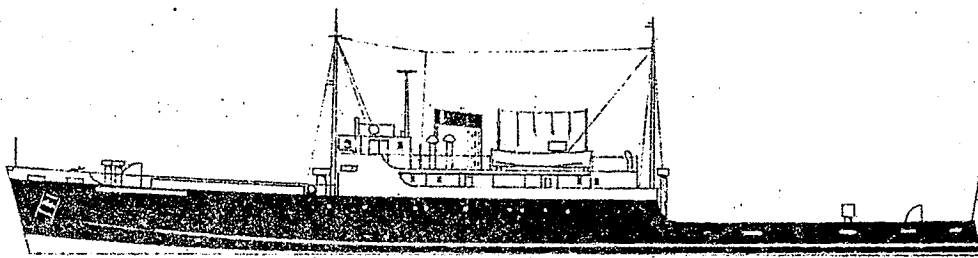
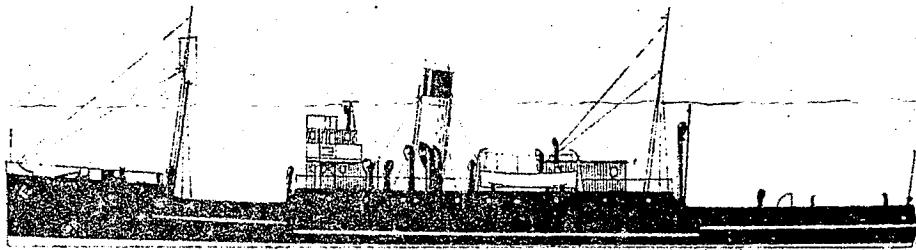


SUMMER 1976



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, Bassett, 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 & Visits Secretary: David T Hornsby, 'Greystones', Southampton Rd, Cadnam, SO4 2NG. Tel: Cadnam 3704

Projectionist: David F Hutchings

Member C L Reynolds, 'Home Port', 247 Harrowby Lane, Harrowby Without, Grantham, Lincs., has asked for photographs of ships of the South Coast Shipping Co Ltd., (prefix 'Sand --'), and Wm Cory & Son (prefix 'Cor--' or 'Pass of --'). He is willing to pay the 'full going price' and postage for any prints supplied, or will copy photos without damage and return them.

The Branch Annual Dinner, held at the Star Hotel was a great success, and thanks go to David Hornsby for making the arrangements. Hopefully this will once again become a regular feature on the Branch calendar.

Thanks again to Dave for organising visits to the Matco Avon and the Pendennis Castle.

Welcome to new Branch members J C Nash of Nomansland, and Mrs G B Wardley of Shirley.

1976 PROGRAMME -- JULY - OCTOBER

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

- Tues 13 July Nav Officer H P Bird - 'The Cableship JOHN W MACKAY'
- Tues 10 Aug Members Mini-Talk Evening
- Tues 14 Sept 'All Underway' - Alan Stansbridge
- Tues 12 Oct Southampton Branch A G M and supporting programme

COVER ILLUSTRATIONS:

Top: RINGWOOD of 1925) drawings by
Bottom: WINCHESTER of 1947) see article on page 3 Nigel V Robinson

```

OOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOO
O THE SOUTHERN RAILWAY CARGO SHIPS O
O by W.H.Mitchell O
O drawings (on cover) N.V.Robinson O
OOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOO

```

In the early 1920's, the Southern Railway placed an order with D & W Henderson & Co Ltd, Glasgow for nine cargo steamers. They were for the continental routes, seven to be based at Dover/Folkestone and two, HASLEMERE

and RINGWOOD, at Southampton, these to also serve the Channel Islands.

They were handsome ships, single-decked, with cruiser stern, funnel amidships and two-masted when built. All were constructed at the Meadowbank Yard. Their length was 220 ft, breadth 33 ft 6 in and depth 14 ft, giving a gross tonnage of 680-690 although three had slightly larger tonnages. The machinery consisted of 6 cylinder triple expansion engines developing 166 hp and driving twin screws. Accommodation was provided for a few passengers and there was a deadweight capacity of 598 tons. The ships settled down well to their intended routes except that the FRATTON was transferred to Southampton and with the other two Southampton-based cargo ships being altered to carry cattle from the Channel Islands.

When France fell in 1940 they were all taken up for war service. Three became netlayers, two were used as military transports and the remainder became part of a group of Barrage Balloon ships which sailed with coastal convoys. The group, which began forming in July 1940 after the French channel ports were overrun, was based at Sheerness until disbanded in 1943.

After the war, the two Southampton ships (FRATTON had been lost) were reconditioned and the mainmast removed. Cargo derricks were then fitted port and starboard to replace the single derrick originally fitted to the mainmast. In the early 1950's, the mainmast was re-instated following revision of the rules concerning navigation lights - this alteration was necessary on many short-sea and cross channel vessels at that time. From the early 1930's the ships began to be interchangeable between ports and the Dover/Folkestone ships were seen at Southampton at varying times over the years.

A considerable amount of cargo was moved through Southampton by these Railway owned ships, from Le Havre, St Malo and the Channel Islands. Early Spring flowers were brought from Guernsey in March and April, followed by tomatoes and other vegetables. Jersey potatoes arrived in May and the cargo traffic reached a peak in June when there was a cargo ship sailing daily. From August to October there was the Jersey outdoor tomato crop and in November and December cauliflower and mistletoe were imported. There was also a certain amount of transshipment cargo to/from Le Havre ex ocean-going ships and also apples from Italy were also imported. General cargo was shipped outwards. Most of the cargo was discharged and loaded at the Outer Dock quays, particularly berths 1,2 and 3.

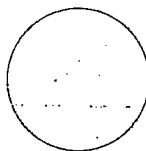
Another import was cattle from the Channel Islands. The RINGWOOD, HASLEMERE, FRATTON and later, WINCHESTER were specially fitted out for this traffic, the RINGWOOD having been recorded as carrying 117 head on one particular voyage.

Channel Islands cattle have long been known for the quality of their milk and high butter content. For well over a century the breeds were kept from outside admixture and the pedigrees carefully recorded in Herd books. The first herd of Jersey cattle was started in England in 1811 and the first official export to the USA was in 1817.

In the Railway-owned cargo ships, stalls were erected in the holds and each animal was landed separately in a 'cattle box' craned from the hold to an electric truck on the quayside at No. 8 berth, then transported without touching the ground to the lairage adjacent to no. 8 shed where it was held in quarantine for a minimum of ten hours. In the early post-war years some 2500 head were imported annually.

The Southern Railway was formed on 1 January 1923, when the railways of Britain were grouped into four main organisations. It lasted 25 years, until 1 January 1948, when the railways were nationalised and it became the Southern Region of British Railways, later British Rail. During this period, one other cargo ship was constructed, the WINCHESTER, which was completed by Wm Denny of Dumbarton in December 1947 and which was the first post-war ship to be built for the Southampton cross-channel service. Although

ARMEMENT L. MARTIN S.A., Paris



Fleet list
by
W H Mitchell

This company was formed in 1919 under the title of Louis Martin et Cie., and as well as owning ships, also manage ships for other companies. All are engaged in the fruit trade, particularly in the carriage of bananas from the ex-French West Africa colonies.

The only two ships under Martin management in 1939 were lost in the war. The first, Felix-Henri, 2526 gt of 1933, was Fredrikstad-built with reciprocating engines and was owned by Armement Nicolardot (L Martin managers). A peculiarity was that her boilers were on deck. The second, registered under the Compagnie Franco Coloniale de Nav., (L Martin managers) was the Alice Robert. She was delivered by Nakskov Skibs in 1934 and was of 2588 gt with similar propulsion. In December 1942 she was taken over by the German Navy and fitted out as a patrol ship SG 10. On 2 June 1944 she was torpedoed and sunk by the submarine HMS Ultor off Port Vendre.

After the war the first ship to sail under L Martin colours was the Guinee, a motorvessel which had been completed in Denmark in June 1941. She was purchased in 1946 from C H Sorensen & Sonner, Arendal, Norway for whom she had been sailing as the Christian Sinding, by the French Government and, renamed Viator, was placed under L Martin management. In 1948 she was purchased by the Nicolardot concern, renamed Guinee, but remained under Martin management. In the early morning of 21 July 1954 she ran aground $\frac{1}{2}$ mile off Brook Point on the south coast of the Isle of Wight but although the Red Funnel tug Hamtun stood by, she refloated without any assistance and proceeded under her own power. She was on voyage from Duala to Havre, calling at Southampton to discharge 400 tons of bananas.

In 1975 the Geestcape was purchased from Geest Industries Ltd. For some time this vessel was the largest British-built banana carrier. Twin-funnelled, she has a deadweight capacity of 8,100 tons and at the time of building, could carry 12 passengers in a service from the Windward Islands to Barry and/or Preston. She has a 7-cyl Clark-Sulzer diesel engine developing 10 500 bhp and giving 21 knots. She has Flume stabilizers.

All ships that have been owned or managed by L Martin since the end of World War II have been callers at Southampton, using the banana discharging berth in the Empress Dock.

The ships sail, generally, between French Channel ports and some Mediterranean ports and West African ports - Casablanca, Dakar, Abidjan etc and also at times to the West Indies.

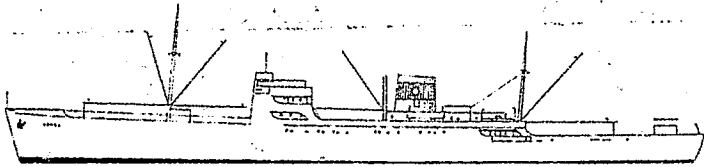
Funnel colours are yellow, with a broad blue band on which is a white circle. Hulls are white with red boot-topping.

The fleet from 1946:

OWNED:

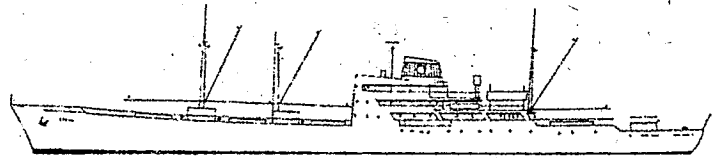
ARMEMENT L. MARTIN S.A. (late LOUIS MARTIN ET CIE)

Ponja	3805g	Built Orcsundsvärvet, Landskrona, Sweden 1953. oil engines, 16 knots	1973: Soyokaze (Ta Fah Marine Co SA, Panama)
-------	-------	---	--

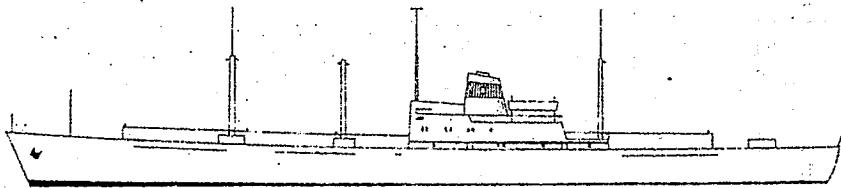


PENJA 1953

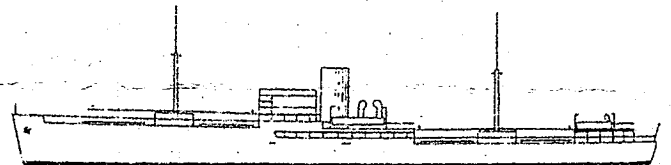
(DJUNGO 1956 - similar)



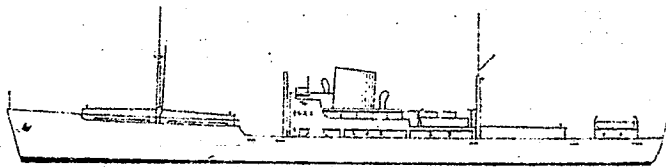
MUNGO 1960



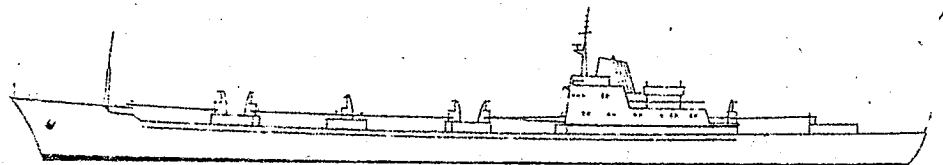
BIAFRA 1965



GUINEE 1941

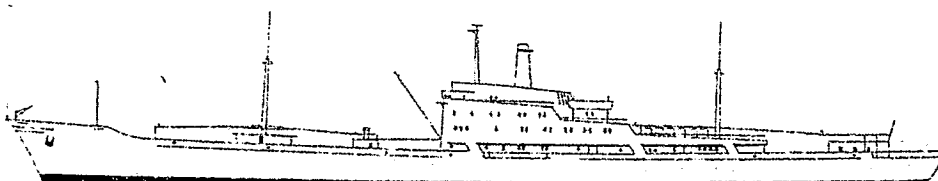


NYOMBE 1948



BAIENDA 1964

(MANOKA 1963 - similar)



NYOMBE 1966

Mungo	4820g	Built Nederlandsche Dok & Scheep, Amsterdam 1960. oil engines, 18 knots	1972: to Cie Franco de Camerounaise qv
Biafra	5672g	Built Blohm & Voss, Hamburg 1965. oil engines, 20 knots	At first chartered by F Lacisz, Germany for the Ecuador - Hamburg trade. In fleet 1976

MANAGED:

managing - (A NICOLARDOT (formed 1922))

Guinee	3076g	Built Burmeister & Wain Copenhagen 1941. oil engines, 15 knots	ex Viator 1948, ex Christian Sinding 1946. 1963: Comfort (Great Pacific Nav Co Ltd, Nat. China)
--------	-------	--	---

managing - (CIE FRANCO CAMEROUNAISE DE NAV, Sarl)

This company was formed in 1934 as the Cie Franco Coloniale and changed its title in 1962.

Nyombe	3065g	Built Odense Staalskibs 1948. oil engines, 15 knots	1970: Rolando (Flota Granadera Panamena SA)
--------	-------	---	---

Manoka	5954g	Built Lindholmens, Gothenburg 9.1963. oil engines, 19 knots	ex Yakima Valley 1970 (Red Nordstjerner (A A Johnson)) In fleet 1976
--------	-------	---	--

Bamenda	5955g	Built Lindholmens, Gothenburg 1.1964. oil engines, 19 knots	ex Rio Negro Valley 1970 (Red Nordstjerner (A A Johnson)) In fleet 1976
---------	-------	---	---

Mungo	-	(see Arm. L Martin SA)	In fleet 1976
-------	---	------------------------	---------------

Nyombe	7679g	Scotts SB & Eng Co. Greenock 1966. oil engines, 21 knots	ex Geestcape 1975 (Geest Industries Ltd) In fleet 1976
--------	-------	--	--

managing - (ARMEMENT NICOLARDOT-MARTIN)
(late Nicolardot, Martin et Cie (formed 1956))

Djungo	3796g	Built Ch & At de Provence, Port de Bouc 1956. oil engines, 16 knots	1973: North Pole (Polestar Shipping SA, Somali Republic
--------	-------	---	---

CATHAY & CHITRAL OF P&O SOLD - one for scrap - one for further service - - -

Two liners well known at Southampton in the sixties have recently been disposed of by the P&O Group - the CATHAY (1957. 13809g) to China for use as a merchant navy training ship - CHITRAL (1956. 13821g) to Taiwan for breaking up.

Both were built for the Cie Maritime Belge, CATHAY as BAUDOINVILLE by Cockerill, Hoboken and CHITRAL as JADOTVILLE by Ch & At de St Nazaire. They passed to P&O in 1961 later moving within that group to the Eastern & Australian S S Co.

Both were 557ft 9ins o a by 70ft 1in; draught was 28ft 1in. 2 steam turbines (12500 shp) driving single screws gave both vessels a service speed of 16½ knots.

TITANIC

Part II - "We'll be in New York by Tuesday"

by D F Hutchings

Leaving Queenstown Harbour in the chill April sunshine after raising anchor at 2 p.m. the TITANIC steamed past the lighthouse at Roches Point and a turn to starboard brought her on to a course that passed the Old Head of Kinsale, Cape Clear and the Fastnet. About 5 hours after leaving Queenstown the receding Irish coastline dropped below the horizon and dusk fell around 8.30. Passengers were now settling into what would be their new home for the next five days or so and the crew were becoming accustomed to their brand new charge. Many officers had joined the TITANIC at Belfast whilst she was still building but last minute changes at Southampton had, in some cases, altered their status, but although the temporarily reduced officers were disappointed at this, their elevation to the Company's pride from their smaller vessels more than compensated for any temporary setback that they may have suffered.

The following days at sea were pleasantly spent enjoying the then novel gymnasium and swimming-pool, the latter of which OLYMPIC's and TITANIC's were the first at sea, deck walks, dances or simply, as in steerage, making their own entertainment.

As the ship heads on towards North America a brief mention will be made of the ships's design and Company policy. Much has been written about the TITANIC's bulkheads and boat carrying capacity but in the former case she exceeded the height standards required by the 1891 Bulkheads Committee, her bulkhead freeboard being from $2\frac{1}{2}$ to $3\frac{1}{2}$ feet; more than is required even today. There were also more lifeboats than required by a Board of Trade formula which stipulated a certain number of boats depending on the tonnage and not passenger capacity of the ship. However, the Board of Trade's theory was that lifeboats should be used to transfer passengers to other vessels and were therefore not required to accommodate the entire complement of passengers and crew. On the TITANIC there were fourteen 30 ft. boats, two emergency cutters and four Englehardt "collapsible" boats, that could be handled by the vacated Welin luffing davits, plus lifebuoys and enough lifejackets for everybody. So she was labelled a "safe" ship, a description that the publicists seized upon until "safe" became "unsinkable".

White Star had its own policy and that was one of safety before all else, the Captain's discretion being relied upon at all times. The Company issued written instructions to all their Captains accordingly - "At no time must the ship be hazarded". Speed was sacrificed for comfort and the Mail Contract subsidy to White Star contained no requirement for fast passages nor did it contain any penalty for late arrivals. So the TITANIC was not pushed for time other than for maintaining the Company's reputation and was certainly not out for a "record" of which, in any case, she would be incapable. It was estimated that she would reach New York on Tuesday evening, much later than hoped and, partly due to her shortage of coal, giving a six day passage; bad luck for the "wondership" on her maiden voyage but unavoidable.

Sailing on, the TITANIC kept a course which was 25 miles south of the agreed "Southern Track" which operated between January and July. This track was considered to be fairly free of ice during the thaw and was 200 miles south of the Northern Track. She kept up a steady 22 knots and it was calculated that she would reach the "Corner", where the Track turned towards the New York approaches, at around 5 p.m. on Sunday April 14th and arrive at New York at approximately 5 p.m. on Tuesday 16th.

At nine, on the morning of the 14th the TITANIC picked up a wireless message from the Cunard liner "Caronia" (1904) 250 miles away reporting icebergs and pack ice in the region lat. 42° N, long. 49° to 51° W and lat. 41° 51' N long. 49° 52' W. Captain Smith gave this message to Bruce Ismay, White Star and I.M.M. Chairman, but later retrieved it for posting in the Chartroom. Another message at 1.42 p.m. from the "Baltic" (White Star 1903), 270 miles S.E. of Cape Race, told of large quantities of field ice at long. 49° 52' W lat. 41° 51' N and at 1.45 p.m. a report was picked up from the Hamburg-American liner "Amerika".

During the course of the day after receiving these various ice reports, Captain Smith discussed icebergs with Second Officer Lightoller. A long exposed 'berg had a white surface due to ice crystals reflecting light, but if the 'berg capsized, which often happened when they melted, then the exposed recently submerged ice, having had no chance to crystalize on its surface, had a bluish colour known as "black ice". White 'bergs could be seen miles away even at night (if starry or moonlight), but a "black" 'berg was difficult to discern at night especially if there were no base waves or reflected light or if they were seen from a high angle. Captain Smith, who had years of experience behind him, and one of the highest paid captains on the North Atlantic, left instructions for the crew's next lookout to be doubled that night to be on the safe side. The TITANIC's carpenter took the sea temperature at 7 p.m. when it was 43° F; at 7.30 p.m. it had fallen 4° to 39° F, but according to experienced seamen, this sharp fall was no indication of the presence of ice.

From 8 p.m. the TITANIC's wireless operators were busy with private and business messages to and from Cape Race as her powerful radio transmitter was now well within range of the shore station for messages to be relayed to New York. The Atlantic Transport Line's "MESABA" sent a message at 9.40 p.m. warning of an ice field with 'bergs in the region of lat. 42° N 41.25' N, long. 49° W to 50° 30' W. TITANIC's operator noted and acknowledged this signal but put the signal form to one side whilst he busily continued with his pile of commercial traffic, so this vital message never reached the Bridge.

At 7.30 the Leyland steamer CALIFORNIAN signalled the ANTILLIAN to report that she had sighted ice at 42° 3' N 49° 9' W and at 10.30 she stopped engines, blocked by an enormous ice field that spread before her. At 11 p.m. she tried to tell TITANIC that she was stopped for the night by ice, but as she was fairly close to TITANIC who was still signalling Cape Race, she nearly deafened the latter's operator who told her to "Shut up. I am working Cape Race."

CALIFORNIAN's only operator, disgruntled, put down his headset, switched off the power and retired for the night.

The TITANIC was still cutting through the calm sea at 22 knots and the double lookout and officers had all been specifically told to look out for ice. The water temperature was now nearly 30° F. The sea was practically flat, the sky starry and the horizon between black sea and black sky, normally distinguished by a definite line where the stars abruptly ended, was obscured by a slight haze. The Captain retired to the Chartroom satisfied that his ship had sufficient lookouts but leaving instructions to be called if any doubts arose. Speed was not reduced, even though ice had been reported, as it was the usual practice for captains of most lines not to reduce speed on a clear night (even the MAURETANIA steamed at full speed on clear nights with no additional lookouts) so it was "a practice justified by experience". Murdoch, the officer of the watch, saw no reason to call Captain Smith because even though there would be no wash around any 'bergs base due to the unusually calm conditions, there were enough stars to give the lookouts ample warning.

Everybody was alert and staring ahead. Shortly after 11.35 p.m. one of the lookouts in the crow's nest, Fleet, saw a dark shadow ahead and pointed it out to his mate. Suddenly, the bell in the crow's nest rang sharply three times, Fleet lifted the Bridge 'phone shouting -

"Iceberg dead ahead!"

"Thank-you", the officer replied and to the helmsman called "Hard-a-starboard", rang "Full Speed Astern" on the wing engines and "Stop" on the centre turbine telegraphs. The watertight doors rumbled shut at the touch of a button and the following 37 seconds of breathtaking suspense as the bow headed towards the dark shape ahead, ended with the small rudder swinging the bow slowly round two points to port. The iceberg just missed the bow and she seemed clear, just; but a distant faint grinding jolt that lasted for ten seconds told them that that was not so. Captain Smith appeared on the Bridge and after a quick briefing with checks on action taken, went on to the Bridge wing, looked aft, returned and rang "Half Ahead". The time was just after 11.40 p.m.

The iceberg disappeared astern as quickly as it had appeared. Some dislodged chunks of ice had fallen into the forward well deck, the only visible sign that anything had happened. An officer sent on a quick inspection returned to report that all was well, but Captain Smith sent him to get the carpenter to sound the ship. The officer did not have to go far for he bumped into the carpenter running up the Bridge ladder. "She's making water, fast!" The Captain had also sent for Thomas Andrews, the man responsible for designing the OLYMPIC and TITANIC, and together they made a tour of inspection of the forward lower decks.

What they found was disturbing. The TITANIC was built as a "two compartment" ship, that is she could float with two, perhaps three, of her sixteen compartments flooded, which was the maximum damage envisaged on any ship; but here she was with water in the forepeak, Numbers 1 and 2 cargo holds, Mail Room, boiler room 6 but in 5 boiler room the water was under control, five compartments in all. The news was stunning. It was just a matter of time before these compart-

ments filled pulling the ship down by the bow and overflowing into the next compartment aft and so on. A gash, 300 feet long, 10 ft. above the keel level and perhaps no more than 2 inches wide, spelt out the liner's fate. No ship could have withstood such treatment. The vessel assumed a list of 5° to starboard but this righted itself as the compartments filled; 14 feet of water in the first ten minutes. By 0005 hours the Captain realised that his ship, his brand new TITANIC was finished and had perhaps three hours to last. The ship had come to a stop and was releasing steam through funnel valves and he now devoted his efforts to saving as many lives as he could and ordered the lifeboats to be uncovered. He decided against a general alarm, perhaps realising that it could start a panic which was the last thing he wanted. The passengers must be awoken and reassured, but that might prove as disastrous as a panic in reducing the urgency of the situation. He went to the wireless shack and at fifteen minutes past midnight the operators sent out the first call for assistance. The distress "CQD" sparked out six times followed by "MGY" (TITANIC's call sign) - "Have struck an iceberg 41° 46' N 50° 14' W" was picked up by the FRANKFURT (N.D.L.), MOUNT TEMPLE (C.P.R.), VIRGINIAN (the Allen liner of 1904 that was scrapped in 1955 as the HOMELAND), a Russian ship BURMA, and the homeward bound OLYMPIC who altered course towards her stricken sister. The assistant operator of TITANIC suggested that the new S.O.S. signal be used instead of CQD - "It may be your last chance to use it" he said jokingly, and when the CARPATHIA's (1903 Cunard) operator decided to call the TITANIC before he went to bed to tell her there were some messages awaiting her from Cape Race, the latter jumped in with "CQD, CQD, SOS, SOS, CQD, SOS. Come at once, we have struck a 'berg. CQD OM (old man)" followed by her position - the first SOS ever used at sea. After being given this message Captain Rostron of the CARPATHIA immediately prepared ship to take on passengers, crew and mail and informed the sinking ship that he would be there in four hours; but could she remain afloat for that long?

On board the TITANIC the boats were swung out and incredibly the passengers refused to believe that there was anything wrong with the sturdy vessel beneath their feet. It took some time before the first boat, No. 7, was full enough to be lowered around 0045. Ten minutes later, No. 6, less than half full, was lowered and the first rocket flashed into the night sky in what was to prove an abortive attempt to attract a vessel seen moving around five miles away; (many have thought for years that this ship was the CALIFORNIAN, but she was still stopped by ice 20 miles away and although she saw rockets thought them to be Company signals; her only fault was not getting her wireless operator to check). Gradually people realised the extent of the emergency and correspondingly lifeboats became fuller. At 0140 the last rocket exploded over the tragedy being enacted below and at five past two the final boat, collapsible D, to be lowered from the empty davits, left the ship's Boat Deck. Many exemplary acts of sacrifice, devotion and heroism took place during these few traumatic hours, too many to relate here, but wives refused to leave husbands, whole families remained on board together, men ensured "women and children first" was the rule of the evening, the small string orchestra played until near the end, and the entire Engine Room staff remained at their posts keeping the lights burning, not one of these last two groups escaping.

At 0205 the last wireless message was sent, a faint signal picked up by the VIRGINIAN. From the boats in the sea, people could see this magnificent liner silhouetted against the stars, hundreds of deck and cabin lights still burning brightly and the distant sound of jolly rag-time music drifting across the water towards them. Beautiful and secure, except for one thing; the rows of cabin lights forward were at an angle to the sea and more and more lights disappeared beneath the surface near the bows even as they watched. The fo'c'sle dipped under, then the Bridge; the fore funnel collapsed into the sea, crushing several swimmers. The sea reached the second funnel and the liner pivoted about this point, her stern rising higher into the sky, her lights still incredibly burning, until the visible part of the liner was perpendicular to the water. At 0218 her lights went out, flickered on again and then went out for good. A sound "like a steady thunder as you hear on an ordinary night at a distance..." crossed over the sea towards the boats as engines and everything moveable crashed towards the bow. She remained in that position for some moments as if reluctant to make the final plunge, then, slowly at first but then accelerating, she sank beneath the still flat Atlantic, a smoky mist hovering over the spot where she had disappeared.

At twenty minutes past two the momentary silence that followed her going was broken by hundreds of struggling cries from the dark surrounding sea and a unison sigh went up from those in the boats - "She's gone."

Of 2,207 passengers on board the liner, 705 were picked up the following morning by the CARPATHIA, the only survivors of the greatest peacetime marine disaster ever.

* * * * *

ANOTHER WELL KNOWN NAME DISAPPEARS - - - ARGYLLSHIRE - - - - -

The last vessel to bear a traditional Scottish Shire Line name in the British & Commonwealth fleet has been withdrawn and sold - last November the ARGYLLSHIRE was sold to the Gulf East Marine Inc., of Monrovia and now flies the Liberian star and stripes as the SCHIVAGO.

ARGYLLSHIRE, which called annually at Southampton during the South African fruit season, was completed in October 1956 by the Greenock Dockyard Co Ltd as their yard no. 486 to the order of the Scottish Shire Line. In design she was little different to the many parent Clan liners being built around that time at the same yard. For all of her career she wore the Clan livery and operated as a unit of that fleet.

On an overall length of 534ft 11ins and a beam of 69ft 3ins she had a gross tonnage of 9299 and a net tonnage of 5267, whilst the deadweight was 11250 on a draught of 28ft 1 1/4 ins. Her service speed of 16 3/4 knots was provided for by 3 Parsons steam turbines geared to a single screw shaft.

A ship with a big refrigerated capacity (389 250 cu ft) she was a very useful member of the British & Commonwealth fleet hence her annual 'pilgrimage' in the Cape fruit run; her usual employment was in the Clan general cargo services mainly to East Africa.

+ + + + +

nautical notebook

by Dock Head Correspondent

Apart from the new ACE and OOCL container services to the Far East detailed in the two preceding pages, the highlight of the quarter has been the number of large vessels actually berthed in the Docks. In addition to the tanker MATCO AVON (64/78008dwt), the Canadian Pacific tanker LORD MOUNT STEPHEN (66/71534d) called from Clyde lay-up for dry-docking and conversion to allow operation from a North Sea single point mooring buoy. Two newly completed Sunderland-built 'Panamax' bulk carriers were dry-docked prior to being handed over to their new owners, these being Bibby Lines MERSEY BRIDGE and the Liberian flag NIKITAS ROUSSOS each of 70500d and there are currently eight more sisters on order. Canadian Pacific's container vessel C.P. VOYAGEUR (70/15680gross) was also dry-docked after temporarily off-loading some of her container cargo at 202 berth, whilst a month previously in mid March the British & Commonwealth bulk carrier KING GEORGE (75/77752d) received fire damage repairs at 105 berth. Two large bulk carriers also loaded cars for North America during May, the most recent being the West German NATALIE BOLTEN (74/32804d). The previous vessel was the Swedish Wallenius ship AIDA (73/50829d) - the largest non-container cargo vessel to load in the Docks - one of two vessels owned by the Company with a total of seven holds, four for ore and three with large garage "hangers" rising high above main deck level for cars, giving simultaneous capacity of 45000 tons ore and 4000 cars!

Passenger ship news....the EDINBURGH CASTLE (48/27489g) sailed for the last time on the 23 April, a cargo-only voyage to the Cape and the breakers....the PENDENNIS CASTLE (58/28442g) left on her last passenger carrying round trip 7 May before lay-up and probable disposal....the VIKING VALIANT (75/6387g) arrived for the first time on 26 March....following her arrival on the 27 March ELLINIS (32/18564g) was laid-up for several weeks....after opening the P&O UK cruise season ARCADIA (53/29871g) returned to Australian waters, hopefully to one day return....also to/from Australia were the Russian liners SHOTA RUSTAVELI (68/20146g) and TARAS SHEVCHENKO (66/20027g)....the schools cruiseship UGANDA (52/16907g) made her annual call on 28 April....making one of her occasional calls on 12 May was Lubeck Lines cruising ferry REGINA MARIS (66/5813g)....unrecognisable as the former cargo liner PORT SYDNEY was the Carras rebuilt luxury liner DAPHNE (55/11683g) which called on the 9 May and which will return at the start of Sept.... other diary dates, the first cruise call by CALYPSO (55/16500g) ex Southern Cross-73 on 6 Sept, and in 1977 the American MARIPOSA (53/14812g) on 23 May and in May and June the DANAE - sister of DAPHNE.

Other news from the container berths....DART AMERICA and DART ATLANTIC were diverted to Tilbury in May after the short-lived shift work dispute was settled....ACL's ATLANTIC CONVEYOR (70/14946g) made one of her occasional calls....the West German coaster TORSTEN (69/424) completed discharge of the last of her 36 loads of paving for the new 206 berth....another West German coaster to reappear was PATRICIA (70/999g) which formally called on the Ibesca service.

On the regular cargo liner services....the gaps in the Cape weekly mail service have been filled by the return of S.A. HEXRIVIER and BENLAWEERS, together with the first call by S.A. KAAPLAND (60/9773g) ex Kaapland-73....on the South American conference service Royal Mails DRINA reappeared, as did Blue Stars BRASILLIA STAR and BUENOS AIRES STAR, whilst ELMA callers included RIO ESQUEL (76/10400g), RIO BERMEJO (50/7143g), LAGO TRAFUL (62/8486g) and three previous visitors....the Algerian National Line service (CNAN) to Algiers saw three return calls by VERA BENTSEN, whilst new callers included the lines own COLLO (73/1599g), the Singapore flag vessels ASD ASTOR (71/499g) and ADOR (72/1536g) the latter three all ro-ro, and the last named more familiar as Seagull Lines SAINT CHRISTOPHE from the former Havre service....the D.N.-O.L. service to North Africa saw two return calls by ALPHARD and BYBLOS, one by DAMASKUS and three new callers these being the newly renamed West German CAP MALEAS (67/2242g) ex Astrid Schulte-76, and the Greek flag PATRAS (52/2615g) ex Galata-74 and CAP BISTI (74/3600g) ex Stylianos T-75.

Specialised cargoes....on the wine trade the construction of an overhead discharge system to the SAWFA depot, the return of PIC ST. LOUP and RHIN, and first calls on this trade by the latter's sister RHONE (74/1599g) also under the Swiss flag, and the Cypriot ALCHIMIST BREMEN (68/993g) which had previously called at Fawley Jetty....loading cable saw the return of LONGLINES and VERCORS, whilst a less frequent visitor was the RFA ST. MARGARETS (43/1524g)....discharging Renaults were AUTOSTRADA and three French ro-ro's ARNAGE, MONZA, and MONACO....loading Ford Transits for the West African state of Benin were the Salen reefers SNOW DRIFT and SNOW STORM, together with Maritime Fruits CHRYSANTEMA (73/12059g)loading cars for North America the bulk carriers previously mentioned, NOPAL IANE, NOPAL BRANCO and NOPAL VERDE, the Japanese TSURUMI MARU (73/6823g) and JINYU MARU (74/16109g), and Uglands AKARITA (59/10866g) ex Akaroa-71, ex Amazon-68....banana reefers to call during the quarter included Scipio's BIUMENTHAL (74/8728g), the Norwegian FROSTFJORD (64/5294g) ex Pisang-71, the Liberian ONDINE (60/6158g) and BANAGRANDE (69/7005g), Fyffes DAVAO (64/4851g) ex Polarlicht-74, and the Ivory Coast reefers AZAGUIE (63/4708g) ex Har Boker-73, ex Pacific Arrow-67, ex South Pole-66 and her sister ASSOUBA (63/4708g) ex Har Bashan-73, ex Atlantic Arrow-67, ex North Pole-66; one other of interest to call was the REEFERJO (68/1875g) ex Barrad Foam-75 which, on its next voyage, was later towed into Husbands Yard following discharge at Newhaven by the tug OCEAN PULLER....

General cargo callers have included....Harrisons NATURALIST (65/5580g) discharging West Indies timber overside into barges....the Italian ex LCT MOLPA (??/307g) loaded the original Red Funnel hydrofoil SHEARWATER from her resting place adjoining 7 drydock.... the Greek ARISTIDIS (57/10348g) ex Amelia Thyssen-72 loaded irrigation equipment for CubaFishers heavy-lift ship KINGSNORTH FISHER (66/2355g) unloaded transformers over her stern ramp at 108/9 berth....the German NORDEREAU (52/2150g) loaded tractors for DublinGardners SAINT KENTIGERN (73/468g) discharged a 36 ton tank into the water at 110 berth....Shell's new Liberian flag tanker FLAMMILINA (76/19275g) loaded water for Gibraltar....discharging from Brazil were Lloyd Brasileiro's ITAIMBE (71/10147g) and the SD14 LLOYD ROTTERDAM (74/9111g); what seemed to be the start of a promising new trade ended when the next vessel LLOYD LIVERPOOL (74/9111g) left after three days due to labour shortage, whilst it is understood that the ITAITE has just been diverted away instead of being the next to discharge....

Down amongst the coasters....at the grain berth, callers amongst the two dozen during the quarter included Turnbull Scott's HIGHGATE (72/1600g), REGENTS PARK (72/1600g) and FLOWERGATE (76/1598g) from Bayonne, Antwerp and Rouen respectively, also from Rouen the Panamanian flag DRIE GEBROEDERS (52/500g) and the German HEYE P (67/296g) and OSTETOR (71/998g), from Hochdonn the German ESTEBURG (54/500g), from Bonniers the Panamanian ARGO D (50/499g) ex Argo-72, and other under the French, Dutch, German, Singapore and British flags from Rotterdam, Amsterdam, Toulon, Antwerp and Bayonne....six London & Rochester coasters discharged about three dozen coal cargoes at Dibles Wharf, whilst other callers at the Wharf included four from Stephenson Clarke, the Lebanese WAJIB (54/425g) ex Herm S-76, the French LOUISE (72/1600g) ex Olivia Winther-76 and the Singapore flag BASALT (70/1399g)....over at Vancouver Wharf, two West German timber ships discharged the REINHOLD KRUSEMARK (62/499g) and NORDSTERN (65/498g)....at Pollock & Brown loading scrap the Dutch SALVINIA (59/499g) and LIZARD (63/500g) ex Kernoa-73, ex Bababra-ham-70, ex Topaze-69, ex Valkenier-66, the German THERESIA M (63/211g) ex Ilona-73, the Belgian HENRI (64/467g) ex Roland L-70, the recently renamed ORD (39/203g) ex Nova Zembla -76, ex Ali-61, and the British TAIRLAW and KIPTION....at Burnley Wharf the sand dredger HOVERINGHAM V (69/1027g)....at Eling the German WINDHUND (65/300g) and DETLEF SCHMIDT (63/500g), the Somali DUVENSTEDT (57/498g) ex Jurgen Wehr-70 and the chemical tanker DUTCH ENGINEER (64/803g)....

Other vessels drydocked included the coasters OWENGLAS (/763g) and LAURENZ (50/499g) ex Herm Schoning-65, ex Harburg-63, ex Lucas Bois II-62, and the hoppers WD AVON and WD SEVERN....at Husbands Jetty the ESSO PURFLEET, FRANK M, CENTAURMAN called as did the Liberian ore carrier BONYDALE (58/7063g) ex Bonita-74, ex Mesna-68 and the former Trinity House pilot cutter LIANGOWER (48/443g) ex Pelorus-76, whilst towing in a pontoon was the supply vessel WIMPEY SEALION (73/907g)....

STOP PRESS....the 1200hp tug IONIA (60/120g) is based at the port while the COBERG is at the Medway for a refit....the C.S.IRIS has been towed away for scrap....the Canaries winter fruit traffic may transfer....Toyota are seeking permission for a UK distribution centre on 16 acres at Nursling....negotiations are reported to be taking place for the return of the Seatrain container service....heres hoping!

Following announcements in recent months that, despite considerable competition, the Port of Southampton is to be the U.K. terminal for several new container services, a number of new company colours have been seen in recent weeks, whilst more will follow over the next two and a half years.

NEW CONTAINER SERVICES

FOR SOUTHAMPTON

by D T Hornsby

OOCL & ACE

Of the new services, the two most recently announced are those which have already commenced operation from the common-user berths 201-2 to the Far East by Orient Overseas Container Line and by the ACE Consortium. The former had previously operated from Felixstowe with semi-container vessels, but were forced to seek a deeper water U K port by the increased draughts of their new cellular vessels. The line is 'owned' by C Y Tung - who two or so years ago acquired an interest in the Dart service - and although a member of the ACE consortium the line will operate independently until such time as the full fleet of cellular vessels are in service. However, each company will have container space allocations on all the vessels operating on the services, although two lines do not have loading/discharge rights in the UK and therefore will only be able to handle other companies containers. These two lines are the Japanese 'K' Line who once applied to join the Trio consortium before withdrawing their application in favour of the new grouping, and France-Belgian Services one of whose members is Cie Maritime Belge, another member of the Dart grouping.

Vessels operating or on order for the various companies include:-

Orient Overseas Container Line, Hong Kong (OOCL)

Ling Yung	11157g	11731d	372teu(20' units)	semi-container vessels under
Yeh Yung	11170g	11813d	Taiwan flag; completed 1968 by Uruga Heavy Indust. Ltd, Yokosuka; 521'8"oa x 76'10" x 30'4" draught; 8-cyl Sulzer-type oil engine 12800bhp, 19½ knots;	
				Second and third vessels built with "semi-submerged hull design"; Yeh Yung was to have been first vessel to call on 9 April, but was diverted to Continent due to national riggers dispute; Ling Yung called 28 April;
Singapore Pride	11208g	d	372teu units; semi-container vessels similar to	
Singapore Triumph	11208g	d	above, but under Singapore and Liberian flags resp; completed 1969 by Sumitome S B & Mach Co Ltd, Yokosuka (formerly Uruga H I Ltd); 529'10" x 76'10" x 32'4" draught; 14400bhp oil engine (9cyl), 22 kts; Singapore Triumph called 10 May	
Oriental Exporter	14125g	11206d	816teu units; cellular vessels under German flag and on charter from C F Ahrenkiel of Hamburg; completed 1971-2 by Blohm & Voss A G, Hamburg; 560'6"oa x 80'9" x 25'10" draught; 9-cyl MAN oil engine of 15750bhp, 19 knots;	
ex Rhein Express-73				
Oriental Importer	14125g	11206d	After arriving and discharging on the 18 May and 16 April resp. each vessel went off charter, ret- to Germany, was reinstated to its original name and re-chartered to the Euro-Pacific Line service from Liverpool to the pacific U S coast;	
ex Main Express-73				
Oriental Statesman	29700g	20529d	new cellular vessel completed May 1976 by Cons Nav & Ind de la Mediterranee, La Seyne, France; 698'5"oa x 100'2" x 30'5" draught; 38000shp steam turbine, 23½ knots;	
				Arrived from builders 19 May, possibly to be trans-ferred to Pacific-Far East route and replaced by

