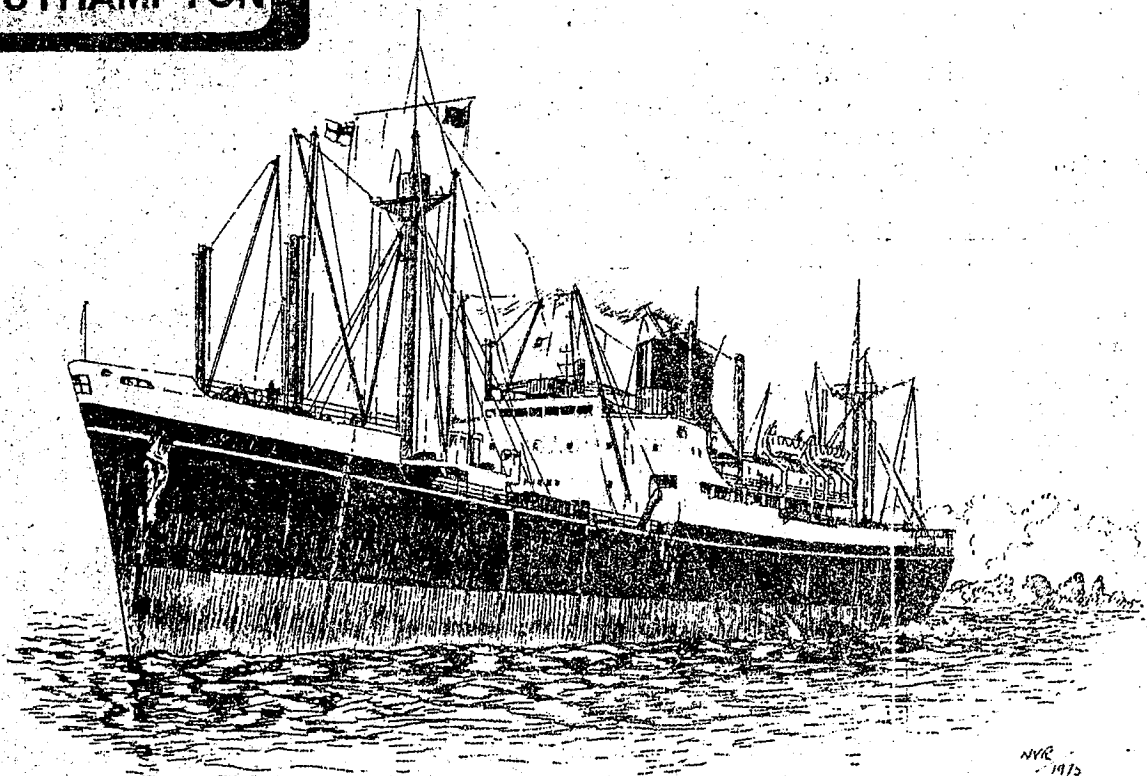


BLACK  
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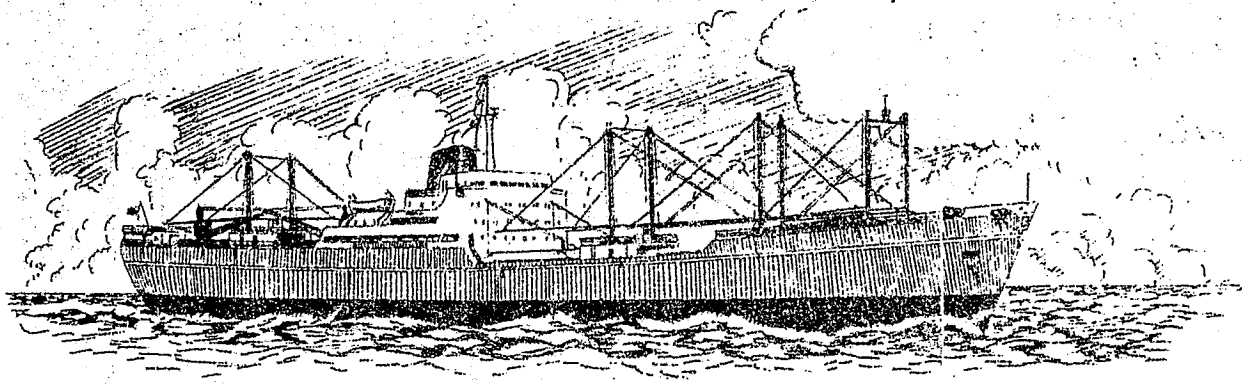
Nº 15

Summer 1975

W.S.S.  
SOUTHAMPTON



CYMRIC



MEGANTIC

Published Quarterly by the Southampton Branch of the World Ship Society

Membership of the World Ship Society is £4.00 per year, which includes Southampton Branch membership, the quarterly issues of 'Black Jack' together with the Society's monthly magazine 'Marine News'

'Black Jack' is available on its own at 40p (including postage) for four issues

#### SOUTHAMPTON BRANCH

Chairman: John Havers Vice Chairman: M J Moloney  
 Hon Branch Secretary: C L Auckland, 2 Bassett Meadow, Southampton  
 Hon Branch Treasurer: Roy Henderson, 14 Winchester Road, Shirley,  
 Southampton, SO1 5RH  
 Joint Magazine Editors: Nigel V Robinson & David T Hornsby  
Note: please forward all future editorial correspondence to -  
 2 Glencarron Way, Bassett, Southampton, SO1 7EF.  
 Publicity Officer: W H Mitchell  
 Outings and Visits Secretary: David T Hornsby  
 Projectionist: Brian A Hill

On 19 April about 30 members enjoyed a 'micro-cruise' aboard Southern Ferries' Eagle when she changed berth during our visit. We were first given a talk on the company and its links with P&O, and once the ship had tied up at the terminal, Captain Renshaw gave us a comprehensive tour of the bridge, explaining the workings of all the instruments, coloured by a few personal anecdotes. In all we were aboard over two hours.

DOCK PASSES --- The Docks Board have been provided with a full list of members as at May 1, so photographic passes can be obtained on application. Members joining after May 1 should be able to obtain passes by presenting their membership cards. The Docks Board are trying to cut down on the number of passes issued, so please do not apply unless you intend to make full use of the pass.

I take this last opportunity of reminding you that the Annual Quiz with the London, South Coast and Isle of Wight Branches will take place at 2.30pm on 4 October, probably at the Royal Albion Hotel, Brighton. Please come along, support the Branch, and have a good day out.

We welcome the following new members to the Branch -- Mr & Mrs Crossland of Gosport, Mr Gannicliff of Christchurch, Mr Jordan of Basingstoke, Lynda Bevans of Durley, Mr & Mrs Smith of Shirley, and Mr Walker of Wokingham.

Lt. Commander Maber, one of our long standing members of 24 Littlemead, Ashley, nr Box, Wilts, SN14 9AH has been asked to gather material for a book entitled 'The Submarine at War' and would be grateful to hear from anyone with reminiscences or photographs from World War 2.

For anybody who has an incomplete set of 'BLACK JACKS' -- the Branch Secretary has a few copies of back-numbers available at 5p each; not all issues are in stock, those that are available are as follows:- Nos 2, 3, 6, 7, 8, 9, 10, 11, 12, & 14. Please contact the Secretary if you wish to purchase copies.

FORTHCOMING MEETINGS - all meetings are held in Room 31, Library Building, University of Southampton, commencing at 7-15pm.

Tues 8 July 'Southampton & the Far East' with Col. Gabriel

Tues 12 Aug a talk on a recent visit to the USA and Canada  
 by Tony Thompson

Tues 9 Sept. Film Evening

Tues 14 Oct Southampton Branch AGM plus supporting programme

Cover illustrations:- top - CYMRIC and bottom - MEGANTIC both of Shaw Savill drawings by Nigel V Robinson

THE SHAW SAVILL LINE

a brief history of the  
company and summary of  
fleet changes 1965 - 75

Robert Ewart, Shaw and Walter Savill were shipping clerks who, in 1858, decided to form a partnership to charter vessels, and book passengers and ship cargo to and from New Zealand. At this period in shipping

history most ships belonged to small groups of businessmen who sought only to charter their vessels to someone else to operate. The charterer then had the worry and problem of finding suitable employment for the ship, and the actual owners did little except maintain the ship and share the profits, if any. Often the Master was a part owner, and he of course was in an excellent position to keep watch on the investment. If one looks at a ship's register one will see to this day that ownership is given in 64ths of the whole; this is a relic of these early days, and it allowed these part owners the facility of dealing in small parts of the share in a ship.

Robert Shaw and Walter Savill, therefore, did what many other people were doing at that time. They chartered privately owned ships and managed them to give a shipping service.

Many of the early migrants to New Zealand sailed in Shaw Savill ships, and for the homeward run the accommodation was taken out, and such cargo as was available was carried back to Britain.

Over a period of some years the practice of shipowners changed, and Shaw Savill began to purchase shares (64ths) and later ships outright.

At this same time the Albion Company was running out of Glasgow in competition with Shaw Savill and Company, and in 1882 the two companies merged to form the Shaw Savill & Albion Company. It was the Albion ship DUMEDIN which, in 1882 (just before the merger with Shaw Savill) carried the first refrigerated cargo from New Zealand to the United Kingdom, thus laying the foundation of the prodigious trade of today.

Shaw Savill & Albion Co Ltd, entered the Australian trade in 1905 by acquiring a holding in the Aberdeen Line, which company had traded with Australia since 1825.

In 1932 Shaw Savill assumed full control of the Aberdeen Line, and in 1934 they bought the Australian interests of the White Star Line to complete their trading arrangements with Australia; thus began the use of the suffix '-ic' in the naming of Shaw Savill vessels, a nomenclature that has been followed closely since 1945 and that can be traced back to these days of White Star participation.

In 1933 a majority shareholding in Shaw Savill & Albion Co Ltd, passed to Furness Withy & Co Ltd, and the Shaw Savill Line is now part of the Furness Group.

Having started so well in the mid 1800s the Company has maintained the traditions of its founders and has kept to the forefront in all aspects of shipping. Every ship built has been a planned development of her predecessor and embodies developments in design made by ship and engine designers to date.

It is of interest to note that the Shaw Savill flag was first designed for, and offered to the Maori Chiefs at the Treaty of Waitangi as the National Flag of New Zealand, and was so used between 1834 and 1840 until it was replaced by the Union Flag. Shaw Savill & Co adapted this flag, which is one of the most attractive house flags in the Merchant Navy.

Since the brief summary of the Shaw Savill fleet was compiled, the company have announced that their passenger operations are to cease in October this year when the Northern Star is withdrawn. It is therefore appropriate to take a short look at the last few years of passenger operations by this famous company.

SOUTHERN CROSS  
NORTHERN STAR  
AKAROA  
ARANDA  
ARAWA  
OCEAN MONARCH

The Southern Cross (already mentioned and illustrated in Black Jack No 11, page 4) was a revolutionary liner when completed in 1955 by Harland & Wolff for the round-the-world service in which she was designed to make four complete voyages per year.

The design was modified in the light of operating experience when a sister ship was being planned. The follow-up vessel - Northern Star - incorporated a number of improvements but retained the basic engines-aft profile. Increased length in Northern Star initially caused some stability problems but these were overcome by increasing the permanent ballast. Northern Star replaced the fine two-funnelled Dominion Monarch (1939.26463gross). The two modern vessels then settled into the world service - one travelling westabout the other eastabout.

In 1968 the last of the immediate post war cargo/passenger quartette - Athenic, Ceramic, Corinthic, Gothic - were coming to the end of their useful lives. Shaw Savill seeing there was still a market for what might be termed an intermediate service took over the three Royal Mail motor liners - Amazon of 1959 (renamed Akaroa), Aragon of 1960 (Aranda) and Arlanza of 1960 (Arawa). All took former Shaw Savill names (note passenger vessels do not generally follow the '-ic' nomenclature). With Royal Mail these ships had carried three passenger classes (an unusual practice dictated by the peculiarities of the South America service); Shaw Savill converted them to one-class. Little re-fitting was done - the writer recalls Akaroa still carrying Royal Mail note-paper and bed-linen to name but two items. Three years later the traffic on the New Zealand route had dwindled to such an extent that all three ships were withdrawn and sold to be converted to car-carriers - as is well known the conversions did nothing for their looks!

Meanwhile on 1 April 1970 the company had taken delivery, at Liverpool, of the Canadian Pacific liner Empress of England and had renamed her Ocean Monarch. After a round-the-world voyage including a trip to Expo '70 in Japan, she was taken in hand by Cammell Laird at Birkenhead for a refit to bring her to Shaw Savill's requirements for both line voyages and cruising. Delays and changed plans proved to be financially disastrous both to the owners and the shipyard, and after many delays she got away from Southampton on a 'shakedown' cruise on 16 October 1971.

More and more cruising was now coming into the company's programme and all three vessels - Southern Cross, Northern Star & Ocean Monarch - were extensively employed in this sphere under the trading banner of 'Shaw Savill Sea Spectaculars'. However Southern Cross was beginning to show her age (due no doubt to her being the prototype of a novel design) and was put on the sale market in 1973; she was bought by the Compania de Vap. Cerulea and after a lengthy refit she now cruises as the Calypso under the Greek flag.

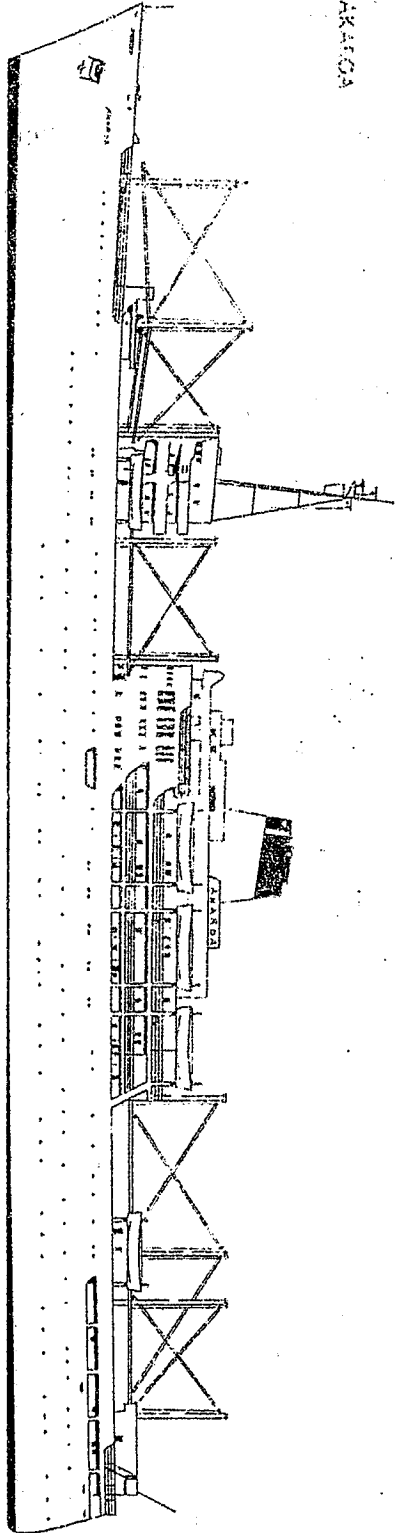
Since then inflation in the shape of soaring bunker oil prices, wages, etc etc has hit passenger ship operators, particularly those at the lower end of the market - ie those who can least afford to raise fares - and in quick succession Shaw Savill have announced the withdrawal of both remaining passenger liners - Ocean Monarch in June 1975 and Northern Star in October. The question of who will buy them is the next thought - will they follow the Southern Cross to Greece?

## SHAW SAVILL - - - FLEET CHANGES 1965 - 75

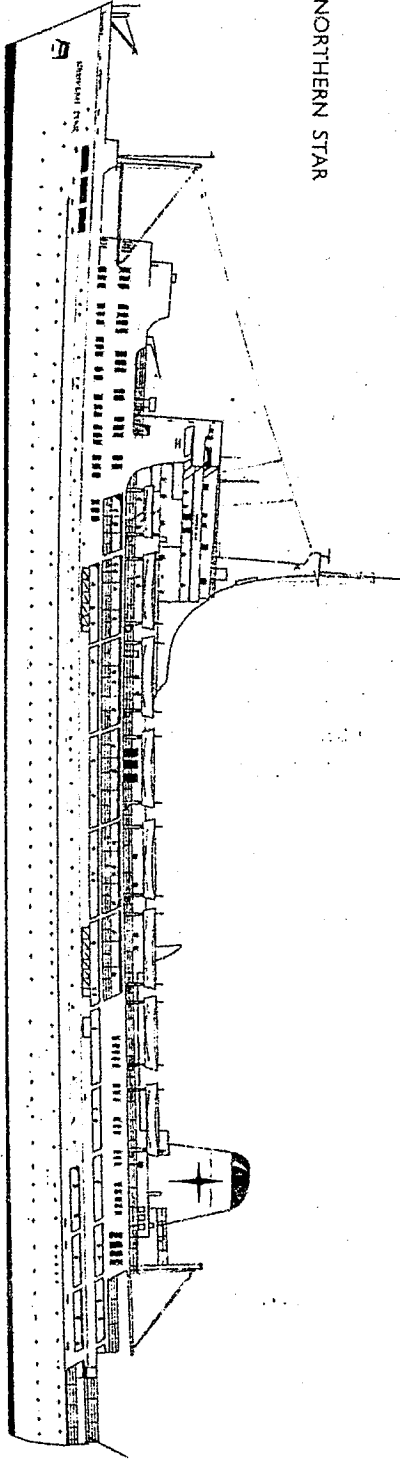
\* = present fleet

Name	GRT	Acq.	Built	by	Remarks
Coptic	8931		7.1928	Swan Hunter, Wal.	1965: scrapped
Waipawa	10727		10.1934	Har. & Wolff, Bel.	1967: Aramis for voyage to breakers
Waiwera	11138		11.1944	" "	" 1967: Julia - ditto -
Wairangi	12804	1946	4.1942	" "	" 14.8.63 aground near Sand-hamm. Refloated and scrapped ex Empire Grace
Athenic	14248		7.1947	" "	" 1969: scrapped
Corinthic	14285		4.1947	Cam. Laird, Birk	1969: scrapped
Ceramic	15896		10.1948	" "	" 1972: scrapped
Gothic	15911		12.1948	Swan Hunter, Wal.	1969: scrapped
Doric	10675		7.1949	Fairfield, Glas.	1969: scrapped
Delphic	10691		11.1949	Hawthorn Leslie	1967: to Federal S N Co 8.1971: scrapped
Persic	13593		11.1949	Cam. Laird, Birk.	1969: Derwent (Royal Mail Lines) 1971: scrapped
Runic	13587		3.1950	Har. & Wolff, Bel.	19.2.61 aground Middleton Reef - scrapped
Suevic	13350		7.1950	" " "	" 1974: scrapped
Cedric	10902		11.1952	" " "	" *
Cymric	10916		5.1953	" " "	" 1973: Durango (Royal Mail)
Canopic	10905		12.1954	Vickers Arms, New.*	
Cretic	10890		5.1955	Swan Hunter, Wal.	1973: Drina (Royal Mail)
Southern Cross	20204		3.1955	Har. & Wolff, Bel.	1973: Calypso (Gk)
Arabic	6553		12.1956	Bremer Vulc, Veg.	1968: Oroya (PSNC) 1970: Pacific Ranger 1971; Oroya 1972: Lamma Island (Lib)
Afric	6553		2.1957	" "	" 1968: Orita (PSNC) 1972 Hongkong Island (Lib)
Aramaic	6553		4.1957	" "	" 1968: Oropesa (PSNC) 1970 Pacific Exporter 1970: Oropesa 1972: Lantao Island (Lib)
Carnatic	11144		1.1957	Cam. Laird, Birk.	1973: Darro (Royal Mail)
Alaric	6692		2.1958	Har. & Wolff, Bel.	1972: Iran Niru (Ir)
+ Crusader	3461		12.1957	Valmet O.y.	laid down as Edith Thorden, launched as Crusader, 1972: Rentoneverett (Lib)
+ Saracen	3441		9.1958	" "	1971: Langstone, 6.3.74 fire and explosion at Rouen, 10.74: Dimitrios K (Gk)
Ionic	10978		3.1959	Cam. Laird, Birk.	*
Illyric	11031		1.1960	Vickers Arms, New.*	
Icenic	11042		12.1960	Har. & Wolff, Bel.*	
Iberic	11043		4.1961	A Stephen, Glas.	*
+ Amalric	7791		7.1960	Bremer Vulc, Veg.	*
Northern Star	23983		6.1962	Vickers Arms, New.*	to be withdrawn Oct. 1975

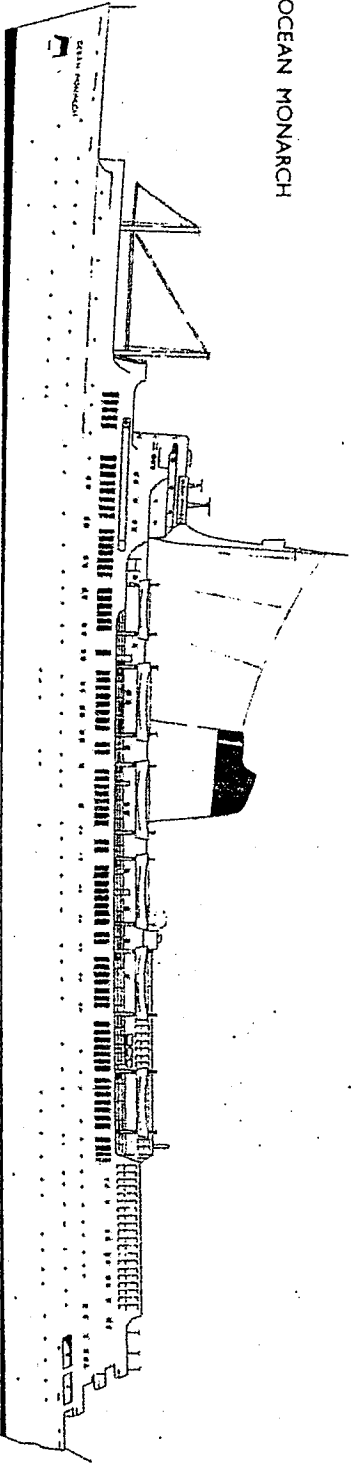
AKAFQA



NORTHERN STAR



OCEAN MONARCH



SHAW SAVILL - - FLEET CHANGES (continued)

Name	GRT	Acq.	Built	by	Remarks
Megantic	11120		12.1962	Swan Hunter, New.	*
Medic	11120		7.1963	" " "	*
+ Knight	3971	1963	3.1948	Eriksbergs	ex Arctic Ocean '63, 1968: Mindanao Sea (Somali), 26.1.73: on fire at Bislig, c.t. loss, 1973: broken up.
Templar					
Zealandic	7750		3.1965	A Stephen, Glas.	*
Laurentic	7751		5.1965	Vickers Arms, New.	*
Romantic	9785	1965	7.1944	Har. & Wolff, Bel.	ex Drina (Royal Mail Lines) 1968: scrapped
Ruthenic	9801	1966	12.1944	" " " "	ex Durango (Royal Mail), 1967: Sussex - for voyage to breakers.
Majestic	12277		2.1967	A Stephen, Glas.	1974: NZ Aorangi (New Zealand Line)
Britannic	12228		12.1967	" " " "	1974: NZ Waitangi (New Zealand Line)
Akaroa	18565	1968	12.1959	Har. & Wolff, Bel.	ex Amazon (Royal Mail) 1971: Akarita (Ugland)
Aranda	18575	1968	4.1960	" " " "	ex Aragon (Royal Mail) 1971: Hoegh Traveller (Hoegh)
Arawa	18595	1968	9.1960	" " " "	ex Arlanza (Royal Mail) 1971: Hoegh Transit (Hoegh), 1972: Hoegh Trotter.

All the above three vessels were converted to car-carriers for their Norwegian owners, in 1971.

Ocean	25971	1970	3.1957	Vickers Arms, New.	* ex Empress of England (CP Ships); to be withdrawn - June 1975.
Monarch					
Mayfield	6089	1973	.1970	Helsing & Skibs.	* ex Olau Pil, ex Cap Colville '72, launched as Olau Pil
Limpsfield	6089	1973	.1970	" " "	* ex Olau Rolf, ex Cap Melville '73

NOTES:

+the joint Blue Star - New Zealand Shg. Co, - Port Line - Shaw Savill service operating as the Crusader Shipping Co. Vessels when running on this service wear on their funnels a black shield upon which are a crusader sword and shield.

5.75

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TO BE RECOMMENDED :... "THE DOXFORD TURRET SHIPS" by Leonard Gray and John Lingwood. This excellent little booklet (produced along the same lines as the supplements periodically received with Marine News) has just been published by World Ship Society Publications. It tells the full story of these unusual, and fascinating cargo vessels - the turret type, of which 182 were built. The book is available from World Ship Society, Dept. MN, 52 Nursery Road, Sunderland, SR3 1NT; price 90p post free. (see also back of May 'Marine News')

A G G R E G A T E S

Part 4

by D. F. Hornsby

JOHN WILLMENT (MARINE) LTD and Associated Cos.  
BEDHAMPTON SAND & GRAVEL CO. LTD.

With two of the local companies within the John Willment Group at present in the hands of the Receivers, and Bedhampton Sand & Gravel Co. Ltd. in liquidation since February 1975, there has been considerable difficulty in obtaining any information on the history and inter-relationship of the various Companies, although John Willment (Marine) Ltd is still trading in the aggregate trade.

Vessels which are owned by the Group, and which have traded locally are as follows:-

- HEXHAMSHIRE IASS** 561 gross, 770 dwt; 158'oa x 33'; oil engine, 10 $\frac{1}{2}$  knots; completed 11/1955 by Charles Hill & Sons Ltd, Bristol for Central Electricity Authority to carry sea residual ash; Subsequently transferred to C.E.G.B, on its formation; 1970 sold to Port of Tyne Authority; 1972 sold to Douglas Arnold, Woking, Surrey; later 1972 sold to John Willment (Marine) Ltd, Twickenham, and later that year transferred to Bedhampton Sand & Gravel Co. Ltd, Twickenham with preceding owners as managers;
- MERSEY BEAUCOUP** 637 gross, 680 dwt; 167'oa x 36'; oil engine, 10 knots; completed 9/1957 by Lobnitz & Co., Renfrew as hopper barge MERSEY 42 for Mersey Docks and Harbour Board; 1971 sold to D.Arnold, Woking; later 1971 to Woodfords (London) Ltd, Twickenham; 1972 to John Willment (Marine) Ltd and renamed; later 1972 to Woodfords (London) Ltd - managers John Willment (Cowes) Ltd; 1974 managers now John Willment (Marine) Ltd;
- PAULL HOIME** 900 gross, 1230 dwt; 192'oa x 40'; oil engine, 9 knots; completed 2/1961 by Drypool Eng. & D.D. Co Ltd, Hull as hopper barge for British Transport Docks Board, Hull; 1971 sold to D.Arnold, Woking; later 1971 to Woodfords (London) Ltd - managers John Willment (Marine) Ltd;
- SAND ROBIN** 116 gross, 176 dwt; 92'oa x 20'; oil engine, 7 knots; completed 6/1950 by C.Hill & Sons Ltd., Bristol as coastal tanker REGENT ROBIN for Regent Oil Co. Ltd; subsequently transferred to Texaco Ltd; 1969 sold to D.Arnold, Woking; 1970 converted to sand barge and renamed; 1972 to John Willment (Marine) Ltd; 1974 to Bedhampton Sand & Gravel Ltd - previous owner as managers;

-o-

BOWEN & CAINES

The partnership between Thomas J. Bowen and Peter D. Caines was started in December 1964, the former having for 20 years previously been employed by South Coast Sand & Gravel and their predecessors.

No dredging licences are held by the partnership at the present time, dredging normally being undertaken on the Solent and Hamilton Banks on behalf of licence holders, for discharge at Newport for Westminster Gravels, and at Eling and Fareham for South Coast Shipping.

FLEET LIST

- BEN OLLIVER** 147 gross, 140 dwt; 90.2 reg. x 19.1; oil engine, 8 knots; completed 1935 by Rowhedge Iron Works Co. Ltd., Rowhedge, Essex as coastal tanker for National Benzole Co. Ltd.. c.1959 transferred to Shell Mex & B.P. Ltd.; c.1965 to R.Slack, Hayling Island and converted to grab dredger; later in 1965 to Pounds, Portsmouth; 12/1965 acquired; 1969 struck by lightning off Bedhampton and sank, refloated and resold to R.Slack but sank off Langstone Bar while under tow;



BOWEN & CAINES  
fleet list continued

- MARK BOWEN 130' reg. x 25'; 302 gross, dwt; oil engine, 8 knots; completed about 1944 at Lowestoft for the Admiralty as the ammunition carrier CHATTENDEN (although the vessel of this name shown in an immediately post-war "Janes Fighting Ships" does not correspond); 1951-67 anchored in Fareham Creek; 1967 acquired by H. Pound of Portsmouth and renamed; 1969 acquired and converted to suction dredger;
- BAYMEAD 152' loa x 30'; 330 gross, 270 dwt; oil engine, 9 knots; completed 2/1944 by Rowhedge Iron Works Co. Ltd., Rowhedge, Colchester (Yard no. 629) as coastal tanker EMPIRE BOXER for Ministry of War Transport; 1946 sold to C. Rowbotham & Sons Ltd and renamed CHARTSMAN; 1966 sold to Coastal Prospecting Ltd (managers-Ashmead(Padstow)Ltd) and renamed; 1967 converted to a sand suction dredger, increasing beam from 24'; 1970 acquired by the firm; 6/1974 sold to Tom Holden, Bitterne Manor for breaking up - only the hull still remaining at 5/1975;
- LADY SONIA 108.4' reg. x 22'; 199 gross, 225 dwt; oil engine, 7½ knots; completed 11/1929 by J. Meyers S.B. Co., Zalt-bommel, Holland as the APOLLINARIS III for H. Mulder, Voorburg, Holland; 1937 renamed Parkstone by John Carter (Poole) Ltd, Poole the previous history to this time being unknown; 1948 acquired by I.P. Langford (Shipping) Ltd, Sharpness and re-engined; c.1952 sold to Benjn. Ackerley & Son Ltd, Liverpool; c.1954 sold to David J. Bradley, Rochester and renamed; c. 1956 sold to Thomas Watson (Shipping) Ltd, Rochester; c.1961 sold to Intercon Coasters Ltd.; c. 1963 sold to M.W. Hardy (Mercantile) Ltd., London; 1966 sold to P. Williams; 1968 sold to Alan E. B. Jones, Waterlooville and converted to suction dredger; 8/1971 acquired by the firm; 1972 sold to J.A. Hayward, Bitterne, and subsequently layed-up at Willment Yard on the River Itchen, when she still lies;
- MARGARET SMITH 141' loa 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 Ministry of War Transport; 1947 renamed BROWNING by Anglo-Danubian Transport Co. Ltd.; 1949 renamed KORTON CORBET by Kerton Shipping Co., Hull; 1953 renamed LERRYN by Fowey Harbour Commissioners; 1957 to Dale Sand & Gravel Co. Ltd and converted to a sand suction dredger; 1964 renamed PEN ADUR by Seabourne Aggregates Ltd (P.E. Penfold Ltd); 6/1969 renamed SAND WREN by South Coast Shipping Co. Ltd.; 29/12/1972 acquired by the firm, subsequently being renamed in 1973;
- BEAGLE PIONEER 135.6' reg. x 21.8'; 307 gross, dwt; oil engine, knots; completed 1953 at Sharpness as coastal tanker WATERDALE H for J. Harker Ltd.; c.1968 to Beagle Shipping Co. Ltd and renamed; c.1971 to Lambert Barge Hire Co.; 1973 acquired and converted to sand suction dredger at Fareham; 8/1974 sold to Beagle Dredging Co. Ltd., Southampton - the firm holding a mortgage; 5/1975 vessel returned to the firm;
- 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 Shipping Co. (Craggs & Jenkins Ltd) and renamed; 10/2/1955 aground during snowstorm at Flamborough Head, refloated following day; 1955 sold to E. Cole & Sons (Cowes) Ltd (P.E. Penfold Ltd), repaired and converted to sand suction dredger; 8/9/1956 collided with anchor cable of Bull Sand L.V. in River Humber; 2/8/1974 acquired by the firm;

In addition to the vessels mentioned in the above FLEET LIST, the firm has also owned several smaller vessels for short periods including the NIGEL (built 1945, 134 gross), the PREMIER (00/47), the TANTIVY (26/?), the VIDON (?/?), and the chartered HAMBY. The known information on these vessels will be included in a further article at a later date when all the previous Fleet Lists will be updated.

## Nautical Gems -- P &amp; O

POSH - The word is synonymous in all respects with P & O who unwittingly coined it in the days long before air conditioning. On the outward voyage to India, the cabins on the Port side got the early morning sun and had the rest of the day to cool off. Conversely, the Starboard cabins were intensely hot in the afternoon and like ovens by bed-time. On the homeward voyage the situation was, of course, reversed. It was those unfortunate passengers on the Port side who were roasted. High officials and VIPs travelling with P & O were given preference of the cooler cabins in each direction and berthed Port out - Starboard home. Accordingly their tickets and baggage were marked POSH.

ORIANA - Following the tradition of beginning the names of Orient liners with the letters 'Or', Oriana, the name given by sixteenth century poets to Queen Elizabeth I, seemed particularly suitable in this second Elizabethan era. Her badge with the double 'E' monogram was designed to symbolise the link between the two eras. Her launching ceremony was performed on 3 November 1959, by her Royal Highness Princess Alexandra of Kent. On trials she accomplished an average speed of 30.6 knots or 35.2 mph. Her main propelling machinery consists of double reduction geared turbines which turn two propellers each weighing 28 tons. In addition, she was the first large ship to be equipped with transverse propulsion units which enable sideways movements.

The Oriana has a Golden Cockerel emblem above the bridge when in port. This emblem has been used for many years in the P & O to denote the fastest ship in the fleet. At the end of the last war the Strathaird held the title but this was later transferred to the Himalaya and then to the Canberra. About the same time that the title was transferred to the Canberra, the P & O and Orient Lines were merged and so the Oriana is the fastest ship, and the Cockerel is displayed by that ship.

NAMES:- Canberra takes her name from the capital of Australia - an aboriginal word meaning 'meeting place'.

Orsova was also named after a town, by the Iron Gate Rapids on the River Danube.

Himalaya bore the name of the range of mountains forming the northern boundary of India and Pakistan.

Arcadia is named after a district of the Peloponnese.

Oronsay took her name from one of the islands in the Hebrides.

Orcades also carried the name of a group of islands; Orcades being the Roman name for the Orkneys.

The P & O General Cargo Division is busy renaming many of the constituents of its fleet as has been mentioned in 'Marine News'. However in addition to renaming they are also repainting the hulls of the vessels. The funnels having been repainted in blue with the 'P&O' logo in white, attention has been given to the hulls in the form of what can best be described as a rich-creamy-fawn shade contrasted with bright blue boot topping. Upperworks are white and masts cream. The new hull colour is very reminiscent of the old Orient Line corn colour. During a recent visit to London Docks three vessels were seen wearing the new scheme - Strathangus formerly Strick's Serbistan, Tongariro, and Donegal to be renamed Strathirvine.

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WANTED: Complete volume of MARINE NEWS for 1959 and price. Mr E G Witcher, 21 Charlton Road, Shirley, Southampton.

Amongst ships due at Southampton in the near future are Atlas (1951. 9114) ex Ryndam 72, ex Waterman 68, ex Ryndam 68 due June 20, and Orpheus (1948.5078) ex Theseus 69, ex Munster I 68, ex Munster 68, on July 1; both are on cruises.

BRITISH INDIA

SCHOOLSHIPS

With the sale of the Nevasa for breaking up earlier this year there is now only the Uganda to maintain the educational cruise programme of British India; a programme whose origins can be traced back to the summer of 1935 when the previous Nevasa (built 1913) was sent on school cruises during the trooping 'close season'.

These early cruises were repeated in the summers of 1936 and 1937; it was not until 1961 that they reappeared in the BI schedules. This time however, instead of having to find off-season employment for troopships, the company had to find full-time employment for redundant ex-troopships following the Government cut-back on trooping by sea.

The Dunera of 1937 was converted to a schoolship and she made her first cruise in the Spring of 1961. This Barclay Curle built vessel was a success in her new service, so much so that BI bought the Devonshire, a very similar ship built in 1939 by Fairfields, and another redundant trooper, from the Bibby Line. After a similar conversion she entered the education 'market' in Spring 1962, under the new name Devonian.

In October 1962 trooping by sea was finally abandoned and the Nevasa, British India's largest ever ship, built by Barclay Curle in 1956, was sent to lay up in the River Fal. No decision about her future was made until 1965 when the company, convinced of the success of educational cruising, moved her down-river to Silley, Cox & Co. at Falmouth for conversion. Nevasa made her first cruise in her new role in October 1965.

Two years later the Uganda (of 1952) was withdrawn and sent to the Howalds-werke shipyard in Hamburg to undergo a major reconstruction from a passenger/cargo liner into a schoolship - the accompanying drawings give some idea of the work involved. She returned to her owners and made her first cruise in February 1968. Nevasa and Uganda then took over the whole schoolship programme; the Dunera and Devonian having been withdrawn and scrapped.

Suddenly at the beginning of this year the Nevasa was withdrawn and arrived at Malta on 11 January, shortly afterwards being sold to Taiwan breakers. She was withdrawn because of escalating costs - a very familiar phrase these days - and the company assured the shipping world that the Uganda is not as expensive a ship to operate - for how long?

DUNERA  
1937 by Barclay Curle & Co, Glasgow  
12620 gross  
517ft x 63ft; draught 25ft  
Doxford type diesels (2x5cyl)  
Twin screws - 14 knots  
Pass: 188 saloon, 834 dormitory

DEVONIAN ex DEVONSHIRE (Bibby) '62  
1939 by Fairfield SB & E Co, Glasgow  
12796 gross  
517ft x 63ft; draught 24ft 7ins  
Sulzer type diesels  
Twin screws - 14 knots  
Pass: 194 saloon, 834 dormitory

Two of four generally similar ships - BI's DILWARA (now KUALA LUMPUR) and P&O's ETRICK (sunk November 1942).

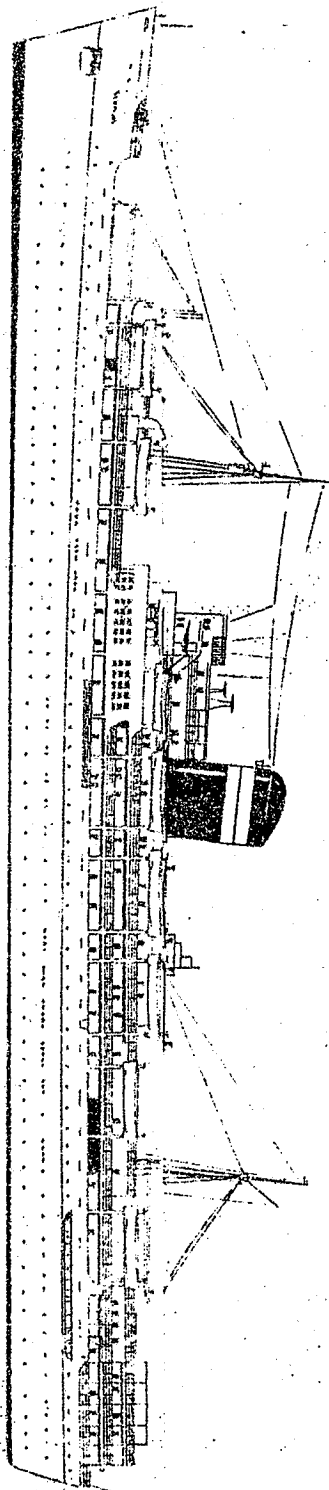
NEVASA  
7.1956 by Barclay, Curle & Co, Glasgow  
20527 gross  
609ft x 78ft; draught 28ft  
Steam, DR geared turbines (18400 shp)  
Twin screw, 18 knots  
Pass: as built - 220 1st, 100 2nd,  
180 3rd, 1000 troops  
as rebuilt - 1090 pupils and  
teachers, 308 cabin.

Nevasa was completed in BI's Centenary year.

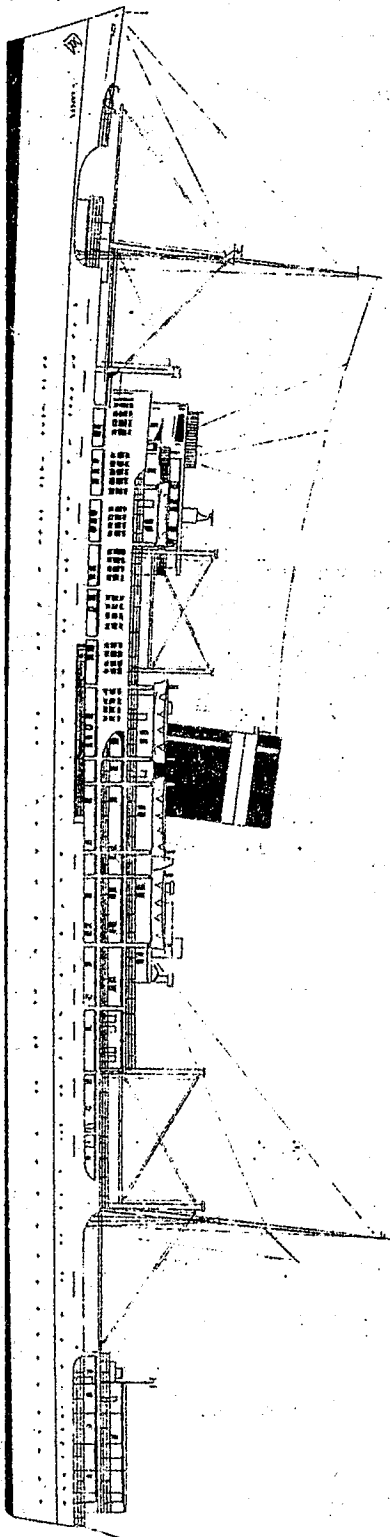
UGANDA  
7.1952 by Barclay Curle & Co, Glasgow  
14430 gross (16907g as rebuilt)  
540ft x 71ft; draught 27ft 6ins  
Steam, SR geared turbines  
Twin screw, 16 knots  
Pass: as built - 190 1st, 109 tourist  
as rebuilt - 304 cabin, 920 dormitory

sister: Kenya - scrapped 1969; Kenya distinguished from her sister by funnel 12ft lower.

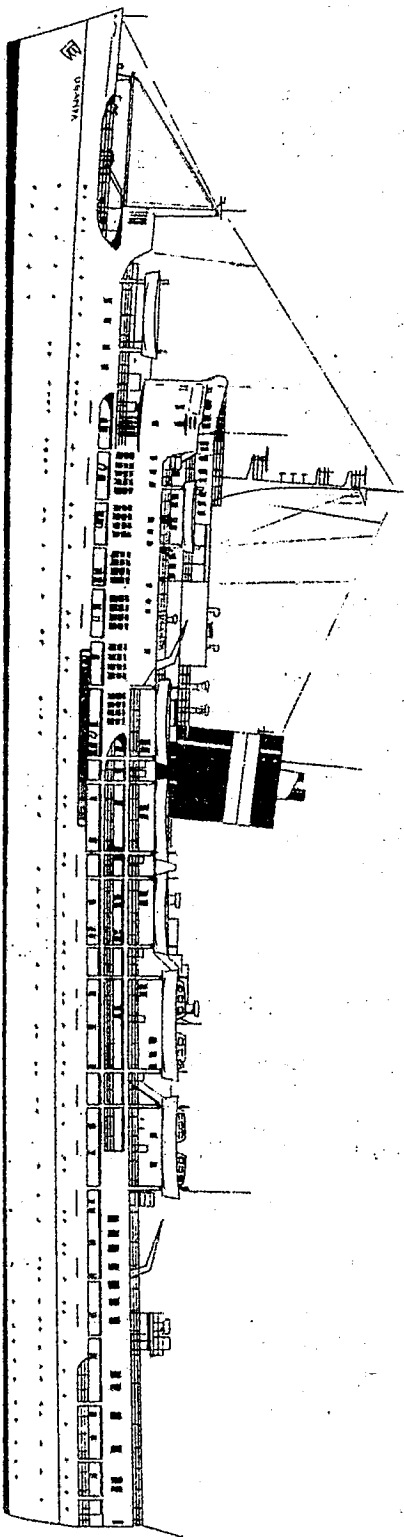
NEVASA



UGANDA as built



UGANDA as rebuilt



# nautical notebook

by Dock Head Correspondent

In last quarters 'BLACK JACK', it was remarked upon that each quarter sees at least one liner withdrawal - this has been no exception. Firstly, there was the announcement of Shaw Savill's cancellation of OCEAN MONARCH's summer cruise season, due to her mechanical unreliability, followed a few weeks later by the statement that as it was not economic to run a single liner, the NORTHERN STAR would be withdrawn in October at the end of her cruise season. Just before Union Castle's REINA DEL MAR sailed for Taiwan breakers on 28 May, the Company announced that the S.A. ORANJE was to be withdrawn in October, followed by the EDINBURGH CASTLE in April 1976, each to be replaced by fast Safmarine freighters on the Mail run. Yet another liner being withdrawn, and one which will not be returning to the Port before arriving at Taiwan breakers, is the ORONSAY which is at present cruising for P & O in the southern hemisphere.

A familiar liner which is soon to reappear at the Port with a new name is the ATLAS (51/9144) ex Ryndam-68, ex Waterman-68, ex Ryndam-72 which is to make 9 cruises between December and April 1976. Norwegian-America's SAGAFJORD completed her cruise programme being replaced by VISTAFJORD (73/24292) which initially tendered at the end of her positioning voyage. C.T.C. Lines introduced two bank-holiday weekend cruises to Amsterdam into their programme, together with an additional voyage to Australia later in the year.

Ferry News...even as this is being typed a week after farce of the 28 May, the saga of the MARY POPPINS has still not reached a climax...MONTE GRANADA (75/10839) the second Aznar mini-liner has joined her sister, this year operating from 49 berth...work is now proceeding fast with construction of additional ro-ro facilities at 30/1 berth, but who will be using it?

At the Container Berths, work has already commenced on constructing 206 berth for the newly won service to South Africa, the first vessel due to be completed in 1977 probably being from Safmarine who have 4 on order, OCL are to order 2, and 4 others are to be provided by other European operators...the Japanese 'K' Line have withdrawn their application to join the Trio consortium.

The AFCL service from 201/2 berth to West Africa is growing by leaps and bounds, mainly using chartered semi-container vessels, and during the quarter these included a final trip for HASSELBURG (74/9417), on short-term charter the BOW OAK (74/4998) and BOW EK (75/4997) owned by A/S Red. Odfjell of Bergen, the HETLAND RANGER (73/5921) ex Hansa-74 now under the Danish flag, the West Germans GRETHE REITH (71/5583) and OSTERFEHN (71/3000), the Norwegian ANNA PRESTHUS (74/8337) which commenced a two year charter, and the WESER EXPORTER (72/3182) whose charter ends in September. Other vessels due include the newly completed Rostock-built SOL NEPTUN (75/8000) also on a 2 year charter, and the FRENDO PARTNERSHIP, believed to be the first of a group of 5 8000 ton vessels under construction for the British fleet of Odfjell.

The South American Conference service has seen no unfamiliar British flag vessels, but others have included the chartered Finnish vessel ACONCAGUA (64/5402) and ELMA's RIO IGUAZU (75/10410).

South African fruit imports have brought 6 Safmarine and 2 Clan reefers during the quarter, others discharging including Fabre's NARVAL (68/8554), Port Lines PORT NEW PLYMOUTH (60/13925) and Paravon Shg CHRYSANTEMA (73/12059).

Other vessels loading cargo have included GOLAR FREEZE (68/8051), one of 3 recently sold by the group to USSR, with tractors for Ecuador, Norwegian-America's RANENFJORD (71/10098) with vehicles for West Africa, the Maltese RABAT (70/2812) with 2 mobile cranes for Malta, the Russian IGNATIY SERGEYEV (68/10028) and the Cypriot SKIPPER (59/8786) ex Trecarrell-71 (Hain-Nourse) loading for Havana, the latter being renamed DELPHI during her stay, the Antilles DANIELLA (69/1583) with heavy lifts for Mexico.....

continued

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+ The ORONSAY makes one final call at Southampton on the 14 July.

...the Norwegian ARAJUCK (72/9965) owned by Hilmar Reksten for Arabian Gulf and the heavy lift ship ABERTHAW FISHER (66/2355) from the Shetlands.

At the Grain discharge berth 22/<sup>different</sup>vessels discharged during the quarter, the largest being the Cypriot NISYROS ERA (58/5279) ex Sherwood-68(France Fenwick), ex Thackeray-69(Chine Shg), whilst the most frequent was the West German ELEMARSCHEN (58/499) which made five visits from Rotterdam or Antwerp. Three from each of the Everard and Frenco fleets called, whilst other interesting callers included the Spanish JUAN CARLOS TORO (73/790) from Bayonne, the Dutch VANESSA (74/1600) from Tilbury, the Cypriot IXIA (64/1199) ex Garorm-74, ex Irene-73, ex Nicholas X-72, ex Sagahorn-71, and from Liverpool the SILOTH TRADER ( / )

Several United Fruit banana carriers have recently gone to the breakers, including the CMOA (57/6079) ex Changuinola-70, Fyffes ROATAN (46/6845) ex Comayagua-69 and RIO COBRE (45/6845) ex Junior-69, and the Dutch CHOLITECA (47/5127) ex Cibao-70. Vessels recently discharging bananas or loading cargo for the West Indies have included ATALANTI (66/6235) ex Okanagan Valley-71(Johnson Line), the ITHAKI KATHARA (62/6758) ex Barcarolle-72(Salen), from Martinique the Norwegian SNEEFJORD (64/5310) ex Puna-72 and from Ecuador the ELLAKI (60/2123) ex Algor-72, ex Bodetal-68.

Other Docks callers of interest have included Headlam's EGTON (62/9958) for a crew change and stores/bunkers, the former local sand dredgers SOLENT LEE and HUMBER LEE now discharging chemical effluent from Cork and the former Channel Isles ferry FLEUR DES ILES (73/681) which was renamed ROSPIGGEN before sailing to Mariehamn(Finland) to join her new owners. The Comben Longstaff coaster STIRLINGBROOK (69/1597) loaded cable at 109 berth for Newington(USA), whilst at Redbridge Wharf, the inaptly named WOPPER (68/260) discharged.

The BTDB have announced that drydock charges are to increase by 80%, despite the fact that the largest was only occupied for 31% of 1974, no.6 for 36% and no.5 for 49% - this latter possibly being taken out of use at the end of the year, with no.4 coming back into use for special requirements. Drydock users have included East Asiatic Co's BUSUANGA (57/6493), European Ferries FREE ENTERPRISE I (62/2607) ex Free Enterprise-64, the American container vessel SEALAND ECONOMY (71/24773) all in no.7, Elder Dempster's SHONGA (72/9239) -sister of HASSELBURG- in no.6, and in no.5 the Iranian support ship IARAK (75/2000disp) and the Danish MERC NORDIA (73/499). The Canadian tug IRVING BIRCH completed her overhaul at 34 berth, the NOPAL VERDE at 43/4 berth, and the ST. OLA II at the Town Quay where she was renamed before departing to the North Sea.

Also using both no.5 and no.6 drydocks was the former BTDB Grab dredger, W.D.CRESSINGTON (62/1431) ex Cressington-75 now owned by Westminster Dredging and converted to a hopper vessel. After leaving the former drydock on the 16 May and spending a few days at Husbands Yard, she was involved in a collision with the wartime defences off Southsea, being holed in the bows and going aground, after refloating and returning to Husbands Yard, she entered no.6 on 28 May.

Other users of Husbands Yard have included Westminster Gravels ROCKSTONE (07/842), the Pompey based GITTA (72/499) which operates to the CI in competition with Commodore Shg, the Spanish BEGONA DE ASTOBIZA (69/725) being renamed KIELER STAG (see May MN), the Rowbotham tanker HELMSMAN (72/6068dwt), the Bermuda-registered tanker ONABI (69/1044dwt), and the coaster JOINTYN (59/499) ex Juvalta-73 owned by Fife Shipping of London.

Sand dredgers...the SAND FINCH was sold on 4 March to Pounds of Portsmouth for conversion to a mud hopper, or back to a coaster...the SAND WEAVER (75/3366) and ARCO TYNE (75/2684) arrived from their respective builders, the latter being laid up for a time at 22 berth with ARCO SCHELDT (72/1583) ex Amey III -73.

Dibles Wharf has received over a dozen 'colliers' during the quarter including seven from Stephenson Clarke, BRILLIANT (58/1143) and OLIVINE (52/1430) from Wm. Robertson and from Park Shipping the REGENTS PARK (72/1600).

Again, space has dictated that tankers have to take only the briefest of mentions, the main news being that the title of largest tanker has soon been taken from Esso, the new holder being the Liberian VENPET (73/325645dwt), a mere 23069 tons dwt larger than the ESSO KAWASAKI! Other VLCC's have included Sanko's EASTERN DALE (73/233040) under the Singapore flag, Odd Berg's KOLBJORG (73/229240dwt) and Bergesen's BERGE DUKE (73/279518), whilst at Hamble the American FALCON COUNTESS (72/37276dwt) discharged, certainly one of the largest tankers to call for some time.

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