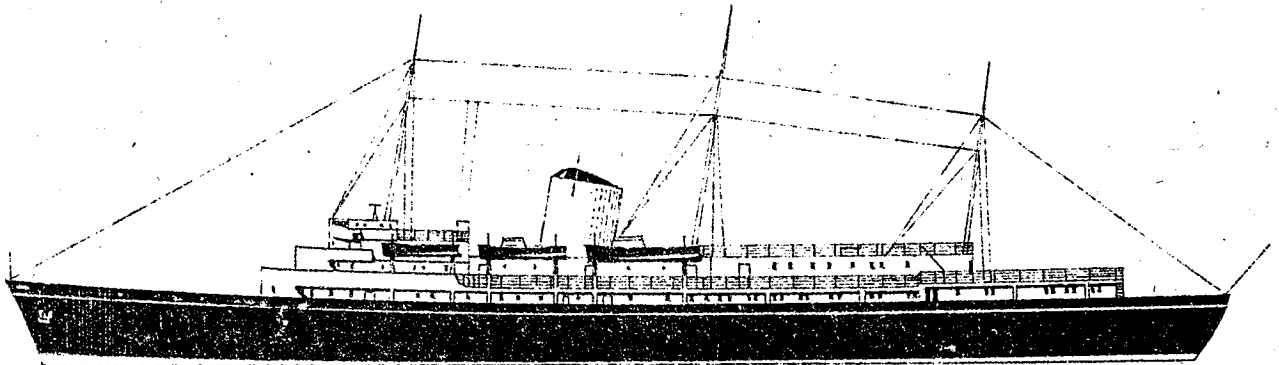
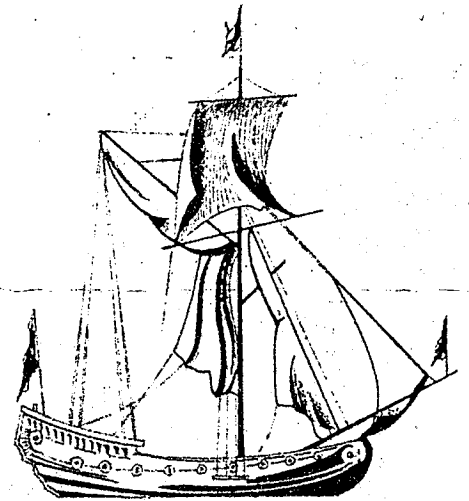
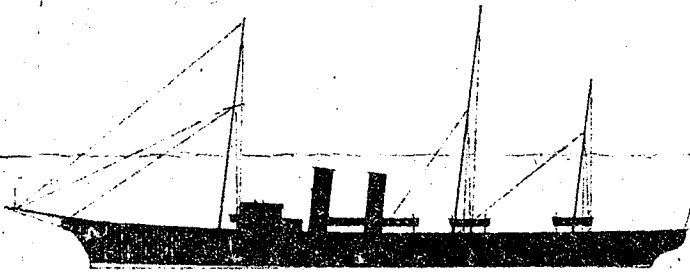


Nº 18

Spring 1976



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: position vacant

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, 'Greystones', Southampton  
Road, Cadnam, SO4 2NG Tel: Cadnam 3704

Projectionist: David F Hutchings

In view of the shortage of shipping in the port these days, David Hornsby did very well in arranging visits to the Tokyo Bay and Ellinis in November, and the Gruzia in January. Visits to the Edinburgh Castle have also been arranged for April - the last chance to visit her before she leaves for the breakers.

\*\*\*\*\*  
\* PLEASE NOTE -- Our usual room at the University will not be available for the \*  
\* APRIL MEETING but we have been offered ROOM 34 in the EDUCATION BUILDING, just \*  
\* around the corner opposite the book shop. \*  
\*\*\*\*\*

Roy Henderson, our able treasurer, is taking up a new job on the Island, and we are faced with the difficult task of replacing him. Appeals to members have so far been unsuccessful, and I must again point out that unless members are prepared to take a turn at serving on the Committee, the Branch must suffer, which would be a great pity in view of our healthy membership. I would be very glad to hear from anyone prepared to take over the treasurer's job, even for a short time. Anyway, sincere thanks to Roy for the work he has put in, and best wishes to him and his family for the future.

As you will have seen in Marine News, the Society AGM is to take place in Hove on 22 May. To anyone who has not attended one of these occasions I can only say that a very enjoyable time is had by all, and it would be a shame to miss the opportunity this year with it being so close.

It is not too late to let me have your slides for the April competition, but they should be with me before the end of March.

Welcome to new Branch members L J Lillywhite of Weston, W J Mayes of Ascot, R B Sibley of Chickerell, C R Bull of Calmore, W J Childerstone of Bassett, R G Dennis of Shirley, Miss M Greenwood of Portswood, and Mr & Mrs Ward of Stubbington.

1976 PROGRAMME -- April to June

- Tues 13 April Branch Colour Slide Competition
- Tues 11 May Talk and films with a guest speaker from ACL
- Tues 8 June North Sea Passenger Liners with John Isherwood

COVER ILLUSTRATIONS: the first Royal Yacht the MARY of 1660; VICTORIA AND ALBERT of 1899; R Y BRITANNIA of 1954.

THE ROYAL YACHTS

by John M. Maber

Yachting as a sporting pastime was brought to England from Holland by Charles II at the time of the Restoration in 1660 and Samuel Pepys recorded in his diary that on the 15th July in that year the King had departed in the early hours to see the pleasure yacht MARY, presented to him by the citizens of Amsterdam. Ornately decorated and elaborately fitted out, this small 50 foot long craft was the first English Royal Yacht, although in fact the arrival of the MARY actually preceded the general acceptance of the word yacht, derived from the Dutch "jaghtschip" (meaning a fast light sailing vessel), into the English language by some years.

Charles also owned another small Dutch built yacht, the 35 ton BEZAN, and between 1661 and 1663 the Pett brothers designed and built on the Thames five yachts, namely the ANNE (100 tons), KATHERINE (94 tons), CHARLES (38 tons), JEMMY (26 tons) and HENRIETTA (104 tons). Somewhat larger, the 148 ton ketch rigged FUBBS (Charles pet name for the Duchess of Portsmouth) was built at Deptford in 1682 and it is of interest to note that at this time the small yachts, although intended primarily for royal pleasure, were designed in certain cases to try out new ideas and in fact Charles claimed himself to have devised the two-masted ketch style rig for such craft.

Charles, always an enthusiastic sailor, kept as many as fifteen yachts in commission during the later years of his reign but it must be admitted that a number were employed on general naval service or for survey work. In fact, Captain Greenville Collins, commanding in succession the yachts MERLIN and MONMOUTH, carried out the first complete survey of the coasts of the British Isles which was published in 1693 as "Great Britain's Coasting Pilot".

The Duke of York, later James II, shared his brother's passion for yachting but following the Revolution of 1688, the remaining craft were turned over to naval or dockyard service. Twenty-six years later, in 1714, George I crossed to England in the PEREGRINE GALLEY, a vessel of 197 tons built in Sheerness in 1700 and reclassified as a Royal Yacht in 1716 when she was renamed CAROLINA. Thereafter, frequent royal visits to Hanover kept a number of Royal Yachts in commission and when not in use these several craft usually lay at moorings off Greenwich.

The CAROLINA was 'rebuilt' at Deptford in 1733 as the ROYAL CAROLINE (218 tons) and remained in service as a yacht until 1749 when she was converted into a 4 gun sloop and renamed PEREGRINE. Her place was taken by a second ROYAL CAROLINE, a ship rigged vessel of 232 tons launched at Deptford in 1749, which in 1761 was sent to Cuxhaven to bring back Princess Charlotte-Sophia of Mecklenburg-Strelitz, the bride to be of George III, being appropriately renamed ROYAL CHARLOTTE to mark the occasion.

George III reviewed his fleet at Portsmouth in 1773 and at the Nore in 1781, being embarked on both occasions in the yacht PRINCESS AUGUSTA (ex Augusta) a ketch rigged vessel of 184 tons built at Deptford in 1771. In later years this same monarch frequently made use of the yachts ROYAL CHARLOTTE and ROYAL SOVERIGN (104/278 tons) for excursions while on holiday at Weymouth.

The ROYAL CHARLOTTE (ex Royal Caroline) was sold for breaking up in 1820 but her place was taken four years later by a new vessel of the same name designed by Robert Seppings and built at Woolwich. Plans were drawn up in 1825 for the installation of steam (paddle) machinery but the proposed alterations were never carried out and following a debate in the House of Commons in 1831, during which the First Lord of the Admiralty was forced to defend "the extravagant waste..." involved in keeping in commission five Royal Yachts, she was sold for breaking up whilst the ROYAL SOVERIGN and the WILLIAM AND MARY were hulked for harbour service. Of the five, only the PRINCE REGENT (1815/282 tons) and ROYAL GEORGE (1817/330 tons) were retained in service.

The ship rigged PRINCE REGENT, built at Portsmouth to designs prepared by the Royal Naval Academy, was retained until 1836 when she was presented to the Imam of Muscat, but the ROYAL GEORGE remained in the Navy List until 1905 although, in fact, from 1843 she was employed as an accommodation hulk for the officers and men of Royal Yachts in hand for refit or repairs. These two vessels were the last of the sailing Royal Yachts apart from the miniature 50 ton frigate ROYAL ADELAIDE, built at Sheerness in 1833 and taken

in sections to Virginia Water near Windsor, and the later racing yachts.

In 1842, Queen Victoria travelled to Leith in the ROYAL GEORGE which she found very slow and in the event her return to London was arranged in the chartered paddle steamer TRIDENT (1841/971g) belonging to the General Steam Navigation Co.. This convincing demonstration of the advantages of steam propulsion led to the laying down at Pembroke Dock in November 1842 of the 1,034 ton paddle yacht VICTORIA AND ALBERT, a wooden hulled vessel with twin cylinder direct acting machinery of 420 mhp, constructed by Messrs Maudslay & Sons.

The VICTORIA AND ALBERT proved successful in service and was a frequent visitor to the near continental ports being accompanied on occasion by the 98 ton paddle tender ELFIN, a mahogany hulled craft launched at Chatham in 1848.

After their marriage in 1840 the Queen and Prince Albert created a country home at Osborne House near Cowes in the Isle of Wight and the small iron yacht FAIRY (1845/317 tons) and later the ELFIN were much in demand for maintaining communication with the island. Cowes itself became fashionable as a yachting centre in the wake of the royal patronage, whilst the success of the first VICTORIA AND ALBERT gave a boost to steam yachting amongst the wealthy, although in fact the Royal Yacht Squadron refused to accept owners of steam yachts as candidates for membership until 1843! Other monarchs too acquired steam yachts, several of them built in Britain, and amongst other notable craft mention should be made of the Egyptian yacht MAHROUSSA, completed by Samuda Bros. at Poplar in 1865 and probably the longest lived of all the Royal Yachts. Originally a paddle vessel of 3,140 tons she was completely rebuilt by Messrs A. & J. Inglis on the Clyde in 1906 and converted to triple screw direct drive turbine propulsion. She was again reconstructed at Odero-Terni, Muggiano in 1949-50 and was offered for sale at £2m in 1954, but was withdrawn and refitted as a training ship being renamed EL HORRIA. She was finally deleted from the Egyptian Navy List in 1967 at the age of 102 years, even then remaining afloat for some years more.

Less conventional was the Russian "turbot" hulled Imperial yacht LIVADIA, built of steel to Russian plans by John Elder & Co of Govan in 1880. Of 11,802 tons (yacht measurement), she was flat bottomed and of elliptical plan in order to minimise rolling in the moderate sea conditions of the Black Sea. She proved steady in the waters for which she had been intended, although difficult to manage in the rough weather encountered on the way out to Russia. The LIVADIA was broken up in 1926 after service as a depot and repair ship with the Russian Navy.

In 1855, the VICTORIA AND ALBERT was renamed OSBORNE to make way for the completion of a new wooden paddle yacht of the same name, built like her predecessor at Pembroke. Launched in January 1855, the new VICTORIA AND ALBERT was brought round to Portsmouth a few days later for fitting out and the installation of her twin cylinder oscillating machinery. She displaced 2,470 tons and in service could maintain 15 knots with ease. In appearance she set a fashion which was to distinguish the larger British yachts for many years, the gilt lined clipper stemmed hull being painted black and the two bell-mouthed funnels a pale buff. She carried a bow-sprit together with three masts and when in coastal waters with the Queen embarked wore the Union flag as a jack forward, the fouled anchor Admiralty flag at the foremast head, the royal standard at the main and the Union flag at the mizzen with, until 1864, the red ensign aft. Thereafter, of course, all British warships including Her Majesty's Yachts sailed under the white ensign.

The second VICTORIA AND ALBERT cruised as far afield as Madeira and the Mediterranean, but after the death of the Prince Consort in 1861 was employed mainly in United Kingdom waters, although she remained a great favourite with the Queen. In 1870 another small wooden yacht, the 370 ton ALBERTA, was completed at Pembroke bringing the number of steam yachts to five, namely VICTORIA AND ALBERT (II), FAIRY, ELFIN, ALBERTA and OSBORNE of which the last named, the former VICTORIA AND ALBERT (I), had been paid off in 1859. In addition, the old ROYAL GEORGE of 1817 remained in commission as an accommodation hulk for the officers and men of yachts out of service for maintenance and repairs. The new paddle vessel was employed primarily to convey the Queen and other members of the Royal Family between the mainland and Cowes, where her shallow draught of only 7ft 9ins permitted her to go alongside Trinity Pier, East Cowes, the nearest landing to Osborne House.

The OSBORNE was sold for breaking up in 1868, but in December 1870 the name was given to a new 1,850 ton yacht built at Pembroke and the last of the line of elegant wooden paddlers which graced the Victorian naval scene. Engined with oscillating

machinery of 3,000 ihp, she was capable of 15 knots, and like her consorts was given two funnels and three masts. The choice of paddle propulsion at this late date seems a little unusual as does the wooden hull, but the second OSBORNE proved herself an excellent sea boat and was much used by the Prince and Princess of Wales.

In 1897, on the occasion of Queen Victoria's Diamond Jubilee, the Prince of Wales took the salute of the fleet assembled at Spithead from the VICTORIA AND ALBERT (II) and was present when Sir Charles Parsons astonished the world by the performance of his turbine engined yacht TURBINIA which eluded pursuit by working up to a speed of 34 1/2 knots. By this time, however, the days of the aging VICTORIA AND ALBERT (II) were numbered and on 6 May 1899 she was present for the launch by the Duchess of York at Pembroke Dock of a new 4,700 ton steel hulled VICTORIA AND ALBERT designed by Sir William White, the then Director of Naval Construction. The hull was sheathed in teak to permit a good finish and was copper bottomed, whilst her twin screws were driven by vertical triple expansion engines of 11,000 ihp giving a speed of 20 knots.

After her launch, the VICTORIA AND ALBERT (III) was docked to receive her machinery and it was while being undocked that she listed over heavily against the dockside causing some relatively minor structural damage. She proved herself to be crank, however, and not until considerable topweight had been removed could she be considered really seaworthy. She commissioned for service in July 1901 and in the wake of extensive modifications proved a satisfactory seaboat and a steady steamer.

Queen Victoria died at Osborne on 22 January 1901 and ten days later her remains were taken on board the ALBERTA to be brought across the Solent and Spithead to the Clarence Yard in Gosport, whence the body was to be taken to London. On this occasion the ALBERTA was accompanied by the VICTORIA AND ALBERT (III), OSBORNE (II), Admiralty yacht ENCHANTRESS and the Imperial German yacht HOHENZOLLERN, the latter with the late Queen's grandson Kaiser Wilhelm II embarked.

The 4,200 ton ram bowed HOHENZOLLERN had none of the grace of the British royal yachts, her lines being more in keeping with those of contemporary cruisers in the German fleet. Launched by A.G.Vulcan at Stettin in June 1892, she was a twin screw vessel with a speed of 21 knots and was indeed intended for a wartime cruiser role, although in the event she was never so employed, being broken up at Wilhelmshaven in 1923.

In the meantime the VICTORIA AND ALBERT (III), despite the stories put around by her later day critics, proved completely satisfactory in service being extensively employed by King Edward VII, Queen Alexandra and other members of the royal family on extended cruises in Mediterranean waters and on state occasions to other European ports. She was large however - in fact the largest steam yacht afloat - and for some years the ageing OSBORNE (II) was retained in service for cross-channel and other short voyages, but then in 1906 an order was placed with Messrs A. & J. Inglis of Glasgow for the construction of a new 2,050 ton yacht to be named ALEXANDRA. Launched by Princess Louise in May 1907, she was in appearance a reduced scale version of the VICTORIA AND ALBERT (III), although her twin screws were driven by direct coupled turbine machinery.

The little ALBERTA was sold for breaking up in 1913 and throughout the years of war the two remaining yachts were laid up at moorings in Portsmouth Harbour. The VICTORIA AND ALBERT was recommissioned in 1919, but apart from a voyage to the Mediterranean in 1925, her post-war activities were confined to United Kingdom waters. Her final state appearance was at the Naval Review staged at Spithead to mark the Coronation of King George VI and Queen Elizabeth in 1937. The smaller ALEXANDRA recommissioned briefly for a few short voyages in 1922-3, but in 1925 she was sold in the interests of economy to Norwegian buyers for commercial service.

With the growth of the idea of Empire in Victorian times, the practice was introduced of state visits by members of the royal family to strengthen the links with the Crown. The paddle yachts were obviously unsuited to this duty and the royal party travelled either in a warship or a hired liner suitably fitted out and temporarily commissioned under the white ensign. Thus in 1875 the Prince of Wales visited India travelling in the adapted troopship SERAPIS (1866/4,173 tons), one of a group of naval manned craft known colloquially as the "lobster pots", whilst in 1901 the Orient Line's OPHIR (1891/6,814 tons) was hired for the visit by the Duke and Duchess of York to Australia. The newly completed P & O liner MEDINA (1911/12,350 tons) was taken up and commissioned as HMY MEDINA under the command of Capt. A.E. Chatfield RN to convey the same couple, now King George V and his Queen, to India for the Delhi Dunbar celebrations towards the end

of 1911, and in May 1939 the Canadian Pacific liner IMPRESS OF AUSTRALIA (1919/21,833 tons) was chartered to take the royal family to Canada. On a more recent occasion, in 1953, the Shaw Savill liner GOTHIC (1948/15,911 tons) was hired for the Commonwealth royal tour undertaken by Her Majesty the Queen and the Duke of Edinburgh, although unlike the OPHIR and MEDINA, the GOTHIC was not commissioned and sailed under the red ensign.

The VICTORIA AND ALBERT (III), her royal furniture and fittings removed for safe storage, served as overflow accommodation for HMS Excellent - the naval gunnery school at Portsmouth - throughout the second World War, but there was no question of her being refitted for further service once the war was over and in 1954 she was towed away for breaking up. Already in 1939, however, preliminary design work had been put in hand for a new Royal Yacht to replace the ageing VICTORIA AND ALBERT (III), but any such plans were put to one side once it became apparent that the outbreak of war could not be much longer delayed. Proposals for a new yacht were revived in 1951 and eventually funds were allocated for the construction of a geared turbine engined vessel capable of rapid conversion for an emergency wartime role as an hospital ship. Built by John Brown & Co. at Clydebank, the present Royal Yacht was commissioned as HM Yacht BRITANNIA on 11th February 1954, since which time she has been kept actively employed in a world wide cruising role. Now twenty-two years old, the BRITANNIA has recently been thoroughly refitted, particular attention being paid to the ship's company accommodation and amenities, and all being well she should be capable of meeting requirements for the foreseeable future.

Elsewhere, the Danish Government maintains in commission the yacht DANNEBERG (1931/1,130 tons), whilst Norway owns the NORGE (1937/4,686 tons) formerly the PHILANTE (I) built to the order of the late T.O.M. Sopwith by Camper & Nicholson at Gosport. A few smaller states too maintain yachts for service on state occasions, but largely the breed has passed into history, along with much of the pomp and circumstance which accompanied Europe's imperial past.

-----o-----o-----o-----o-----o-----o-----o-----o-----o-----

```

+++++
|                                     |
|   B R A N C H   D I N N E R       |
|                                     |
+++++

```

It has been decided to reintroduce this former annual function in an effort to increase even further friendship between members.

STAR HOTEL HIGH STREET SOUTHAMPTON

SATURDAY 24. APRIL 1976

19.30 HOURS FOR 20.00 HOURS

Menu: Fruit juice or soup  
Main Course (to be confirmed)  
including 2 veg and 2 potatoes  
Sweet or ice cream  
Coffee

Film show of interest to members  
and non-members alike.

£2.50 per head including VAT and gratuities, wine/drinks extra.

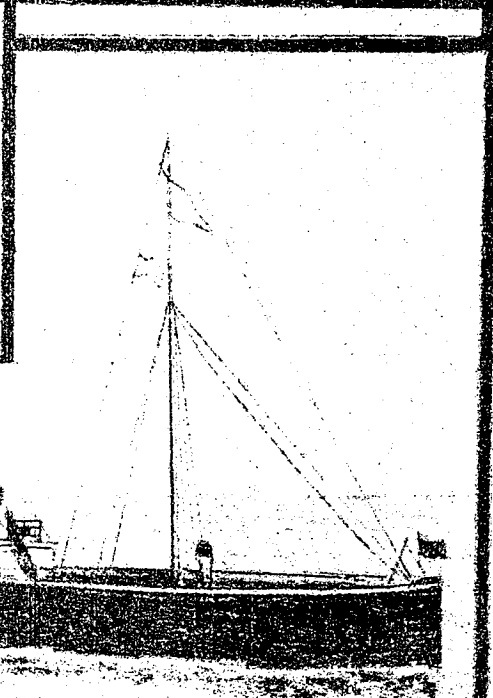
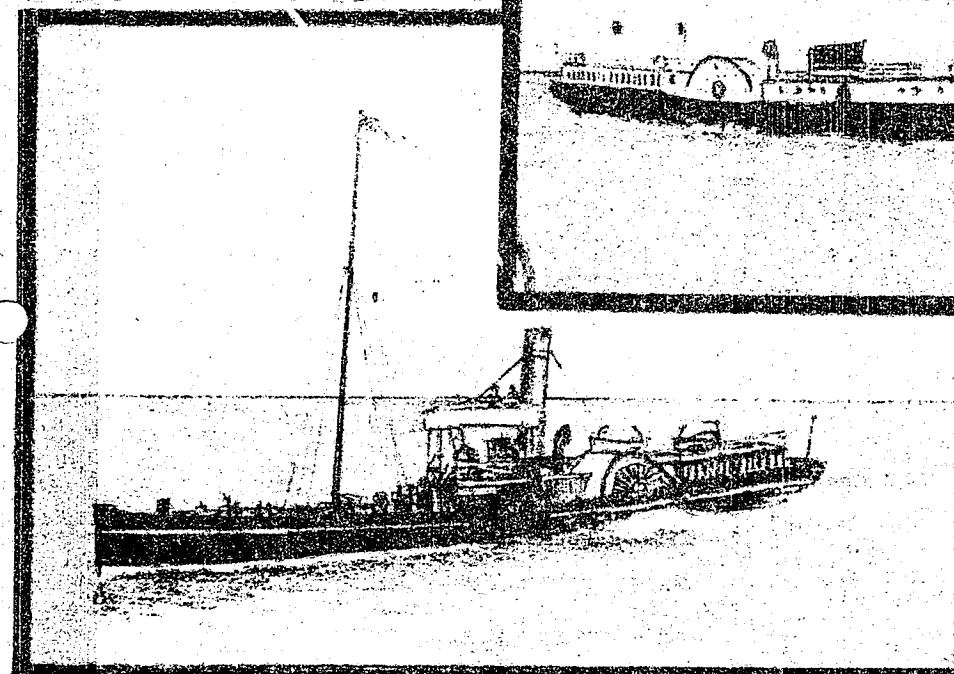
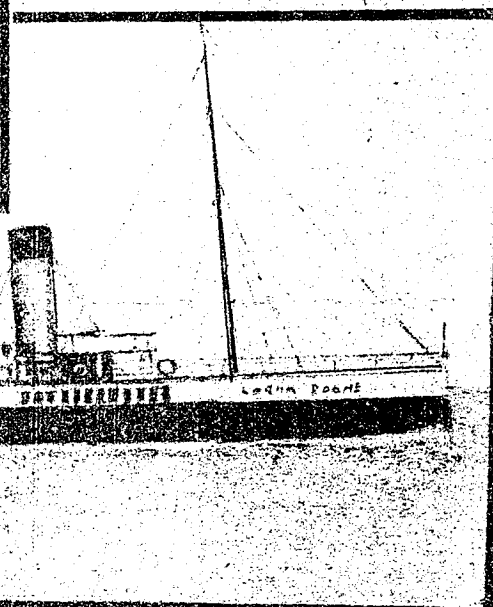
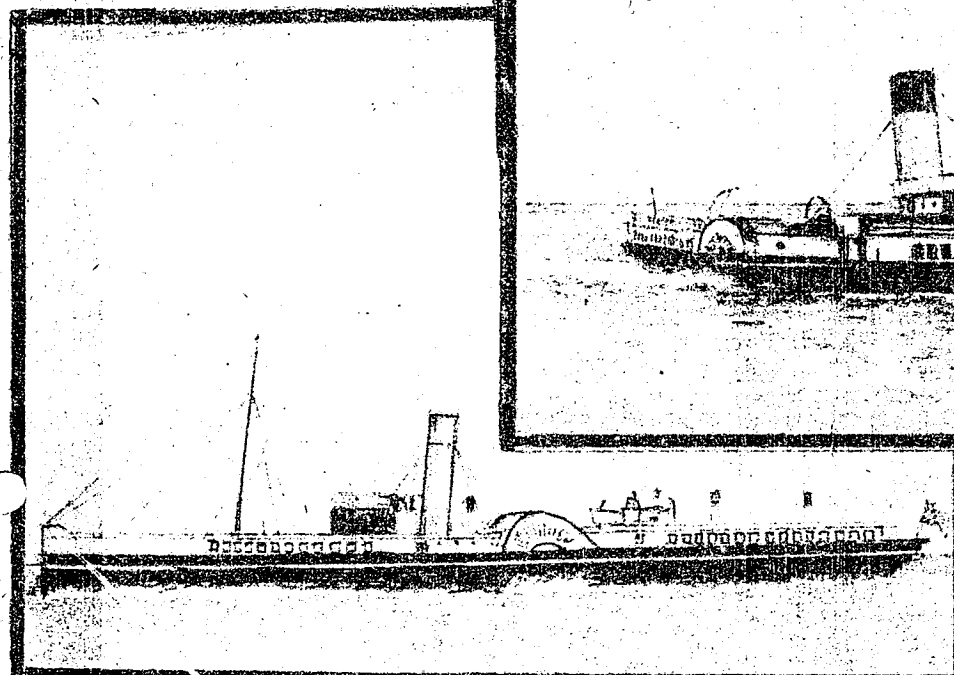
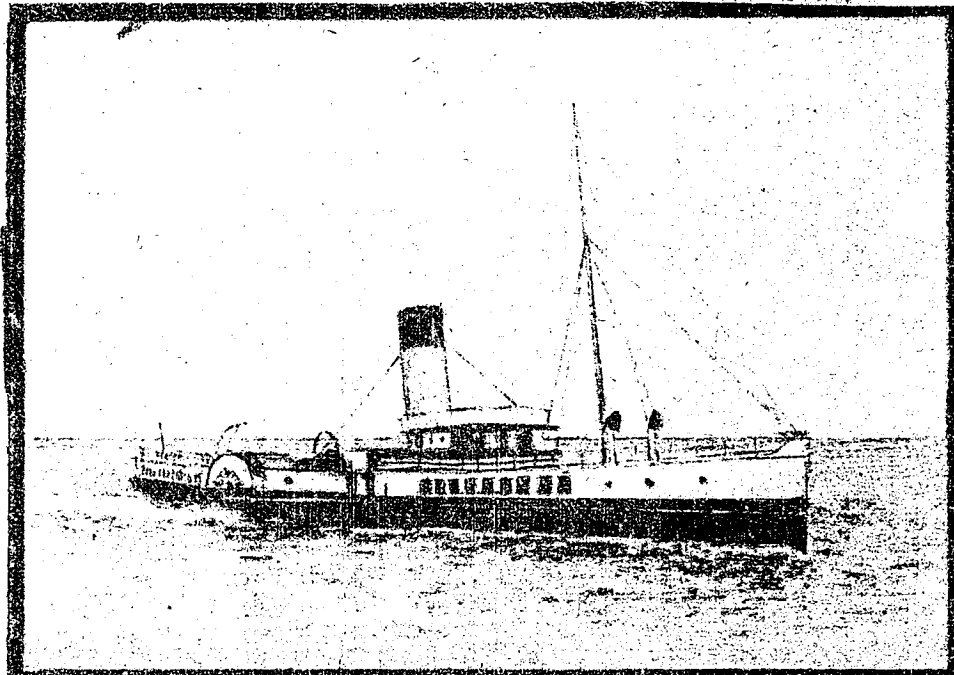
Further details at March and April Branch meetings, or from  
David Hornsby or Les Auckland.

NO FURTHER BOOKINGS AFTER APRIL MEETING

+++++

LOCAL PADDLERS

by Eric Law



- Bournemouth Queen
- Balmoral
- Lorna Doone
- Her Majesty
- Solent Queen



Position of ships at Southampton Docks  
10.00 hrs Saturday 20 October 1951

No 4

Berth	Ship	grt	Built	Owner
2	Sandown (ps)	684	1934	British Transport Comm.
3	Isle of Sark	2188	1932	British Transport Comm.
6	Falaise	3710	1947	British Transport Comm.
7	Brittany	1522	1933	British Transport Comm.
9	Isle of Jersey	2144	1930	British Transport Comm.
10	James No 46	873	1907	James Ltd
	James No 47	873	1907	James Ltd
	Foremost No 101	833	1939	James Ltd
	Foremost No 102	833	1939	James Ltd
12	Empire Taw	1499	1921	Min of T'rt (ex London (DP & L)
13	Mahe (yacht)			
14/15	HMS Wessex, ML2901			RNVR
16	Shanklin	833	1951	British Transport Comm.
	Farringford (pv)	489	1947	British Transport Comm.
18	Paladin	332	1913	S, IOW & SE RMSPCo
19	Lady Alanda (yacht)			
20	Ringwood	755	1926	British Transport Comm.
23	Haslemere	332	1925	British Transport Comm.
24/5	Matina	6801	1946	Elders & Fyffes
26/7	Esso Bristol	10712	1944	Esso Petroleum Co
29	Shepperton Ferry	2996	1935	British Transport Comm.
30	Drossel	999	1924	Argo Rederi
32	Golfito	8736	1949	Elders & Fyffes
34	Samanco	6413	1943	Pacific SN Co
35/6	Carnarvon Castle	20141	1926	Union-Castle
37	John Biscoe	898	1944	Govt. of Falkland Islands
39	Grebe	933	1948	General Steam Nav Co
41	Hythe	844	1925	British Transport Comm.
43/4	Queen Elizabeth	83673	1940	Cunard SS Co
46	Empire Trooper	14106	1922	Min of T'rt (ex Cap Norte)
48	Floating Crane No 2			British Transport Comm.
49	Dilwara	12555	1936	British India SN Co
50	Lexamine (yacht)			
101	Athlone Castle	25567	1936	Union-Castle
102	August Peters	997	1920	H Peters
105	Pvt. L C Brostrom	11500	1943	(US trooper)
108	American Shipper	8228	1945	United States Lines
109	Empire Medway	11221	1929	Min of T'rt (ex Eastern Prince)
110	Sand Skipper	313	1943	J Burness
	Sand Runner	302	1943	J Burness
Drydocks				
1	Whitstable	865	1925	British Transport Comm.
2	Wootton	149	1928	British Transport Comm.
3	HMS Vigilant			
4	Invicta	4191	1940	British Transport Comm.

It is notable that all the ships except two German and two United States vessels flew the British flag. There were no less than fifteen BTC ships in port, many for annual overhaul as the BTC had extensive marine workshops in the port at that time. The Min. of Transport troopships were still sailing and the old Dundee, Perth & London Shipping Co's London (renamed Empire Taw) was in the Inner Dock, laid up. She was originally built for the coastal passenger service from Scotland to London. After the war she was used in the recovery of PLUTO until laid up.



## old southampton callers

No 5

the UNION LINE'S "SCOT" of 1891

by John S Lindsay

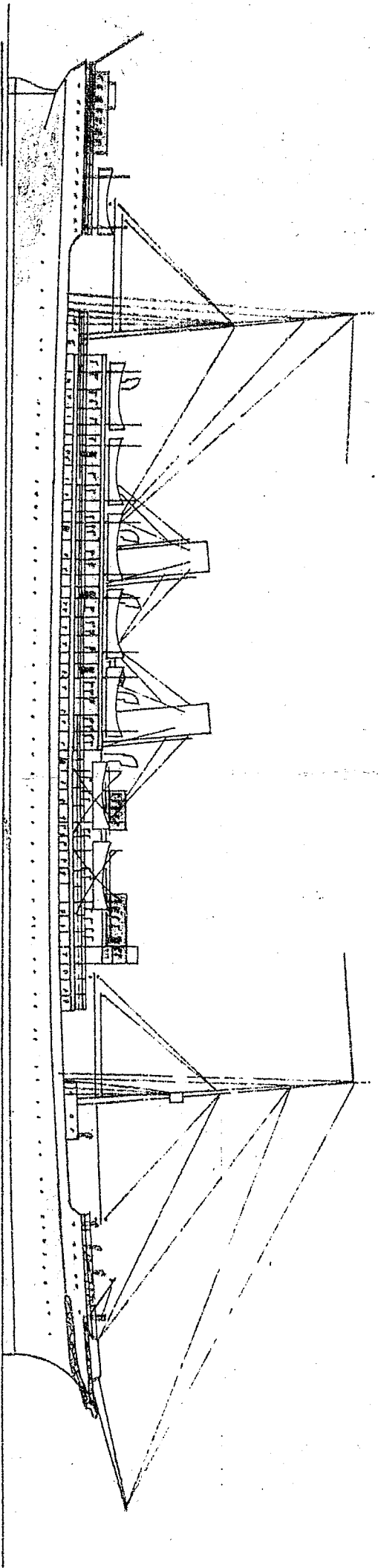
In the mid-nineteenth century the main contenders for the mail contract on the Southampton to South Africa route were the Union Line and the Castle Mail Packet Company. There was immense rivalry between them which carried on until their amalgamation in 1900. Prior to this they had tried to outrun and outbuild each other. Many records were broken and many fine ships were built, perhaps the finest of all being the Union Line's Scot.

After the disaster at Tintin in 1881 with the loss of 236 lives and the worst disaster as yet in South African shipping, the affairs of the Union Line began to deteriorate. Added to their troubles was a period of trade depression which caused the large laying up of tonnage. Meanwhile, under the leadership of Sir Donald Currie the Castle Line began to prosper and in 1890 produced the Dunottar Castle, a single-screw ship of 5 625 tons gross, carrying some 100 first class, 100 second class and 100 third class passengers - the greatest challenge as yet to the Union Line. She also had the distinction of being the first two funnelled liner in the South African trade.

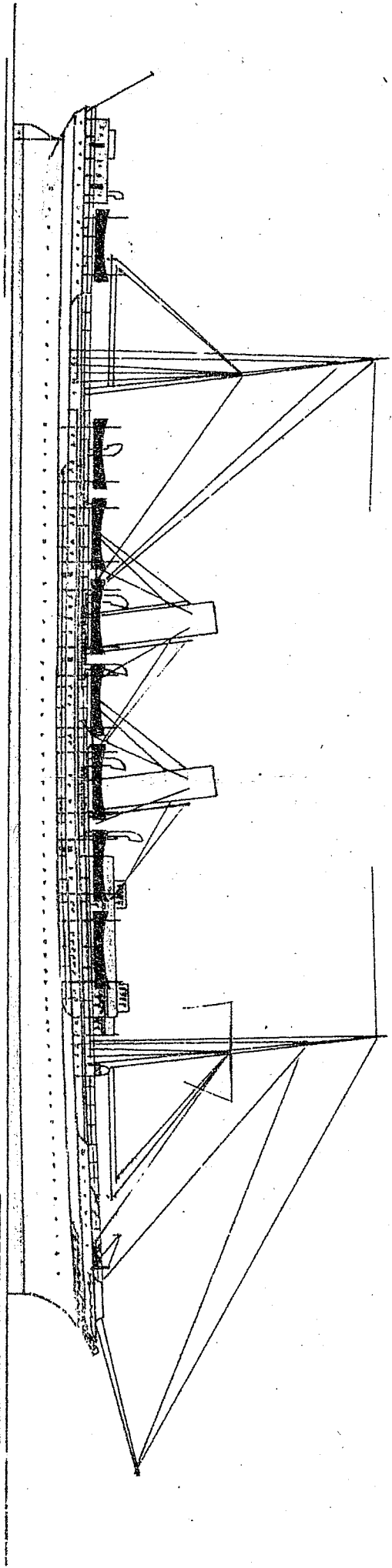
The Union Line's sensational reply was the Scot of 1891, built by Denny of Dumbarton. She was no doubt one of the most notable vessels produced during the 1890s and a lasting tribute to those stalwart engineers of the Victorian era. Her designers had done their job well, producing a ship not only of exceptional beauty, but with an extraordinary strong hull. This was subdivided in consultation with the Constructor's Department of the Admiralty and one of her features was that in the event of her being commissioned as an auxiliary cruiser, she could be steered from below. She was the first Union liner to have twin-screws and her propulsion units consisted of two sets of triple expansion engines. Her designed speed was  $18\frac{1}{2}$  knots, a speed she could always manage to exceed from her trials onwards. Her engine room embodied many new innovations, the one that aroused the most attention at the time being a single starting platform and gear between the two engines - the first time this had been tried - and an attachment to it that would stop the engines every time they showed a tendency to race. Steam was supplied by six double ended boilers, each with six corrugated furnaces with a total heating surface of 22 964 square feet. These were placed in two watertight compartments. On trial she averaged 18.8 knots with her engines running at 80 rpm and indicating 11 615 horse power. Her best run was 19.1 knots. At full speed she burned a great amount of coal, but her bunkers had a capacity for some 3000 tons. Her original dimensions were 477 ft between perpendiculars, 500 ft overall by 54.7 ft beam by 37.6 ft depth with a gross tonnage of 6 844.

Her exterior appearance was very pleasing to the eye, with her yacht-like proportions, graceful clipper bow complete with bowsprit and the attention of the observer was always drawn to the magnificently carved figurehead of Sir William Wallace. Between her fore and main masts were two tall, raked funnels painted in pale yellow. Her deckhouses were of teak and her lifeboats were painted black. Her hull was originally painted black but this was changed to white after her first voyage, the livery that the Union Line adopted for its ships soon after this. Her after end terminated with the graceful counter-type stern of the period.

Scot (1891)



John S. Lindsay



With the building of the Scot it was the intention of the Union Line to reduce the mail time to the Cape from 18 days to 15 days. Upon commissioning the Scot achieved this by completing the run from Southampton to Table Bay in 14 days 21 hours, including the stop at Madeira. In 1893 she made her record passage out from port to port in 14 days 18 hours and 57 minutes, arriving two days before her contract mail time - a record she held until 1936 when it was beaten by the mv Stirling Castle. This record caused a tremendous sensation in South African circles and Sir Donald Currie was not inclined to sanction ships to be built that were so expensively fast for the Castle Line. He is, in fact, reputed to have repeated the words of old Samuel Cunard when he referred to the Collins Line - "that they were breaking his windows with sovereigns".

She was a very popular ship and a great favourite with the passengers. She soon became the most fashionable ship in which to travel on the route. She sailed quite successfully until December 1895 when she broke down at sea and managed to crawl into Vigo, from where she returned to Harland & Wolff for repairs. While she was still at the yard, owing to her popularity, her owners decided to have her lengthened by 54 feet. This increased her tonnage by 1000 tons and the passenger accommodation accordingly.

This operation was no mean feat for the period, oxy-acetylene cutting plant was not then perfected and the work had to be carried out by hand. The ship was drawn up onto a building slip and cut in two just before the bridge. This was carried out by drilling and knocking out each rivet. When this was completed the bow was gently winched forward for the required 54 feet and the new section built in. The boat deck was also raised and covered from the forward funnel extending aft, which gave the Scot a completely new look and which in the opinion of many at the time spoilt her beautiful and symmetrical lines.

Her passage back from Belfast took the place of a trial trip and she had a party of very distinguished passengers aboard including the speaker of the House of Commons. The trip was unfortunately spoiled for him as he was anxious to be back in the House of Commons by Monday and the ship ran into dense fog which seriously delayed her passage. Back in commission again it was soon found that her alterations had not only increased her earning capacity but her speed as well, but it did nothing to reduce her appetite for coal.

In November 1899 she was taken over and used as a troopship for the Boer War. Being built for the route she made an exceptionally good showing in the fleet. During her trooping career the amalgamation of the Union and Castle lines took place in 1900. Soon she found herself running alongside the ships with whom she had been in such bitter rivalry. The amalgamation meant a redistribution of tonnage and when the new, big ships began to join the fleet she was laid up in September 1903, this being mainly due to her costly fuel bills. Exactly two years later she was purchased by the Hamburg America Line and renamed Oceana. She was removed from her moorings in Southampton Water where she had been swinging all that time to be used partly for the Mediterranean yachting business and partly for their service between Hamburg, the West Indies and New York. She also did a number of passages to the United States direct. She still proved to be a great favourite with the travelling public but still very expensive to run. In 1911 she was again sold, this time to the Bermuda Atlantic Steamship Company of Toronto, who used her on the rapidly growing passenger service between New York and Bermuda. In spite of her popularity she again proved a costly vessel to run and was taken off the route in the early summer of 1911 to be laid up in New York for three years.

With the outbreak of the first World War it became a hazardous adventure for Americans to take a European holiday and by 1915 these became debarred. The Morse Dry Dock Company saw a chance of making big money and so purchased her

to sail on the Bermuda run again. She was given an elaborate and expensive refit but she only made a few round trips. Meanwhile, the Spanish Compania Transatlantica taking advantage of the tremendous trade which was being given them through their status as neutrals, began negotiations for her purchase. Again she changed her flag and was renamed Alfonso XIII, crossing the Atlantic as fast as she could, packed to capacity with all classes. She made huge profits for her owners between 1916 and the end of the boom, for when the New York trade slackened she did just as well to Havana with labourers. During this time she maintained a steady 16 knots at any time and still remained very popular.

The passing of the Dillingham Immigration Restriction Act and the Volstead Prohibition Amendment in 1923 ended the Spanish passenger business. A new ship had been built for the company and took over the Royal name and the poor old Scot was once again renamed, this time Vasco Nunez de Balboa, to run on the South American and various subsidiary routes of the company. As the years progressed she spent much of her time laid up and finally in 1927 she was sold to a firm of Italian ship-breakers which, when one considers a period of 6 years afloat is a fine tribute to the British shipbuilders of the period.

SCOT

Completed 8.1891 by Wm Denny & Co, Dumbarton  
 6844 gross later 7815g  
 500 ft oa (477 ft bp) x 54,7 ft (later lengthened to 554 ft oa)  
 depth 37.6 ft  
 Two triple expansion engines - 11656 ihp - twin screws - 18½ knots  
 Passengers (as built) 204 1st Class, 205 2nd, & 100 3rd.  
 Maiden voyage (from Southampton) 25 July 1891

\* \* \* \* \*

a little nostalgia for sailing vessel enthusiasts .....  
 the date is 5 November 1935.....\*indicates vessel still in  
 existence.

ABRAHAM RYDBERG	2345/92	Swedish barque	bound Gothenburg - Adelaide
ARCHIBALD RUSSELL	2354/05	Finnish "	" Mariehamn - Port Victoria
FUGLEN	232/85	Danish schooner	at Hernosand
GUNN	1003/19	Estonian schooner	bound Aarhus from Tornea
HERZOGIN CECILIE	3111/02	Finnish barque	en route Copenhagen for Port Lincoln
L'AVENIR	2754/08	" "	" " " Port Victoria
LAWHILL	2816/92	" "	" " " "
* MOSHULU	3116/04	" "	" Victoria BC " " "
OLIVEBANK	2795/92	" "	" Copenhagen for Port Lincoln
* PADAU	3064/26	German barque	bound Hamburg - Australia
PAMIR	2799/05	Finnish barque	" Dublin - Port Lincoln
* PASSAT	3137/11	" "	" Copenhagen - Port Victoria
PLNANG	2019/05	" "	" Mariehamn - " "
PESTALOZZI	1047/84	" "	" Kemi - London
* POMMERN	2376/03	" "	" Mariehamn - Port Victoria
PONAPE	2342/03	" "	" London - Port Lincoln
PRIWALL	3185/17	German "	" Hamburg - Talcahuas
* SCHULSCHIFF			
DEUTSCHLAND	1257/27	German ship	" Bremen - Bahia
STAR OF ZEALAND	3292/00	American ship	" San Francisco to Yawater for scrapping
* VIKING	2670/07	Finnish barque	" Mariehamn - Port Victoria
WINTERHUDE	1980/98	" "	" " - Port Lincoln

# nautical notebook

by Dock Head Correspondent

This review of the December-January-February quarter starts slightly further afield than normal, by making brief mention of the Greek container ship MINOS (75/28082g) which was anchored in Bournemouth Bay for several weeks 'awaiting charts and orders'.

Nearer to home, almost all VLCC's calling at Fawley Jetty have been from one or other of the Esso fleets, the only exceptions being the Liberian flag MELPO LEMOS (71/249975d), the Italian SANTA ROSALIA (71/223900d) and the Norwegian BERGE DUKE (73/279518d).

For the second successive quarter, Russian tankers have again been in evidence including the Polish built TALSU (68/13204g), PLYAVINYAS (67/18453d) and VALMIERA (67/18250d), the Leningrad built PYATIDESYATILETIYE OKTYABRYA (67/49730d), the Rijeka built DAVID SIKEIRO (75/25500g) and the Amsterdam built GURZUS (61/25250d) launched as Delian Spirit; other 'eastern block' tanker callers were the Bulgarian TOUNDJA (63/45860d) ex Buganda-69 and the East German MERSELBURG (56/19833d) ex Helfrid Billner-63.

Other 'products' sized tankers at the jetty included six BP vessels, the RFA tanker PEARLEAF (60/18500d), the Greek MPENITSES (59/19900d) ex Tamara-75, MARIANNA (73/30484d) and GLOBAL HOPE (60/38275d) ex Clatentia-73, ex Siljestad-68, the German BOMIN (57/19698) ex Comes-65, the Finnish WILKE (72/25228), the Italian MATA PRIMA (56/18946) ex Mata-73 ex Fuentes de G. Rodriguez-72 and AMELIA GRIMALDI (61/50102), the Belgian chemical tanker MAASKANT (75/32214) and the Liberian STOLT TUDOR (61/19578) ex Tudor Prince-71, VITORIA (55/11644g) 1/a Antarctic and ROMELIA (59/32393) ex Zodiac-69, ex Varberghus-67.

Amongst the large variety of smaller callers were the Dutch EXCELLENTA (64/1062d) ex Thotleif-75, ex Preussag 1-68, the Cypriot WESTINOR (62/2165d) ex Tudor-72, the Spanish chemical tanker ETILICO (73/1870d) and the gas tankers INGE MAERSK (72/11648d) and SPOHIE SCHULTE (73/2482d) from Denmark and West Germany respectively.

Across at the Hamble Jetty, none Shell-BP callers included the Danish KES SKOU (69/500g) and the Irish RATHOWEN (65/3136d) ex Bellona-74, ex Luna-74 both loading, the Cypriot cargo vessel OMAR (56/2467g) ex Rodania-75, ex Eleftherotria-72, ex Northumbrian Prince-68 loading bunkers and discharging the Rasmussen tanker POLYSTAR (62/21130d). Several American tankers called, these being the SHENANDOAH (57/26040d) ex Potomac-64 operated by the U.S. Army, the U.S. Naval tanker YUKON and the re-engined, lengthened and finally rebuilt T-2 tanker AMERICAN TRADER (43/18417d) ex Neches-64, ex Fisher's Hill-53.

Further up Southampton Water, the Marine Services slipway at Hythe was used by the British coaster TAIRLAW (41/187g) ex Tim-67, ex Walcheren, whilst even further up the estuary at Eusbands Yard, vessels under repair included Gard ners SAINT ENOCH (59/785g) ex Yorkshire-72, Peabody's BALMERINO (65/1121) ex Ardgavel-75 and several Westminster Gravels dredgers. Also on the yards slipway was the tug G.W. 94 (6/80) recently purchased by the Company for their own use, and currently undergoing a refit before being renamed ACCOMPLICE.

Several familiar vessels used the BTDB drydocks, the least familiar of these being the Littlehampton registered sand dredger CHICHESTER GEM (70/1579) ex Pen Stour-74. Using the KGV drydock as a floating berth to load water for Gibraltar was the Malaysian tanker BUNGA KESULTA (75/18959g), whilst an even larger tanker at present berthed at the Ocean Terminal is the MATCO AVON (64/78008d) ex Mobil Valiant-75 on a 3-month lay-up following the loss of her North Sea loading buoy, for which job she had just completed a four month conversion. Another tanker which called in unusual circumstances was the newly renamed Liberian flag JUBILEE VENTURE (71/24556d) ex Post Rover-76 which called for formal renaming as the first vessel of a new Anglo-Chinese company.

Three ocean-going cargo liners which called for maintenance/repairs at 105 or 101 berths in the Western Docks were the Panamanian SUN BEGONIA (74/4416) for underwater maintenance, the British flag "Maritime Fruit" reefer MARANGA (73/9742) and the Pakistan vessel SUNDERBANS (68/8917).

A number of interesting tugs have called recently, including several from the expanded Alexandra fleet...HORNBY (63/200) at 41 berth, this being the 1350bhp ex Lamey tug J.H. Lamey-70...the 2400bhp ALFRED and CROSBY (71/260)...the 2250bhp ex London Tugs AVENGER (62/300) towing out WD barges to St. Nazaire...the 2400bhp ex London Tugs SUN XXVII (68/225) and SUN XXV (63/215) towing out the Wimpey barge pontoons GW 114 and GW 132.... United Towings 2500 bhp TRADESMAN towing out GW 113 with the harbour tug GW 196 (74/85g) lashed onboard...Tyne Tugs 1320bhp IRONSIDER (67/156) at the Town Quay with the Risdon Boazley 'sheerlegs' R.B. TELFORD...the company's new and larger 'sheerlegs' arrived a few weeks later with the tugs ARGUS 8 (?/70) and AFON IAS (52/159) ex Plateau-74 owned by Ulrich Harms and Holyhead Towing respectively, the new craft being the R.B. BRUNEL.

Cable ships have been much in evidence during the quarter, with six in port on one occasion including the laid-up C.S. IRIS, the partly laid-up C.S. ALERT, both now short of work following the maiden arrival of the C.S. MONARCH on 19th December. Unexpected was the newly acquired Cable & Wireless cableship/bulk carrier NEPTUN (62/8399) which is also laid-up prior to conversion.

At the container berths, the short-lived variety offered by the AFCL came to an end when the company ceased trading - mainly due to 3/4 month delays at the 'cement-hit' port of Apapa/Lagos - with estimated debts of £1.3m, six figure sums reportedly being owed to the BTDB and the lines local agents. However, on a more cheerful note, a new service commenced to Morocco with the new OUIRGANE (75/1599) owned by the national line and the chartered German WIKING (73/999); other callers have included the Italian ARNUS (71/2475) from Havre and the Norwegian GULISUND (71/199) bound from Invergordon to Rotterdam.

Liner and ferry news....Swedish Lloyd are considering the introduction of a running mate for PATRICIA...the Russian liner ODESSA (74/13758) ex Copenhagen-75 made a Scint call in December...the cruising Russian ferry GRUZIYA (75/16631) commenced her series of cruises on 8 January...the chartered Irish trailer ferry DUNDALK (74/2353) replaced DRAGON and LEOPARD during their winter refits...the VIKING VALLANT replaced her sister towards the end of January.

On the 17 banana trade reefers to each call once during the quarter, the only 'new face' was the Russian - they seem to be getting everywhere - KARLIS ZIEDINS (72/5194), whilst one which called for the last time was the COPPENAME, leaving for the breakers in mid-Feb.

On the Deutsche Nah-Ost Linien service to North Africa, the only vessel to reappear this quarter was the Cypriot ALCOR, an ex-German trader as were the six non-German vessels to call, these being the Cypriot ALCYONE (56/1802), the Liberian BYBLOS (61/3728) ex Retzeburg-72, the Greek-flag/Liberian-owned WALTER (54/2667) and the Greek-flag/Pamamanian-owned CAIRO (53/4633) ex Ankara-74, ex Babitonga-59, DAMASKUS (54/4356) ex Belmonte-58 ex Wulfsbrook-54 and DIANA (51/2758) ex Nordmark-74, ex Don Pedro-67, ex Levante-66. The two German callers making up an interesting selection were the ALGENIB (66/2777) and CLAFITA SCHRODER (59/3264). On the competing ONAN service to Algiers, the VERA BENTSEN and BRAVIK returned, there also being three new callers the ro-ro ferry LILLA (73/1585) under the German flag, the Algerian IEN BADIS (72/4813) and the Cypriot GRACE (55/2140) ex Isa Angela-74, ex Isis-70 which again changed names before leaving as the THEODOROS.

The South America Conference service saw the usual Blue Star, Houlder and Royal Mail vessels calling, whilst the six ELMA vessels to call during the quarter included the LAGO TRAFUL (62/8486), the RIO BERMEJO (50/7143) and the RIO CALINGASTA (73/8558).

The first "Freedom" type ship to call in the Docks was one of several cargo vessels loading exports, this being the KHIAN STAR (69/10016) for Columbia, the others were the Dutch coaster CALANDPLEIN (65/1204) with steelwork for Benghazi, the Danish PALLE SCAN (69/300) with earth moving equipment for North Africa, the former container berth German caller BOMBERG (71/1000) with cranes and parts for Egypt and two Cypriot-flag vessels loading more irrigation equipment for Cuba, the FULVIA (56/10360) ex Medita-74, ex Stefanos P-70, ex Demosthenes D-63 and the GOOD NAVIGATOR (56/8805) ex Lukuga-72 (CMB).

Odds and ends....the ORCOMBE (62/163) ex Kristina-74 ex Kristina Coast-73 finally left the Town Quay at the beginning of February following her 1972 grounding rebuild-last heard of in drydock at Poole....loading cars the Japanese TSURUMI MARU (73/6825)....loading scrap at P & B the Danish METTE VIKING (64/400) ex Ann Charlott-75 and the Dutch TWIN (57/498)....discharging timber at Vancouver Wharf the Danish LINDHOLM (52/399)....discharging coal at Dibles Wharf the Danish MARLA DANICA (63/400), the German ANITA VON BARGEN (63/999) and many British coasters, particularly from London & Rochester Trading Co..