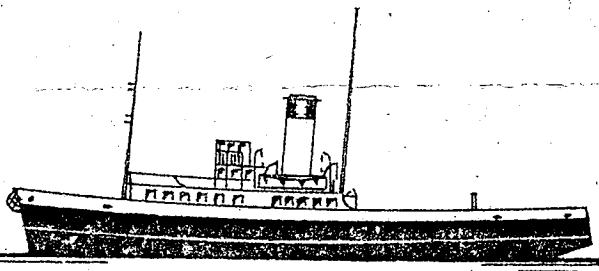


BLACK
JACK

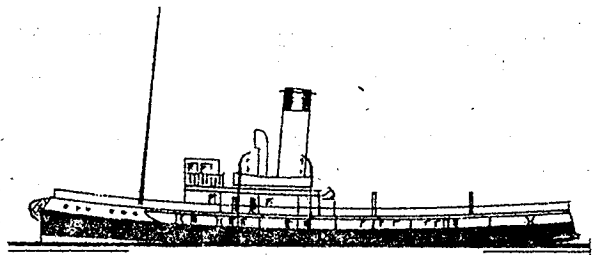
W.S.S.
SOUTHAMPTON

N° 16

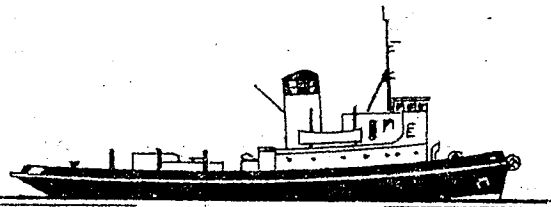
Autumn 1975



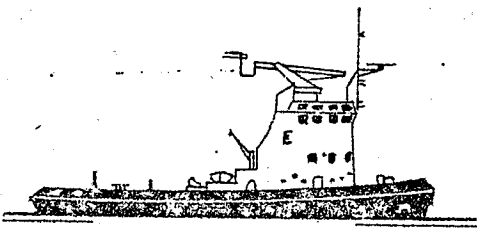
the 1930s — CALSHOT of 1930.



the 1910s — PALADIN of 1913.



the 1950s — HAMTUN of 1953



the 1970s — GATCOMBE of 1970

drawings by JOHN S. LINDSAY

Red Funnel Tugs

Published Quarterly by the Southampton Branch of the World Ship Society

Membership of the World Ship Society is £5.00 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, 2 Glencarron Way, Bassett,
 Southampton, SO1 7EF
 & David T Hornsby
 Publicity Officer: W H Mitchell
 Outings and Visits Secretary: David T Hornsby
 Projectionist: Brian A Hill

With another Branch AGM coming up next month, nominations for the committee should be notified to the Secretary as soon as possible. The Branch is flourishing at present, but only active participation by members will keep it that way.

If committee work is not for you, how about filling in the odd half hour with a mini-talk, or contributing an article to 'Black Jack'?

We now have a team for the Inter-Branch Quiz - all we need is supporters! The venue has not yet been fixed, but it seems that it will probably be near Hove station, and not at the Royal Albion Hotel. I hope that it will be possible to announce definite arrangements at the September meeting, but anyone wishing to come along can get details by contacting the Secretary.

The following new members are cordially welcomed to the Branch - Mr Hadley of Wilton, Mr & Mrs Parr of Woolston, Mr Roberts of Hythe, Mrs Rogers of Salisbury, Mr Stevens of Portswood, Mr Thomson of Southampton and Mr C Titheridge of Hythe.

FORTHCOMING MEETINGS:

All meetings are held in Room 31, Library Building, University of Southampton, on the second Tuesday of every month, commencing at 7-15pm

Tues 9 Sept Film Evening

Tues 14 Oct Southampton Branch AGM with supporting programme

Tues 11 Nov Members Mini-Talk Evening

Tues 9 Dec Branch Members Quiz with W H Mitchell

COVER ILLUSTRATIONS: Red Funnel Tugs - drawings by John S Lindsay
 (see main article inside)

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 oo
RED FUNNEL TUGS
 oo
 by W. H. Mitchell
 oo
 drawings by John S. Lindsay
 oo

The proper name of the owning company is the Southampton, Isle of Wight and South of England Royal Mail Steam Packet Company Limited - the longest shipping company name in the United Kingdom - founded in 1861. The company funnel colouring has not always been red with black top, being changed from white in the Jubilee year of 1935. Red Funnel Tugs is part of a group trading as Red Funnel Services and comprises a ferry fleet, a tug fleet, Cosens of Weymouth, the Vectis Shipping Co. and Vectis Roadways Ltd.. This article only concerns the tug fleet.

The company first entered the towing business in 1884, acquiring three tugs and a barge from the Southampton Screw Steam Towing Co., the largest being ALEXANDRIA, 110 feet x 19 feet giving a gross tonnage of 120. Built of iron, she had been completed by Day, Summers and Co. in March 1876 and her 2-cylinder compound engine driving a single screw gave 60 ihp. The SOVEREIGN had been completed in September 1870 and was 106 feet x 19 feet giving 110 gross tons, also being built of iron her ihp was 45. The smallest tug was the PAVN of 25 ihp. The barge was the PHOENIX an ex-paddle tug built by Money Wigram & Company at Northam in 1854, measuring 73 feet x 19 feet she was converted to a barge in 1878 and served until scrapped in 1912.

When the company took over the towing business, the only large liners of the day using the Port were those of the Royal Mail Steam Packet Co., the Union Line and P & O, ships averaging 5-6000 tons. Most activity was in the Inner and Outer Docks where the P & O and RMSP ships berthed. There was, however, a considerable amount of tender traffic, particularly with the German emigrant ships of Hamburg-America and Norddeutscher Lloyd and it is not surprising, therefore, that the first order was for a tug/tender.

ALBERT EDWARD 1886 Completed in June 1886 by Day, Summers and Company, Northam (Yard No. 77) and given a passenger certificate for 267, she went to St. Nazaire and then to Le Havre during World War 1, returning to Southampton in 1917. In 1933 she was chartered to Sark Motor Ships Ltd. as an excursion steamer in the Channel Isles, being purchased outright by them in 1934 taking the name JOY BELL III and having new Petters oil engines installed. She became a mooring ship during the 1939-1945 war and in the '50s was renamed RAFMOOR under the Air Ministry control serving at Weymouth. In 1962 she was bought by a private individual in Essex, and in 1964 was sold for breaking up at Bruges, Belgium.

Details: Iron, twin screw; 172 grt; 120' x 20' beam; 1100 ihp;

HERCULES 1890 In 1890, the company went to Barclay, Curle of Glasgow for this twin screw tug. Built of steel, she was reboilered in 1903, and served until 1926.

Details: Twin screw; 270 grt; 135' x 24'; 6 cyl triple exp - 1200 ihp;

VULCAN 1893 Built by Barclay, Curle & Co., Glasgow (Yard No. 383), she served until 1957 when broken up by Pollock Brown & Co., Northam. She was used as a tender at times and had a passenger certificate for 272.

Details: Steel, twin screw; 288 grt; 120' x 25'; 4 cyl compound - 1200 ihp;

AJAX 1894 Yard No. 393, a sister of VULCAN, she served until 1936 when sold for breaking up in Holland 12/1936;

HECTOR 1903 Built locally by Day, Summers & Co., Northam (Yard No. 131), she served until 1958 when she was sold for breaking up at Bruges, Belgium arriving on 7 October in tow of tug BLANKENBURG.

Details: Steel, twin screw; 316 grt; 129' x 25'; 4 cyl compound - 1400 ihp;

NEPTUNE
1910

An improved repeat order of Hector; completed in May 1910 (Yard No 145) she lasted until 1961 when sold to Haulbowline Industries Ltd for breaking up, arriving at Passage West, near Cork on 24/4/1961.

Details: Steel, twin screw; 314 grt; 138' x 25'; 4 cyl compound - 1400 ihp;

SIR BEVOIS(1)
1916,

Another repeat order (Yard No. 161), but embodied many improvements and with increased gross tonnage. Last tug to be built for the company by Day, Summers & Co. and named after the legendary hero of Southampton. Sent to Plymouth early in World War II, she was bombed and sunk on 20 March 1941; later raised, she was only fit for breaking up.

Details: Steel, twin screw; 338 grt; 130' x 25'; 4 cyl compound - 1600 ihp;

ASCUPART
1921

Built by Bow, McLachlan & Co. Ltd., Paisley (Yard No. 393) and named after the legendary dragon slain by Sir Bevois. In 1927 she was sold to the Dominion Coal Co. Ltd., of Sydney, Nova Scotia and in 1956 was again sold to Marine Industries Ltd.. Subsequent history not known.

Details: Steel, single screw; 171 grt; 107' x 23'; Triple expansion engines;

CANUTE
1923

The first tug built by John I. Thornycroft & Co. Ltd., Woolston (Yard No. 1014) and completed in February 1923; her design was just wide enough to have her two boilers installed abreast, instead of in echelon as with previous tugs of similar horsepower, therefore saving in length. She was bombed and sunk at Southampton on 28 December 1940, but was later salvaged and continued service at the Port until 1965 when she was sold to Tsavlis (Salvage and Towing) Ltd, Piraeus and was renamed NISCS. SAMOS. No longer in Lloyds Register, 1972/3.

Details: Steel, twin screw; 271 grt; 118'oa x 30'; 4 cyl compound - 1314 ihp - 12 kts;

CLAUSENTUM
1926

A repeat order of CANUTE (Yard No. 1049) named after the Roman settlement at Bitterne Manor on the River Itchen. Was the last of the coal-fired steam tugs and left Southampton in November 1966 for breaking up at Antwerp in tow of tug TEMI III.

Details: Steel, twin screw; 280 grt; 118'oa x 30'; 4 cyl compound - 1200 ihp - 12 knots;

The fleet in 1927 was AJAX, ALBERT EDWARD(tender), CANUTE, CLAUSENTUM, HECTOR, NEPTUNE, SIR BEVOIS, HERCULES, ASCUPART, VULCAN(tender) the tenders operating from the tender station at 50 berth.

CALSHOT(1)
1930

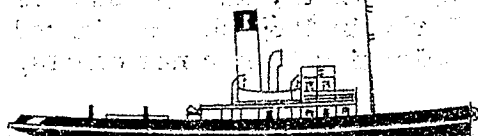
The largest tug/tender ever built locally for the company, she was completed by John I. Thornycroft in January 1930 (Yard No. 1093). A twin screw steam tug equipped with coal-fired Scotch boilers, she also had additional oil-fired watertube boilers which helped for higher speed when being used as a tender, for which she had a passenger certificate for 566. In 1940, she was requisitioned by the Admiralty for tender work to battleships at Scapa Flow. In September 1942, she returned to the Red Ensign and served as a tender to the 'Queens' at their Clyde anchorages. In May 1944, she returned to Southampton for D-Day operations and remained in the Port until September 1945 when she was de-requisitioned, returning to towing services for her owners after an extensive refit in June 1946. At various times in her life, she was used in summer as a relief vessel on Isle of Wight excursions. In 1964, she was sold to Port & Liner Services (Ireland) Ltd and was converted to diesel propulsion (800 bhp); renamed GALWAY BAY her gross tonnage was increased to 702, but her passenger certificate was reduced to 423. In 1971 she was resold to Galway Ferries Ltd.

Details: Twin screw; 684 grt; 147'oa x 33'; 6 cyl triple exp - 1500 ihp - 13 knots;

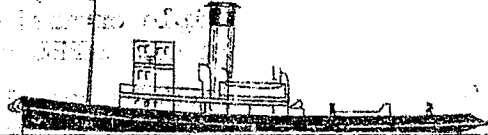
At the outbreak of war in 1939 the towing fleet comprised CALSHOT(1), CANUTE, CLAUSENTUM, HECTOR, NEPTUNE, SIR BEVOIS(1) and VULCAN.

There were also a number of domestic tugs, primarily used for the towing of coal barges for coaling the paddle steamer fleet at the Royal Pier. These tugs and coal barges berthed at the adjacent Town Quay, the tugs included:-

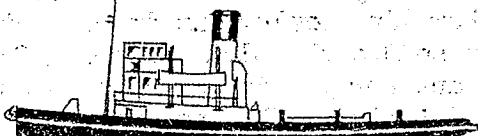
RED TUNNEL TUGS



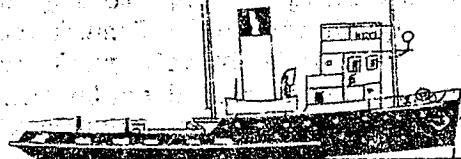
WULCAN
1893



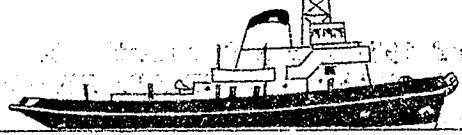
HECTOR
1903



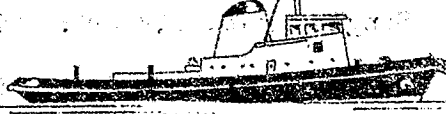
CLAUSENIUM
1926



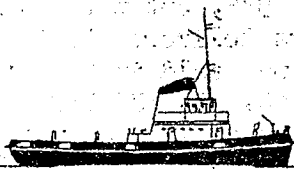
BEAMISH
chartered 1951



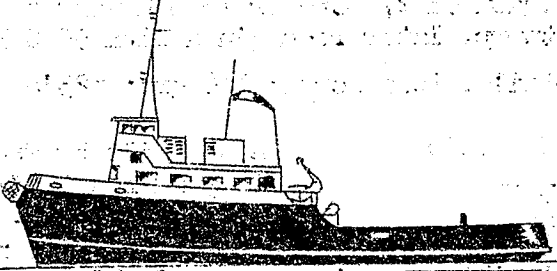
CULVER
1956



DUNNOSE
1958



BONCHURCH
acquired 1966



GATCOMBE
1960

Drawings by John S. Lindsay

PRINCESS LOUISE Sunk by IST at Town Quay just before D-Day, 1944; not worth repair;
 PRECURSOR Built at Cowes 1898; 24grt, 43'bp x 13';
 MINAS Built Bowling, Dumbarton 1900; 64grt, 72'bp x 16', 50 hp;
 bought from Associated Transport Ltd., Liverpool;
 BANTAM Acquired in 1948 for similar purposes; Built 1942 by Phillips & Son,
 Dartmouth, 23grt, 46' x 12', 100 hp, 9 knots; in 1959 she was sent
 to Weymouth, but was laid-up and partly dismantled. Early in 1965 she was lifted from
 the water and hauled to an engineering establishment belonging to her new owners,
 Messrs. Curtis of Weymouth.

Towards the end of the war, 2 tugs were managed for the Min. of War Transport.

EMPIRE LILLIPUT Built January 1944 by R.Dunston Ltd., Thorne; 138grt, 99'oa x 21',
 triple expansion. In 1947 sold to the Shell Company of Singapore,
 renamed LEMBU and eventually scrapped there in 1957.

TID 69 Built by same builders in 1944, 74'oa 65'bp x 17' with 2 cylinder
 compound engines. In 1947 sold to Luke, Thomas & Co., London.

PALADIN This tender/tug was built in 1913 by Murdoch & Murray Ltd., Port
 acquired 1946 Glasgow (Yard No. 256) for the Anchor Line and was requisitioned
 for naval service at Queenstown and Scapa Flow, being renamed

PALADIN II until April 1921 - destroyer of same name already in RN. In 1936 acted as
 lead tug on launch of QUEEN MARY. In 1939, when Anchor Line employment in connection
 with their own vessels proved unremunerative, she was sold to the Clyde Shipping Company,
 but her usefulness was limited by reason of her size and her prodigious coal consumption,
 although in WWII she proved invaluable as both tug and tender. She was purchased by
 the Company in April 1946 to replace the SIR BEVOIS lost at Plymouth, but was almost
 immediately chartered to Cunard White Star and sent back to the Clyde, acting as a
 tender between John Brown's yard and the QUEEN ELIZABETH then reconverting at a Clyde
 anchorage. She returned south and served at Southampton until 1960, when on 5 July she
 left for breaking up at Rotterdam.

Details: Twin screw; 332 grt; 140' x 30'; 4 cyl compound - 1500 ihp;

The fleet in 1950 was CALSHOT, CANUTE, CLAUSENTUM, HECTOR, NEPTUNE,
 PALADIN, VULCAN and BANTAM.

BEAMISH Arrived at Southampton in summer of 1951 for a few months to assist
 chartered 1951 with Fawley traffic. Constructed in 1944 as the EMPIRE PAUL by
 J. S. Watson, Gainsborough, she became QUEENSCARTH (Rea Towing) in
 1946 and BEAMISH (France Fenwick Tyne & Wear Co) in 1949.

Details: Single screw; 242 grt; 113'oa x 27'; Triple expansion - 1000ihp;

HAMTUN Both delivered in November 1953 as Yard Nos, 4151 and 4158 by J.I.
 Thornycroft & Co., who remained registered owners until 1959.
 SIR BEVOIS(II) Built on the same lines as CLAUSENTUM of 1926, but with oil-fired
 1953 boilers, they were the first post-war tugs delivered to the company
 and the last steam driven tugs in the fleet. SIR BEVOIS(II) was sold in 1968 to John
 Howard & Co.(Northern)Ltd., Liverpool and renamed AMANDA HOWARD. HAMTUN left for
 Belgium on 27 October 1970 having been sold to Union de Remorquage & de Sauvetage,
 Antwerp, later re-engined with 5500 hp diesels and in 1972 renamed NATHALIE FETZER.

Details: Twin screw; 318 grt; 123'oa 42'bp x 30'; 6 cyl triple exp, 1653/1616hp;

ATHERFIELD Also built by Thornycroft and completed in May and July respectively
 as yard nos 4163/4164, this pair were the first diesel tugs built
 CULVER for the company. Constructed for special work at Fawley Refinery
 1956 where they were normally stationed, they were equipped with 6
 swivelling monitors and 4 double hoses, 6000 gallons of foamite in two tanks and with
 the main pump capable of delivering 3000 gallons per minute. Twin rudders were fitted
 for manoeuvrability. In January 1969, CULVER was equipped with a high tower for more
 effective fire-fighting in the larger tankers and in February 1972 the Hampshire, So'ton
 and I-O-W Councils agreed to contribute £5080pa for her use by any of the 3 Fire
 Brigades, including on call for training purposes. ATHERFIELD was sold to

.....to J. D. Irving Ltd (Atlantic Towing Company), Canada and left Southampton on 4 May 1971 for St. Johns NB, where she is used as a harbour/fire tug having been renamed IRVING HEMLOCK in 1972.

Details: Twin screw; 246grt; 112'oa 100'bp x 30'; 2x6 cyl Crossley-1340hp-12 knots;

DUNNOSE 1958 Completed in June by Thornycroft (Yard No. 4182) and similar to Atherfield, but without fire-fighting equipment

Details: Twin screw; 241grt; 112'oa 100'bp x 30'; 2x6 cyl Crossley-1340hp-12 knots;

GATCOMBE(I) 1960 Another Thornycroft vessel (Yard No. 4192) launched on 16 March 1960 and delivered in July to replace PALADIN. Occasionally used as a relief excursion vessel, this tender/tug had a certificate for 400 passengers or 200 passengers/6 cars. In July 1969 she was sold to Bermuda Marine and Port Authority (Gov't of Bermuda) being renamed BERMUDIAN. On 4 April 1974 took stores and spare parts to QE2 stranded 200 miles off Bermuda with boiler trouble.

Details: Twin screw; 489grt; 136'oa 123'bp x 35'; 2 x 8cyl Crossley-1800hp-12 1/2 knots;

The fleet in 1960 comprised ATHERFIELD, CALSHOT, CANUTE, CLAUSENTUM, DUNNOSE, GATCOMBE, HAMTON, NEPTUNE and SIR BEVOIS.

THORNESS 1961 Launched on 17 January 1961, she replaced NEPTUNE when delivered in March; as an exact repeat of DUNNOSE, she was also built by Thornycroft (Yard No. 4194).

Details: Twin screw; 247grt; 112'oa 100'bp x 30'; 2x6cyl Crossley- 1340hp-12knots;

CALSHOT(II) 1964 Delivered in March 1964 by Thornycroft (Yard No. 4202), she is very similar to GATCOMBE(I), but with two-speed gearbox for two ahead speeds and improved bollard pull. Passenger certificate for 400 passengers or 200 passengers/6 cars. Chartered periodically to Department of Environment in connection with oil slick disposal work.

Details: Twin screw; 494grt; 139'oa 124'bp x 35'; 2x8 cyl Crossley-1617hp- 13 1/2 knots;

CHALE 1965 Was originally to have been named COMPTON and was completed by Thornycroft in July 1965. Similar to THORNESS, but with full-width enclosed bridge.

Details: Twin screw; 254grt; 112'oa 100'bp x 30'; 2x6 cyl Crossley-1340hp-12 knots;

BONCHURCH acquired 1966 Built 1944 by R.Dunston, Hesse as TID 174 for Ministry of War Transport. In 1948 sold to Les Abeilles, Le Havre and renamed ABELLE No. 13 and in 1963 sold to Sirespa Building Co. Ltd. being renamed BATE COMEAU. Purchased by Red Funnel in 1966 and renamed after overhaul.

Details: single screw; 54grt; 74'oa 65'bp x 17'; oil engines - 220hp - 10 knots;

GATCOMBE(II) Arrived Southampton 13 November and 21 December 1970 on completion by R.Dunston, Hesse as yard nos. 874 and 875. Fire-fighting tugs normally based at Fawley, equipped with water/foam monitor on hydraulically operated hinged arm/platform, able to play down from 70 feet above waterline onto deck of tankers. Two other water/foam monitors on wheel-house top and two deck-mounted swivelling connections. Fitted with portable bulwark mounted booms for oil dispersal by spray nozzles. Kort nozzle-rudder and bollard pull of 35 tons. Superstructure painted light green.

Details: Single screw with Kort nozzle; 269 grt; 107'oa x 31'; Lister Blackstone Mirrless engines - 2500 bhp - 12 1/2 knots;

The fleet in 1975 comprises BONCHURCH, CALSHOT, CHALE, CULVER, DUNNOSE, GATCOMBE, THORNESS and VECTA.

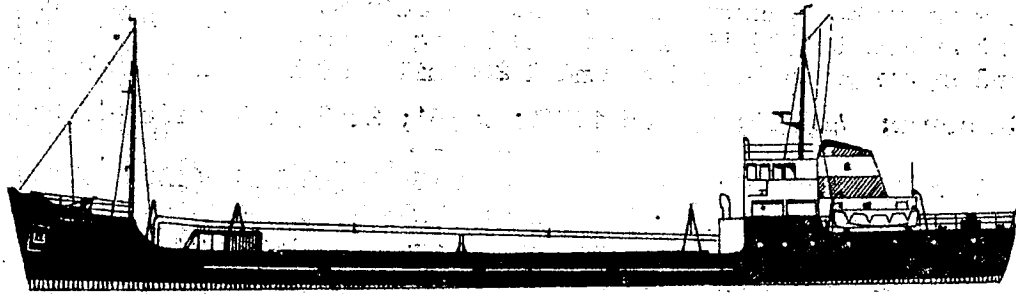
AGGREGATES

Part 5
 Additional information and updating
 by D. T. Hornsby

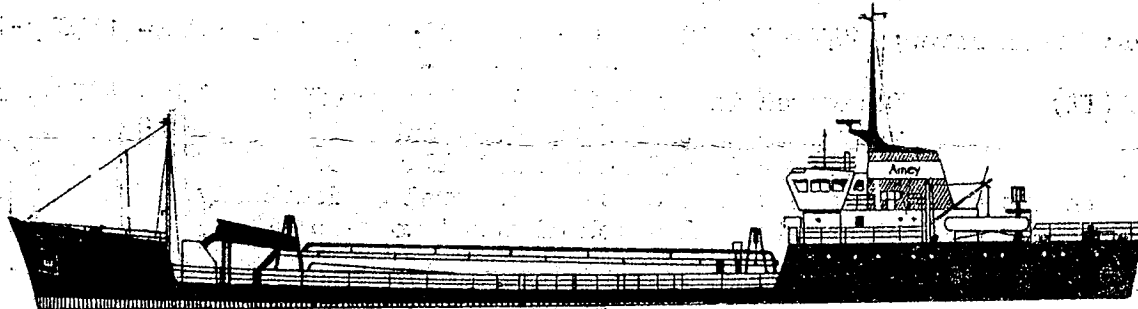
A.R.C. MARINE LTD.

ARCO TEST lengthened in 1974 by builders from 174' to 208'6" oa increasing tonnages to 594 gross and 920 dwt on draught of 10'10";

ARCO TYLB delivered at start of March 1975, having been completed at end of February at cost of £2.4m; gross tonnage 2800 tons, 323'1" length oa;



ARCO DART ex Pen Dart ex Sand Dart



Amey now ARCO TEST (before lengthening)

SOUTH COAST SHIPPING CO. LTD.

Since early 1972, the Company has been equally owned by Wm. Cory & Sons Ltd., and R.M.C. Ltd., and contracts are at present being undertaken on both sides of the English Channel. In addition to Southampton, local discharge berths are located at Poole, Fareham and Portsmouth, whilst other wharfs on the South and East coasts include Shoreham, Newhaven, Dover, Rochester, Felixstowe and several in the Thames estuary. On the opposite side of the channel, ports served include Dunkirk, Freguain and Roscoff in Brittany, Guernsey, Calais, Zeebrugge and Ostend. Dredging areas include the local Solent Banks, the Ower Bank off Portsmouth, banks in the Channel, and for the French and East Coast trade the Shipwash and Trinity Banks in the North Sea.

Hall Marine Ltd mainly operate in the coastal areas around London, the East Coast and the near Continent, although a recent contract has been fulfilled at Devonport. In addition to the SAND WADER, vessels are from the S.C.S. part of the Company are occasionally chartered.

Of the present fleet, the SAND SWIFT and SWAN are 'leading dredgers' with the dredging pipe hinged aft and forward pointing when loading. The SAND GULL and her sisters can 'trail' their dredging pipe in suitable weather conditions, although dredging is not normally undertaken on the move, whilst the SAND SKUA, SERIN, WADER and WEAVER are 'trailer dredgers' allowing them to load from their forward hinged pipes whilst on the move in normal weather conditions.

South Coast Shipping Co. Ltd.....cont.

SAND SWIFT 25/3/1974 had fire in engine-room electrical equipment off Trequair;
SAND SWAN 4/1/1975 struck rocks and "towed into Roscoff with strong list and many leaks", engine-room flooded; 21/1/1975 towed to Brigham & Cowen Ltd., South Shields for repairs which were stated as being "more extensive than first estimated"; returned to service 22/5/1975;
SAND FINCH sold 4/3/1975 to Pountis at Portsmouth for conversion;
SAND SKUA similar to SAND SWAN and SWIFT but with forward hinged dredging pipe, layout improvements and modifications required by B-C-T requirements;
SAND WEAVER was delivered 9/5/1975;
NEWBUILDING at Wallsend was named SAND SERIN at her launch and was delivered 20/12/1974; tonnage 2127 dwt;

WESTMINSTER GRAVELS LTD...

NORSTONE 1975 renamed SEA TRAILER by Fulmar Service Ltd; still registered at Sotcn;

BOWEN & CAINES

TRIARGATE arrived 1/7/1975 at Bitterne Manor for breaking up by Tom Holden;
"HAMBY" registered as RIO I in Rotterdam and owned by W. Oosterlee; chartered in 1967 for one year to operate between Twyford Quay, Portsmouth and the Solent and Hamilton Banks;

NIGEL 105.5' reg x 21.1'; 134 tons gross; oil engine; completed 1915 at Hylton; for at least 20 years to 1948 owned by H.S. Colburn, Weston-super-Mare; c.1948 to Thomas Silvey(Bristol)Ltd who remained as managers when c.1967 to Bristol Towage Ltd. and c.1968 to Sand Supplies(Western)Ltd; 8/1970 acquired from Davies of Bristol and used as suction dredger between Solent Banks and River Medina; 1972 sold to R.Slack of Hayling Island who remained as manager on transfer in 1972 to Newport Marine Aggregates Ltd; subsequently sold to Pioneer Concrete;

TANTIVY 77.4' reg x 16.4'; 85 grt; oil engine; self propelled barge; completed 1926 at Kings Lynn; 1947 owned by Crouchers Ltd, Newport(IOW) previous owners unknown; c.1948 to Hays Wharf Cartage Co. Ltd., London; c.1951 to British Transport Commission, London; c.1962 to British Road Services; 1970 acquired; 1971 sold to Capt. Curzon;

VIDON self propelled barge; 1970 acquired; 1971 sold to Capt. Curzon;

PREMIER 76.5' reg x 17'; 52 grt; oil engine; tug; completed 1900 at Sittingbourne; 1947 owned by Dover Industries Ltd., Dover; c.1968 sold to H.Pound, Portsmouth; 1968 acquired to tow loaded shingle barges from Spider Creek buoys to Fareham Quay; 1969 resold to H.Pound as "a deposit" on MARK BOWEN q.v.; 1971 caught fire while laid-up and completely gutted;

NORTHWOODS (FAREHAM) LTD..

STEEL WELDER 23/1/1975 went aground on East Winmer Bank at mouth of Langstone Harbour when main channel buoy was washed away in gale; refloated on 24th under own power after two previous attempts by naval tugs failed;

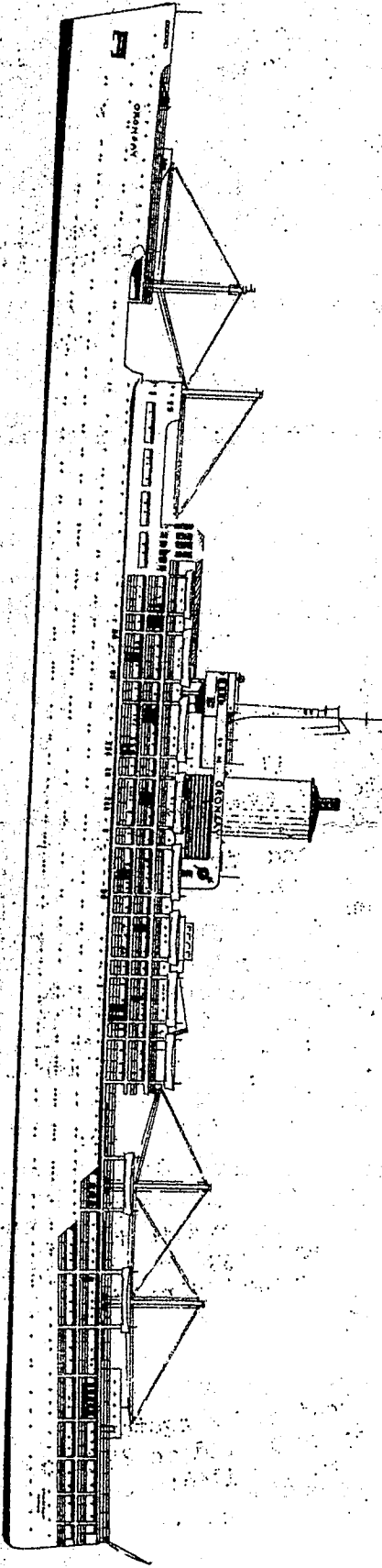
C.617 100.2' reg x 21.6'; 192 gross tons; oil engine of 192bhp; completed 1943 at Faversham;

NORMANDIE DREDGING & SHIPPING CO. LTD..

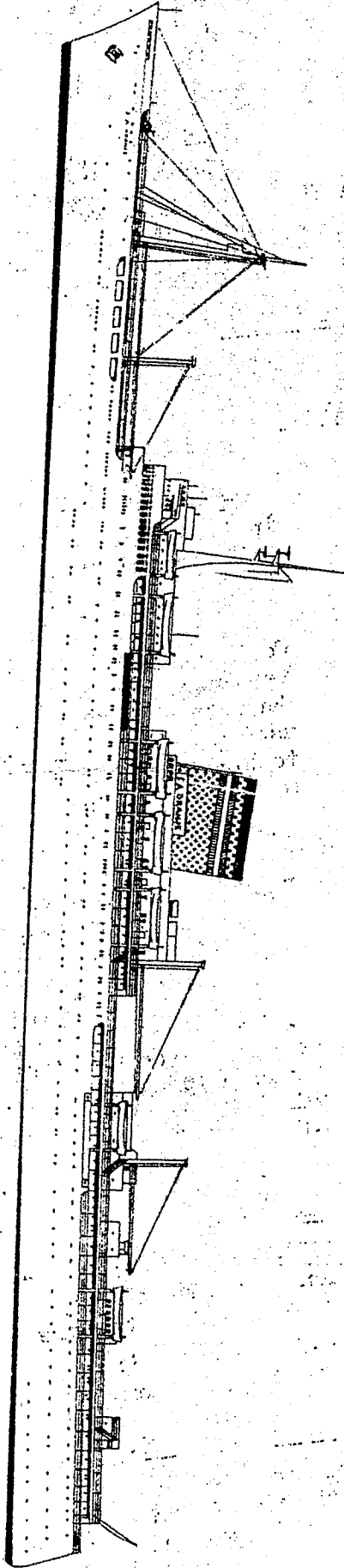
HUMBER LEE) after conversion to effluent tankers at Hull, both vessels called at
SOLENT LEE) Southampton before departing to Cork in Mid-May and Late-April
respectively, where they took up their new careers;

Additional information will be included in "Nautical Notebook" when available;

ORONSAY



S A ORANJE



MORE PASSENGER LINERS WITHDRAWN

EDINBURGH CASTLE
S A ORANJE
ORONSAY

EDINBURGH CASTLE of Union Castle & S. A. ORANJE of Safmarine

The S A Oranje (ex Pretoria Castle '66) will be withdrawn from service by the South African Marine Corp. on arrival at Durban from Southampton on 6 October 1975. Her sister the Edinburgh Castle will come off service following her arrival at Southampton on 12 April 1976; both vessels are to make one-way voyages to the Far East for breaking up, the Edinburgh Castle's voyage being a cargo only sailing as far as Durban and thence on to Taiwan.

Both the Pretoria and Edinburgh Castles were completed in 1948 by Harland & Wolff at Belfast. The first of Union Castle's post war passenger liner building programme, they were the company's first turbine driven mailships for nearly 30 years. The Pretoria Castle was launched by Mrs Smuts (wife of the then South African Premier) by radio telephone from South Africa, and the Edinburgh Castle by HRH Princess Margaret. Pretoria Castle took her maiden sailing from Southampton on 22 July 1948; Edinburgh Castle following her on 9 December 1948.

In 1964 the Edinburgh Castle completed her 100th round voyage, having steamed 1,366,800 miles and carried 210,000 passengers.

In May-June 1965 both vessels were withdrawn for one voyage each so that improvements could be carried out to their passenger accommodation; at the same time both had their mainmasts removed, foremasts cut down to just above crosstree level and a signal mast added atop the bridge. All this work was carried out by Harland & Wolff at Southampton. Edinburgh Castle's mainmast was later given to the National Dock Labour Board training school and was erected near the car ferry terminal in Melbury Road by Harland & Wolff.

In January 1966 the Pretoria Castle (along with the Transvaal Castle now S A Vaal) was transferred to the South African Marine Corp. and renamed S A Oranje; at first she was still manned by Union Castle staff but later the South African company took over the running of the ship and she was re-registered under the South African flag.

Now both these fine vessels have reached the end of the road and will soon be in the hands of the breakers - their places in the weekly mail service to be taken by fast Safmarine cargo liners.

Details:

S A ORANJE (ex Pretoria Castle '66)	EDINBURGH CASTLE
7.1948 by Harland & Wolff	12.1948 by Harland & Wolff
27 513 gross 15 528 net 16 688 dwt	27489 gross 15 487 net 16 558 dwt
747 ft o a x 84 ft draught; 32 ft	747 ft o a x 84 ft draught: 32 ft
DR geared turbines, twin screw.	DR geared turbines, twin screw.
22½ knots	22½ knots
Pass: 135 1st, 534 tourist	Pass: 133 1st, 536 tourist

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ORONSAY of P & O

Oronsay was the second liner in the old Orient Line's post war rebuilding programme, being preceded by the Orcades in 1948, and followed in 1954 by the Orsova, both of which have already made their sad journeys to the ship-breakers. All three vessels were built at Barrow-in-Furness by Vickers

Armstrongs.

Oronsay was launched on 14 June 1950 and was completed in May 1951. After trials in the English Channel, during which she attained a mean speed of 25.23 knots, she left Tilbury on 16 May 1951 on her maiden voyage to Fremantle, Melbourne and Adelaide.

Externally Oronsay differed from Orcades in that she had a thick mast on top of the bridge rather than a tripod. However as with Orcades she was built without the 'Welsh hat' funnel top which became such a distinguishing feature in later years. This smoke deflecting innovation was not installed until experience had been gained with the third vessel (Orsova).

Oronsay had accommodation as built for 668 first class and 833 tourist class passengers.

An interesting comparison in costs is available for the three liners - Oronsay's building costs were £4 million as compared with £3 million for the earlier Orcades and £6.5 million for the later Orsova.

On 1 January 1954 the Oronsay extended her usual Australian service and opened an experimental trans-Pacific service. This and other proving voyages were so successful that a full service, using all the major units of the Orient and P&O fleets was operated under the title of Orient and Pacific Line.

In 1964 after many years of close co-operation the Orient Line was completely absorbed into P&O. One result of this was that the four Orient liners (Orcades, Oronsay, Orsova and Oriana) lost their distinctive 'biscuit' coloured hulls in favour of the all white of P&O.

Oronsay was named after one of the Western Isles of Scotland and her badge represented the Scottish targe (shield) and broadsword.

Oronsay made her last visit to Southampton early in August leaving the port, for 'down-under' and thence the breakers, on 4 August.

Details:

5.1951 by Vickers Armstrongs Ltd., Barrow-in-Furness
 28 136 gross 15 621 net 10 704 dwt
 709 ft o a x 90 ft draught 30 ft 5 ins
 Geared turbines, twin screw, 22 knots
 Pass: 612 1st, 802 tourist (600/610 when cruising)

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BY THE WAY.....

The Barquentine REGINA MARIS, which has spent a considerable time in and around Southampton has now left the port bound for the Black Sea. She is to be used to make a film of the life of Josef Conrad being made as a joint effort by British and Polish Television. She sailed round to Greece and there picked up the television crews, actors, stores etc.

An interesting (and surprising) piece of news to reach your Editors' ears is that Red Funnel's Cowes Castle 65.786g and Norris Castle 68.734g are to travel to Rotterdam this coming winter for lengthening! In addition they are to be converted to drive through ferries - what on earth they will look like when the work is complete is anybody's guess!?

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nautical notebook

by Dock Head Correspondent

Following the damaging 6 week period in the first half of the June-August quarter when only a single shift was being worked, the docks have gradually returned to near normal, although several services are still diverting vessels away from the Port.

One part of the Port which was not affected by the dispute were the petroleum jetties, although even here things have been relatively quiet with vessels occasionally having to anchor in the Solent to await tank storage space. At Fawley, one of the more interesting tankers to call was the Dutch CHEVRON THE HAGUE (45/23256dwt) ex Caltex The Hague -67, ex Boonesborough-50, a T2 type rebuilt in 1967. Non-Esso VLOC's at the jetty have included the Liberian SAUDI GLORY (74/270714dwt) ex Mobil Mariner-75, the Panamanian WORLD EMPIRE (72/228172dwt), the German WESTFALEN (74/236810dwt), the Liberian owned/Greek flag ANDROS ORION (70/243644dwt), the Norwegian THORSHOLM (73/279810dwt), JAMUNDA (71/258750dwt) and NORSE KING (70/228100dwt), the British HUDSON VENTURE (71/254520dwt) and the Japanese TOHO MARU (72/228245dwt) and TAISHO MARU (75/228041dwt). Other smaller Liberian visitors included the sisters MEGAS (67/90634dwt) ex Bessie A. Pappas -70 and DORIOS (67/90800dwt) ex Pappas Thessaloniki-70 the former being Panamanian owned, the ATLANTIC ANTARES (64/76811dwt) and the FARAH PANLAVI (61/54391dwt) launched as Cyrus The Great. Products tankers included the Norwegian gas tankers NYHAMMER (75/45273dwt) and IJCLAN (74/27132g) the latter being gas-turbine powered, the Italian NAI NOEMI (73/30546dwt), Canadian Pacific's FORT MACLEOD (74/30782dwt), the Greek MESSINIAKI AIGLI (69/29765dwt), the French gas tanker MARIOTTE (67/10775g) ex Aeolos-68 and Van Ommerens' PORT RENARD (61/26026dwt) ex Yalton-74, ex World Hope-73.

Amongst Esso's own fleets, the difficult market conditions have meant that the ESSO HAMPSHIRE (62/85272dwt), ESSO YORKSHIRE (63/94241dwt) and ESSO PEMBROKESHIRE (61/84717dwt) will be delivered to Taiwan breakers before the end of the year and several others have had to be sold including several to the Greek Latsis Group including ESSO's GOTHENBURG, LANCASHIRE, LONDON, DEN HAAG, COLUMBIA and MUNCHEN. A number of recent calls have been made by the ESSO CHITTAGONG (69/21076dwt) under the Liberian flag, whilst other Company vessels at the jetty have included the Uruguay flag ESSO PUNTA DEL ESTE (59/36028dwt) ex Esso El Salvador-70, ex Esso Liverpool-64, the French ESSO NORMANDIE (74/270000dwt) and the Antilles registered ESSO SARA (74/255000dwt).

At the Shell-Mex Jetty, Hamble 14 products tankers called to discharge, the only vessel not owned by Shell or BP being the Norwegian HERSTEIN (62/19780dwt) ex Landvard-69. A regular distribution caller was the POINT LAW (67/2221dwt) which became a CTL in the Channel Isles shortly after her last call on the 23 June. In addition to several coasters, the Greek tanker LEADER COLOCOTRONIS (59/19511dwt) bunkered at the jetty.

Solent callers included the Iranian ARYA ZAR (75/9206g) loading military stores, the Liberian CONOCO BRITANNIA (72/115851dwt) for repairs and the Liberian owned/Greek flag TARPON SEAWAY (72/9995g).

News of passenger and ferry service changes continue unabated; following on the heels of the nine cruise programme to the Canary Islands by the Panamanian owned/Greek flag ATLAS (51/9114) ex Ryndam-72, ex Waterman-68, ex Ryndam-68 announced to take place at the end of the year, P & O Ferries announced that the EAGLE (71/11609) would operate from the autumn to Le Hayre/Vigo, Madeira, Las Palmas, Tenerife, Lanzarote, Casablanca and Malaga in addition to her present ports of call. Another vessel which could be operating to the Atlantic Isles is the Russian GRUZIYA (75/16600) which will probably call fortnightly from January while on charter to a German tour operator, the 'cruises' commencing in Germany. With the final departure before breaking-up due shortly of the S.A. ORANJE (48/27513) ex Pretoria Castle-66 and the recent final sailing of the ORONSAY (51/28136) having taken place, one wonders as to the fate of the NORTHERN STAR (62/23983) following her final arrival on the 1 November, but there must be some hope when recent cruise callers have included the far from young Siosa liner IRPINIA (29/13204) and the two Greek Epirotiki vessels APOLLON II (52/4811) ex Achilleus-69, ex Semiramis II-69, ex Orpheus-69 ex Irish Coast-68 and the ORPHEUS (48/5078) ex Theseus -69, ex Munster I-68, ex Munster-68.

Following the unfortunate docker-led banning of the MARY POEPINS, low and behold there are no objections from St. Malo when Brittany Ferries announced that they are to start a summer only service to Portsmouth, a case of "heads we win, tails you loose".

At the Container Berths, the Trio, Dart and AFCL services were particularly badly hit by the dockers dispute, the first Dart vessels only returning from Tilbury as this is being typed at the start of September, whilst AFCL's BOW OAK (74/4997) spent 16 days in port loading and discharging for West Africa. Construction of the new 206 berth is gaining momentum and the West German TORSTEN (69/424) has berthed at the dolphins on several occasions to discharge equipment from Zaandam. The first vessel to be completed for the new service to South Africa will be owned by Lloyd Triestino, a welcome new addition to the list of companies using the Port.

In the Western Docks, 110 berth has again been used to export-load straddle carriers onto the Cypriot TEGLER PLATE (66/382) and J.&A. Gardner's SAINT AIDAN (62/973), whilst the flooded 7 drydock was used to discharge a heavy lift from the Danish PIA (50/299) ex Jytte Jors-72, ex Este-66, also an engine from the Nigerian corvette DORINA (72/731g), whilst from the Norwegian NORMANNSUND (64/1186) ex Sverre Nord-73, ex Fritoro-72, ex Frito-70 and from the Dutch SAMBEEK (74/1600) 15 and 20 respectively wine tanks were discharged from Bordeaux for the new Martini-Rosso depot, which adjoins the S.A.W.F.A. depot which in August took delivery of part of a record import of 417000 galls from the French ASTREE (54/3055), beating the October 1974 record of 350000 galls in the French MAGUELONE (63/1832); Italian wines were also discharged from the PIC SAINT LOUP (74/1599).

Twenty-one different coasters discharged grain during the quarter, these included several regular British callers, but also the SILLOTH TRADER (56/622) ex Rosemary-D-74, ex Valarie B-73, ex Sorsfield-70, ex Edgefield-65, ex Spolesto-56, Clyde Shipping's TOWARD (60/1323) ex Yewglen-74, ex Tolsta-70 and the recently acquired Stephenson Clarke WITTING (64/1595) formally the familiar FRAMPTONDYKE. Foreign flag visitors have included the French MOR BIHAN (62/498) ex Wera II-71, the Dutch EXPANSA (63/499), the German NORDKYN (67/999), the Panamanian flag SYLVIA VII (63/1454) ex Heinrich Schmidt-74, the Singapore flag GABBRO (72/1399), the Dutch VANESSA (74/1600) and the rather older COLONIA (44/479) ex Andrea-65, ex Hanse II-61, ex Watraud Thorborg-59, ex Arn VII-57 flying the West German flag.

Other vessels calling at the Western Docks have included the Safmarine reefer S.A. DRAKENSTEIN (68/6837) loading cable, the return of the Antilles registered DANIELLA (69/1583) loading crane parts for the USA and on the South America service the three usual Blue Star vessels and four from the ELMA fleet including LAGO ARGENTINO (64/6129). Even after the labour dispute was settled, several vessels were diverted to other ports due to "no continuity of labour and a general shortage". With the Port "out of favour" with the New Zealand meat trade, the Port cannot afford the loss of this hard-won trade.

In the Eastern Docks car exports have continued to flourish, with the announcement of a new regular service by Johnson-NOSAC to the Gulf ports of the USA. Vessels so far loading have been NOPAL ARGUS (70/7340), DYVI PACIFIC (70/4990) and the NYK 6000 car JINYU MARU (74/16109) claimed to be the largest vehicle carrier in the world. The balance of the 10000 Avenger export to Iran was taken by the attractive Datsun carrier SAGAMI MARU (72/6828) and the NOPAL VERDE (72/14202) ex Joana-73, whilst the latter's sister NOPAL BRANCA (71/16430) ex Amalia-73 was in 7 drydock at the end of the quarter to complete her conversion from a bulk carrier. The export of Ford Transits to Cotonou in Dahomey continued during June and July with the Maritime Fruit/Island Reefer vessels ORANGE (72/9742), MARANGA (72/9742), CHERRY (71/9694) and TANGELO (74/9749) all loading prior to Salens SNOW LAND (72/11424).

With no vessel arriving during the 6 week dispute the banana service was at a low ebb. Of the ten callers during the quarter, five were from United Fruit - one being the final call by RIO COBRE before breaking up - the others including the German CLEMENTINA (71/8190) and the Greek ITHAKI KATHARA (62/6758) ex Barcarolle-72 which was subsequently laid-up in the River Blackwater. WILD CURLEW (73/7594) - the first of the class to use the Port - arrived with South African fruit, as did CLAN RAMSAY (65/7955) whilst the latter's sister CLAN ROSS is now laid-up at 101 and CLAN RANALD is due to join her. The Brazilian ITAITE (71/10844) discharged tobacco, the Swedel Line chartered KING MINOS (58/11156) loaded for Jeddah, the Russian KOMSOMOLETS TURKMENII (75/5923) for Cuba on her maiden voyage, and for Algiers the IBN KHALDOUN (52/2888) ex Madall-64, launched as Imbituba and CAROLINE SCHULTE (62/3199) ex Gertrud Ten Doornkaat-73 under the Algerian and Cypriot flags respectively. Water for Gibraltar was loaded onto the new 30000dwt tankers PAOLO (Finnish) and FORT KIPP (Canadian Pacific). C.J. King's tug SEA BRISTOLIAN (59/227) is now based at the Port for general towage.