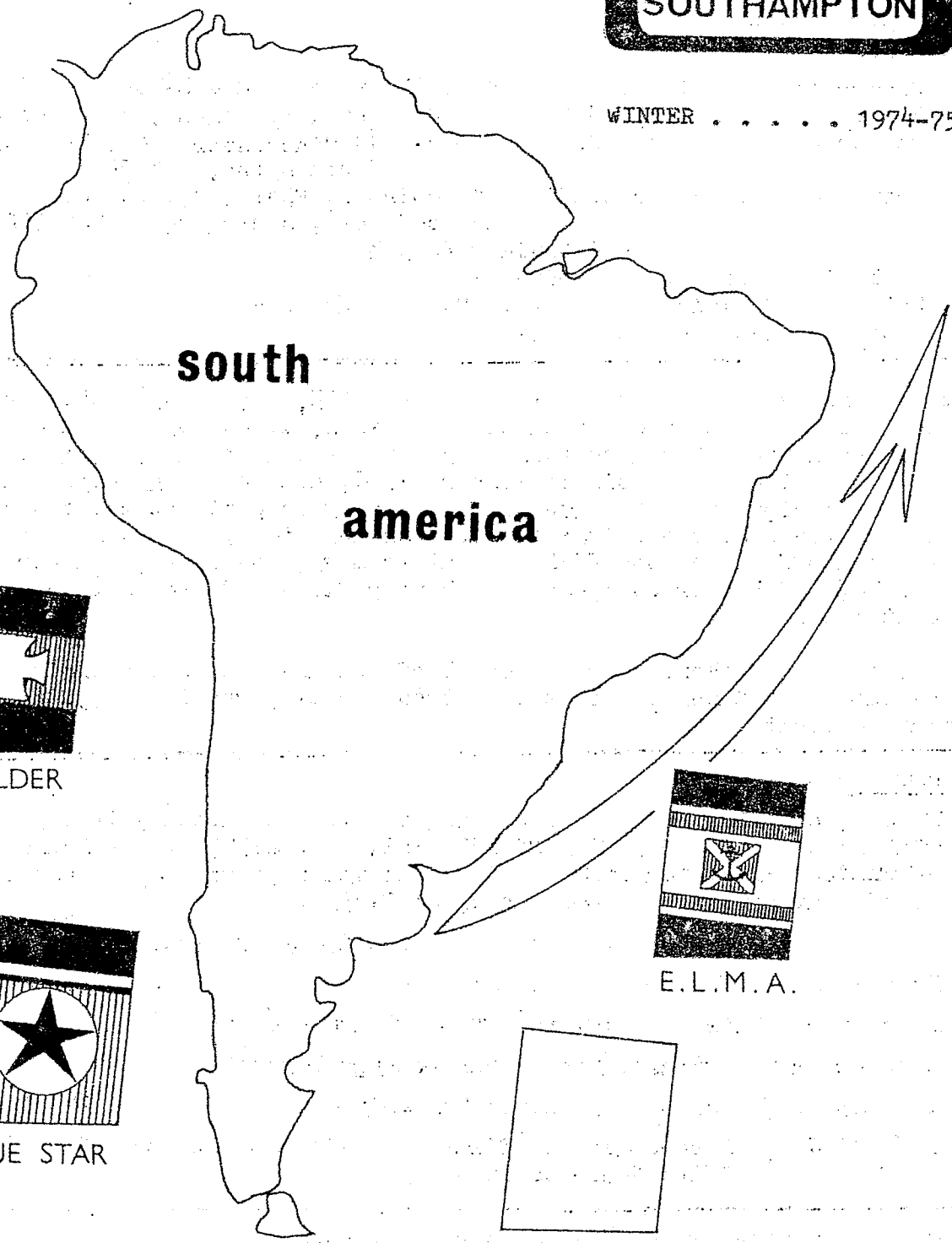
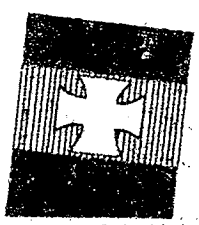


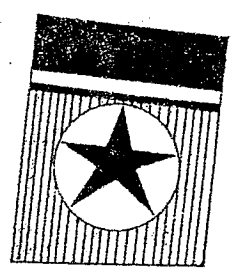
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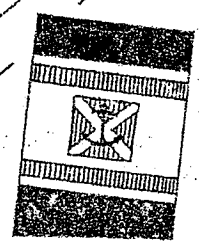
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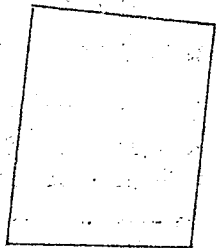
HOULDER



BLUE STAR



E.L.M.A.



ROYAL MAIL

The transfer of the South American cargo service from London to Southampton means we are to see some more unusual vessels in the port.

LONDON'S LOSS - OUR GAIN
by Nigel V Robinson

There are four companies concerned in the move - Blue Star Line, Houlder Bros., and Royal Mail Lines plus the Argentinian company Empresa Lineas Maritimas Argentinas, better known simply as ELMA.

In addition to the ships owned by the above concerns it seems likely that some chartered tonnage will also materialise; indeed two such arrivals will be mentioned later.

The first vessel to call on the service was the DARRO, which came into No 6 Dry-dock for repairs, prior to loading and export cargo in the Western Docks. The DARRO is probably better known under her former name of CARNATIC, as a unit of the Shaw Savill fleet, by whom she is still owned despite her Royal Mail colours and name. She was the last of five similar ships built 1952-57 - the others were CEDRIC (1952), CYMRIC (1953) now DURANGO, CANOPIC (1954) and CRETIC (1955) now DRINA.

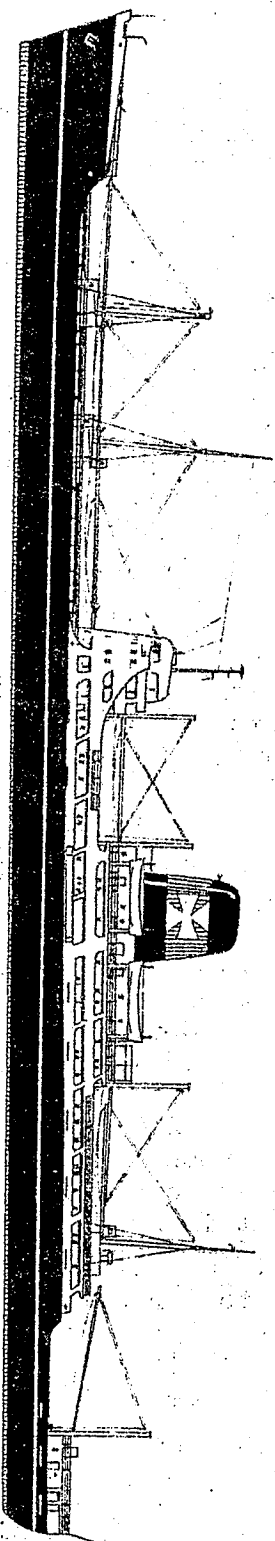
The CARNATIC was completed in January 1957 by Cammell Laird & Co, at Birkenhead. Her tonnages are 11144 gross, 6343 net and 11987 dwt on dimensions of 512 ft length overall (481 ft b.p.) and 69ft 6ins beam; laden draught is 31ft 4 1/2 ins. In common with other Shaw Savill ships she has a good 'reefer' capacity of 395,000 cu.ft. Access to the cargo spaces is via six hatches, numbers 3 and 4 being trunked on the boat and bridge decks respectively. Cargo handling equipment is comprehensive and consists of one derrick of 70 tons S.W.L. at No 2 hatch, plus one of 25 tons, 4 of 12 tons, 3 of 7 tons, 6 of 5 tons and 10 of 3 tons. The DARRO ex Carnatic is propelled by two 6-cylinder Burmeister & Wain oil engines of 14300 bhp, built under licence by Harland and Wolff at Belfast, driving twin screws to give a service speed of 18 1/2 knots.

The second ship in on the service, and in fact the first to arrive direct from South America with cargo, was the steamer HARDWICKE GRANGE of Houlder Bros. She arrived at Southampton early in October and later spent some time in No 5 Dry-dock before loading in the Western Docks.

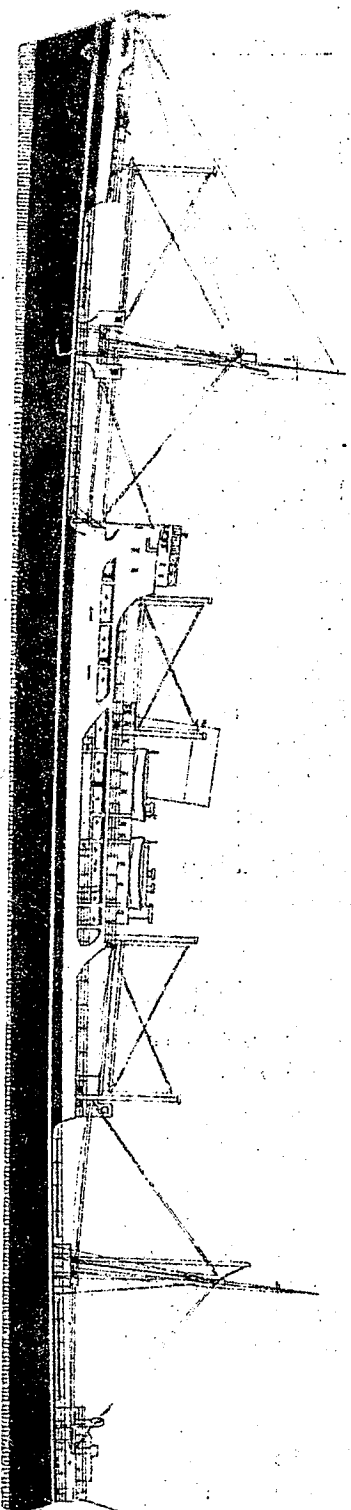
The HARDWICKE GRANGE was completed in March 1961 by Hawthorn Leslie (S.B.) Ltd at Newcastle upon Tyne. Her maximum tonnages are 9234 gross, 5086 net, 10580 dwt on a length overall of 489 ft (461 ft b.p.) and a beam of 65 ft 8 ins. Laden draught is 29 ft 0 1/4 in. Again a ship with a large refrigerated capacity she has 464,670 cu.ft. given over to the carriage of perishables. Six hatches give access to her holds and 20 derricks (4 of 12 1/2 tons and 16 of 4 tons) are provided for cargo handling. Two turbines of 8350 shp by the builders are geared to a single shaft to give a service speed of 16 knots. The HARDWICKE GRANGE has accommodation for 12 passengers.

One of the most distinctive cargo liners afloat the tall domed funnel atop the massive split superstructure, the short fo'c'sle, the very long bridge deck and the low cutaway stern make her unmistakable. She has, of course, a very similar profile to her ill-fated sister, the ROYSTON GRANGE. Note that the white line low on the topsides - as shown in the drawing - has been removed in recent years.

Following the DARRO and HARDWICKE GRANGE came the first representative of the ELMA fleet - the RIO LIMAY. This is a new vessel only completed early this year at the Astarsa yard in Buenos Aires where she was launched on 3 June 1972. She is one of a large class of 10400 gross ton 'reefer' ships being built for ELMA Lines - over a dozen ships in all. Most have been or are being built at Buenos Aires but Spanish yards have also featured in the work, namely E N Bazan at Ferrol and Cadiz and U N de Levante at Valencia.



Houlder Bros., HARDWICKE GRANGE



Royal Mail Line's DARRO, formerly the Shaw Savill liner CANNATTIC

Next to call was the ULSTER STAR of the Blue Star Line, making her first visit to Southampton. She was built in 1959 by Harland and Wolff at Belfast - her name is something of a tribute to her birthplace, for she is also registered at Belfast, other Blue Star ships generally being on the London register. She has a gross tonnage of 9695 on a length of 519 ft and a beam of 70 ft. She is a single screw motorship and has a service speed of 17 knots.

Another of the Shaw Savill renamings came in in early November. This was the DURANGO ex Cymric 73, a 10916 gross ton motorship, and a further member of the class mentioned earlier. She was followed by yet another of the class, namely the DRINA ex Cretic 73, which discharged at Newhaven and then moved on to Tilbury for repairs prior to arriving at Southampton to load.

As regards chartered tonnage, there have been two such vessels so far recorded in the shipping lists:- the Liberian flag RYTHME of 1957, a 10316 gross ton steamer owned by the Globe Shipping Co. S.A., of Panama, and, due to arrive to load on December 6, the KARPATHOS another Liberian registered vessel. This latter ship was until 1971 well known as a Hamburg-South America liner owned by Rudolf A Oetker and named CAP FRIO. She was built in 1955 by Lubecker Flender-Werke and has a gross tonnage of 5879 on a length and beam of 498 ft 8 ins and 61 ft 7 ins respectively. A single screw motorship she is propelled by an 8-cylinder M.A.N. diesel giving a service speed of 17 knots. Both the RYTHME and KARPATHOS are on charter to ELMA Lines.

Other vessels known to be heading for Southampton at the time of writing are BRASILIA STAR (1957. 9920g) ex Queensland Star 72, a twin screw motorship - she is due early December - and the DARRO on her second visit, due 10 December. Both these and the KARPATHOS mentioned above should have arrived in port by the time this is read. In addition there is scheduled to sail from Southampton on 10 January, the second ELMA-owned visitor, this being the 1973 built motorship RIO TEUCO of 9059 gross tons, which is another of the ELMA newbuildings - she was launched at Buenos Aires on 21 December 1971.

In conclusion it is difficult to forecast what ships we will see on the new service in the future. However present indications are that some of the vessels become regulars - most likely ships such as the HARDWICKE GRANGE, DARRO and her sisters, plus some Blue Star regulars. It also looks as though chartered tonnage could well appear from time to time and in this respect we can probably look forward to some further surprises from ELMA Lines.

* * * * *

A LOCAL COMPANY BUYS A NEW TANKER:

This "Stop Press" news concerns the Southern Tanker and Bunkering Co., who you may remember we featured in a fleet list in 'Black Jack' No 11, Summer 1974 issue, page 11. The vessel concerned is the Liberian flag THORBJORN, of the Gatorbjorn Shipping Corp., of Monrovia and formerly of de Vries & Co, of Hamburg. She is single screw motor tanker of 518 gross tons, 333 net and 1000 deadweight and was built in 1964. She has just arrived at Husband's yard at Marchwood and she is to be renamed BRUCESTAN.

* * * * *

FOR THE FUTURE we have lined up for forthcoming issues of 'Black Jack',further items of Naval interest following on from the start made in the supplement at the back of this issue.....the history of the Red Funnel tug fleet.....more on the Aggregates.....a brief history of the Shaw Savill Line.....plus what YOU our readers may contribute - if you have any ideas for articles please put them into writing and submit them to YOUR editors - the more articles we have then the more variety we can put into your magazine!!

* * * * *

SOUTHAMPTON SHIPPING SCENE

..... two hundred years ago

By R.M.B.H.HACKMAN

A further look into the port movements of two centuries ago a time when Captain Cook was exploring the Pacific.

Week ending Saturday 6 May 1774

arrivals

NEW WALL TRADER	(Capt Hide)	fm Chichester
ADVENTURE	(Clark)	Plymouth
AURORA	(Watson)	Rotterdam
CORBET	(Kerby)	Jersey
DUKE	(Masters)	Poole
ELIZABETH	(Baker)	Poole
ENDEAVOUR	(Moore)	Rye
EXPEDITION PACKET	(Chevalier)	Jersey
FANNY	(Journeau)	Jersey
FRIENDSHIP	(Hedger)	Dartmouth
JERSEY PACKET	(Guillet)	Jersey
JOHN AND ELIZABETH	(Corney)	Dartmouth
MARY AND ALICE	(Kerby)	Newcastle
PRINCE EDWARD	(Francis)	London
PROSPEROUS	(Lowe)	Poole
PROSPEROUS	(Pearson)	Padstow
THOMAS AND CATHERINE	(Bound)	Poole
WILLIAM AND ANN	(Blackwell)	Cork
WILLIAM AND MARY	(Harrison)	Dartmouth

departures

ANN AND SUSANNAH	(Adey)	for Poole
BETSY	(Morris)	Fowey
FANCY	(Living)	Weymouth
HOLLAM	(Foster)	Cork
MARY (yacht)	(Picot)	Jersey
NELLY'S INCREASE	(Marshall)	Sunderland
OWNER'S GOOD HOPE	(Ash)	Cork
PROVIDENCE	(Yearl)	Sunderland
SUSANNAH	(Falaise)	Alderney
WILLING MIND	(Judaers)	Plymouth

Two ships which show the vagaries of ship naming in the 18th century are the 20 ton sloop OWNER'S GOOD HOPE (Captain John Ash) built at Topsham, Devon in 1772 and the NELLY'S INCREASE (Captain Marshall). The latter, clearly a Sunderland collier would probably be named as a consort or successor to a profit-making vessel called NELLY, whose trading proceeds would have made the acquisition possible.

Also worthy of note was the local vessel HOLLAM, a 60 ton sloop locally completed about 17th December 1764 - when sailed for Whitehaven on maiden voyage - owned by Foster Bros. and commanded by Capt. Robert Foster. Named after Hollam House, Titchfield she was subsequently taken by the American privateer RISING STATES - formally the British troop transport ANNABELLA - only 3 days out of her home port on 12th April 1777 when inward bound with wine and fruit from Oporto. She arrived at L'Orient on 17th April where she was sold, and so passed from Southampton ownership. Samuel Guillet, master of the JERSEY PACKET - 40 tons, built Southampton 1768 - was a typical Channel Islander, always on the lookout for a quick profit, and not above doing a little smuggling to relieve the monotony of normal trading. On 12th May 1773, his ship was seized by the Deputy Controller of Customs at Southampton, and some of her cargo confiscated. Whether she is the Brigantine advertised as for sale by the Customs on following 4th June, together with her cargo, is not clear, but if so, it seems that she was bought back by her Captain for she continued in trade for several years.

Advertisement in "Hampshire Chronicle" for 15th May 1773;

"On Friday the 4th of June 1773 at three o'clock in the afternoon will be exposed to publick sale at the Custom-House in Southampton

Tea - 489 pounds

Brandy	1255 and 1-half	} gallons
Rum	1249	
Geneva (Rum)	312	
Compounds	7 and 3-fourths	
French white wine	73	

China Ware, 18 cups with saucers

Clear lawn, (not French), 18 yards

Also a Brigantine burthen 80 tons with all her tackle, apparel, furniture and boat. Which have been seized and condemned, and may be viewed at any time at Southampton Quay, and in His Majesty's warehouse, at that Port (in the proper hours) two days before the sale".

Week ending Sunday 14 May 1774

arrivals			departures		
AMITY'S INDUSTRY	(Capt Bernard)	Sunderl'd	CALCUTT	(Capt Cooper)	for Plymouth
CATHERINE	(Bcund)	Poole	CERES	(yacht) (Judaers)	Guernsey
COMMERCE	(Naters)	Newcastle	CORBETT	(Kirby)	Jersey
DUKE	(Masters)	Poole	EXPEDITION PACKET	(Chevalier)	Jersey
DUKE OF CORNWALL	(Williams)	Rotterdam	GOOD INTENT	(Covey)	London
DARTMOUTH	(Philp)	Dartmouth	JUPITER	(Walker)	Sunderland
KINGSTON	(Sheppard)	Oporto	NEW RECOVERY	(Tristram)	Newcastle
LYMINGTON	(Footner)	London	PICKTON CASTLE	(Row)	Tenby
SPEEDWELL	(Mansbridge)	London	RACE HORSE	(Harris)	Carmarthen
			RICHARD AND MARY	(Clarke)	Plymouth
			SUCCESS	(Longbottom)	Sunderland
			WILLIAM AND ANN	(Blackwill)	N'th Yarm'th
			WILLIAM AND MARY	(Harrison)	Dartmouth
			FRIEND'S ENDEAVOUR	(Allen)	London

In addition to the DARTMOUTH, a regular and frequent visitor from the port of that name, two interesting departures are of those to South Wales. PICKTON CASTLE - a sloop of 70 tons - was built in Wales in 1768 and was on the Ireland-Wales-South Coast-London trade. The RACE HORSE - a similar sized sloop - was built in Wales as far back as 1741, being entirely rebuilt in 1767, owned by John Philips and usually trading on the Dublin-London route.

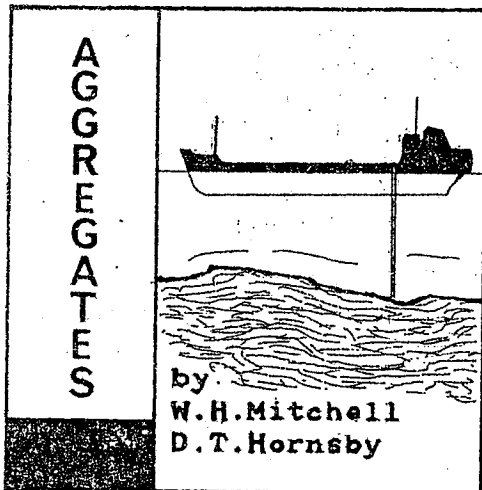
The KINGSTON - a brig of 120 tons - was one of the biggest of the locally built and owned ships, trading regularly on the fruit and wine run from the Iberian Peninsula. Built at Southampton in 1765 and lengthened in 1767, she was owned by the well-known London merchants Calvert & Co and commanded by Captain Richard Sheppard - a well-known Southampton shipmaster - and had taken a 'tedious' 26 day passage from Oporto, having spoken with one of her consorts, FRIEND'S GOODWILL (Capt Watson) on 24 April off Oporto.

Week ending Sunday 21 May 1774

arrivals			departures		
CHOLLERFORD	(Capt Thomlinson)	Newcastle	CALCUTT	(Capt Cooper)	for Plymouth
DUKE	(Miller)	Poole	ISABELLA	(Pearson)	Newcastle
DUKE	(Masters)	Poole	JERSEY PACKET	(Guillet)	Jersey
FAIR OAK	(Case)	Plymouth	MARY AND ALICE	(Kirkly)	Jersey
FANCY	(Living)	Plymouth	REDBRIDGE	(Annell)	Poole
FRIEND'S GOODWILL	(Badcock)	London	SEAFLOWER	(Atkinson)	Sunderland
GEORGE	(Davis)	Carmarthen	THOMAS AND CATHERINE	(Bound)	Poole
INDUSTRY	(Brooks)	Liverpool			
LARK	(Davis)	Plymouth			
LIBERTY	(Beeble)	Padstow			
MARY	(Burrell)	Sunderland			
OAK	(Disbrough)	Newcastle			
PEACOCK	(Davidson)	Christiania, Oslo			
THOMAS AND ANN	(Luke)	London			
THOMAS AND MARY	(Beech)	Newcastle			
WHATCOMBE	(Foster)	Lisbon			

The 40 ton sloop LIBERTY (Captain John Bebell) was built at Emsworth in 1765, being owned by William Parsons, and had arrived from Padstow on the 16th having spoken with the PROVIDENCE (Captain Duke) which was 14 days out from Lisbon with fruit. Another interesting vessel was the WHATCOMBE (Captain Thomas Foster), a 90ton brig owned by Foster Bros, and built at Newburyport, Massachusetts in 1765 as the CHARLOTTE. Her captain was the brother of the commander of the HOLLAM, and like her, she traded in the Iberian fruit and wine trade.

In April 1774, the sloop WILLIAM (Captain George King) was sold by private contract. She was of 50 tons, and had been built by Philemon Ewer - the well-known Bursledon shipbuilder - in 1772, having been completed about October that year.

PART TWOA.R.C. MARINE LTD. (Part of the Gold Fields Group)

With its origins in the early 1950's through Seaborne Aggregates Ltd of Marchwood, E.Cole & Sons Ltd of Cowes and P.E.Penfold Ltd of Bognor Regis the Company has expanded greatly to now become part of the London based Gold Fields Group, whose international interests are wide ranging particularly in the field of mining and finance.

Locally, the Company is associated with the name of Amey, a group of companies employed in the building trade, including builders merchants and pre-mixed concrete, and previously with the name of Penfolds whose name gives rise to the 'Pen' prefix formally carried by many vessels.

At the present time, dredging is effected on the Solent and Owers Banks, Pot Bank (off Needles Buoy), Prince Consort (off Southsea) and on the East Coast in the River Stour. Discharge takes place at the companies wharves at Littlehampton, Shoreham, Newhaven and Cowes, also at a Dover quay and from the East Coast grounds at Calais, Dunkirk, Flushing, Whitstable and occasionally in the Thames estuary. At Southampton, screening and washing plants are located on the River Itchen at the companies Drivers Wharf immediately downstream from Northam Bridge (Premix Concrete) and at Victoria Wharf just upstream from the Floating Bridges on the western bank, whilst a large new screening/washing plant is shortly to be commissioned at Burnley Wharf, immediately upstream from Victoria Wharf.

FLEET LISTSEABORNE AGGREGATES CO. LTD., Cracknore Hard, Marchwood.

SEABORNE ALPHA 144'(bp) x 24'; 410 gross ? dwt; 0 2cyl engines completed 4/1912 by J.P.Reynoldson & Sons, South Shields as HARTFORD for W.A.Wilson of Liverpool; 2/1939 purchased by F.Bowles & Sons, Cardiff and fitted for pumping/carrying sand; 1950 acquired and renamed; 1964 laid-up at Northam; 1966 sold to Metcalf Marine Salvage Co., and scrapped at Northam.

E. COLE & SONS (COWES) LTD., Cowes, Isle of Wight.

FRIARGATE 117'(bp) x 23'; 246 gross ? dwt; oil engine 8½ knots; completed 3/1935 by Goole SB & Rep. Co. as RIVER TRENT for R.H. Hunt; 1954 sold to Hull Gates Shg Co (Craggs & Jenkins Ltd) and renamed; 10/2/1955 aground during snowstorm at Flamborough Head, refloated following day; 1955 acquired, repaired and converted; 8/9/1956 collided with anchor cable of Bull Sand L.V. in River Humber (Hull for Newcastle); 2/8/1974 sold to Bowen and Caine, Southampton q.v.

ALLIARD 147'(oa) x 25'; 349 gross 438 dwt; oil engine, 8 knots; completed 1/1938 by E.J.Smit & Zoon8s Scheeps-, Westerbroek as WEST COASTER for British Isles Coasters Ltd; 1950 to General Steam Nav Co renamed MALLARD; 1964 acquired, renamed and subsequently converted to sand dredger; 9/1974 sold to Kendall Bros Ltd, Portsmouth for service in Langstone Harbour area;

EKO 100'(bp) x 22'; 181 gross ? dwt; 2x6cyl Parsons- twin screw, 7kts; completed about 1943 by J.S. Watson of Gainsborough as a Humber lighter; c.1963/4 acquired and converted to sand dredger; 31/12/1970 ownership transferred to Amey Group (reg 307419 at Cowes);

Continued with P.E.Penfold Ltd.....

P.E.PENFOLD LTD., Bognor Regis, Sussex.

RON WOOLAWAY 165'(oa) x 32'; 478 gross ? dwt; oil engine, 10 knots; completed 10/1958 by Kramer & Booy, Spaarndam for Wexford SS Co Ltd, but never accepted; launched as SELSKAR; 1960 acquired by W.Woolaway & Sons, Barnstaple and converted to sand dredger and renamed; 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 and fitting side tanks, increasing beam by 6'; 1962 acquired by Ready Mixed Concrete Co (Mgns P.E.Penfold); 9/1965 sold to Sussex Ready Mixed Concrete Co Ltd (Mgns South Cst Shg Ltd); 1970 to managers and renamed SAND FINCH q.v.

PEN ARUN 149'(oa) x 22'; 313 gross, 350 dwt; oil engine, 8 knots; completed 1943 by R.Dunston Ltd., Thorne as EMPIRE TOWNSMAN (Severn collier type); 1947 renamed ROSELYNE (W.D.Tamlyn, Plymouth); 1953 became LANTYAN (Dale Sand & Gravel Co) and converted to sand dredger; 1964 acquired and renamed; 8/1972 sold to C.A.Brindle as Dulcinea Marine Ltd, Cowes with back charter, subsequently renamed SIR CEDRIC and registered at Guernsey (c.2/1974);

PEN ADUR 149'(oa) x 22'; 313 gross, 350 dwt; oil engine, 8 knots; completed 4/1943 by J.Harker Ltd., Knottingley as EMPIRE REAPER (Severn collier type); 1947 renamed BROWNING; 1949 renamed MORETON CORBET (Kerton Shg Co, Hull); 1953 renamed LERRYIN (Dale Sand & Gravel Co) and converted to sand dredger; 1964 acquired and renamed; 6/1969 sold to South Cst Shg Ltd and renamed SAND WREN q.v.; 29/12/1972 to Bowen & Cains, Southampton subsequently renamed MARGARET SMITH q.v.;

PEN DART 174'(oa) x 30'; 499 gross, 800 dwt; diesel-electric drive; completed 8/1957 by P.K.Harris & Son Ltd, Appledore as SAND DART for South Cst Shg Ltd q.v.; 10/3/1962 went aground at St Albans Head, Swanage, damaged by fire, refloated and towed to Portland, then Newhaven; 1963 acquired, towed to Appledore for repair and renamed; 1973 renamed ARCO DART in accordance with new naming policy;

PEN ITCHEN 145'(oa) x 25'; 399 gross, ? dwt; oil engine, knots; completed 11/1947 by Rowhedge Ironworks Co Ltd as BEN HEBDEN, coastal tanker for Shell-Mex & B.P. Ltd; 1964 renamed BRENTFORD (G.H.Martin, London); 1965 acquired, converted and renamed; 1968 sold to Fleetwood Sand & Gravel Co Ltd.;

PEN AVON 200'(oa) x 34'; 787 gross, 1250 dwt; oil engine, knots; completed 1966 by Appledore SB Ltd as sand suction dredger; 1974 renamed by the Company ARCO AVON;

PEN TAW 156'(oa) x 29'; 349 gross, 500 dwt; oil engine, 10 knots; completed 2/1968 by Goole SB & Rep Co Ltd as sand suction dredger; 1974 renamed ARCO TAW;

WM WOOLAWAY 156'(oa) x 29'; 355 gross, ... dwt; oil engine, 10 knots; completed 3/1964 by Goole SB & DD Co Ltd for W.Woolaway & Sons, Barnstaple; 1968 transferred to Company; 1973 renamed ARCO TAMAR;

PEN YAR 180'(oa) x 37'; 671 gross, 991 dwt; oil engine, 9 knots; completed 3/1955 by Ferguson Bros, Ft Glasgow as hopper barge LAGA II for British Transport Commission; 1968 to Founds S/owners & S/breakers Ltd, Portsmouth; 1969 to Seaborne Aggregates Ltd, converted and renamed; 4/5/1972 involved in slight collision with E.German DORNBUSCH (58/1137g); 1973 renamed ARCO YAR;

In 1964, the three companies became wholly owned subsidiaries of the AMEY GROUP, Penfolds becoming managers of the majority of the vessels subsequently acquired. However, each of the original companies remained owners of certain vessels until 1969, when the fleet was fully merged under the name of AMEY MARINE LIMITED.

PEN STOUR 264'(oa) x 47'; 1582 gross, 2882 dwt; oil engine, 13 knots; completed 6/1970 by Appledore SB Ltd.; 8/1974 sold to Francis Concrete Ltd (Francis Parker Ltd) and renamed CHICHESTER GEM;

AMEY I 174'(oa) x 33'; 489 gross, 800 dwt; oil engine, 10½ knots; completed 7/1971 by Appledore SB Ltd.; 1972 lengthened to 209'(oa) increasing tonnages to 594 gross, dwt; 1974 renamed ARCO TRENT;

AMEY II 174'(oa) x 33'; 489 gross, 800 dwt; oil engine, 10½ knots; completed 8/1971 by Appledore SB Ltd.; 1973 renamed ARCO TEST;

In 1972, the owning company was renamed AMEY ROADSTONE CORPORATION MARINE LTD.

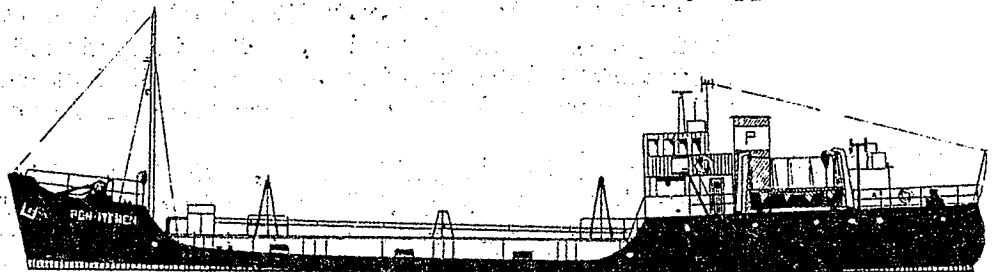
AMEY III 264'(oa) x 47'; 1583 gross, dwt; oil engine, 12½ knots; completed 7/1972 by Appledore SB Ltd; 1973 renamed ARCO SCHELDT; 17/8/1974 towed out of Southampton for Newcastle by m.t. Northsider having lost rudder;

On 1/1/1973 the company was renamed A.R.C. MARINE LTD.

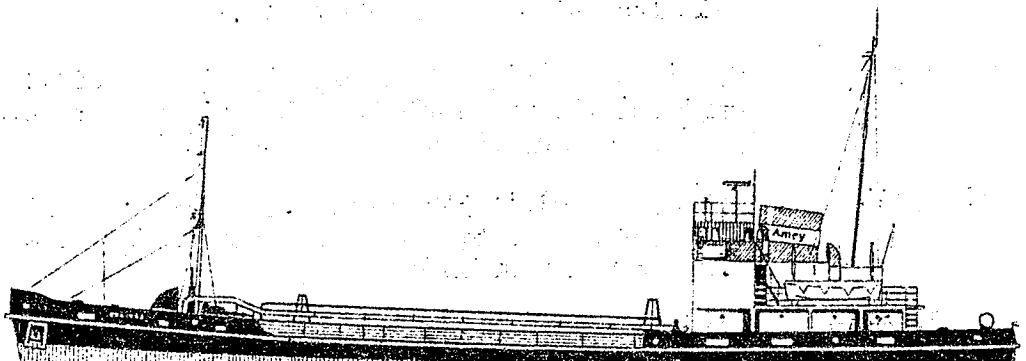
ARCO SEVERN 267'(oa) x 46'; 1599 gross, 2762 dwt; oil engine, 12 knots; completed 2/1974 by Appledore SB Ltd for Consolidated Goldfields Ltd, for charter to the Company who will act as managers;

ARCO THAMES 314'(oa) x 51'; 2645 gross, 4288 dwt; oil engine, 13 knots; completed 5/1974 by Appledore SB Ltd for Consolidated Goldfields Ltd.

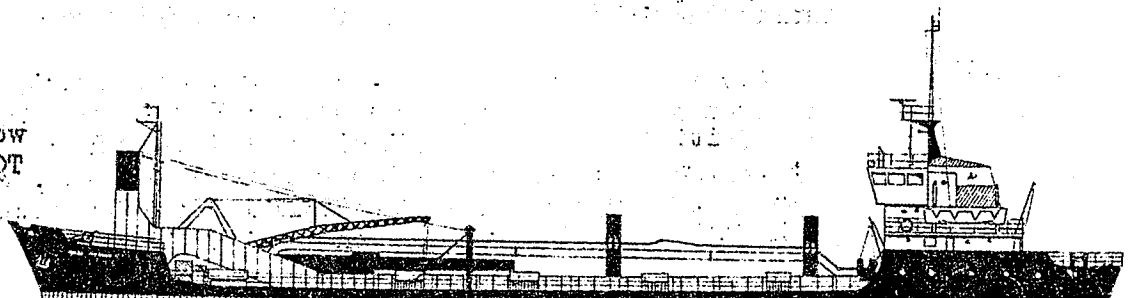
ARCO TYNE 314'(oa) x 51'; 2645 gross, 4288 dwt; oil engine, 13 knots; newbuilding for completion about Jan/Feb 1975 by Appledore SB Ltd.



PEN ITCHEN



**PEN YAR now
ARCO YAR**



**AMEY III now
ARCO SCHELDT**

nautical notebook

by Dock Head Correspondent

One of the highlights of the quarter was the 'American Weekend', when the 33-knot container vessel SEA-LAND MARKET (73/41127) arrived fully laden in 7 drydock for repairs to a shaft (U.S. - Rotterdam) and the replenishment vessel HMCS PROTECTEUR (69/22100) was at 101 berth. Simultaneously, the Ocean Dock housed the USN vessels FLYER (45/8327) ex American Flyer-65, Water Witch-47 and KINGSPORT (44/6792) ex Kingsport Victory-62, the cable-ship AEOLUS (45/6064) ex Turandot, the 'Harrier' carrying carrier GUAM (65/18300fld) and the assault dock ship PONCE (71/16900fld).

The AEOLUS made two other visits, one with the FLYER and the cable-ship USNS NEPTUNE (45/4241) ex William H.G. Bullard, and the other to transfer cable with the commercial LONG LINES (63/11326). Other 'rest and recreation' calls were made by the French carrier FOCH (63/32780 fld) and the Royal Navy frigates BERWICK and DIDO, the latter for the duration of the Boat Show.

Another exceptional visitor was the bulk-carrier GOIAR SANKO (66/46011) ex Sigfuji-69 which at 128 $\frac{1}{2}$ ' just squeezed into the 135' KGV drydock. Other vessels calling for repairs included Bowker and King's coastal tanker BLACKFRIARS (55/424) ex Mobilfuel-70 (Antwerp-Heysham), the Yugoslav GUNDULIC (69/9907) (Hamburg-Japan), at the Town Quay the Danish MERCANTON (66/300) for engine repairs (Cherbourg-Benghazi), the similar size and flag SUSANNE DANIA towed into Husbands from Poole, and the British coaster EBENEZER DUNCAN (64/250) ex Michaela E-74, Franz Held-70 with engine failure off the Owers light, and subsequently towed into Plymouth following a later complete failure (Sunderland-Cork with scrap).

Having reloaded following a visit to 102/3 berth, the O.Dorey (1972) Ltd coaster PERELLE (63/1985) ex Kinnaird Head-72 soon reappeared having been towed from Biscaï by the St. Nazaire tug DUGUAY TROULIN (65/348), due to main engine crankshaft failure (Bayonne-Belfast). Another vessel owned by the Company PORTELET (61/1042) also arrived with grain from Bayonne, as did the Danish ELISABETH BOYE (57/500) ex Sandor-71, Elisabeth Boye-66 and Stephenson Clark's ANGMERING (65/1600) ex Rattray Head-73; other grain coasters included the Dutch ARROW (66/500), and Everard's GILLIAN EVERARD (63/1598) both from Rotterdam, the West Germans LOTHAR (51/776) ex Helmo Reckmann-65 and HARNIS (53/783) from Bordeaux and Preston respectively, from Antwerp the Danish THEA DANIELSEN (71/1592), from Amsterdam the German owned/Singapore flag DIORIT (71/1399) and DIABAS (70/1399) and the British coasters MARCHON VENTURER (62/1599) and FRENDO GRACE (74/1599) from Amsterdam, and from Tilbury the BRETWALDA (71/1587) owned by Hall Bros..

Further along the Western Docks, the French wine tankers MAGUELONE (63/1832) and PIC SAINT LOUP (74/1599) discharged as did the Panamanian canary-hulled CAP F. GAIGNEROT (74/1599).

At the Container Berths, labour difficulties first elsewhere, and then at the Port caused ACL vessels to be diverted in, whilst later DART and TRIO vessels were diverted away, although on the latter service the MELBOURNE EXPRESS (70/25558) did make a one-way voyage. Under the 1975/6 and 76/7 Japanese shipbuilding programmes, NYK and MOL are each to build 3 large container vessels, and Mitsui have already announced that one will operate to Europe, whilst 3 others from the companies will operate either to Europe or to New York. On the AFCL service to W. Africa, the WESER EXPORTER has been supplemented by the West German HASSELBURG (74/9050) which loaded a record 310 20' units.

The Town Quay has entertained several interesting vessels during the quarter including the vintage Danish MOM (27/199) and Swedish ALVO (16/181) each with many

former names, and which loaded vehicles for their delivery voyage to Georgetown, Guyana where they are to be used in the timber trade. A complete contract was the newly completed supply vessel WIMPEY SEAWOLF (74/900) on charter to Shell. Timber imports to the Quay included the Russian BALTISKIY 54 (66/1865) and KINGISEPP (69/2873), the Antilles-flag CANDIDE (62/499) and the return of the W.German GAZELLE (71/499), whilst the Liberian tanker THORLEIF (64/516) discharged Butancl.

In the Eastern Docks, the regular banana trade brought in the W.German POLAR PARAGUAY (68/5637), together with the Norwegian VIKFREEZER (68/4211) ex Thorstind-73 from Abidjan, the Fyffes MAGDALENA (73/6513) from Ecuador and their chartered BRUNSWICK (69/4,49). In addition to the regular United Fruit Group callers, the Italian MARE SOMALO (63/5170) arrived from Abidjan, as did several French vessels including BAMEUDA (64/5827) ex Rio Negro Valley-70, BELOUGA (69/8553) and ESPADON (62/4700), whilst at the adjoining berth the Belgian POMONA (69/5824) loaded for Jamaica.

Elsewhere in the Eastern Docks, the Dutch coaster SEVEN SEAS (69/1259) discharged heavy lifts from Genoa at 40 berth, whilst at 34¹/₅ berth BRUNSTOR (66/4639) and BRISTOL CLIPPER (73/6680) loaded cars for Port Mantia and Jacksonville respectively before demolition of the dockside sheds commenced for the postponed ro-ro berth.

Tugs calling have included Alexandra Towing's VICTORIA and CROSBY (72/272) and MUMBLES (69/291), London Tugs MOORCOCK (59/273) and from Portsmouth, Pomils FLYING WIZARD (60/116). In addition to the SMARDALE H, South Ocean Services from Pompey have acquired another former Harker river tanker for local sludge operations, the KINGSDALE H (58/276) and the former J.P.Knight tug KOKODA (54/77) ex Silverclad-71, Esso Reading-66, whilst their other general purpose tug KENDIKEN (54/200) ex Wallasey-73 may also be seen locally.

The quarter saw the laying-up for the winter of the car ferry EAGLE (71/11609); the departure to Italy of the CITA DI META (59/673) ex Carisbrooke Castle-74 and to the East Coast of VIKING II (64/3661) to operate the new T-T service from Felixstowe to Zeebrugge. One completely unexpected caller was the British Rail chartered car-ferry SVEA DROTT (66/4015) from Guernsey, which was unable to berth at Weymouth due to bad weather. Whilst mentioning passenger carrying ships, the AUREOL (51/14083) left for Pireaus following her final arrival from West Africa, but her new owners are not yet known; the FRANCE (61/66348) may have called for the last time, certainly under CGT colours, whilst on the other side of the world the HIMALAYA (49/28047) has gone to Far Eastern breakers, her fate sealed by the purchase by P & O of two modern purpose built cruise liners. Yet another liner destined not to be seen again in the Port is Spanish Line's BEGONA (45/10139) ex Castel Bianco-57, Castelbianco-52, Vassar Victory-47 which made her final sailing to the West Indies only to breakdown before Tenereife, and to be finally towed into Bridgetown.

Of general interest....the NIEUW HOLLAND (58/13568) ex Randfontein-71 has been sold to Chinese operators.....Shaw Savill's LANGSTONE (58/3441) ex Saracen-71 has been sold to Panamanian buyers following a serious explosion and fire at Rouen.....

Around the Wharfs, interesting callers have included the Cypriot HILARY (61/296) ex An Figaro-74, Rhino-65 at Eling as was the Danish LONE BRES (62/499); at Vancouver the Singapore registered SANTA MARIA L (65/500) ex Santa Maria-73; and at Dibles the same flag BASALT (70/1399) and the British-flag CASTLE GLORY (52/2247) ex Marta-74(Cy), Cap Vert-71, Djiring-69, Barran Quilla-52.

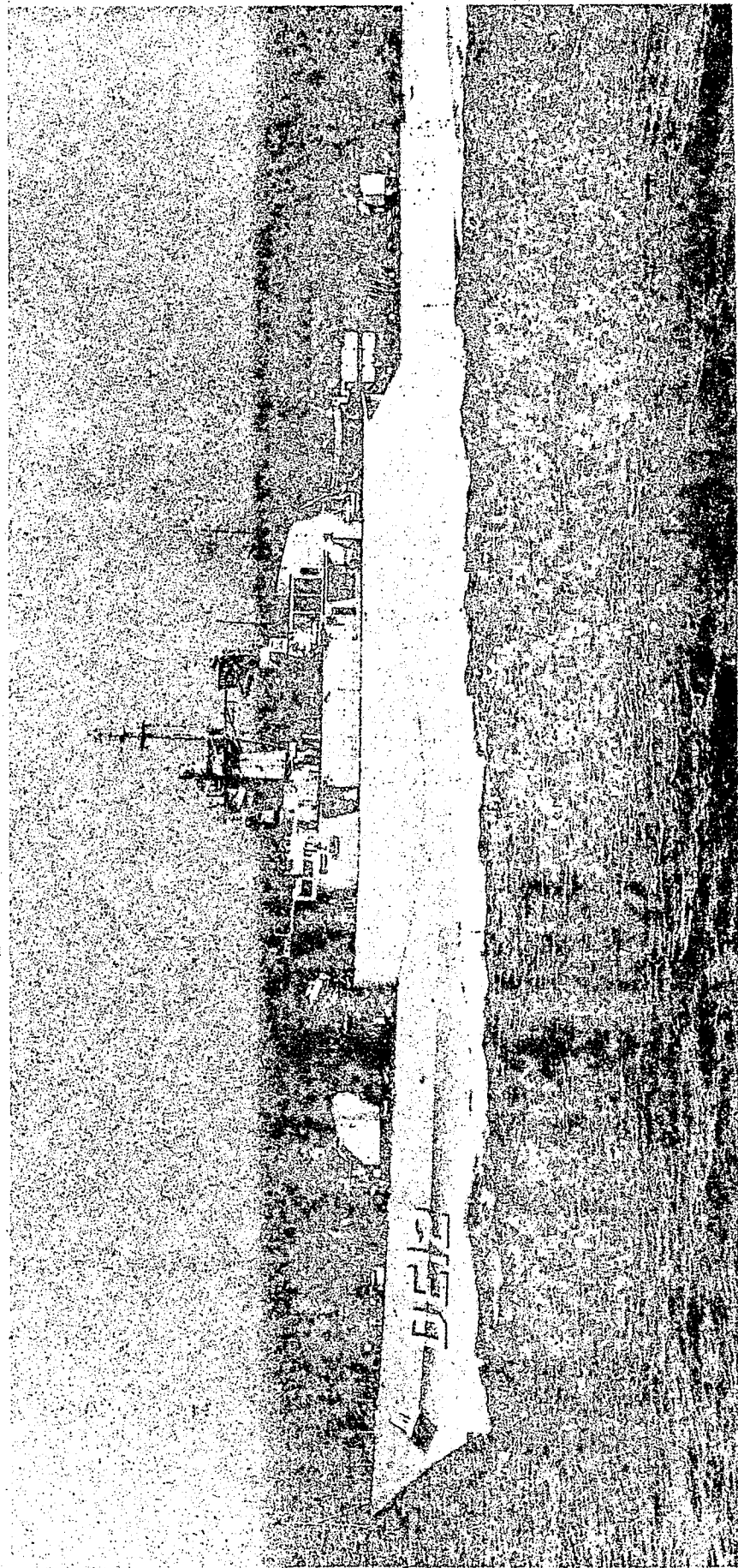
In the Solent, repairs were carried out to the tankers CONOCO BRITANNIA (72/115851 dwt) and SCULLI (55-66/25739), the latter being a 1973 composite of parts with many former names. Other callers included the Panamanian heavy equipment ship DOCKLIFT 1 (72/2594) and Bank Line's SPEYBANK (62/8631), whilst loading military stores were the Iranian ARYA GAM (70/12015), ARYA NAZ (70/12057) and ARYA KISH (74/8100) the latter on her maiden voyage.

At the Petroleum Jetties, market difficulties mean that fewer chartered vessels are to be seen, especially as BP now have 16 'River' product tankers in service, and ESSO 37 VLCC's of their own. However, discharge of refined products at SMJ has involved the Dutch AMELAND (56/18234 dwt), the Greek-flag ANTZOULETTA (57/20657 dwt), and the Italian FIDUCIA (53/18000 dwt) ex Vestri-67, Marianne-60; Chartered VLCC's at Esso have included the German MINERVA (74/233068 dwt), the Norwegian NORSE KING (70/228100 dwt), FABIAN (72/285700 dwt) and BERGE DUKE (73/279518 dwt), the Danish ROSA MAERSK (72/284600 dwt) and ROMO MAERSK (73/286000 dwt) and several others.

Black Jack

Naval Supplement

DECEMBER 1974



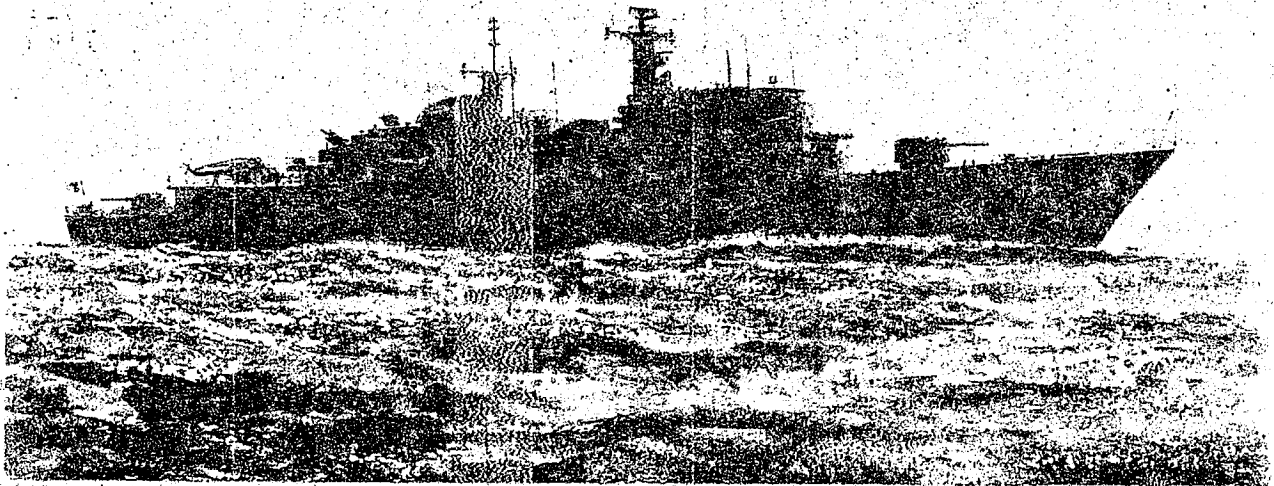
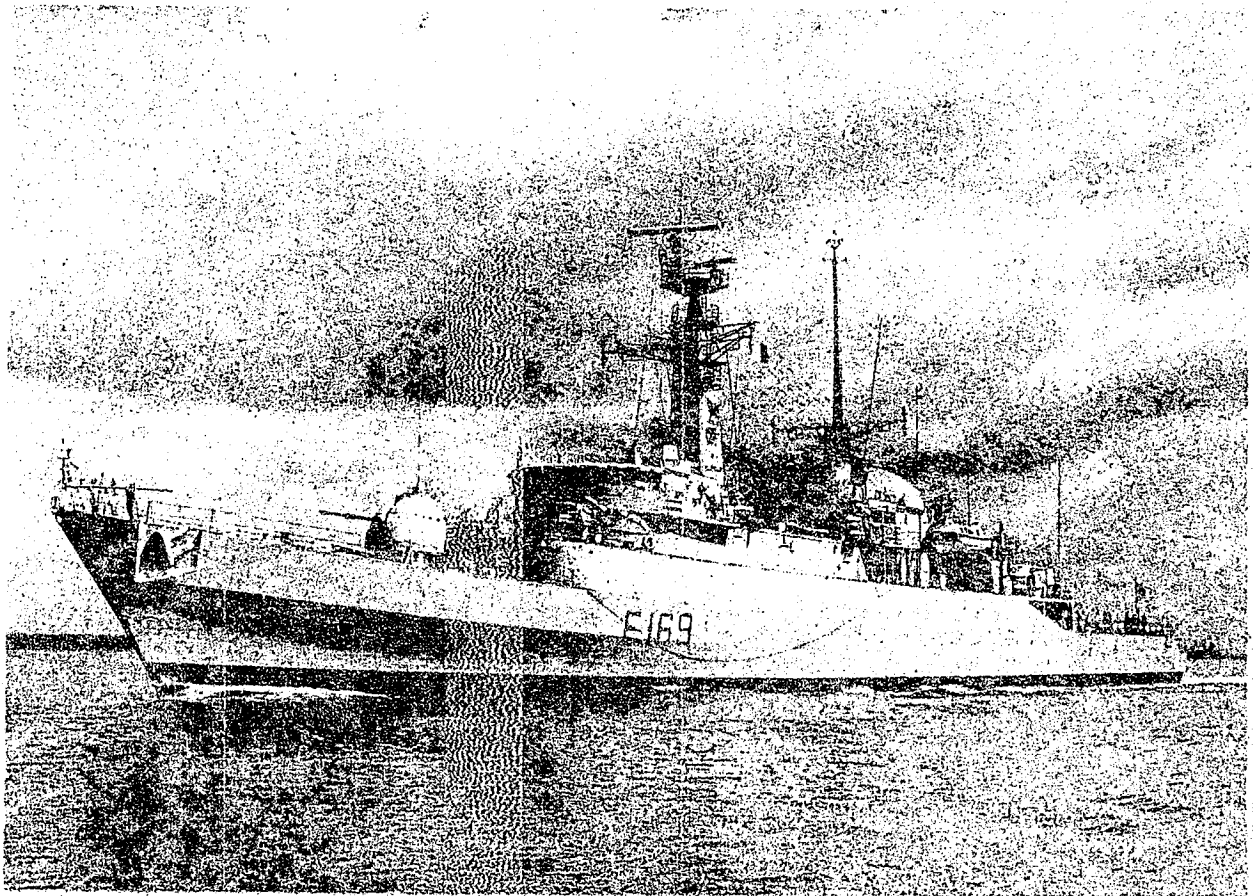
COMPARING THE THREE MOST RECENT VOSPER-THORNYCROFT FRIGATES BUILT AT WOOLSTON.

CLASS	MARK 5	TYPE 21	MARK 10
	DE 12 SAAM DE 18 PARAMAZ	F 169 AMAZON F 170 ANTELOPE F 171 ACTIVE	NITEROI DEFENSORA CONSTITUICAO INDEPENDENCIA
	+ 2 by Vickers	+ 5 by Yarrow	+ 2 in Brazil
	DE 16 ROSTAN DE 14 ZAAL	F 172 AMBUSCADE F 173 ARROW F 174 ALACRITY F 175 ARDENT F 176 AVENGER	LIBERAL UNIAO
std disp	1110 tons	-	3300 tons
full load disp	1290 tons	2500 tons	3900 tons
length (wl)	290 ft	360 ft	400 ft
length (oa)	310 ft	384 ft	424 ft
beam	34 ft	41.8 ft	44.2 ft
draught	11.2 ft	12.3 ft	18.2 ft
helicopter	-	twin engine 'Lynx'	WG 13 A/Submarine
missiles	quintruple 'Seakiller' s-s triple 'Seacat' s-a (s-a surface to air)	quadruple 'Seacat' s-a (s-s surface to surface)	2 x triple 'Seacat' s-a 2 x twin 'Exocet' s-s - only in GP Ikara - only in A/S
guns	1 x 4.5" mk 8 (mk 5 in SAAM & ZAAL) 2 x 35mm Oerlikon AA	1 x 4.5" mk 8 2 x 20mm AA	2 x 4.5" mk 8 (1 in A/S) 2 x 40mm AA
Anti-submarine	1 x 3 barrelled Limbo D C Mortar	2 x triple T.T.	2 x triple mk 32 T.T. 1 depth charge rail 1 Bofors 375mm twin tube rocket launcher
machinery	COGOG 2 Rolls-Royce Olympus gas turbines - 46000hp 2 Paxman diesels - 3800 hp	COGOG 2 Rolls-Royce Olympus gas turbines + 2 Rolls-Royce 'Tyne' GT total - 50000hp	COGOG 2 Roll-Royce Olympus gas turbines - 56000 hp 4 MTU diesels - 15760hp
Speed-maximum	40 knots	34 knots	30 knots
cruising	18 knots	-	22 knots
range	5000miles at 15 knots	4500miles at 18 knots	5300 miles at 17 knots 4200 miles at 19 knots 1300 miles at 29 knots
crew	125 - 146	11 officers, 159 rating	200 approx

The 'Niteroi' class for Brazil are comparable with the new Type 42 (HMS Sheffield) of the RN, the £100m order being announced on the 29/9/70. The lead ship was launched on 8/2/74, to be followed 3/75 by the second GP version, whilst in Brazil the 2 A/S frigates have been laid down, and continual exchange of technical staff takes place with certain materials also provided to Brazil from Woolston.

The 'Type 21' frigates for the RN were the first built as COGOG, and the first commercially designed for many decades. The contract was awarded 27/2/68, the AMAZON being launched 26/4/71, followed by ANTELOPE and ACTIVE on 16/3/72 and 23/11/72, the lead-ship being handed over earlier this year.

The 'Saam' class for Iran were ordered 25/8/66 at an estimated £62m each. The first of the class SAAM was launched at Woolston on 25/7/68 her V-T sister following on the 30/7/69, the two vessels being completed in May 1971 and February 1972 respectively.



top HMS AMAZON - Type 21
bottom BNS NITEROI - Mark 10 (General Purpose)
cover IIS SAAM - Mark 5

photographs by VOSPER-THORNYCROFT

THE NAVY AND
ITS NAMES

by B S Ireland

From various motives - for needs of identification or reference, to those of pure sentiment - Man has long had the habit of naming objects of his creation. The ship, embodying pride of ownership, is a fine example of this quirk and the Royal Navy, with over 400 years of continuous development, offers a rich lode for those students of nomenclature who would care to dig.

Up to the day of Elizabeth I the roles of warship and merchantman overlapped with the one doing duty as the other dependent upon the state of emergency then in force. Names were those chosen by individual owners and such records as exist list a heterogeneous collection which betray more of their owners than the ships themselves.

It is understandable that the seamen of the times, facing virtually unknown perils once beyond the sight of land, should favour religious names in the same way that more backward people still propitiate the spirits. Thus, various forms of Jesus, Holy Ghost and Grace Dieu were typical of the time; they were often borne by more than one vessel at a time and are very confusing to the historian particularly as the ships concerned had no class as such and were often listed under a title invented at the whim of the recorder. Confusion was eased somewhat in written records by the practice of adding the suffix 'of the Tower' to King's ships, giving us such titles as Christopher of the Tower and differentiating from a pure merchantman of the name Christopher.

That dissolute bag of paradoxes, Henry VIII, one of the staunchest friends that the Navy ever had did not actually ban religious names, but put the other world firmly in its place by adding his own name to an already existing one. We thus get oddities like Trinity Henry and Henry Grace a Dieu, the famous Great Harry. In addition to these, he built many others to create a fleet that would not only protect his Realm but also act offensively in a period that marked the beginnings of England as world power. These feelings of aggression and pride of country are reflected in the names of the age and we see appearing the Lion and Griffin, Sovereign and the lovely Bonaventure and Mary Rose.

Henry's daughter inherited his love and respect for the Navy and the England of Elizabeth, secure in the knowledge of its strength, embarked on a period of contest with other established powers, the prize being nothing less than the world itself. This was a time of war, to conquer or go under, and the Revenge and Defiance, Warspite and Swiftsure echo these sentiments. The deeds performed by these ships engendered such pride that they spawned lines of names that have served almost continuously in the Fleet down to the present day.

There followed a quiet period in English history where warships developed and names changed but little. Civil war changed all this and the puritan flavour of life was reflected in the de-sanctifying of religious names and the appearance of actual victories for the first time. For a while there were several of

these, which really marked on the first Thematic naming systems. This was dramatically changed at the Restoration, when the new King embarked on a campaign of erasure of all memory of the earlier years. Ships were renamed wholesale with a strong bias toward royal sentiment. Unfortunately, where the unhumorous Generals-at-Sea had handled their ships with resolution and confidence, the newly renamed vessels were often now served less well and we find the Naseby renamed Royal Charles and towed by de Ruyter from the Medway as a prize, a bitter reminder of which can be seen even today in a large portion of the stern decoration, still exhibited at Amsterdam's Rijksmuseum.

This renaming of the Naseby marked the beginning of another custom, that of naming the first new battleship of a reign after the Sovereign. This was adhered to right down to King George VI, who decided that his father was to be thus honoured instead and we thus get the second King George V.

The 'Royal' prefix has endured in such famous names as Royal Oak and Royal Sovereign. The latter name first appeared as Sovereign of the Seas; this was 'puritanised' after the troubles to plain Sovereign and then became Royal Sovereign at the Restoration. In this form it remained right down to the 'R'-class battleship of 1915. She was the 8th of the name and had gathered an impressive list of honours from the Kentish Knock of 1652 to Atlantic 1940-1. It is interesting to see that the 9th of the name, a nuclear fleet submarine, has reverted to plain Sovereign.

The first four decades of the 18th century were a peaceful period and the Navy's size stagnated, together with its names. Such new ones as emerged showed a geographical flavour, but it is now sometimes far from clear whether it was the location that was being honoured or somebody with title or connections with it who happened to be in royal favour at the time.

The new Union of England and Scotland (honoured by the name Union of 1709) found itself at war almost continuously for nearly eighty years. Also usual in these times, the Fleet was expanded rapidly and new names appeared in vast numbers. Notable victories e.g. Marlborough's now formed an important source, distinguished Generals and Admirals were now deemed worthy of appearing in the line with the 'Royals' and, above all, much use was now made of the immense store of classical names available. From the range of the latter, the impressive weight of the heroes and monsters were kept for ships of the line and the gentler names of female figures for lesser craft such as frigates.

Thus we have the Ajax and Achilles, Agamemnon, Cyclops and Minotaur appearing, together with Naiad and Nymphé, Dryad and Daphne and a galaxy of names that built to such a catalogue by the end of this period of hostilities in 1815 that the need for introducing new ones was not felt for many a year.

The list had been swollen by the many prizes taken during these and previous wars. Prizes were seldom renamed unless their names were unacceptable. Some names were absorbed as-war, such as Espeigle, Temeraire and Vengeur, some were corrupted or Anglicized, such as Havock (from the Dutch Havik or Hawk) or Renown (from the French Renommée).

The vast fleet which embodied the spirit of Pax Britannica drew their names mainly from their forebears, but for the first time, ships were

being turned out toward the end of the century in identical series and the complimentary names reflect this, either being thematical such as Admirals or increasingly, reflecting the pride in King and Empire, (Africa, Emperor of India, Princess Royal, Australia, New Zealand). Names of foreign possessions were repeated on through the Fiji's of 1939, seeing their final embodiment in the Minor Colony class frigates of 1943 (e.g. St Helena, Zanzibar). We will never see them again.

The Grand Fleet of World War I contained a nucleus of battleships whose names were a distillate of the best of Britain's naval history. Thunderer and Conqueror, Colossus, Orion and Agincourt. Battle-cruisers of the screen contained the appropriate 'big cats', Lion and Tiger and the unfortunately named Invincible, which finished up in two halves at Jutland. This vainglorious name is being perpetuated in one of the new through-deck cruisers at present under construction. Rapid expansion of the Fleet saw flotillas making their appearance in vast numbers notably destroyers and minesweepers.

Destroyers had their class identified by a letter, although, at first, this letter had little to do with the names. The only homogeneously named classes before the L's were Rivers of 1904 and Tribals of 1909. After the L class of 1915 some attempt was made to keep names and class letters the same though not always with success. The famous V and W's were the last extensive class of the war and, when destroyer construction recommenced in the 1920's, it was normal to build a flotilla of eight plus a leader. Flotillas went alphabetically from 'A' and the leader was named after an admiral, normally with a different letter. To carry the destroyer through - this system worked well until the 'D' class marked the end of the class, with various aberrations such as the second Tribals, the Battles and Weapons, all designed to be over-large classes.

Lesser flotilla craft grew so numerous that we see almost desperation in naming when we have the Derby Winner and Racecourse class minesweepers of World War I. Later vessels had Dances and Isles, Hunts and Bays, Captains and Castles. The list ran to thousands and in the shrinking navy of today it is unlikely that the majority will be used again. Most of the ships to come will have names which will be familiar (with an eye to recruitment) and the popular names will rarely be without a ship to bear them.

The history of the Royal Navy is the history of such as the Garland (16 since 1242), Active (24 since 1758), Adventure (20 since 1594) and Alert (25 since 1754); even in an age where to be new is to be good, tradition and stability still have a vital part to play in our social structure.

Naval Oddments:

It was in 1864 that the White Ensign was officially designated for the sole use of the Royal Navy. The Blue Ensign was to be for the use of the Royal Naval Reserve and the Red Ensign for the Merchant Navy.

HMS VICTORY has been the flagship of the Royal Navy almost continually since her launch in 1765.

HMS VIKING was the only British ship with six funnels in the Royal Navy. She was built in 1909 and was sold in 1919. She was capable of running at 36 knots.

THE "RANGER" CLASS OILERS OF THE
ROYAL FLEET AUXILIARY

by Capt E.E. Sigwart (Rd).

As the Brown Ranger, last survivor of this very fine class of small Fleet Oilers reaches the end of her career I feel that perhaps a small account of some of the wartime adventures of this class might be of interest. She is the last survivor of the 'Rangers' - and the three 'B' class had a hectic wartime career. She is to be relieved later in 1974 by the much larger Gold Rover. Black Rover will replace Wave Chief about the same time, the latter being the last wartime construction in the RFA, though the coaster Robert Middleton is the last pre-war ship in the Fleet.

The Rangers were well known in Solent waters, and in 1949 when master of the Black Ranger I spent some weeks piloting the ship between Gosport and Hamble, as owing to a shortage of oil fuel, the Admiralty released some of their stocks on loan to the Ministry of Transport, and this Gosport fuel was stored in the Shell tanks at Hamble.

When Brown Ranger retires she will be the last of a very versatile class of Fleet tankers designed in the late 1930s and which came into service in 1940-1. They had a unique silhouette - foremast on starboard bow, mainmast and wheelhouse offset to port, and a small funnel on the port quarter. After the war the funnels were lengthened and foremast placed on the centreline. Their large forecastles concealed a 'garage' for a 9-ton refuelling launch (for Sunderland flying boats) which was stowed on a trolley inside on rails. In practice this was not used. They also had double hulls around the engine room and an armour-plated deck over the petrol tanks. Her 'out of line' silhouette may have saved her on one occasion en route Gibraltar to the Mediterranean in company with a 'City' passenger liner, torpedoes were observed and the 'City' ship sunk.

The three 'B' class Rangers (the other two were Black Ranger and Blue Ranger) were Harland & Wolff ships with the same size engine as the 12,000-ton 'Dale' class which, in a very much smaller ship with a fine lines hull (they carried about 3,000 tons) gave superb manoeuvring capabilities. The three "G" Rangers from the Galedon yard with Doxford engines had less stern power and were not quite up to the fantastic acceleration and deceleration of the "Bs". I was twice master of the Brown Ranger and once of the Black Ranger, the latter after the war. The Brown Ranger took part in most Malta convoys including all the later ones from Gibraltar, latterly accompanied by the Dingledale. In 14½ hours the two ships, during convoy 'Pedestal' fuelled the cruiser Cairo and 24 destroyers.

I joined her just before the North African invasion, and went straight into operation 'Torch', the North African invasion, together with the faithful Dingledale. Our job was fuelling destroyers at sea (Dingledale also fuelled Sirius and Bermuda) off the North Africa coast, a very interesting occupation. Our 2,500 tons of fuel oil was soon used up and we re-loaded at night from the 'dale'. As we cast off from Dingledale, the Dutch destroyer Isaac Sweers took our place and fuelled from 'Dingle'. In a couple of hours she, too was fuelled and cast off. After turning at high speed, and as she passed the Brown Ranger, the unfortunate Sweers was torpedoed and heeled over in a mass of flames.

When the troops were in control of Algeria we returned to Gibraltar, loaded, and proceeded to Bone as station tanker. This port a few

miles from nearby German airfields was highly unpopular with all ships, R.N and M.N. Large convoys were bringing in Army supplies as it was the front line discharge port and constant hit and run raids by day with the usual night stuff. The AA barrage at night was quite spectacular as the harbour is small. On one occasion the cruiser Bermuda was firing everything she had - 12 6" H.A guns and lots of smaller stuff. The freighter Hindustan was alongside her and in the morning, when quiet came, she was a wreck as regards doors, portholes, vents etc - all had collapsed under blasts and vibrations. Even on the other side of the harbour we could feel the blast of her guns. The cruisers Sirius and Dido each had their ten 5.25 HA lot going, half a dozen destroyers their 4" or 4.5" HA's, all the merchantmen firing whatever they had and Brown Ranger, which by some oversight was the only ship in the North African invasion which had not been given Oerlikons, popped off her 3" gun every quarter of an hour or so to cheer up the troops! All it accomplished, as far as I know, was to blow in the after side of the chartroom! However, it was very morale building. (During the Malta convoys she only had this, a couple of small Hotchkiss plus P.A.C. rockets. These latter were a devilish temporary device "Parachute and cable" which were supposed to foul the propellers of any aircraft stupid enough to go near one. They were only fired by a wire lanyard and the only time B.R. (as she was known to the fleet) fired one was when I told the Chief Officer to blow an indignant blast of the whistle at an oncoming ship which was annoying me. He pulled the P.A.C cable instead of the whistle lanyard and fired a P.A.C at her! However, to continue. That night, although Bone buildings suffered from the bombs, only one ship was hit, the destroyer Ithuriel. B.R was at once told to go alongside and try and suck out her bunkers and/or sea water, but we couldn't cope with the rush of water and she remained on the bottom of the harbour till later salvaged. B.R had used all her fuel cargo and had to reload and we were ordered to Oran, later altered to Algiers. We needed fresh water, and the naval officer in charge of the port introduced me to the Mayor of Bone, who said it was easy. He took me to a place on the quayside where there was a tiny pipe with a household type tap and beaming all over his face at finding a solution, offered this! It only produced a tiny dirty trickle and of course, was quite useless. However, the Captain of a 'Manchester' liner in port said they had plenty, so we went alongside her and gratefully topped up. I was told to go to naval headquarters to get our sailing orders and those of our escort whom we would meet at sea.

As I left the naval offices on the quayside the air raid warning went and three or four Junkers 88 dashed in on a hit and run effort. I had by then, got in our motor boat and we were in the middle of the harbour when the syrens sounded and I looked round and saw the offices I had just left had received a hit. Looking up we saw the bomb doors of one of the planes, which were flying very low, open and a stick of bombs fall out. The ex Dutch-Harwich mailboat 'Princess Beatrix' was turning short round with one of the 'Ulster' boats preparing to follow. There was nothing we in the boat could do except hope that our trousers would stand the strain! To our surprise all the bombs fell in the harbour and none exploded. I don't know if any of the planes were hit - I really didn't care!

In no time at all B.R was belting out of the harbour after the Princess Beatrix. We couldn't cope with her 20 knots or so - 14 was our best effort and our escort, a 'Flower' class minesweeper, didn't even do that as the Princess was soon out of sight. I think there were four of those "commando" ships carrying out what was called the "Moonlight Ferry" i.e. taking troops from the large troopers at Algiers and tearing

up to Bone at night with them. The big ships were too vulnerable up there. I'm not even sure that it was an 'Ulster' that day. I seem now to remember that the ships were the two ex-Dutch sister ships and two of the Belgian Dover-Ostend boats, all under the white ensign as H.M.S.

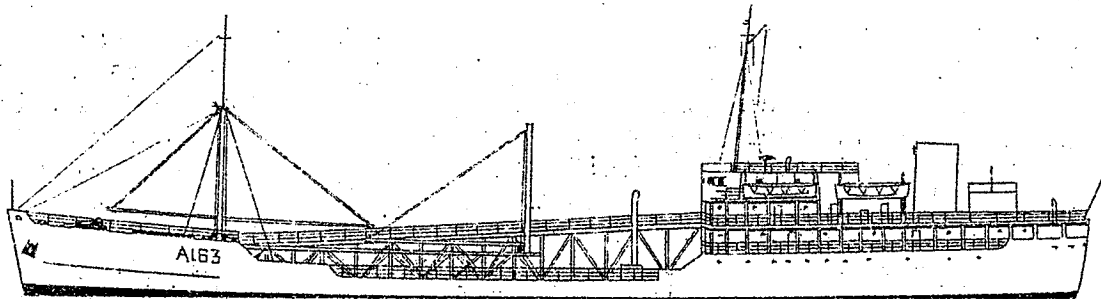
After reloading at Algiers we were due to return to Bone and continue playing there. I went to the C in C's office in Algiers and said "Please may we have a couple of Oerlikons?" The C in C, Admiral Cunningham at first declined to believe that there was a ship without those guns and said "Well! well!" (or something of that nature) and ordered four to be fitted. This was nice, but we were not on the whole noticeably enthusiastic about this place Bone - not on our package tour itinerary! However, to our joy, the return trip was cancelled till the guns could be fitted as they were intended to help the shore defences. (The first thing the skipper was asked on arrival at Bone was "what guns have you - you are to take part in the defence of the port.")

A little later Dingledale was told that she had drawn the lucky number and it was her turn for a visit there. Rather ungraciously she went and her arrival coincided with Hitler's attempt to really teach Bone a lesson. A major raid was staged and a number of ships hit, including the first 12,000-ton tanker to be sent there - with 6,000 tons of petrol too - Empire Metal, run by the B.P outfit. She was destroyed almost at once and several other ships "bought it". Dingledale's luck held - her stick of bombs went on the quay alongside her and she was ordered to "beat it" whilst the going was good. She did, without demur and on arrival at Algiers had to suffer a lot of leg pulling from the B.R chaps who had stayed a fortnight, whilst her big sister barely managed 24 hours!

Well, B.R never returned to Bone - the Germans were pushed back ultimately and it was four or five months before the Oerlikons were available. Algiers was relatively peaceful, only an occasional raid and not a very big one oddly. A hit and run one did occur and the DEMS gunner wept when he first fired the Oerlikon as the plane was very close and the damnable gun, which still hadn't had a trial firing as it was barely installed, jammed.

After her spell as Algiers station tanker and very busily employed, I was instructed to join the RNR and go and organize fuelling for the RN as we captured ports. Admiralty thought that as a Guernseyman I spoke French and also had a rough idea about fuelling - both highly erroneous! However, I left B.R which remained in the Mediterranean for some months and then went home and refitted. She was stand-by tanker for Normandy but not used and later went out East. She spent two years in the Pacific and among other things was at Leyte when the Japanese attacked it. At Leyte, where there were many larger fleet tankers, she had cleaned herself out and become a water tanker. After the Normandy invasion I returned to her and rejoined in Shanghai and I was told she used to load her water under a Philippine waterfall - not quite true I imagine. By then she was back on fuel.

In the Mediterranean she had a magnificent Hebridean crew, but the gang she had in the Pacific were very un-magnificent! One perhaps could hardly blame them as there was no where to go ashore in the Pacific islands. I joined her just after a battle between her crew and a US Navy bunch - quite a bloody affair. After that she came home and led an ordinary peacetime life till now her demise is due. I feel very pleased that this ship survived as the last of a grand trio and I saw her in Gosport recently looking as smart and as good as new.



RFA "Ranger" class oiler

Black Ranger and Blue Ranger went on every Russian convoy and survived an exciting life. Of the 'G's, Gray Ranger hit an iceberg on her first convoy and together with Aldersdale, was sunk on the next one. The other two 'G' class led a peaceful wartime life in the Indian Ocean....

Talking of Leyte, an interesting memory occurs. The Admiralty had turned a trampship into a distilling ship and sent her to the main Pacific base - Manus Island to supply fresh water to the Fleet. She was a coal burner and the distilling machinery used a lot of coal so a tramp collier was berthed alongside her to supply coal. The tramp collier used a lot of water for her winches etc and I understand that these two spent the whole time supplying each other with water and coal'. Or so I'm told! But it sounds the sort of thing which did happen.

Gold Ranger had two unusual peacetime jobs. She went on a visit to the Antarctic with John Biscoe to Deception Island with a cargo of petrol and diesel oil for the Air Base being set up for the scientists on Stonington Island and both ships had difficulty in extricating themselves from the ice. The Gold Ranger also fuelled the John Biscoe. Later on she went on an expedition to the Hudson Bay area with Canadian Government ships and had more ice adventures.

Black Ranger also spent part of an Arctic winter in 1949, based on Tromso with the 2nd Minesweeping Flotilla on Fishery Protection duties. I was her master then and we had a most interesting time dashing about in Norwegian fjords. We also had the pleasure of being taken to see the Tirpitz upside down at the back of Tromso. Both Brown Ranger and Black Ranger accompanied the Royal Yacht on various cruises.

Details:

Built:Harland & Wolff, Govan	Built:Caledon SB & E Co.Dundee
Black Ranger 3313 grt	Gold Ranger 3313 grt
Blue Ranger 3417 grt	Grey Ranger 3313 grt
Brown Ranger 3417 grt	Green Ranger 3313 grt
349.5 ft bp 365.8 ft oa x	339.5 ft bp 355.3 ft oa x
47 ft breadth. Built 1940-1	48.3 ft breadth. Built 1941