

BLACK
JACK
W.S.S.
SOUTHAMPTON

number 12 ... Autumn 1974



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 issue 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:

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 Joint Magazine Editors: Nigel V Robinson, Flat 1, Surrey Court, 104 Richmond
 Road, Freemantle, Southampton
 and David T Hornsby
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 Projecticnist: Roy Henderson

The NEXT meeting is the most important meeting of the year because it is where the conditions under which the Branch will be run for the ensuing year will be decided; So please come along and help the Committee ensure that its policy has the full support of the members. It is of course, the Committee alone which keeps the Branch alive, and it is only fair that these unselfish people who have volunteered to serve should be replaced when they feel that they have done their bit! The duties are informal, take up very little extra time, and do not in general require any particular knowledge of shipping or experience of serving on committees.

The Chairman and Treasurer wish to retire this year and it would be greatly appreciated if someone could assist with the duplicating of 'Black Jack'.

The Naval Section of the Central Record has gratefully accepted our offer of the copies of the United States Naval Institute Proceedings generously given to the Branch by a Dutch enthusiast.

We welcome the following new members to the Branch:

Mr D D Summers of Southsea, Mr M Parsley of Newbury, Mr R A Arthur of Highfield, Mr S Burnet of Townhill Park, and Mr B Wells of Martyr Worthy

DON'T FORGET the Quiz with the South Coast Branch and Isle of Wight Branch at the Youth Centre, Southsea on the 21st September at 2.00pm. Refreshments will be available at about 40p per head. It promises to be an entertaining afternoon and affords a rare opportunity of meeting members from the other branches.

1974 PROGRAMME - October - December

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 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)

Tues 10 Dec Capt F T O'Brien talks on 'Early Solent Packets' - note Capt O'Brien is the author of the book of the same name.

COVER ILLUSTRATION: the brig ROYALIST - owned by the Sea Cadet Corps, she was built in 1971 by Groves and Gutteridge of Cowes: the first British built square-rigger for more than 50 years. Drawing by David T Hornsby

SOUTHAMPTON SHIPPING SCENE

.....two hundred years ago.

BY R.M.B.H.HACKMAN

A look at the shipping movements of the port two centuries ago..... only five years after Watt patented the steam engine and the year before the Boston Tea Party.

Week ending Saturday 2nd April, 1774

arrivals		departures	
ADVENTURE (Capt Smith)	from Falmouth	CRAWFORD (Alexander)	to Glasgow
CALCUTT (Cooper)	Plymouth	ELIZABETH (Hardy)	Sunderland
CAM'S DELIGHT (Morris)	Bristol	FRIENDS GOODWILL (Watson)	Oporto
CHARLOTTE (Fisher)	Bristol	GOOD INTENT (Falaise)	Guernsey
DOVE (White)	London	BETTY (Reed)	Sunderland
ENDEAVOUR (Trelegan)	Pocle	NANCY (Lawson)	Sunderland
EXPEDITION PACKET (Chevalier)	Jersey	NEPTUNE (Wheatley)	Sunderland
GOOD INTENT (Barnes)	Newcastle	PROSPEROUS (Pearl)	Sunderland
JAMES AND MARY (Gill)	Plymouth	PROVIDENCE (Mourant)	Guernsey
MATTLAND (Harrison)	Newcastle	SUSANNAH (Falaise)	Alderney
NANCY (Young)	Sunderland		
NIELS-LAI AND ALLORIE ANNE			
(Niels Nielsen) Oster Reis, Norway			
RICHARD AND MARY (Clarke)	Plymouth		
SEVEN SISTERS (Penton)	Exeter		
SOUTHAMPTON (Cavell)	Poole		
UNION (Williams)	Exeter		

During the week, several regular traders arrived from West Country ports, and a timber ship from Norway. Sailing were a fleet of colliers who had no doubt brought in part of the spring deliveries of coal, which were often held up by bad winter weather.

The SOUTHAMPTON was a regular local trader, usually on the London run with grain out and groceries home, although sometimes making voyages to the West Country, Bristol and Cork. Built locally in 1758, she was sloop-rigged of about 50 tons and owned by Purbeck & Co, being under the command of Capt. John Cavell for much of her life. Also locally built in 1761 and of 50 tons was the ADVENTURE commanded by Capt. William Smith, and trading regularly between Rotterdam and Liverpool calling at many South Coast and West Country ports. The CALCUTT and CAM'S DELIGHT were also regular traders from Plymouth and Bristol respectively, the latter for at least 15 years.

Casual callers included the CRAWFORD, normally engaged in the Spanish and Mediterranean trade from her home port of Glasgow; the NANCY a snow of 120 tons owned by Bridges & Co of London, built in New England as were so many British vessels of the period. Commanded by Capt John Young, she was a Levant trader, probably on charter to the Company of that name, usually trading from Turkish and Greek ports to London; the MATTLAND an American built ship of 230 tons, unusually large for Southampton, was very old her build date being unknown to 'Lloyds Register'.

It is amazing how long many of these small ships lasted, but not so lucky was the PROVIDENCE built about 1764/8. Still under the command of Capt Stephen Mourant, she was wrecked on 29 March 1778 at St. Albans Head, while inward bound from Guernsey to Southampton. Of the 11 passengers and 4 crew, the captain and 8 passengers were drowned.

Week ending Saturday 9th April, 1774

arrivals		departures	
BETSY (Cully)	Fowey	ELIZABETH (Stevenson)	Hastings
BROCKHAMPTON (Cooper)	Arundel	MONLAGUE (Priaulx)	Guernsey
BLACKBIRD (Burletson)	Sunderland	NEWLANDS (Wilson)	Sunderland
ELEANOR (Farmer)	Plymouth	NEW RECOVERT (Tristram)	Newcastle
ELIZABETH (Bartlett)	Plymouth	THOMAS AND ANN (Luke)	London
ELIZABETH (Stephenson)	Hastings	VALENTINE (Bell)	Newcastle

ENDEAVOUR (Burgess)	Exeter	Week ending
ENDEAVOUR (Peat)	Plymouth		Saturday
GUERNSEY PACKET (Le Lievre)	Guernsey		9th April 1774
HAWKE (Hebbard)	London	=continued
INDUSTRY (Bernard)	Sunderland	=	
JACOMINA (Prouting)	Padstow	=	
JERSEY PACKET (Guillet)	Jersey		
JOHN AND JANE (Alderson)	Sunderland		
JOHN AND ELIZABETH (Corney)	Dartmouth		
MARY (Thwaites)	Hastings		
MARY ANN (King)	Plymouth		
NELLY'S INCREASE (Marshall)	Sunderland		
NEPTUNE (Williams)	London	=	
OAK (Disbrogh)	Newcastle	=	
ROSE IN JUNE (Bevis)	Plymouth	=	
St. HELEN'S (Holliday)	Shoreham		
STURMINSTER MARSHALL (Scott)	Poole		
SUCCESS (Longbottom)	Newcastle	(=) local vessels	

The JOHN AND JANE (Capt John Alderson) of 300 tons burthen was one of the largest vessels regularly calling at Southampton. A ship-rigged Sunderland collier built in 1763, she ran to London and Southampton from the North East coast. One of many frequent small callers from Emsworth was the Emsworth built JACOMINA (40 tons) of 1754 owned by her Captain, John Prouting.

The sloop-rigged HAWKE was built in 1767 at Lymington for the Lymington ship-owning family of Colbourne. Lengthened in 1772, she was usually employed between Guernsey and London under Captain William Hebbard. Two other vessels owned by the Company were the old sloop ROSE IN JUNE of 25 tons and the ST HELEN'S which hailed from Newport, Mon..

Week ending Saturday 16th April, 1774

arrivals	departures	
CHOLLERFORD (Thomlinson) from Newcastle	HAMPSHIRE (Dalton)	to Waterford
LOOE (Peters) Looe	CERES yacht (Judaers)	Guernsey
PROVIDENCE (Mourant) Guernsey	ELIZABETH (Bartlett)	Weymouth
CORBETT (Kerby) Jersey	FAIR OAK (Case)	Plymouth
JOHN AND ELIZABETH (Corney) Dartmouth	CALCUTT (Cooper)	Plymouth
OWNER'S GOOD HOPE (Ash) Dartmouth	MOLLY (Clark)	Plymouth
	RICHARD AND MARY (Clarke)	Fenzance
	INDUSTRY (Diddimus)	Falmouth
	REDBRIDGE (Annell)	Exeter
	SEVEN SISTERS (Penton)	Exeter
	UNION (Williams)	Exeter
	ENDEAVOUR (Burgess)	Exeter
	JERSEY PACKET (Guillet)	Jersey
	SUKEY (Gautier)	Jersey
	NELLY (Furgeson)	Greenock
	STURMINSTER MARSHALL (Scott)	Newfoundland
	PILLION (Wimple)	Barnstaple
	JAMES AND MARY (Gill)	Dartmouth

The most interesting of the group is the sloop-rigged CORBETT, a Jersey trader owned by her Captain. A single-decker of 60 tons burthen, she was a new ship from Boston, Massachusetts having arrived by way of Waterford and Jersey. By 1777, she had been armed as a 'Letter of Marque' to prey on American ships, and after some success she was taken by the French.

Many smaller vessels were not registered at 'Lloyds' and therefore were not included in the register, a local example being the local trader REDBRIDGE and unusually for a Newcastle collier, the CHOLLERFORD - in these cases information is difficult to obtain.

Week ending Saturday 23rd April 1774.

arrivals

ANN AND SUSANNAH (Addy)	from Poole
BETSY (Morris)	Fowey
FRIEND'S ENDEAVOUR (Allen)	London
FRIEND'S GOODWILL (Parsons)	Bristol
FANCY (Living)	Plymouth
HUNTER (Willoughby)	Sunderland
INDUSTRY (Memell)	Sunderland
MONTAGU (Priaulx)	Guernsey
NEW RECOVERY (Tristram)	Newcastle
PICTON CASTLE (Rowe)	Carmarthen
RACEHORSE (Harris)	Carmarthen
REBECCA AND MARY (Cumming)	Dartmouth
RECOVERY (Fletcher)	Sunderland
RICKMAN (Carr)	London
ROBERT (Jordeson)	Sunderland
ST. JAMES'S (Carter)	London
SEA FLOWER (Atkinson)	Sunderland
TWO FRIENDS (Broad)	Truro
WILLIAM AND ELIZABETH (Vicatt)	Exeter
WILLING MIND (Judaers)	Plymouth
OWNER'S GOODWILL (Williams)	Exeter
PROVIDENCE (Yearl)	Sunderland

departures

AMITY'S INDUSTRY (Barnard)	to Sunderland
BLACKBIRD (Burlington)	Sunderland
CORBET (Kerby)	Jersey
CHOLLERFORD (Thomlinson)	Newcastle
GUERNSEY PACKET (Le Lievre)	Guernsey
JOHN AND ELIZABETH (Corney)	Dartmouth
MAITLAND (Harrison)	Shields
NANCY (Dore)	Lyme
NANCY (Young)	Sunderland
OAK (Disborough)	Newcastle
PEACOCK (Davison)	Shields
SEVEN SISTERS (Penton)	Exeter
THOMAS AND MARY (Buck)	Newcastle
WILLIAM AND MARY (Shaw)	Newcastle

The Newcastle collier NEW RECOVERY illustrates a very usual way of naming ships in those days; in that she is obviously the successor to a former profitable vessel belonging to the same owner. The names of two Captains in the list, Le Lievre and Priaulx, are well known Guernsey surnames at the present day, although not now as ship-owners.

Week ending Saturday 30th April, 1774.

arrivals

BEWLEY (Jarvis)	from London
CALCUTT (Cooper)	Plymouth
CERES yacht (Judaers)	Guernsey
CHARMING FOLLY (Wade)	Poole
CHARLOTTE (Batchelor)	London
DOVE (Wood)	London
ELIZABETH (Bartlett)	Weymouth
ELIZABETH (Hardy)	Newcastle
ISABELLA (Pearson)	Newcastle
JUNO (Sinkins)	Lulworth
MARY yacht (Picot)	Jersey
NEPTUNE (Mann)	London
OCEAN (Tindall)	Portsmouth
RICHARD AND MARY (Clarke)	Penzance
ROBERT AND SUSANNAH (Wheeler)	London
SEA VENTURE (Hall)	Portsmouth
SUSANNAH (Falaise)	Alderney
THOMAS AND CATHERINE (Bound)	Poole

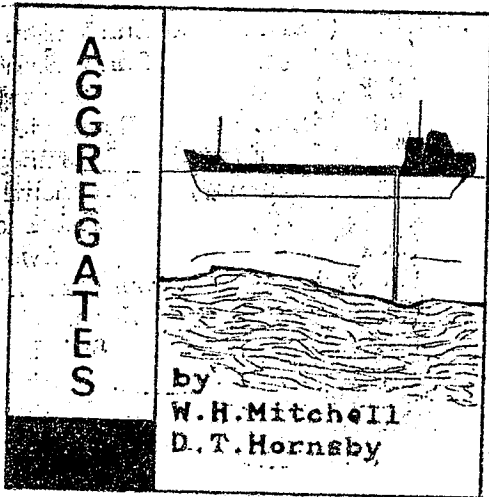
departures

ELEANOR (Chapman)	to Plymouth
ELIZABETH (Bartlett)	Weymouth
FANCY (Living)	Weymouth
INDUSTRY (Brooks)	Hastings
INDUSTRY (Memell)	Sunderland
MONTAGUE (Priaulx)	Guernsey
OCEAN (Tindall)	Boston, Mass.
PROVIDENCE (Mourant)	Guernsey
RECOVERY (Fletcher)	Sunderland
ROBERT (Jordeson)	Sunderland
SEA VENTURE (Hall)	Boston, Mass.
TWO FRIENDS (Broad)	Falmouth
WILLIAM AND ELIZABETH (Vicatt)	Exeter

Two unusual departures were the troop transports on charter to the Government. The OCEAN of 250 tons was a brig-rigged vessel built at Whitby in 1764 and owned by G. Blackburn. With her went the 300 ton SEA VENTURE built at Scarborough in 1759, commanded by Capt Thomas Hall and owned by William Hall. More transports were to follow as Boston became the storm centre of the disturbances which were to culminate in the American War of Independence.

In the 1776 'Lloyds', the ELIZABETH is shown as built Virginia 1759/180 tons; the ISABELLA as built Sunderland 1750/300 tons, both being brigs and the sloop NEPTUNE as built Southampton 1768/40 tons and the INDUSTRY as built Chichester 1767/50 tons.

For most of the month of April 1774, the weather was similar to April 1974 with winds in the north and south easts, but by the last week it had changed to a wet sou-westerly, only to become a nor-easterly again by the end of the month.

PART ONE

One of the largest trades of the Port of Southampton is the importation of aggregates. Indeed, not only to Southampton, for sand and gravel are used throughout the country in the making of concrete for the building industry. However, Southampton seems to have a very large slice of the South Coast trade and ships of several companies are frequently to be seen at the river wharfs of the Test and Itchen, and occasionally in the Docks.

Sand-pickers were known years before the last war, but it was in the immediate post-war years, when many cities lay in ruins and with vast reconstruction programmes dating many years ahead, that the aggregate trade really began to boom.

Aggregates have no port of loading, being dredged or sucked from the bottom of the sea and much of the local importation comes from the littoral drift of sand and gravel which moves eastwards along the north side of the English Channel. Shoals such as the Ower Bank off Portsmouth, and the Pot Bank and Solent Banks a mile or so to the west of the Needles are typical dredging sites, and it is here that the ships can be seen with their pipe overside, the 'elephants foot' on the seabed and white foam water cascading from the deck.

Prospecting for new sites is always going on, for the appetite of the construction industry is never-ending and many hundreds of thousands of tons of aggregates are dredged annually in the Solent area. Plans have even been put forward recently for even larger scale development of the trade, with one company alone talking of importing a staggering 5 million tons per annum.

SOUTH COAST SHIPPING CO. LTD..

Of the companies operating at present out of Southampton, this is one of the two largest, dating back to 1946 when as the South Coast Sand and Ballast Co. Ltd., two war-built standard ships were acquired from the Ministry of War Transport. These vessels were part of a class of six 'Severn Collier type' coasters built to transport coal from the South Wales ports to the power station at Gloucester, being subsequently converted by Risdon Beazley Ltd., and renamed in 1947.

Discharge began in 1947 at a small screening plant at 11.0 berth in the New Docks (now Western Docks). In 1957, the first purpose built sand dredger was built - Sand Dart - and this was the prototype for several vessels which were to follow in the fleet. By this time, more accommodation was needed and on 4/4/1960 the Sand Skipper - one of the Empire ships - discharged her first cargo at 28 berth in the Old Docks (now Eastern Docks), where a 6-ton crane working a grab discharges to a quayside hopper which, in turn, feeds a conveyor belt to the grading plant.

In addition to the 690' long berth in the Eastern Docks, the other grading and processing is now undertaken at Leamouth Wharf on the River Itchen - formally the yachtbuilding yard of Summers and Payne - where maintenance is also carried out while discharge takes place.

continued with Fleet List.....

SAND RUNNER 149' loa x 22' beam; 313 gross 307 dwt; Oil engine, 8 $\frac{1}{2}$ knots; built 11/1943 by R.Dunston Ltd., Thorne as EMPIRE RUNNER for M.O.W.T.; 1947 renamed; 1950 converted to sand dredger; 1/8/67 arrived at Pollock, Brown & Co. Ltd., Northam for breaking up;

SAND SKIPPER 149' x 22'; 313 gross 307 dwt; Oil engine, 8 $\frac{1}{2}$ knots; built 11/1943 by R.Dunston Ltd., Thorne as EMPIRE SKIPPER for M.O.W.T.; 1947 renamed and converted to sand dredger; 4/1970 discharged last cargo and laid up; c.7/1970 to Tom Holden and broken up at Bitterne Manor;

In 1950, these two vessels were sold to become units of the fleet of ZINAL SS CO (managers, James Burness & Sons)

SAND MARTIN 177' x 28'; 633 gross 730 dwt; Oil engine, 9 knots; built 10/1936 by H. Robb Ltd., Leith as HOOKWOOD for Wm. France Fenwick & Co. Ltd.; 1939 acquired by F.Bowles & Sons later to become part of British Dredging Ltd; 1940 converted from cargo vessel to ship for pumping sand; 1951 acquired by the Company and renamed; 26/9/1973 left Southampton for Haulbowline Industries Ltd, Cork for demolition;

SAND DIVER 148' x 27'; 379 gross 403 dwt; Oil engine built 12/1944 by H. Scarr Ltd, Hessle as EMPIRE CARRIER for M.O.W.T.; 1947 became RIVER OUSE (R.H.Hunt & Sons, Hull); 1952 became BRAYWICK (Zinal SS Co); 7/1953 converted for carrying and pumping sand, renamed; 9/1966 left Southampton in tow of tug SUN XXV, arrived Grays, Essex on 9/9/1966 for breaking up;

SAND STAR 170' x 27'; 498 gross 645 dwt; Oil engine, 9 knots; built 4/1942 by Clelands Successors Ltd., Wallsend as EMPIRE DYKE for M.O.W.T.; 1943 became PRINSES MARGRIET (Royal Netherlands Govt); 1948 to T. den Hartigh SA, Terneuzen; 1954 acquired by the Company; 7/1955 converted for carrying and pumping sand, renamed; 4/3/1966 in collision with CAROLINE M (1598/35) off Calshot, capsized and beached in sinking condition; 8/5/66 refloated, towed to Husbands Yard, Marchwood and laid up; 9/1966 left Southampton in tow of tug SUN XXV, arrived Grays, Essex on 12/9/1966 for breaking up;

In 1956, all the above five vessels were transferred to BURNESSE SHIPPING CO. LTD. (in association with Wm. Cory & Son Ltd.) and the Company became known as SOUTH COAST SHIPPING CO. LTD. (late Zinal SS Co. Ltd.)

In late 1956, the management was taken over by Wm. Cory & Son Ltd..

SAND DART 174' x 30'; 499 gross 800 dwt; diesel-electric drive; built 8/1957 as first purpose-built sand dredger in the fleet by P.K.Harris & Son Ltd., Appledore; 10/3/1962 went aground at St Albans Head, Swanage; 25/3/1962 further damaged when fire broke out, extinguished the following day; Purchased by Metal Recoveries (Newhaven) Ltd and main engines removed to Newhaven for possible repair; 14/10/1962 refloated and towed by tug TIDWORTH to Portland, repaired; 23/10/1962 towed by same tug to Newhaven, put up for sale; 3/7/1963 arrived Appledore for repair having been purchased by P.E.Penfold Ltd. and renamed PEN DART q.v.

SAND GREBE 174' x 30'; 531 gross 675 dwt; diesel-electric drive; built 5/1959 by J.Bolson & Son Ltd., Poole as sand suction dredger; 1973 to Ashmead (Padstow) Ltd., subsequently renamed SAND WYVERN and later in 1973 to Wyvern Maritime Ltd.;

SAND SNIPE 174' x 30'; 517 gross 680 dwt; Oil engine, 9 $\frac{1}{2}$ knots; built 10/1961 by J.Bolson & Son Ltd., Poole as sand suction dredger;

SAND LARK 174' x 30'; 540 gross 671 dwt; oil engine, 9 $\frac{1}{2}$ knots; built 10/1963 by J. Bolson & Son Ltd., Poole as sand suction dredger;

- SAND TERN 174' x 30'; 535 gross, 664 dwt; Oil engine, 9½ knots; built by P.K.Harris & Sons Ltd., Appledore and completed 4/1964 by J.Bolson & Son Ltd., Poole as sand suction dredger;
- SAND GULL 174' x 30'; 534 gross, 695 dwt; Oil engine, 9½ knots; built 12/1964 by J.Bolson & Son Ltd., Poole as sand suction dredger;
- SAND SWIFT 219' x 41'; 1085 gross, 1913 dwt; Oil engine, 10¼ knots; built 4/1969 by J.Bolson & Son Ltd., Poole as sand suction dredger;
- SAND WREN 141' x 21'; 309 gross, 350 dwt; oil engine, 8½ knots; completed 4/1943 by J.Harker Ltd., Knottingley as EMPIRE REAPER (Severn Collier type) for M.O.W.T.; 1947 became BROWNING; 1949 became MORETON CORBET (Kerton Shg Co, Hull); 1953 became LERFFYN (Dale Sand & Gravel Co); converted to sand suction dredger; 1964 became PEN ADUR (P.E.Penfold Ltd) - q.v.; 6/1969 acquired by the Company and renamed; 29/12/1972 to T.J.Bowen and P.D.Caines, Southampton subsequently renamed MARGARET SMITH - q.v.;
- SAND SWAN 219' x 41'; 1162 gross, 1913 dwt; Oil engine, 10 knots; built 3/1970 by J.Bolson & Son Ltd., Poole as sand suction dredger;
- SAND SKUA 220' x 41'; 1168 gross, 1775 dwt; Oil engine, 10 knots; built 5/1971 by J.Bolson & Son Ltd., Poole as sand suction dredger; 30/5/1972 floundered in 42' of water, north of Solent Bank Buoy with stern afloat; 5/6/1972 refloated by floating crane MAGNUS X and towed to Leamouth Wharf by tugs ARGUS 5 and ARGUS 8;
- SAND FINCH 165' x 32'; 478 gross, dwt; Oil engine, 10 knots; built 10/1958 by Kramer & Booy, Spaarndam for Wexford SS Co. Ltd., but was never accepted; Launched as SELSKAR; 1960 purchased by W.Woolaway & Sons, Barnstaple and converted to sand dredger, renamed RON WOOLAWAY -q.v.; 18/6/1960 capsized whilst at anchor in dense fog in dredging grounds off Flatholm and Steepholm in Bristol Channel. Towed bottom upwards to Penarth, uprighted and taken to Cardiff for repairs including lowering bridge several feet and fitting large side tanks increasing beam by 6'; 1962 acquired by Ready Mixed Concrete Co. (mgrs, P.E.Penfold) 9/1965 to Sussex Ready Mixed Concrete Co Ltd (mgrs, South Coast Shg Ltd); 1970 renamed on acquisition by the Company;

Early in 1972, the Company came under the joint ownership of Wm. Cory & Son Ltd., and Ready Mixed (UK) Ltd. - (RMC Ltd.).

Newbuilding similar to SAND SKUA - to be launched 5/9/1974 by Clelands at Wallsend-on-Tyne for delivery about October/November 1974;

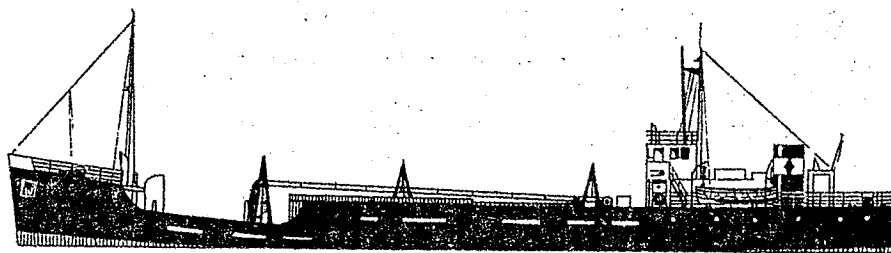
Also forming part of the same group, and with the same overall ownership
HALL (MARINE) LTD..

SAND WADER 31' x 56'; 3085 gross, 5127 dwt; Oil engine, 13 knots; built 9/1971 by Ailsa S.B. Co. Ltd., Troon as sand suction dredger; 1972 to Hall(Dredging)Ltd.; 7/6/1972 struck wreck while entering Lunkirk causing slight underwater damage;

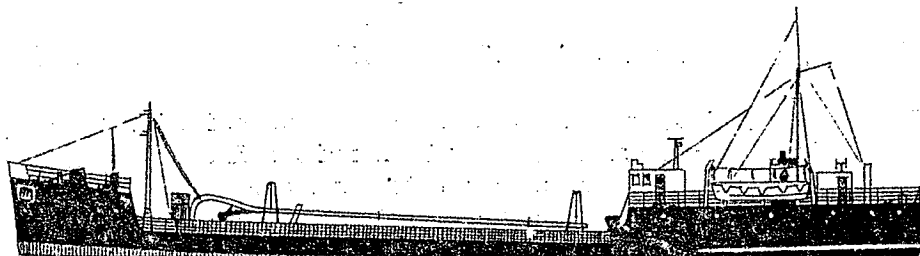
SAND WEAVER (newbuilding) similar to SAND WADER - launched 22/8/1974 by Feguson Bros., Port Glasgow for delivery about January/February 1975; before launching transferred to ownership of South Coast Shg Co Ltd..

Also in London East Coast areas:- H.W.WILKINSON 63/187 g; HARRY FORD 58/132 g; JOHN GAUNTLETT 63/987 g, ex Gritwood-70; JOSEPH HALL 63/187 g; WILLIAM BRICE 58/132 g;

SAND MARTIN



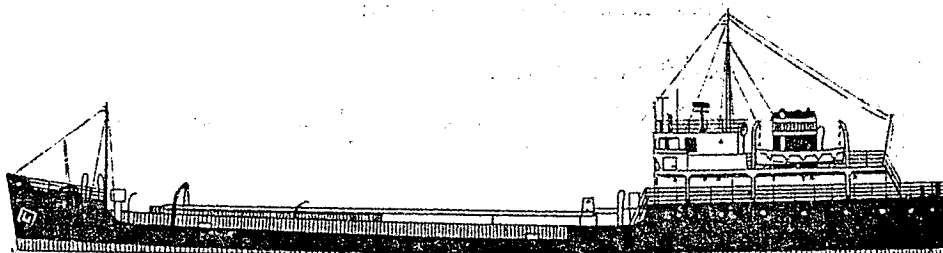
SAND WREN



SAND GREBE



STEEL WELDER

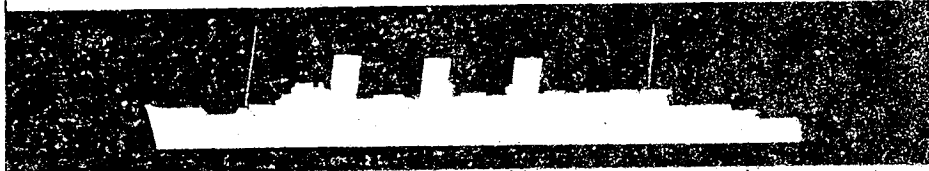


NORTHWOOD (FAREHAM) LTD

The company was originally formed during the 1920s, coming under the present ownership of Messrs Twine and Terry about seven or eight years ago. At that time, the company was operating the 80' grab dredger GYRO, but subsequently larger vessels have been acquired including the STEEL WELDER which is frequently to be seen in the River Itchen discharging at Willments Yard. Other discharge berths include Havant, Fareham, Portsmouth and Littlehampton, whilst dredging takes place on the Solent Banks, Chichester Bar and the Hamilton Bank off Southsea. The present fleet comprises:-

- STEEL WELDER 171' x 30'; 569 gross, 586 dwt; single screw motorship; completed 3/1955 by Clelands (Successors) Ltd., Wallsend-on-Tyne as coastal tanker SHELL WELDER for Shell-Mex & B P Ltd. 1972; to Pounds Shipowners and Shipbreakers Ltd; 8/1972 acquired by the company and subsequently converted to sand suction dredger; 13/2/74 renamed;
- SHELL-MEX 3 106' x 22'; 128 gross, 150 dwt; oil engine, 5 knots; completed 1916 by W Dobson & Co, Walker-on-Tyne as an oil barge; 1957 re-engined from 2cyl compound; 196 acquired from Admiralty Marshall and converted to sand dredger; 6/5/1974 holed and sunk on the Winner Bank off Portsmouth, being pumped out and refloated on the following day; laid-up after discharge;
- C.617 about 200 tons dwt; built 1943; acquired from Admiralty c.1967/68;
- COCKLE about 200 tons dwt; ex Admiralty vessel acquired from Pounds c.1968/69;

old southampton callers



No 4 - the Royal Mail S P Co's AVON of 1907

by John S Lindsay

The Royal Mail Steam Packet Company had a long association with the port of Southampton, with its passenger and mail services from Great Britain to South America and many a fine vessel both paddle and screw made sailings from the port. At the turn of the century in January 1903 Mr Owen Ccsly Phillips - later Lord Kylsant - was made a director of the company - within three months he was appointed chairman, which injected the much needed drive and energy into the company, the fortunes of which for many years had been in the decline.

A vast new building programme was planned and for the first time in the company's history it focussed its attention on Belfast for new tonnage. Consultations took place with Lord Pirrie, Chairman of Harland and Wolff, the outcome of which led to an entirely new type of passenger vessel for the Southampton, Brazil-River Plate service. Thus the 'A' class ship was born, a series, nine in all, which became world famous for their luxury and elegance. All were built in Belfast bar one which came from Harland and Wolff's Govan yard. Eight were built by Harland and Wolff and one by Workman Clark. The list is as follows:-

Built at Belfast by Harland and Wolff;

Aragon	1905-17	9588 gross	512.3ft x 60.4ft	Twin screw	Quad.ex	16 $\frac{1}{2}$ kts
Amazon	1906-18	10037	" " x "	" "	" "	"

Built at Belfast by Workman Clark;

Araguaya	1905-30	9441 gross	512.3ft x 60.4ft	Twin screw	Quad.ex	16 $\frac{1}{2}$ kts
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Built at Belfast by Harland and Wolff;

Avon	1907-30	11073 gross	520.3ft x 62.3ft	Twin screw	Quad. ex	16 kts
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Austurias)	1907-33	12002	" " x "	" "	" "	" "
Arcadian)						

Arlanza	1912-38	15044	570 ft x 65.3ft	Triple screw	two 4-cyl triple ex., one L P turbine	17 kts
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Andes)	1913-52	15135	" 570 ft x 67.3ft	" "	" " " "	" "
Atlantis)		15620				

Built at Govan by Harland and Wolff;

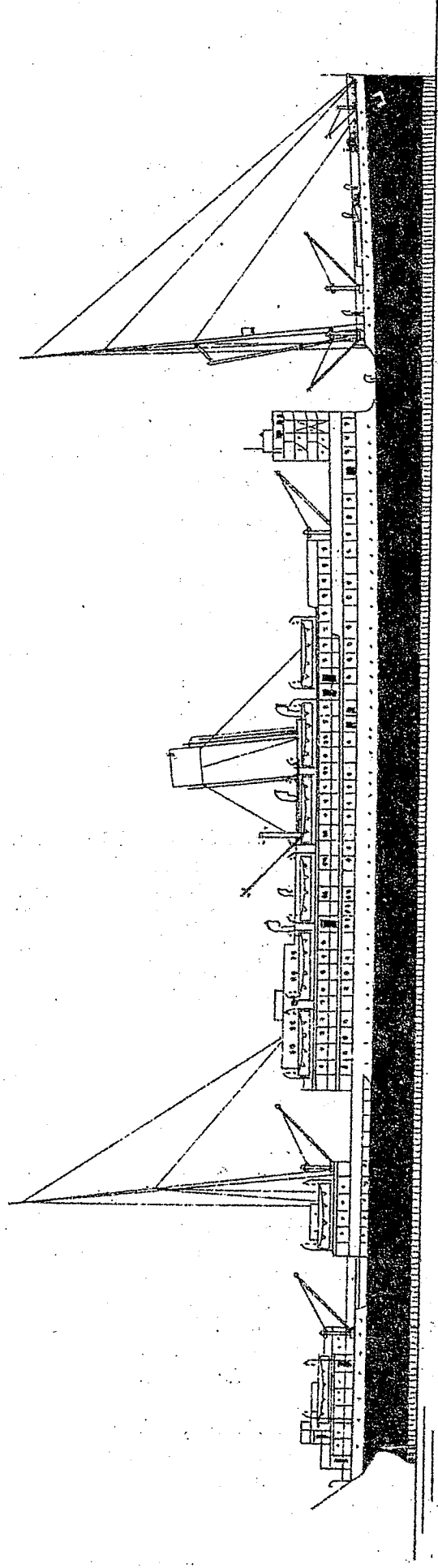
Alcantara	1913-16	15831 gross	570 ft x 67.3ft	" "	" "	" "
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Built at Belfast by Harland and Wolff;

Almanzra	1914-48	16034 gross	570 ft x 67.3ft	" "	" "	" "
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The first five ships listed were engined with quadruple expansion engines and twin screws but the last four were given triple screw with four cylinder triple expansion engines on the outer shafts. These exhausted to drive a low pressure turbine on the centre shaft giving a service speed of 17 knots.

The Avon was the fourth ship to be built in the famous 'A' class and the third ship in the company to bear the name. The first was a wooden paddler built at Bristol in 1842 and ran for twenty years in the company's service until wrecked at Colon. The second was built by James Laing at Sunderland in 1880, a single screw steamer of 2 162 tons gross. She was sold to the Ellerman Line in 1903 and survived in their



JOHN S. LINDSAY.

AVON (1907)

ownership until 1916. The third Avon was launched on the 2nd March 1907 by Lady Pirrie, the wife of the chairman of Harland and Wolff. She was 1 485 tons more than the pioneer ship Aragon, seven feet more in length, two more in breadth and differed in appearance by the extension of her promenade deck forward to the bridge, which was made one deck higher. This gave her a very graceful and pleasing profile and she was the only ship in the class to be so built.

Her main particulars were: length reg. 520.3 ft., breadth 62.3 ft., depth of hold 31.8 ft., Load draught 25 ft. Tonnages - 11 073 gross, 19 170 displacement. 2 screws. Machinery, Quadruple expansion, 7 000 ihp. Boilers, 3 double-ended, 4 single-ended. Speed, 16 knots. Bunkers, 4 780 tons. Cruising radius was 14 300 nautical miles at full speed.

She had a good amount of cargo space and had five holds, each being served by a pair of hydraulic cranes, the only cargo derricks being those by the funnel which were used only for coaling ship. One heavy lift derrick was also carried by the foremast. Another feature was the island type bridge which had become a traditional R M S P feature. This had the advantage of keeping the deck officers' quarters entirely separate from the passengers which allowed a tired officer on his watch below a chance for a quiet sleep without disturbance by passengers' deck games etc.

Passengers rather than cargo were the main consideration and accommodation for approximately 305 first class, 66 second class and over 600 third class was catered for. One of the special features of the Southampton - Brazil - River Plate trade was the large one-way flow of Spanish emigrants to Brazil. Homeward space was at a premium for cargo - especially for meat - so all the 'A' class steamers had removable accommodation for the several hundred third class passengers. This, on each trip, after the passengers had landed in Brazil was dismantled and the space reserved to receive a cargo on the return journey to Southampton. The Avon had also the luxurious passenger accommodation that was demanded by the taste of the South American trade, the special feature being the number of single berth cabins and the numerous suites de luxe decorated in white and gold.

She made her maiden voyage in June 1907 under Captain L C Dickinson and immediately made a great name for herself on the South American run. So successful was she on the main service that the company decided that they would use her in the slack season in an attempt to restore the prosperity of the old West Indian passenger service, putting her on semi-yacht cruises to the West Indies from New York and Southampton from 1910 onwards and attracting a large number of tourists. She proved an ideal cruising yacht and was later used on Norwegian cruises.

She was homeward bound from the River Plate in 1914 when war broke out, but was fortunate to escape an encounter with the numerous German surface raiders which were playing havoc with the Allied merchant ships in the Atlantic at that time. Southampton being closed to commercial traffic for military purposes she was diverted to Liverpool by wireless, a great deal of her cargo was enemy owned and was the subject of subsequent proceedings in a prize court. Before the end of August she was requisitioned as a troopship for the British Expeditionary Force, remaining on that service until February 1915. She was paid a special rate of hire on account of her exceptional value. Owing to the fact that experience had proved that trooping was better carried out by cross channel and excursion steamers rather than medium size liners and that these made better auxiliary cruisers than high speed Atlantic liners, she was commissioned by the Royal Navy as HMS Avoca in January 1916 - there was already a destroyer in service named Avon - Captain Charles T Hardy RN was appointed to command, but practically all her officers and men were Royal Navy Reserve, either on the ordinary list or specially entered under the T 124 agreement. Her armament was the standard given to auxiliary cruisers, eight 6 inch guns of rather ancient pattern, to which were later added two 6-pounder anti-aircraft guns. Several of the company's ships were commissioned in this way but the Avoca was the only one which did not serve in the Tenth Cruiser Squadron.

Instead of working in the North Atlantic with her consorts, she was generally given

the work of patrolling the West Coast of North and South America, rather a dull job which entailed many thousands of miles steaming with little or no incident, but very necessary owing to the large German colonies in so many of the neutral states and the possibility of some of the interned German steamers being secretly fitted out as raiders.

The monotony of these patrols was broken in July 1916 when she was rushed to Salina Cruz. The Mexican Governor taking advantage of the general confusion in the country had seized all the British property for the benefit of the army, No regular British warship being available the unexpected and quick arrival of the Avoca with the immediate landing of a large armed party, soon convinced the governor of the error of his ways with the persuasion of an ultimatum that unless the property was restored to its rightful owners by nine o'clock the following morning the town would be bombarded, with his residence as a particular target - the threat was sufficient.

After this incident she was sent out from Esquimalt to search the Pacific for Graf Von Luckner's raiding sailing ship Seeadler which had contrived to capture a number of British ships. After that service she was brought back to the Atlantic and employed on convoying the valuable troop transports across the Western Ocean at the same time making use of her own large cargo and passenger accommodation. In February 1918 Captain Hardy was succeeded by Captain Edward O Gladstone, a relative of the famous Prime Minister, under whom she continued her routine work with comparatively little incident.

She was paid off in March 1919, was laid up in the Liverpool Docks for seven months being reconditioned as a liner and reverting back to her old name of Avon. The writer whose father was second engineer of this fine vessel before the war and during her naval service remembers her as an auxiliary cruiser and visited her many times in his early boyhood during the period of reconditioning and frequently when she returned to her peacetime service on the Southampton - South America route. He can still remember her clean and spacious engine room, her two sets of towering, highly polished quadruple expansion engines, the noise of her auxiliary machinery and above all the banshee noise of her Weirs boiler feed pumps. Truly a magnificent sight and one which has passed into a bygone age.

The Avon returned to her peacetime Southampton - River Plate service in November 1919 and as before was frequently used in the early twenties for cruising to Norway and the Mediterranean with complete success. With the introduction of the new motorship Alcantara in 1927 she was transferred with the Araguaya on the passenger service between New York and Bermuda, whilst still being available as a reserve ship for the South American trade and cruising. In 1928 during the summer she made several short cruises around the United Kingdom to promote and encourage the innovation of short time cruise holidays and these proved very successful. In 1929 she repeated the experiment from Tilbury making short cruises to Norway. She finished up in Southampton in September 1929. She was scheduled to make a cruise for thirty days around the Mediterranean leaving Southampton in February 1930 but owing to the slump this was cancelled. A thorough survey was made to estimate the cost and ascertain as to whether it was worth modernising the vessel. Owing to the age of the ship and the proposed costings it was considered not to be an economical proposition and therefore was decided against. She was put up for sale and in January 1930 was purchased by Messrs Wards for the sum of £31 000 to be eventually broken up at Briton Ferry. Thus ended the career of one of the most popular 'A' class ships of the old R M S P Co, having given some 26 years of reliable service which was a good tribute to her company's management and the Belfast builders.

nautical notebook

by Dock Head Correspondent

Firstly a correction to an item in the last Nautical Notebook - the Toyo Maru should have been Toyu Maru 7348.73.

Starting this quarters review of news, first mention must be made of two more passenger liners to be withdrawn from service - the Spanish Lines Begona 10139.45 ex Castel Bianco 57 ex Vassar Victory 45 from the Caribbean route, and from the North Atlantic CGT's France 66345.61 over which a small party of members visited on 14 August.

Some services continue to expand and to cater for increased ferry traffic the BTDB has obtained approval to construct another ro-ro berth at 34-5 berths costing £2 million, and believed to be for Southern-Normandy Ferries services.

At the container berths, disputes on Merseyside meant that vessels even had to be turned away. As well as several irregular ACL visitors, unusual callers included P&O Remuera 42007.73 loading for Australia as was ACF 1 24821.69, whilst discharging from Melbourne was ACF 6 25162.72. In addition to Weser Exporter mentioned last quarter, another chartered vessel operating to Lagos has been the Abidjan 3020.67, recently reported as sold between Liberian registered companies. United Baltic's ro-ro vessel Baltic Valiant 2125.70 made several sailings to Bilbao to supplement the Swedish-Lloyd service, whilst loading a heavy mobile crane was Suderau 1495.52 owned by Bugsier Reed. A G of Hamburg.

At the 109 cable loading berth, the larger callers included Cable Enterprise 4358.64 of Cable & Wireless, the naval vessel St Margarets 2500disp.44, Safmarines reefer S A Tzaneen 6837.64 and the Danish Junior 1599.74 which had previously spent some time at Husbands Yard.

Further down the Western Docks discharging wine was the French Maguelone 1823.63 and visitors at 101 berth included HMS Hampshire and the television 'personality' Charlotte Rhodes from the Onedin Line.

Car exports from the Eastern Docks have declined, but vessels loading included two from East Germany and the West German reefers Brunstor 4639.67 and Pclar Uruguay 5636.68 The last of the HM-2 hovercraft for Rio was loaded aboard Lloyd Estocolmo 8353.72 at 40 berth, whilst at the Town Quay the heavy lift vessel Ank Winsemius 588.58 loaded equipment for the Shetland Isles.

Calling for repairs were the newly renamed Newport 8583.60 ex Aristogeiton 74 ex Gisna 69 now flying the Liberian flag and the Polish Kujawy 11095.68 which put back not long after departing.

At Husbands Yard, the newly converted tank landing craft Aachen (I4062) was renamed Lillian XXV 1017.47 and registered at Bahrain. The Sand Chime 190.-- owned by the Ministry of Agriculture and Fisheries (Scotland) was slipped before moving to Willment's Yard on the Itchen, and Westminster Gravels Wightstone 1313.50 ex Brentford 61 ex Br nt Knoll 61 arrived for lay-up. The former Mersey steam ferry J Farley 464.22 was also ncted on the slipway. She had from 1952 to 1973 served for Admiralty purposes at Portland and she came to Marchwood via Hayle, Cornwall. It is beleived she is to be converted to a restuarant.

Tug visitors have included Tyne Tugs' Ironsider and Northsider 156.67, the latter to collect Arco Scheldt 1583.72 ex Amey 111.73. A Sun tug towed out the bucket dredger Asia, whilst the Norwegian tug Sterkodder 290.57 left with the U.S. Army pontoon B6468 for the Azores.

In brief the British coaster Timber Queen 425.-- ex Spree 74 unloaded timber at Eling before being slipped at Camper & Nicholson's Yard the former Esso Jersey 303.61 which had been renamed Edgwharf has been sold to Suttons International and renamed John S Darbyshire Red Funnel's Carisbrooke Castle 672.59 is being sold to Italian buyers British Rail's ferry Sarnia 989.61 spent several days in port for repairs the sand dredger Baymead 340.44 ex Chartsman 66 ex Empire Boxer 46 has arrived at Bitterne Manor to be scrapped.