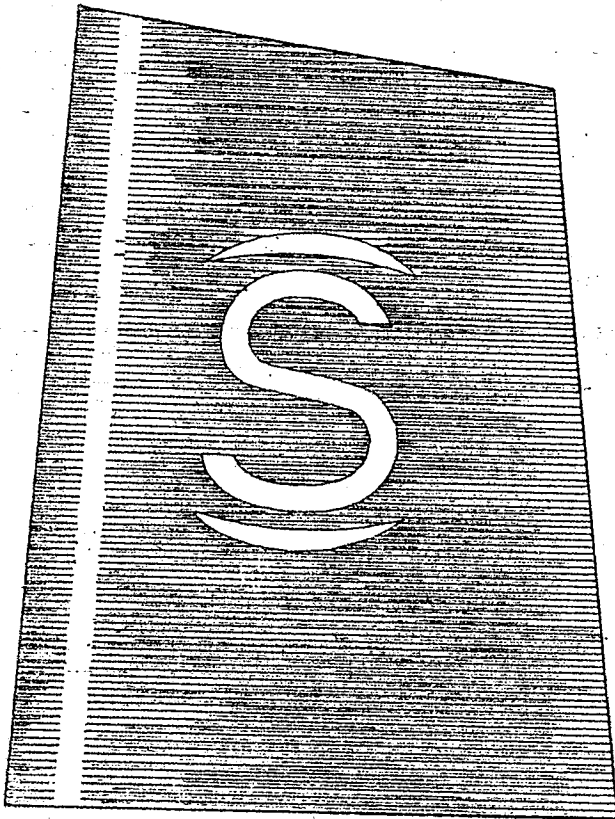


BLACK
JACK

W.S.S.
SOUTHAMPTON

Number 11 Summer 1974



Salen

FEATURING

Tall Ships 1974	by Eric Law	Page 3
Gone but not Forgotten	Nigel Robinson	5
A Southampton Shipowner - Wm A Wilson	W H Mitchell	6
Sand Swan and Sand Swift	John Lindsay	9
Southern Tanker and Bunkering - fleet list		11
Salen's "Snow" Ships	David Hornsby	12
Nautical Notebook		13

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

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

SOUTHAMPTON BRANCH:

Chairman: B A Hill Vice Chairman: John Havers
 Hon Branch Secretary: C L Auckland, 2 Bassett Meadow, Southampton
 Hon Branch Treasurer: M J Moloney, 1b Marne Road, Bitterne, Southampton
 Joint Magazine Editors: Nigel V Robinson, Flat 1, Surrey Court, 104
 Richmond Road, Freemantle, Southampton
 and David T Hornsby
 Publicity Officer: W H Mitchell
 Outings and Visits Secretary: David T Hornsby
 Projectionist: Roy Henderson

1974 PROGRAMME - June to November

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

Tues 11 June Mr L E Pierce, Chief Ship Designer of Vosper Thornycroft
 will talk on his company's ship building activities over
 the past ten years. (colour slides and films)

~~Tues 9 July Sail Training Association films:~~
 'New Horizons' - 20 mins. '1970 Tall Ships Race' - 50 mins.
 'Tall Ship - 1964' - 15 mins. 'Mizzen, Main and Foremast' -
 30 mins. (all colour)

Tues 13 Aug Talk by a senoir officer of the R R S Bransfield
 (to be confirmed)

Tues 10 Sept San Fransisco and the Californian Coastline with Brian Hill

Tues 8 Oct Southampton Branch Annual General Meeting followed by
 The Port of Barcelona with David Oldham

Tues 12 Nov Navy Night - 'The Royal Navy Today' (films)

Members will be pleased to learn that the supplement produced at Christmas -
 the CUNARD LINE - a post war history - has been a sellout, all the 100 extra
 copies having been sold mainly due to the adverts which appeared in 'Marine
 News'.

A triangular quiz has been arranged with the South Coast and I of Wight Branches
 for the afternoon of 21 September. It will be held at Kimbells Banqueting
 Halls, Osborne Road, Southsea, and refreshments will be served at 40p per head.
 Please take this opportunity to get acquainted with members from the other
 branches at a pleasant social occasion and support your home team.

A very kind and enthusiastic shiplover from Holland has, at considerable
 personal inconvenience and expense, given the Branch a set of Proceedings of
 of the United States Naval Institute for the period 1965-73 inc. These are
 beautifully produced magazines, filled with excellent photographs and articles
 covering the world's shipping past and present, naval and merchant.

The Branch is very pleased to welcome the following new members:- Mr P H Cole-
 bourn of Winchester, Mr G Davies of Highfield and Mr D Hutchings of Fareham.

In the Summer 1973 issue of 'Black Jack' I wrote a brief account of the 1972 "Tall Ships Races" together with a mention of the races which are to be held this year.

Further information is now at hand and I can give some details as I know them; the most important being that one of the races sails from Copenhagen to Gdynia, in Poland, this being the first time that competitors have sailed behind the Iron Curtain. This follows the success of the Polish full rigged ship Dar Pomorza when she won the 1972 Cowes - Skaw race. The race will start on 14 July coinciding with the 30th Anniversary of the founding of the Polish Peoples Republic.

Also participating in the races for the first time will be the two Russian vessels, the four masted barque Krusenstern ex Padau of the famous 'P' Line and the Tovaristsch ex Gorch Fock I, a three masted barque.

The Yugoslav barquentine Jadran will also compete.

The second race in the series will sail from Corunna to Portsmouth starting on Friday 26 July and vessels in both races are due to rendezvous at Portsmouth on 31 July for a parade of sail in the Solent prior to Cowes Week.

Other major entries include Eagle, the U S Coastguard barque, ex Horst Wessel, the Norwegian full rigged ship Sorlandet and of course our own two topsail schooners Sir Winston Churchill and Malcolm Miller.

The Sail Training Association are fortunate in having the Cutty Sark Whisky Co., as sponsors because at one time it was feared that sufficient funds would not be raised to enable the races to materialise.

I look forward again to seeing an even greater display of sail than was seen in 1972.

KRUSENSTERN

ex Padau 4 masted steel barque 3545 tons gross 1162 tons net
 U S S R - home port Riga
 Owners - Ministry of Fishing, Moscow
 Built - 1926 by J C Tecklenborg, Wesermunde
 Dimensions - Length 375 ft overall 319 ft between perpendiculars
 Sail Area - 36 597 square feet
 Power - 4 cyl, 2-stroke diesel of Russian manufacture.

TOVARISTSCH

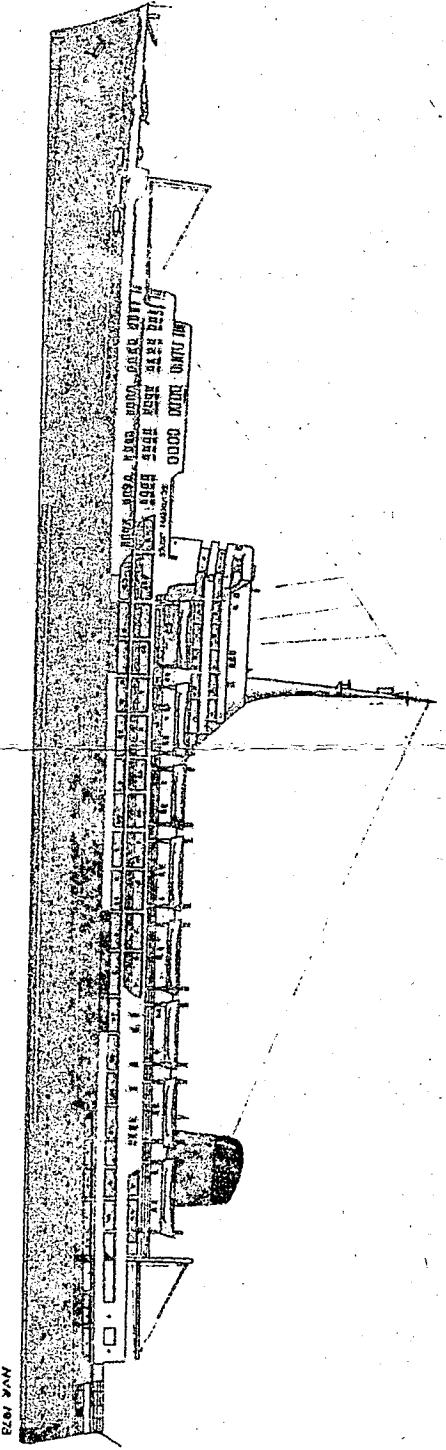
ex Gorch Fock I 3 masted steel barque 1392 tons gross 230 tons net
 U S S R - home port Odessa
 Owners - Ministry of Fishing, Moscow
 Built - 1933 by Blohm and Voss, Hamburg
 Dimensions - 269 ft length o a 203 ft length b p
 Sail Area - 18 400 square feet
 Power - 4-stroke diesel built in 1942

JADRAN

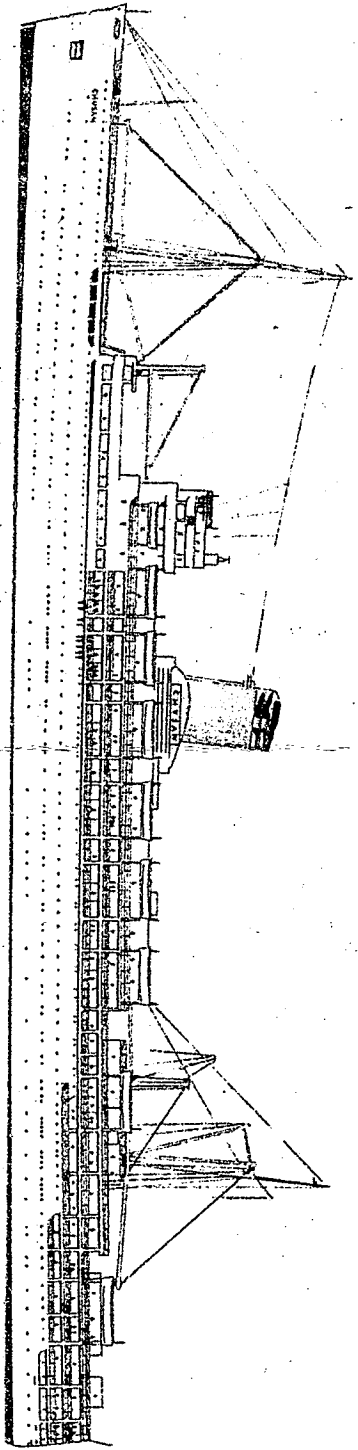
ex Marco Polo 3 masted barquentine (steel) 700 tons displacement
 ex Jadran Yugoslavia - home port Bakar
 Owners - Yugoslav Navy, Bakar
 Built - 1931 by H C Stulcken, Sohn, Hamburg
 Dimensions - 190 ft length o a 134 ft length b p
 Sail Area - 8600 square feet
 Power - 375 h p Linke-Hofmann Buchweeke diesel

SORLANDET

3 masted full rigged steel ship
 Norway-home port Kristiansand
 Built - 1927 by Hewolds Mek., Verksaad A/S, Kristiansand S.
 Dimensions - 198 ft length o a 171 ft length b p
 Sail Area - 10 765 square feet
 Power - 240 h p Peter Muclarsen diesel



SOUTHERN CROSS of Shaw Savill now under the Greek flag as the CALYPSO



P & O's CHUSAN broken up in Kaohsiung last year

Drawings by Nigel V Robinson

GONE BUT NOT FORGOTTEN

by Nigel V Robinson

Familiar and well known passenger liners continue to be withdrawn and sold, many of them for breaking up; a good number of the recent disposals have been well known here in Southampton. This article takes a brief

look at just a few of these ships - ships that for many years have been a part of the shipping scene, so much so that it is hard to believe that they are no longer with us.

P & O have, in the last couple of years, pruned their passenger fleet drastically. They started with the Iberia. Completed in 1954, the Iberia was a comparatively young ship when the decision to take her out of service was taken in April 1972. It was therefore somewhat surprising to hear that she had been sold for breaking up being delivered to Kaohsiung in September 1972. She had been built by Harland and Wolff at Belfast for the Australian service of her owners; in later years she spent more time cruising. Her passenger capacity was some 1400 in two classes.

Next to go was the Orcades, an older vessel than the Iberia, having come from the Barrow yard of Vickers Armstrongs in 1948. She too was built for the Australian service as well as cruising. She finished her P & O employment in October 1972 and was sold for breaking up at Kaohsiung, arriving there in March 1973. She could carry 1600 passengers and was unusual for her tripod mast, bridge and funnel structure. The massing of these units together in a compact form marked the beginning of new Orient Line design this being followed through in Oronsay and Orsova to the very sophisticated design of the Oriana of 1960 the last and greatest Orient liner.

The Chusan was two years younger than the Orcades but that did not stop her from coming out of service early in 1973. Another product of the Barrow shipyard she had accommodated for just under 1000 passengers. She was intended for the service to the Far East, though she later took her share in the Australian trade and the triangular transpacific service. Last but not least she put in many happy miles as a popular cruise ship. She too finished her life in Kaohsiung arriving there in June 1973.

The end of the same year also saw Taiwan shipbreakers claiming the Orsova. Also from Vickers at Barrow she was completed in 1954. Her sale was a surprise particularly as P & O did an 'about turn' after saying that the Canberra would be probably sold and Orsova retained! Orsova's demise was all the more surprising considering the retention of the Oronsay, a ship three years older.

The latest P & O move is the withdrawal of the Himalaya of 1949, yet another ship built by Vickers. She will finish service after her Australian cruise season, that is in October. She too will most likely go to the breakers. If that is the case then when she left here on 18 May (1974) for Australia it was for the last time.

Turning from P & O, another ship to be phased out is Elder Dempster's Aureol which was completed in October 1951 by Stephens of Glasgow for service to West Africa. She moved from Liverpool to Southampton in 1972 - see Black Jack No 3, page 5 - so her stay with us has been rather short-lived. Her withdrawal in October 1974 will leave Elder Dempster without a passenger liner service for the first time for over 100 years, since the West Africa service started in the 1860s in fact; a very sad state of affairs.

Southern Cross - in 1955 when she was completed by Harland and Wolff, this vessel was a revolutionary liner - no cargo, engines aft and painted with a grey hull topped with a light-green superstructure. Hard to believe that she too has gone - laid up at the end of 1971 she was sold in 1972 to the Ulysses Line of Greece and was renamed Calypso to do duty as one of the many and varied cruise liners under the flag of that country.

One could go on and on - Golfito, Camito, Caribia, Oranje Nassau, Prins der Nederlanden not to mention the beautiful Nieuw Amsterdam all gone at least from Southampton, many no longer afloat; but none of them forgotten.

ADDENDUM - to article on Wm A Wilson, in this issue - see page 16.

after line 5 on page 7, add; In 1931 the fleet consisted of: Tosca (No 4 above)
Continental Coaster (6) Culmore (7) and Yorkvalley (8) plus

9 Ngaroma Built by NV Industrielle Maats de Noord, Alblasterdam 3.1931. Meas: 159'
x 26' 503 gross tons. 6 cyl oil engine aft. 15.8.42: Marine casualty.
Struck rock and sank 50.2N 6.7W (Barry - Plymouth with coal)

10 Ngatira

Notes on a Southampton Shipowner-

Wm A Wilson

by W H Mitchell

The fleet of Southampton shipowner, Wm A Wilson, commenced just after World War I, in 1920, with a 90-ton auxiliary ketch named Scooter.

The main business was the transport of road stone - granite in various forms from the Channel Islands to the South

Coast and Thames estuary ports, then north to load coal cargoes from the North-east ports back to the Channel Islands.

The Scooter foundered in the Channel in 1923.

In 1931 the Ngaroma and Ngatira were ordered. Constructed in Holland they were among the first of the new engines-aft design of motor coaster and were probably the first full-powered diesel engined coasters to be operated under the British flag. Another two ships were built in the late '30s.

The hulls of these ships were black with a yellow band round the top. Boot topping was red, upperworks stone colour and boats white. The funnel was yellow with black top. The houseflag was blue in which there was a white rectangle. Inside this was a red rectangle.

The fleet list of steamers and motorships following is apart from the sailing auxiliary Scooter.

1 Branksea Built by Edwards and Symes, Millwall 1890 as naval store carrier HMS Growler. Meas: 112' x 91' 214 gross tons, Engs: Compound 2 cylinder. 11.1921: acquired from the Admiralty by H J Beazley. Purchased by Wm A Wilson.

2 Bretagne Built by Schomer & Jensen, Tourning 1899 (ex Marthe Achaque ex Mergheb ex Carla). Meas: 131' x 23' 312 gross tons. Engines: Compound 2 cylinder.

In 1927 ships owned were:

3 Hartford Built by Rennoldson, South Shields 4.1912. Meas: 144' x 24' 407 gross tons. Engs: Compound 2 cylinder (aft)

4 Tosca Built by Ailsa SB Co., Troon 6.1908. Meas: 155' x 26' 449 gross tons. 3 masted. Engs: Compound 2 cylinder.

5 Yorkglen Built by Fullerton, Paisley (ex Rebecca) 1895. Meas: 140' x 23' 317 tons gross. Engs: Compound 2 cylinder.

In 1928-9 the fleet consisted of:

Tosca (No 4 above), Yorkglen (No 5 above) and;

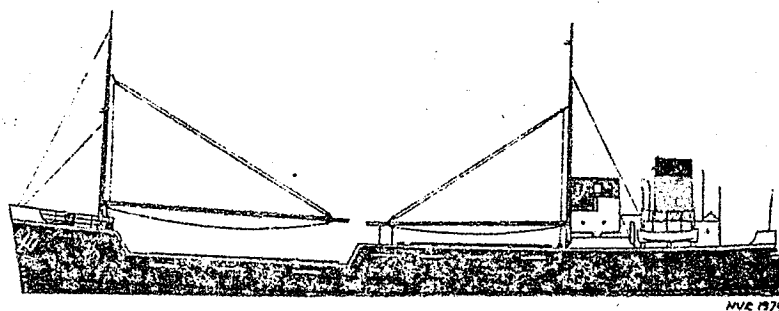
6 Continental Coaster Built Williamson & Son, Workington 3.1907. (ex Lyme Regis ex Volpone). Meas: 165' x 26' 531 gross tons. Triple expansion engines. Purchased from Continental Lines, London.

7 Culmore Built Bow, McLachlan & Co, Paisley 7.1921. Meas: 151' x 24' 469 gross tons. Engs: Compound 2 cylinder. Purchased from McDevotte & Connell, Londonderry in 1927. 13.12.1933: Supposed foundered off Aldeburgh (Voyage: Blyth-Rochester - coal).

8 Yorkvalley Built by Dobson & Co, Newcastle 8.1903. Meas: 165' x 30' 562 gross tons. Engs: Triple expansion. (ex Limehouse), purchased from Gracechurch Transports Ltd. In April 1935 the Yorkvalley sank after

hitting a submerged rock when entering St Sampson's Harbour Guernsey. She was salvaged some days later and was sent to Southampton where she entered No 5 drydock on Mayday for survey. She was sold for breaking up and later in the month arrived under her own steam at Carriden, Bo'ness where she was beached.

- 10 Ngatira Built by NV Industrielle Maats 10.1931. Meas: 159' x 26' 525 gross tons. 6 cyl oil engine (aft). 13.3.1941: Damaged by mine in position 51.21N 03.17W. 1946: Springwood. 1947: Cabourne (Gillie & Blair Ltd). re-engined 1950. 1968: Delfino (Ethiopian).



Ngatira (No 10)

In 1935 the fleet consisted of:

Continental Coaster (No 6 above), Yorkvalley (No 8 above), Ngaroma (No 9 above), Ngatira (No 10 above).

In 1937 the fleet consisted of:

Ngaroma (No 9 above), Ngatira (No 10 above) and in 1938 were added

- 11 Ngarua Built by NV van Duijvendijks Scheeps, Lekkerkerk 1.1938. Meas: 163' (170' o a) x 29' 606 gross tons. Oil engines (aft). 1940: Silver Coast (Merchants Line Ltd). 1946: Lairdsoak (Burns & Laird Line). 1960: Garthfield. 1962: Krios. 1968: Kyriakoula K
- 12 Ngakoa Built by NV Scheeps u/n de Groot & Van Vliet, Slikkerveer 6.1938. Meas: 166' (173' oa) x 27' 507 gross tons. Oil engines (aft). 1946: Thomas M (Metcalf Motor Coasters). 1958 lengthened to 192' o a. 1963: re-engined. 1967: Milos III (N Zoulias & Co, Greece)

In 1940 the fleet was

Ngakoa (No 12 above), Ngaroma (No 9), and Ngatira (No 10) plus

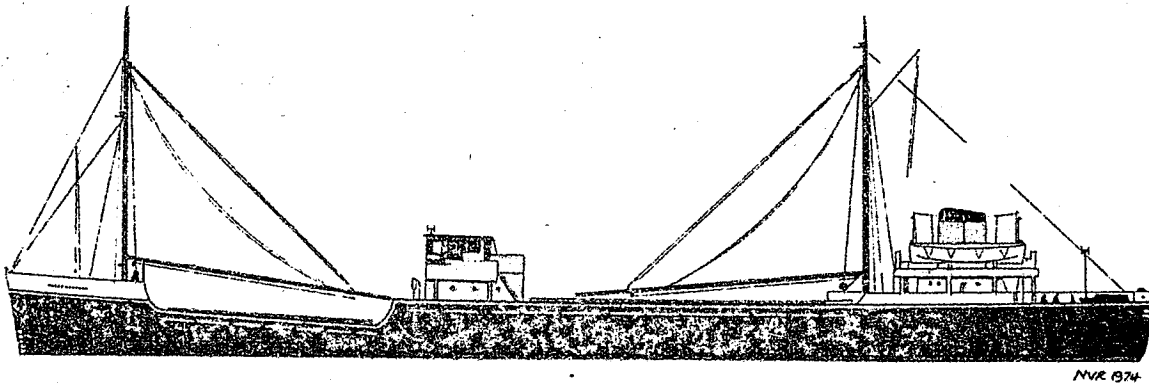
- 13 Longbird Built by Smiths Dock Co, Middlesbrough 1919 (ex Newton Bay ex Kilmuckridge). She was rebuilt in 1920 by J S White, Cowes. Meas: 170' x 30' 636 gross tons. Engs: Triple expansion. Purchased from Viking Marine Corpn. Inc, Nassau. 1940: sold to Derwent SS Co (Anthony & Bainbridge Ltd). 16.1.1943: In collision, sank in pos. 55.6N 1.12W (Clyde and Aberdeen-Hull - oilseed)

In 1941 the fleet consisted of the four 'Ng' ships and

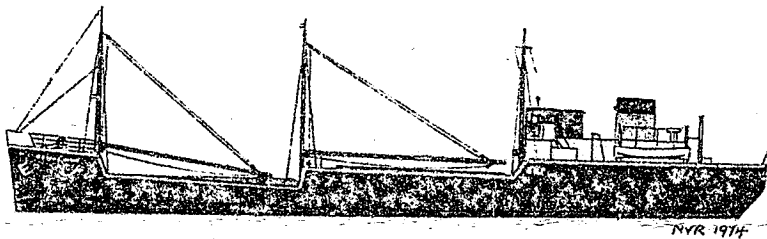
- 14 Williamstown Built by NV Scheeps Gebr Werf, Deest 10.1937. Meas: 192' (199' o a) x 29' 793 gross tons. Oil engines (aft). Purchased from Comben, Longstaff & Co in 1940. 1944: Electro (Ellerman's Wilson Line). 1946: re-engined. 19 : Georgios (Greek)

Also managed for the Ministry of War Transport were:

- 15 Empire Shoal Built by Harland & Wolff, Glasgow 1941. Meas: 203' (211' oa) x 33' 878 gross tons. Oil engines (aft). 1946: purchased by F T Everard and renamed Angularity.
- 16 Empire Contest Built by Neptun, Rostock 1924. 222' x 35' 1175 gross tons. (ex Alk). 1946: Vereshyogin (USSR).



Williamstown (No 14)



Empire Shoal (No 15)

In 1946 the Redcar ex the P & O SN Company was the only ship listed in the fleet:

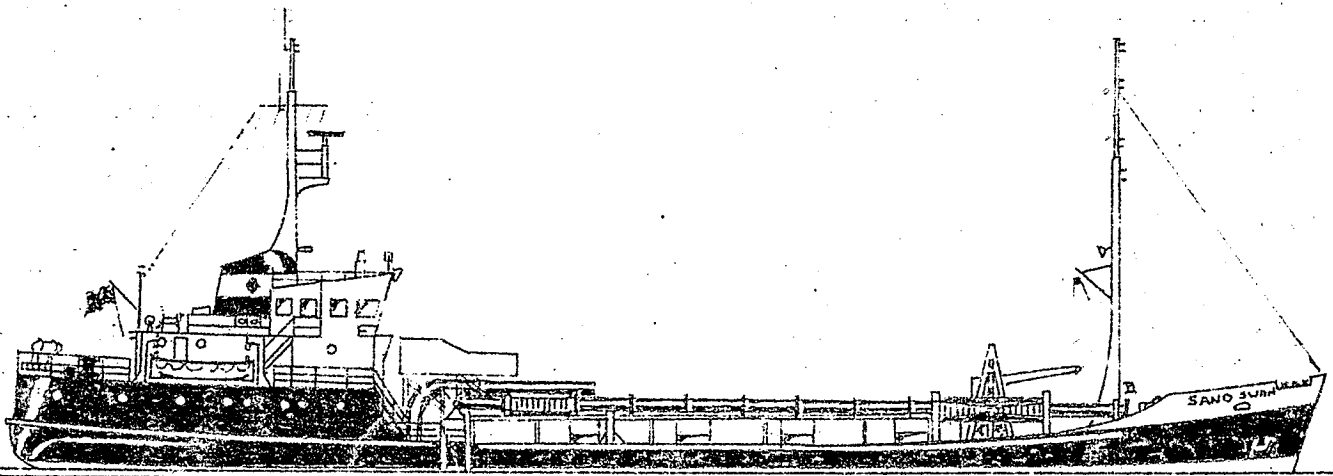
- 17 Redcar Built by Goole SB & Repair Co 4.1920. Meas: 240' x 36' 1475 gross tons. Triple expansion engines. Acquired 1946 and renamed Greensea. 1946: Arnaa. 1947: Katrina (Pargas Rederi, Finland).

No ships were listed in 1948-9 but in 1950 the business became known as Wilson & Partners Ltd, of Clyde Buildings, Town Quay, Southampton, ships listed being:

- Dorabella Built by New York SB Co, Camden 1942. Meas: 153' x 23' 299 gross tons. Oil engines, twin screws. Converted from LCI 284 in 1949. Sold to Mediterranean Trading & Shipping Co Ltd, Malta.
- Tiarna Built U S A. Meas: 153' x 23' 311 gross tons. Oil engines, twin screws. Sold to Walcheren Scheepvaart, Netherlands.

the SAND SWIFT and SAND SWAN

by John S. Lindsay



SAND SWAN (1969)

JOHN S. LINDSAY

During the late sixties the great demand for aggregates from the sea decided the directors of the South Coast Shipping Co. Ltd - which is part of the Cory Group of companies - to build two new vessels to roughly twice the size of their largest dredger at that time. The intention was to capture a larger part of the immense and rapidly expanding market throughout the south coast of England and to break into the newly established markets on the Continent and in Spain. The two vessels were therefore built to conform with both the British and Continental standards.

Orders were placed with J Bolson and Sons Ltd., of Poole, Dorset, for two single screw sand suction dredgers, to be named Sand Swan and Sand Swift. The vessels were to be ready for service in 1969 and the cost was to be at some £300,000 each. These were the largest vessels ever to be laid down in Poole and caused great interest at the time.

The size of the class allowed them to carry out dredging in much deeper water than had hitherto been possible. One vessel was to be employed in the channel, including working a deposit situated a short distance south of the Isle of Wight. The other was to dredge in the North Sea discharging her aggregates at the William Cory sand and ballast depots at Erith and Rochester in Kent.

These dredgers are equipped with the most modern aids and dredging systems, including grading machines so that the cargo may be graded during the dredging operation. Their tonnage is 1162 gross, with a designed service speed of 10 knots. The principal dimensions are as follows:-

Cargo hold capacity	1150 cubic yards	879.2 cubic metres
Length overall	218 ft	66.45 metres
Length between perpendiculars	206 ft	62.79 "
Beam moulded	40 ft	12.19 "
Beam (including fenders)	41 ft	12.5 "
Depth moulded	16 ft 9 ins	5.1 "
Draft loaded (saturated)	14 ft 3 ins	4.34 "
Draft loaded (drained)	13 ft 11 ins	4.24 "

They are propelled by a Paxman-type 8 cylinder YLCM vee form diesel engine of 9.75 in bore and 10.75 in stroke. The engine is pressure charged inter-cooled and develops a maximum power of 1170 b h p at 900 r p m for propulsion. The engine room is unmanned and is controlled by console from the bridge. The main engine is also used to drive the dredge pump.

THE "SNOW" SHIPS OF
SÅLENREDERIERN A/B

by David T. Hornsby

Amongst cargo vessels, the funnel colours of the Salen Group of Stockholm, Sweden are one of the most common to be seen in the Port of Southampton, normally on chartered reefer tonnage.

However, the second quarter of 1974 has seen an unprecedented influx of the company's own latest class of refrigerated cargo liners - the "Snow" Ships.

The first "Snow" ships to visit the port were the Snow Flake which arrived on the 5 May 1972 at 46 berth, followed by the Snow Flower at 30-1 berth on the 14 May 1972, both with fruit from South Africa. The 1974 visits, by most of the class, have involved not only the importing of Cape fruit, but also the export of cars from the Eastern Docks, mainly to North America.

Ordered about January 1969 from the French yard of Chantiers Navals de la Ciotat, at La Ciotat, the eight vessels forming the class comprise:-

Snow Flower	Yd No 279	launched 17.7.71	completed 2.72
Snow Flake	280	24.8.71	3.72
Snow Land	281	3.1.72	6.72
Snow Storm	282	29.4.72	10.72
Snow Drift	283	22.9.72	2.73
Snow Ball	284	30.10.72	.73
Snow Crystal	286	9.6.73	.73
Snow Hill	285	14.10.73	.74

Gross tonnage	11406 / 11422 tons	length overall	568' 7" inc. bulbous bow
Nett tonnage	5052 / 5061 tons	length between perpendiculars	524' 10"
Deadweight tons	12381 / 12580 tons	beam	81' 0"
Refrigerated capacity:-		depth	48' 11"
	611,615 - 611,707 cubic feet	draught	30' 5"

Cargo is carried in 5 holds varying in length between 69 feet and 85.75 feet, access being gained by five 34 feet wide steel hatches. Loading and discharge where suitable shore facilities are not available can be effected by the eight, five ton deck cranes, or through side-loading doors.

For refrigeration purposes, the cargo space is divided into 22 independent cargo chambers, which are cooled by a brine and air mixture and insulated by fibreglass wool. The installation, which is powered by three electric compressor motors (1080 bhp) is capable of maintaining a cargo space temperature of minus 25 degrees centigrade when the sea temperature is as high as 32 degrees centigrade.

Each vessel is powered by a two-stroke, single-acting Sulzer-type oil engine of 23 200 bhp, each of the eight cylinders having a bore of 900mm and a stroke of 1550mm. A controllable pitch propellor provides a service speed of 22 3/4 knots in loaded conditions, and a bow thrust unit is fitted to aid manoeuvring in confined waters.

Norwegian America Line's cruise liner Sagafjord is mentioned in Nautical Notebook as having made a call here. In September, however she is to actually operate on a series of cruises based on Southampton. So we shall have a number of oportunities to see this fine liner again. What is more is that the N A L's cruise programme out of the port next year will be taken over by the Sagafjord's sister ship, the Vistafjord which was completed by Swan Hunter last year. We shall look forward to seeing her here.

nautical notebook

by Dock Head Correspondent

Having slightly ignored tanker news from the southern end of Southampton Water over the last quarters, we start off this review of shipping news by rectifying the omission.

On the western side of the estuary the Esso jetty has encountered particularly difficult problems since 27 January when one of Esso's thirty 200 000 ton plus VLCCs - Esso Hibernia 70.250 000 dwt - damaged the discharge arms at the main No 5 berth when she pulled away in a fierce gale. The adjoining No 4 berth was brought into use for VLCCs until 2 May when the Norwegian motor tanker Berge Lord 73. 270 000 dwt, re-opened the main berth. In the meantime, a further incident had occurred, as on 30 March there was an explosion and small fire in the pumproom of P & O's tanker Ardvær 70. 215 000 dwt.

Amongst other large tankers discharging have been the largest Esso visitor to date Esso Osaka 73. 133 012 gross, British Petroleum's British Pioneer 71. 112 742 gross, the Italian Sant Ambrogio 72. 126 140 gross, and two Japanese vessels Shoho Maru 73. 90 600 gross and Kashimasan Maru 73. 120 680 gross the latter of Mitsui O S K.

Medium sized tankers are always frequent visitors and in recent months these have included three Greek registered - Panamanian owned vessels, Ekaterini 65. 40 043 gross, Persepolis 63. 53 922 dwt, Sophia Transoceanic 55. 20 400 dwt ex Borga 73, and the Liberian Panachaikon 63. 54 966 dwt.

At the opposite end of the port complex, news from the container berths is generally good. Reports suggest that the Docks Board are about to apply for permission to construct more container berths at Redbridge, whilst at the same time comes news that the South/South East Africa service is to be containerised in 1977. Let us hope that there is some connection between these two items of news, particularly as Union-Castle, P & O and Ellerman are concerned with the group.

Still at the container berths, a new service has started (in fact as our last issue went to press). The Africa Container Line introduced the Dutch owned, Austrian registered mv Anja 70. 2915g which is reported as being about to be renamed Cheshire Challenge.

On the Trio Lines service the HAPAG vessel Melbourne Express 70. 25558g arrived with containers from the Far East, whilst another German caller was Hansa's mv Gutenfels 70. 10743g at the end of an ACT charter.

The funnel colours of Seatrain again reappeared, this time on the German owned chartered vessel Weser Exporter 72. 3182g, whilst the unfamiliar colours of Euro-Pacific Container Line appeared on the Liberian owned Eagle 72. 9980g which loaded a straddle-carrier for discharge at Greenock.

Other recent visitors to the container berths have included the Dutch, Tycha 62. 499g and the two newly completed German sisters Elbe and Weser 74. 999g owned by Bugsier Reederei. A non-container visitor to 201 berth to load two HM-2 hovercraft was the Singapore registered, Liberian owned mv Lloyd Helsinki 65. 6431g ex Transatlantic 72. She was carrying the unfamiliar funnel colours of Lloyd Brasileiro, whose colours were also seen on the German owned Jupiter 69. 5025g which discharged from Brasil

