts might be denied, the new salvagers might be less than sympathetic to the wreck in a bid to extract items which might in turn be denied the correct treatment to ensure their preservation (as has happened to hundreds of artefacts from the Cunard liner LUSITANIA torpedoed in the First World War). The items might also be sold off to pay for the dives and returns to shareholders rather than the costs of admissions being used for these reimbursements.

In 1994 I had given the after-dinner speech to the British TITANIC Society's Annual Convention and had said then that I considered that if any article had to be recovered it should be of an engineering nature. The engineering, I said was our inheritance, not the suitcases. The late Miss Eva Hart, TITANIC survivor and an opponent of any salvage, apparently looked rather gloomy as I had begun my speech but, by its conclusion, she was seen to be nodding in agreement.

A purpose of recovering this large piece of steel plate was to make it into the centrepiece of a proposed mobile, floating TITANIC museum (a model of which had been on display at the National Maritime Museum exhibition) and I have since thought that not only would it be a fitting memorial to the engineers who designed and built the ship but it would also be a memorial to the

engineers who sailed and eventually died on the liner: the engineering of the plate would commemorate the former whilst the tortured, distorted nature of the piece would more than demonstrate the heroism of the ship's engineers who died on the TITANIC to a man.

After several telephone calls I ascertained that the plate being recovered lay in the debris field created when the TITANIC broke in two as the sinking liner plunged beneath the ocean. The section came from an area from between the third and fourth funnels and extended from the superstructure into the hull below the sheer line. There was little or no chance that the plate would be covering any remains and certainly was not, as had been reported, "... being torn from the wreck..." itself. Other calls to some close friends to hear their opinions found some against the idea of being associated with the venture entirely whilst the majority were in favour, even enthusiastic. Indeed, as one friend astutely pointed out, if I did not take this opportunity then someone else would! Millvina Dean, the youngest living survivor of the tragedy (she was only nine weeks old at the time!) had been reported as being against the whole idea but when I telephoned her she said that she would not be going on the trip itself ("I hate all those cameras pointing at me when I am being emotional!") but said that she would be in the respective ports when the cruiseships returned.

That sealed it and three weeks after receiving the initial invitation I telephoned Charlie Haas (an old friend whom I also did not want to let down) with my acceptance. Charlie asked me if I could give my TITANIC talk that I had previously presented to the National Maritime Museum; onboard the QE2; etc., and could I also devise a talk about what has become known as "The CALIFORNIAN Incident"? The preparation of this latter talk would give me not a few heartaches over the following weeks as it is still an emotive subject. (Captain Lord of the CALIFORNIAN had been

unofficially accused in the Inquiries of 1912 of not going to the TITANIC's assistance after seeing rockets that had not been heard to explode as distress signals would have been expected to do). I was, however, most fortunate in being able to contact Leslie Harrison who, as General Secretary of the Merchant Marine Service Association, had been instrumental in re-opening the "case" of Captain Stanley Lord of the CALIFORNIAN after his actions had been misrepresented in the otherwise excellent book and film "A Night to Remember". Mr Harrison was most generous with both time and information.

As further details of the trip evolved it turned out that I would be onboard Dolphin Cruise Line's ROYAL MAJESTY - operated by Majesty Cruise Line - sailing out of Boston on Sunday 25th August. A motor ship of 32,400 gross tons, she was 569 feet long, capable of 21 knots and had been built in 1992 in Finland. The ship had originally been designed as a large, luxurious Baltic ferry but, like other ships of her type, she had successfully been completed as a cruiseship. The other ship of the duo would be the ISLAND BREEZE which originally sailed as the 32,697 ton TRANSVAAL CASTLE of 1961, a converted Union Castle liner that had plied the express mail route between Southampton and South Africa. I used to see her quite often when, as a boy, I lived on the Isle of Wight and had visited her in Southampton after my move to the mainland. It would be good to see her again after so many years.

Mrs Edith Haiseman who, at ninety-nine years of age was the oldest living survivor, was also due to sail on the ROYAL MAJESTY but, as plans progressed she was switched to the ISLAND BREEZE. Another survivor, Mrs Eleanor Johnson Schumann from Illinois, was booked in her place. From Switzerland I took a call from Gunter Babler of the Swiss TITANIC Society and it turned out that he, too, would be on my ship.

I decided to fly out to Boston on Friday 23rd August in order to acclimatise and to have a brief respite

between flying and sailing. My cruiseship ticket was being looked after by another guest lecturer, Jon Hollis. I had met Jon previously in London in 1993 at a reception at the House of Lords to announce the then forthcoming TITANIC exhibition that was being planned to be held at the National Maritime Museum at Greenwich in 1994. It was arranged that Jon and I should meet on the pier prior to sailing. A not very satisfactory arrangement, I thought, as anything could go wrong which could end up with me being stranded hopelessly on the jetty!

I had been asked to supply by own slide carousels for my talks so I packed them empty and took all my TITANIC related slides in their storage books which I could carry securely with me on the 'plane. I could load the cassettes in my hotel room in the evenings in Boston.

The day after my thunderstorm accompanied arrival at Boston's Logan Airport I took a bus from Somerville to 'Down-Town' Boston and visited the nearby Charlestown Navy Yard. In the still prevailing cold rain I looked over the magnificently restored sailing warship from the American War of Independence, the USS CONSTITUTION - "Old Ironsides" as she is affectionately known. An old traditional coastal steamer, the NOBSKA, was undergoing restoration in one of the dry docks, and a visit to a nearby dockyard building that had been converted into a museum, displayed the history of the CONSTITUTION. In what I imagined to be an old sail loft or mould loft, the story of her recent restoration was well documented in pictures, models and full-size reconstruction's. As it had stopped raining by the time I have finished my tour, I decided to walk back to my hotel via the Bunker (in fact, Breeds) Hill Monument which commemorated a battle which ultimately led to Great Britain losing dominion over the colonies of America. (My thoughts of "Let's have them back!" went unheeded!).

An early breakfast on Sunday morning and I was ready. A subway ride and a taxi got me to the Black Falcon Pier where I found the ROYAL MAJESTY still disembarking passengers from a Bermudan cruise. I had been told that TI people and lecturers could board by midday but it looked like it would be more like a 3 o'clock boarding along with the main body of passengers. I left my luggage in a safe place and went in search of Jon Hollis, but no sign. I saw someone wearing a TI T-shirt and asked him if he knew or had seen Jon but to no avail. The person, however, turned out to be Dave Cooper, one of my contacts and who had the job of ensuring that TI's contribution to the trip went smoothly. He invited me to join him and the other helpers in the group; Larry Anderson (who is also a fine artist), Dave Dube, a shipping buff from Texas, and Roger Sadowski from Ohio. We all jumped into a van and headed towards town where we found a place to have a cup of coffee and to introduce ourselves properly. Returning to the pier there was still no sign of Jon Hollis and our passengers were by now embarking. We spent the next stressful, hot and humid three hours paging the pier, the ship and ringing Jon's home. I could see my already anticipated worst nightmare materialising and was in real fear of being left on the quayside after so much hard work in getting so far. The TI lads told me not to worry as I would get on the ship even if they had to smuggle me on! However, after a lot of worry on their part they managed to get hold of the ship's agent and a representative of Suarez Incorporated, who were handling the voyage for RMS TITANIC, and a ticket of some sort was obtained.

During my wait on the quayside I was interviewed by two newspapers including the "Boston Herald" before I finally managed to get onboard. Finding my way to my cabin, number 352 (port side), a large window, bathroom, TV, fridge, twin beds and a bunk

presented the prospect of a comfortable voyage. Dave Dube of the TI party would be my room-mate ("Roomy" as Dave described me in his Texan drawl) but, as Jon Hollis did not show, the upper bunk remained empty.

Just after 3 o'clock I was on deck to watch our departure from the Black Falcon Cruise Terminal. Film camera crews and photographers recorded our departure from the quay and just before we left I bumped into Gunter from Switzerland and New York memorabilia dealer Richard Faber. Richard had with him an original White Star Line burgee - from the White Star liner MAJESTIC of the 1920s and 30s - which we hung over the side of the ship as we pulled away from the Terminal.

Passing by a visiting Spanish landing craft carrier, L9894, moored alongside the pier we soon forged ahead after dropped the Pilot. Other moored vessels and a sailing ship that was under way were soon left astern.

Before I had even decided to accept Charlie's offer I had idly thought that it would be an ironic touch if a piper could be onboard to play the pipes as we left harbour as an Irish immigrant had done so many years ago on the stern of the TITANIC as she had left Queenstown (now Cobh), Ireland. My imagination had the piper playing "Erin's Lament" as the actual piper had done, perhaps followed by "Eternal Father Strong to Save" and the English Evensong Hymn, "The Day Thou Gavest, Lord, Is Over". Here the first of several coincidences that would occur during the trip, not only to be but to other, happened. A piper came on deck playing "Erin's Lament"!

The ship's broadcast announced that lifeboat drill would take place as soon as we had dropped the Pilot and we assembled with our life-jackets that we had been instructed to fetch from our cabins. A crew member would say during a later press conference that, because of the purpose of this trip had affected him and other crew members

quite profoundly, he and many others of the crew would not attend safety-at-sea lectures nor regard lifeboat drill with the same flippant attitude as they had before.

After drill I joined Bob DiSogra and Deborah D'Elena, both of TI (of which Bob is President) and both lecturing during the voyage. It was decided that I should take over Jon Hollis' talk about the discovery and subsequent exploration of the wreck of the TITANIC as best I could. Luckily I had brought along all my subject slides so I was able to construct a talk during the first couple of evenings at sea.

That first evening at sea saw the clocks being put forward by two hours and the next morning I was up just in time to give the first talk of the series which was my usual presentation: "TITANIC - the Worldly Hope". This was given in the Royal Fireworks Lounge and by the time that I got there it was already crowded. The room could seat over two hundred but there were many more standing and not a few seated on the floor; unfortunately, many people had to be turned away. After this experience it was decided to hold all further presentations in the larger Palace Theatre. My presentation lasted for longer than anticipated and Deborah's talk was postponed to a future date. She was kind enough not to mind as it gave her longer to raise the courage to face such a big audience. In spite of her professional abilities of talking to her young students at school she, like me, still suffered from stage fright.

The talk was well received and a lot of complimentary people who had heard it and many who had not, kindly asked me if I was going to repeat it at some future time during the trip. I said that I hoped that an opportunity would arise, but because of subsequent changes in the day-to-day programme, I was eventually not able to do so. I had been expecting to find a ship full of experts but it was a pleasant surprise to find that the majority of passengers had come along to learn. As a consequence, throughout the whole trip I was constantly being asked

questions (usually preceded by ... "I have a question...") which I was only too pleased to answer if I could.

On Monday after TITANIC International President Bob DiSogra did an introductory event for the passengers and introduced 84 year old survivor Mrs Eleanor Johnson Schumann to the audience to give them an opportunity to ask her question. One questioner asked her how she coped with these kind of sessions and she replied "Well I just see all these pink faces staring up at me and I just talk at them!" Mrs Schumann's son and family were accompanying her on the voyage and were always ready to stop and talk.

We had an excellent dinner that evening which set the standing of the dining to follow, in the Epicurean Restaurant, served by our waiter, Cajetan, and his assistants. Our TI group was introduced to our other table companions, another Dave, an electrician looking after the inter-ship broadcasts and ensuring that images broadcast from the sea bed came through clearly and whose father had worked as a car plant manager in Britain in the 1950's (Dave knew Wolverhampton very well), Richard, a burly but very amiable security officer who was looking after the recovered TITANIC artefacts on display on the ship, and Mark, a very pleasant Bostonian, also looking after the artefacts on behalf of his own security company completed our table which was situated by large windows that looked astern over our wake.

A Personal Record to be continued in a future edition of Black Jack.



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# Forthcoming Programme

Venue: 1st Floor  
Portswood Conservative Club  
127 Highfield Lane  
Southampton

On 2nd Tuesday of each month for  
a 19.30 start.

## SOUTHAMPTON BRANCH PROGRAMME 1997

Please renew your subscriptions to the Branch  
and the Society as soon as possible if you  
have not already done so.

April 8th  
Dordrecht in Steam & Other ships  
David Hornsby & Rod Baker

May 13th  
1984 - A Great Change in 13 Years  
Paul Gosling

June 10th  
Coastal Forces Craft (Survivors)  
Phil Simons & Nick Hall

July 8th  
Hong Kong  
Jimmy Poole

August 12th  
Members Evening

September 9th  
Photographic Competitions

October 14th  
AGM & The Vindicatrix  
Yourselves & Mr R Derham

November 11th  
An Evening with Coasters  
David Oldham

December 9th  
Mini Talks of Many Things !.....  
A Membership Event

*Can all members please assist the  
committee in getting meetings started  
promptly and showing all speakers  
courtesy during their presentation.*

## SCHEDULED MAJOR PASSENGER SHIP MOVEMENTS

ARR/DEP	TIME	SHIP	BERTH
Mon 07 Apr	0700	Canberra	106
Wed 09 Apr	1830		
Tue 08 Apr	0645	Oriana	38/39
Tue 08 Apr	1900		
Fri 11 Apr	0630	QE2	38/39
Sat 12 Apr	1700		
Sat 19 Apr	0645	Oriana	106
Sat 19 Apr	1830		
Thu 24 Apr	0700	Victoria	106
Thu 24 Apr	1830		
Fri 02 May	0700	Canberra	106
Fri 02 May	1830		
Sat 03 May	0645	Oriana	106
Sat 03 May	1830		
Sat 03 May	0630	QE2	38/39
Sat 03 May	1700		
Tue 06 May	TBA	Italia Prima	38/39
Tue 06 May	TBA		
Thu 08 May	0700	Victoria	38/39
Thu 08 May	1830		
Thu 08 May	0645	Oriana	106
Thu 08 May	2000		
Sun 11 May	0645	Oriana	106
Sun 11 May	1830		
Wed 14 May	0700	Canberra	106
Wed 14 May	1830		
Sun 18 May	0630	QE2	38/39
Sun 18 May	1700		
Mon 19 May	0800	Maksim Gorkiy	106
Mon 19 May	2100		
Thu 22 May	0700	Victoria	106
Thu 22 May	1830		
Tue 27 May	0645	Oriana	106
Tue 27 May	1830		
Thu 29 May	0700	Canberra	106
Thu 29 May	2000		
Sun 01 Jun	0700	Canberra	106
Sun 01 Jun	1830		
Tue 03 Jun	0730	QE2	38/39
Tue 03 Jun	1800		
Thu 05 Jun	0700	Victoria	106
Thu 05 Jun	2000		
Fri 06 Jun	0630	QE2	38/39
Fri 06 Jun	1700		
Sun 08 Jun	0700	Victoria	38/39
Sun 08 Jun	1830		

The information above was kindly supplied  
by ABP Southampton. Please be aware that this  
is a provisional list Issue 1 - January 1997 and  
may be subject to change, so before grabbing  
for your camera at the crack of dawn please  
check the accuracy of this information.



The Canberra to end her service with P&O Cruises this year.

Both dating from the early sixties, Canberra a familiar sight for many years and the Norway coping well with the 1990's .

The Norway due to return again to Southampton in 1997.

