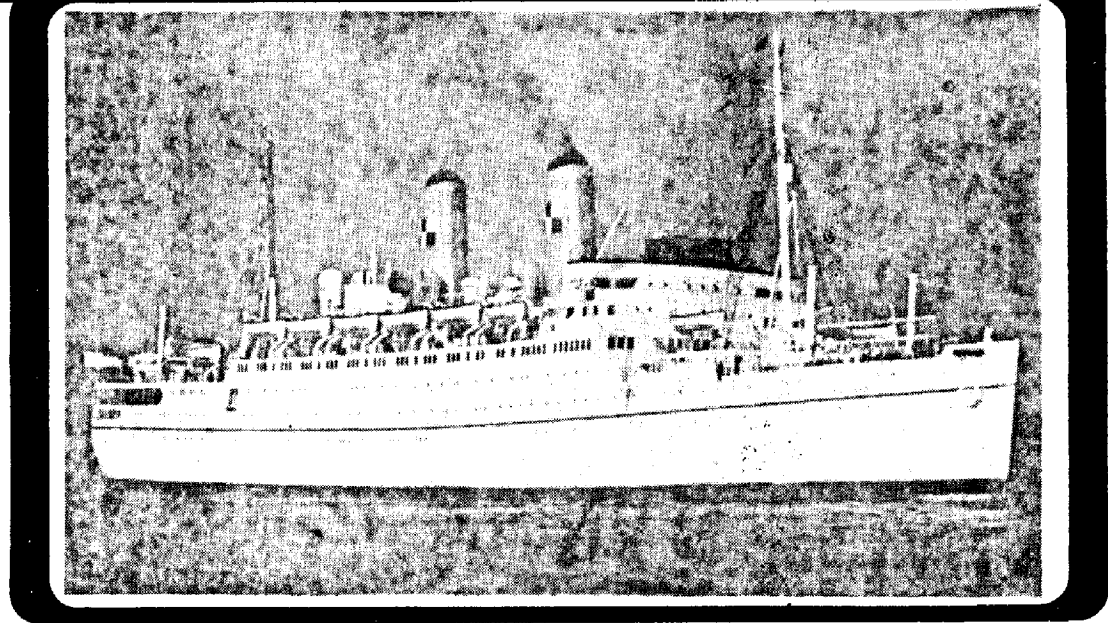
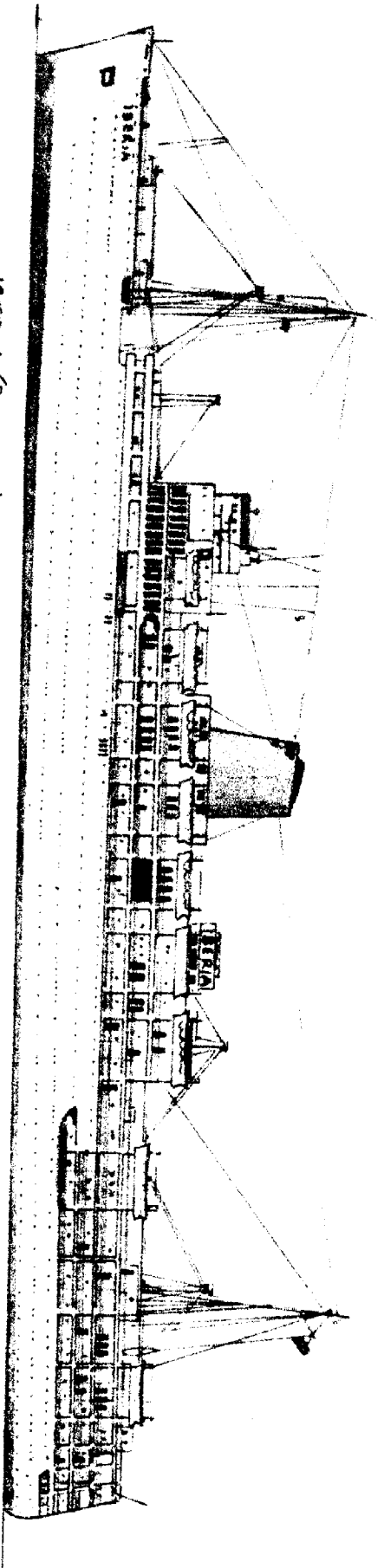


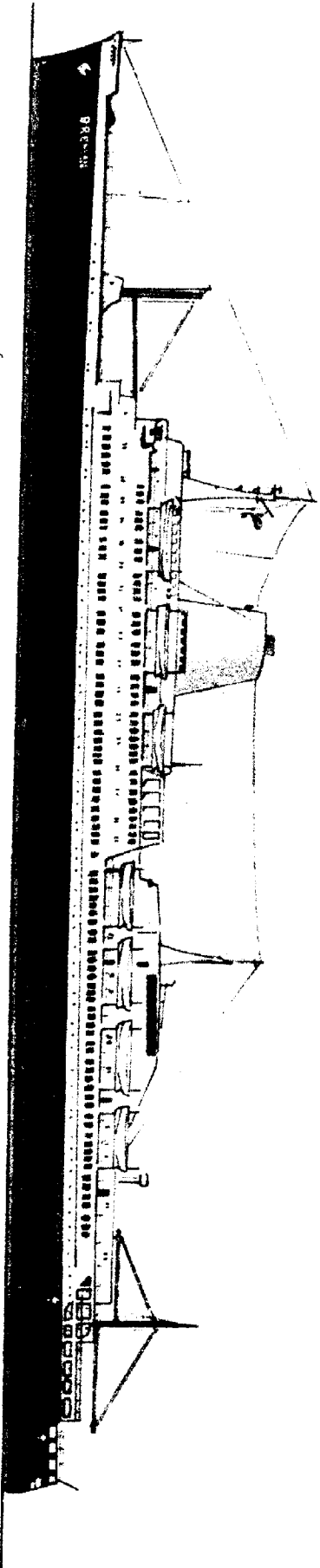
BLACK
JACK

W.S.S.
SOUTHAMPTON





IBERIA (Pa O Line). 29614 gross tons. 791' x 91'. Bilt. 1954. 1384 passengers.



*BREMEN (Norddeutscher Lloyd). 32336 gross tons. 691' x 87'. Bilt. 1939. 1722 passengers.
 Rebuilt 1954. Ex. 'PASSEUR' 1959.*

Passenger Liners in the News: Iberia -- to be withdrawn from service at the end of her present voyage

Bremen -- now owned by Chandris Lines and renamed Regina Magna

Line drawings by N. V. Robinson

Published Quarterly by the Southampton Branch of the World Ship Society.

Membership of the World Ship Society is £2.50 per year, which includes Branch membership and the quarterly issues of 'Black Jack' together with the Society's monthly magazine 'Marine News'.

'Black Jack' is available on its own at 12p for four issues plus 10p postage.

Southampton Branch:

Chairman: R. C. Collins Vice Chairman: B. A. Hill
 Hon. Branch Secretary: Chris Weeks, 35, Rutland Way, Bitterne, Southampton.
 Hon. Branch Treasurer: M. J. Moloney, 1b, Marne Road, Bitterne, Southampton.
 Magazine Editors: Nigel V. Robinson, 8, Winr. Road, Southampton, & David T. Hornsby.
 Outings and Visits Secretary: Roy Henderson. Projectionist: Les Mugridge.

The Southampton Branch is very pleased to extend a warm welcome to new members, Miss P. Peggs and Miss M. E. Arnold and to Messrs J. E. J. Shaw, P. G. Radnedge, K. Cotham, J. R. Rowe, J. Humphreys, and Captain E. E. Sigwart.

The 22nd Annual Branch Dinner will be held on Friday 28th April at the Malvern Hotel Winchester Road, Southampton, at 7-30 for 8-00pm. The Menu is as follows -- Soup; Grilled Surrey Chicken, French Fried Potatoes and Vegetables; Apple Pie and Ice Cream; and Coffee. The cost per head is £1.15, inclusive of service. Please advise the Secretary of your requirements as soon as possible together with the cash. Final numbers and cash are required by 11th April.

The Dinner will be followed by a programme of films or a colour slide talk. All this for £1.15!! Come along and enjoy a good meal and a drink with your friends in the Branch.

The 3rd Annual Quiz - with the Isle of Wight Branch - postponed from last October will now take place on Saturday 29th April next, aboard the Medway Queen, near Newport. The Secretary is still holding money for members who put their names down to go last October (including the Team!). Would they confirm to the Secretary that they will still be going. We will travel on the 14.00hrs ferry (meeting at the Red Funnel Booking Office at 13.30 hrs) and transport and tea can be provided. It is hoped that the prices, i.e. 25p and 35p respectively (subject to alteration) will be in force. Please let the Secretary know by 11th April if you are going. We hope the weather will be on our side this time!!

Editorial:

Here is 'Black Jack' - No. 2 -- bigger and (we hope!) better than the first issue. We have eliminated some of the "teething troubles", which were apparent, mainly by using tougher stencils and different paper. You will also notice a new cover design.

Inside we are very pleased to be able to feature an article by our good friend John Maber and articles by your editors. Looking forward to the Summer Issue, which is already in an advanced state of planning, we are featuring articles, if space permits, on the following - Part 2 of the 'Foudroyant' story, 'East European Shipping at Southampton', the first part of a lengthy article on Oswald, Mordaunt - shipbuilders, (tons of research by Bill Mitchell!), plus a history of the Vanderbilt Line, plus lots more!!

It is always difficult to put together articles of a wide range in one issue, but we are now building up a reserve of good articles for future use. More articles, to give us greater flexibility in planning, are always welcome. So, if you have any articles, or suggestions for further improvement of the magazine, please let us have them -- then we shall know what you want in your Branch Magazine.

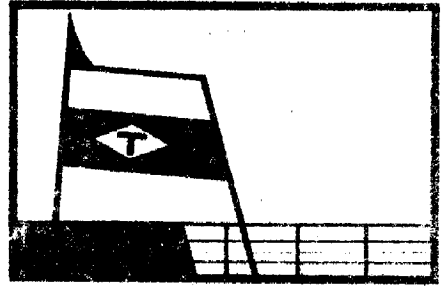
Money Wanted - again?

There are a number of Members who have still not paid their 1972 subscription, due last January. Please pay the Treasurer by the next meeting, or advise him otherwise!

Cover Photographs: Top: RMS Queen Elizabeth, immediately prior to her final departure from Southampton. photo: D. T. Hornsby
 Bottom: Empress of France (Canadian Pacific), as she appeared towards the end of her career. see page 6.

If during the last few years you have taken a ferry to Cowes, or if you have ventured to the shores of Southampton Water below Fawley, you will probably have seen one of these yellow hulled gas tankers at the 'small ships anchorage or at the Esso Jetty. With its headquarters at Copenhagen, this Danish company was formed in the early 1930's, but it was not until after the Second World War that remarkable expansion took place. In recent years the parent company A/S Kosogas International has diversified with subsidiaries in many countries producing a wide range of items from beer-kegs to car silencers.

A Fleet List and Short History



by David Hornsby

In 1951 A/S Kosogas decided to experiment with the transportation of liquid gases by sea, and to facilitate this venture a small coaster was purchased and fitted with a gas tank. This experiment proved satisfactory and resulted in 1953 in the world's first specially constructed gas tanker ms Rasmus Tholstrup, to be followed in rapid succession by orders for several more vessels. The liquid gases are shipped to and from oil refineries in semi-refrigerated or spherical pressure tanks, and over the years the equipment has been extensively developed and improved. Today all vessels in the fleet are equipped with specially designed compressors allowing quick loading or discharge of gases independently of the shore installations.

The present fleet of 25 gas tankers show the Company's flag on all the seven seas, although the majority of voyages are in the northern European or Mediterranean areas. The first vessel to use the Fawley Refinery Jetty was ms Signe Tholstrup, about June 1957, when she unloaded a gas cargo directly into road tankers at the old Agwi Jetty. Today, tankers call at the Fawley Jetty at least two or three times a week, mainly from Sweden, or with butadiene for I.S.R. from the Shell works on the Tees, and at Carrington on the Manchester Ship Canal. The majority of vessels in the fleet are owned by A/S Trans-Kosan, who also manage the remainder which are owned either by I/S Dansk Flaskegas or by I/S Kosan no... All the tankers are single screw motorships, registered in Denmark, mainly at the ports of Copenhagen and Middlefart.

FLEET LIST

- (1) Kosogas 149 tons gross, 113 tons deadweight;
1952' length overall x 17½' breadth x 6½' draught;
built 1947 as Amstel XV111 (Aux Galles) by Schips de Gideon v/h J. Koster, Groningen for N.V. Stoomboot reedrij, Amsterdam.
1948 to Svend Hansen of Egernsund, Denmark; renamed Morild;
1951 acquired by the Company; converted to a gas tanker;
1969 to Svend Hansen, with severe grounding damage; renamed Pip;
- (2) Rasmus Tholstrup 904 gross, 765 dwt; 198½' x 33' x 12½'; 1000 hp, 10 knots;
built 1953 by Marstrands Mek Verkstad A/B, Sweden (Yard no 30);
1959 lengthened from 165', increasing tonnages from 499 gross, 445 dwt;
- (3) Signe Tholstrup(1) 210 gross, 123 dwt; 111' x 21' x 8½'; 180 hp, 8 knots;
built 1954 by A/S Svendborg (Yard no 68);
1965 to Kosmogas Hellas S.A., Piraeus; renamed Kosmogas;
- (4) Elsa Tholstrup 211 gross, 118 dwt; 111' x 21' x 8½'; 240 hp, 9 knots;
built 1955 by A/S Svendborg (Yard no. 76);
- (5) Inger Tholstrup 200 gross, 130 dwt; 110½' x 21' x 8'; 240 hp, 9 knots;
built 1956 by A/S Svendborg (Yard no. 77);
1965 to Soc. Nav. Ultragas Ltda, Chile; renamed Polargas;
- (6) Kiste Tholstrup 397 gross, 330 dwt; 168½' x 28½' x 10'; 480 hp, 9 knots;
built 1957 by A/S Svendborg (Yard no. 80);
1970 to Soc. Nav. Ultragas Ltda, Chile; renamed Australgas;
- (7) Signe Tholstrup 391 gross, 455 dwt; 195½' x 28½' x 9'; 680 hp, 11½ knots;
built 1957 by A/S Svendborg (Yard no. 81);
1966 re-engined, following severe engine room fire off Algerian coast;
- (8) Eva Tholstrup 499 gross, 746 dwt; 213½' x 32' x 11'; 960 hp, 9 knots;
built 1958 by A/S Svendborg (Yard no. 84);

- (9) Mee Tholstrup(1) 300 gross, 310 dwt; 137 $\frac{1}{2}$ ' x 26 $\frac{1}{2}$ ' x 8 $\frac{1}{2}$ '; 250 hp, 9 knots;
built 1950 as Elisabeth Broker for Capt Walter Broker, by Kremer Sohn,
Elshorn, West Germany (Yard no. 988);
1956 to Skips A/S Sigerfjord, Norway; renamed Grethe;
1958 acquired by the Company and converted from dry cargo ship;
1971 to Soc. Fogas Ltda., Brazil; renamed Fogas 1;
- (10) Susanne Tholstrup 394 gross, 405 dwt; 195 $\frac{1}{2}$ ' x 28 $\frac{1}{2}$ ' x 10'; 600 hp, 10 $\frac{1}{2}$ knots;
built 1959 by a/s Svendborg (Yard no. 78);
- (11) Karin Tholstrup 499 gross, 672 dwt; 176 $\frac{1}{2}$ ' x 29 $\frac{1}{2}$ ' x 12'; 499 hp, 10 knots;
built 1960 by helnr. Brand of Oldenburg;
- (12) Kirsten Tholstrup 1035 gross, 711 dwt; 221' x 31 $\frac{1}{2}$ ' x 12'; 950 hp, 12 $\frac{1}{2}$ knots;
built 1961 by J.L.Meyer (Yard no. 497);
- (13) Lili Tholstrup 791 gross, 623 dwt; 214 $\frac{1}{2}$ ' x 31 $\frac{1}{2}$ ' x 11 $\frac{1}{2}$ '; 1050 hp, 13 knots;
built 1961 by Aarhus F & M (Yard no. 114);
1971 to unknown British owners; renamed Caribe 1;
- (14) Ulla Tholstrup 1046 gross, 686 dwt; 218 $\frac{1}{2}$ ' x 31 $\frac{1}{2}$ ' x 11 $\frac{1}{2}$ '; 950 hp, 12 $\frac{1}{2}$ knots;
built 1961 by J.L.Meyer (Yard no. 507);
- (15) Hanne Tholstrup 1363 gross, 1180 dwt; 279 $\frac{1}{2}$ ' x 31 $\frac{1}{2}$ ' x 12'; 950 hp, 12 knots;
built 1962 by J.L.Meyer (Yard no. 510);
1970 lengthened from 218 $\frac{1}{2}$ ';
- (16) Birthe Tholstrup 1044 gross, 631 dwt; 218 $\frac{1}{2}$ ' x 31' x 12'; 950 hp, 12 $\frac{1}{2}$ knots;
built 1962 by Aarhus F & M (Yard no. 117);
- (17) Lisbet Tholstrup 1367 gross, 1180 dwt; 279 $\frac{1}{2}$ ' x 31 $\frac{1}{2}$ ' x 12'; 950 hp, 12 knots;
built 1963 by J.L.Meyer (Yard no. 512);
1970 lengthened from 218 $\frac{1}{2}$ ';
- (18) Ann Lise Tholstrup 499 gross, 521 dwt; 171' x 30' x 11 $\frac{1}{2}$ '; 500 hp, 10 knots;
built 1963 by J.L.Meyer (Yard no. 513);
- (19) Regitze Tholstrup 300 gross, 343 dwt; 154' x 26 $\frac{1}{2}$ ' x 8 $\frac{1}{2}$ '; 300 hp, 10 knots;
built 1963 by A/S Svendborg (Yard no. 102);
- (20) Annette Tholstrup 300 gross, 335 dwt; 154' x 26 $\frac{1}{2}$ ' x 9'; 300 hp, 10 knots;
built 1964 by A/S Svendborg (Yard no. 105);
- (21) Ninja Tholstrup 500 gross, 511 dwt; 171' x 30' x 11 $\frac{1}{2}$ '; 500 hp, 10 knots;
built 1964 by J.L.Meyer (Yard no. 528);
- (22) Inga Tholstrup 2000 gross, 2155 dwt; 273 $\frac{1}{2}$ ' x 41 $\frac{1}{2}$ ' x 18'; 2000 hp, 13 knots;
built 1965 by Aalborg Vaerft A/S, Aalborg, Denmark (Yard no. 158);
- (23) Helle Tholstrup 300 gross, 330 dwt; 154' x 26 $\frac{1}{2}$ ' x 9'; 450 hp, 10 knots;
built 1965 by A/S Svendborg (Yard no. 112);
- (24) Mary Else Tholstrup 500 gross, 504 dwt; 171' x 29 $\frac{1}{2}$ ' x 11 $\frac{1}{2}$ '; 500 hp, 10 knots;
built 1965 by J.L.Meyer (Yard no. 535);
- (25) Marina Tholstrup(1) 300 gross, 335 dwt; 154' x 26 $\frac{1}{2}$ ' x 9'; 450 hp, 11 knots;
built 1965 by Frederikshavns Vaerft og Terdok Aktieselskab, Denmark;
1966 to Soc. Aux. Maritime de Madagascar; renamed Manangareza;
1972 reacquired by the Company; renamed Mee Tholstrup(2);
- (26) Marina Tholstrup(2) 300 gross, 342 dwt; 154' x 26 $\frac{1}{2}$ ' x 9'; 450 hp, 9 knots;
built 1966 by A/S Svendborg (Yard no. 119);
- (27) Marianne Tholstrup 2242 gross, 2706 dwt; 297 $\frac{1}{2}$ ' x 41' x 17 $\frac{1}{2}$ '; 2000 hp, 12 $\frac{1}{2}$ knots;
built 1968 by Aalborg Vaerft A/S, Aalborg, Denmark (Yard no. 176);
- (28) Tine Tholstrup 1395 gross, 1550 dwt; 233 $\frac{1}{2}$ ' x 39 $\frac{1}{2}$ ' x 15'; 1200 hp, 12 knots;
built 1967 by J.L.Meyer (Yard no. 548);
- (29) S.G.Tholstrup 1798 gross, 1620 dwt; 265 $\frac{1}{2}$ ' x 39 $\frac{1}{2}$ ' x 15'; 2140 hp, 13 knots;
built 1965 as Gazelle for Red. Odjell, Norway by A & C du H (Yd no 174);
1970 acquired by the present owners and renamed;
- (30) Sorine Tholstrup(2) 1776 gross, 1594 dwt; 265 $\frac{1}{2}$ ' x 39 $\frac{1}{2}$ ' x 15'; 2140 hp, 12 $\frac{1}{2}$ knots;
built 1965 as Niels Henrik Abel for Binar Bakkevig, Norway by
A & C du Havre (Yard no. 172);
1970 acquired by the present owners and renamed.
- (31) Mee Tholstrup(2) see No. 25 above;

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

Abbreviated builders names:-

A/S Svendborg Skipsvaerft, Svendborg, Denmark.
Aarhus Flydedok & Maskinkompani A/S, Aarhus, Denmark.
Schiffswerft Jos. L. Meyer, Papenburg a.d. Ems, West Germany.
Ateliers et Chantiers du Havre, Le Havre, France.

THE POST-WAR EMPRESSES

A look at the Canadian Pacific liners from 1947 to 1971, most of them known at Southampton under one name or another.

by Nigel V. Robinson

With the Shaw-Savill Line's Ocean Monarch, formerly the Empress of England, now based here in Southampton, and the Empress of Canada having called here in recent years for overhaul, it is interesting to look back at the 'C.P. Empresses' that have served on the North Atlantic since the last war, up until last November when passenger services ceased.

Before the War, Canadian Pacific operated from Southampton, notably with such vessels as the Empress of Britain of 1931, lost 1940. She was not their only war loss, for when peace returned they only had three servicable liners left from both their Atlantic and Pacific fleets! This decided them to concentrate their activities on the Liverpool to Montreal / Quebec service, abandoning all the other pre-war routes.

From the former Transpacific service came the Empress of Scotland, built in 1931 as the Empress of Japan, and renamed in 1942. At 26,050 gross tons she was a useful unit, and with a service speed of 21 knots she had been the fastest vessel on the Pacific run. She entered the Liverpool fleet on 9th May 1950 after a 2-year refit following troopship service.

Prior to the Empress of Scotland joining the fleet, though, the first post-war voyage from Liverpool was commenced on 16th July 1947 by the refitted Duchess of Richmond, under the new name of Empress of Canada. She had been built in 1929 by John Brown as one of a class of four (originally to have been five, but one cancelled) 'Duchesses' for the Liverpool - Montreal service. The others were Duchess of Atholl (lost 1942), Duchess of York (lost 1943), and Duchess of Bedford, which was also reconditioned after Wartime Trooping, and renamed Empress of France. She followed the Empress of Canada back into service, taking her first Liverpool departure on 1st September 1948. These two were just over 20,000 gross tons, 601 feet by 75 feet, with machinery consisting of steam-turbines and single-reduction gearing driving twin-screws giving a service speed of 18 knots. Accommodation for some 700 passengers in two classes was provided. These two liners put the Canadian Pacific Transatlantic service back on its feet, and joined by the Empress of Scotland in 1950 the three of them were to maintain the run pending eventual replacement tonnage, which transpired in 1956-61.

Things had settled down and were running smoothly until 25th January 1953, when tragedy struck a cruel blow; the Empress of Canada, alongside at Liverpool, caught fire. She was soon a blazing inferno and despite gallant attempts by her crew and the Liverpool Fire Brigade, due to the amount of water pumped into her, she capsized. There was no more that could be done and she ended up a complete wreck; to say the least a constructive total loss. Her owners were left with an unsuspected gap in their line-up. To fill this space they purchased in the April of 1953 the ageing liner De Grasse from the French Line (C. G.T.) and renamed her Empress of Australia, a somewhat inappropriate name for her employment. An 18,000 tonner, she had been built as a two funnelled liner in 1924, by Cammell Laird at Birkenhead, but she now only had one stack. She was a stop-gap and lasted with C. P. till 28th February 1956, when she was sold to the Italian, Sicula-Oceanica (Grimaldi-Siosa) and became their Venezuela. In March 1962 she stranded off Cannes; the next month she was towed to Genoa and in August 1962 was sold for scrapping at Spezia.

Her retirement was made possible by the debut of the first of the Company's post-war buildings, the Empress of Britain. This trend-setting liner had been launched on 22nd June 1955 by Her Majesty the Queen, and she made her maiden voyage to Canada from Liverpool on 20th April 1956. On dimensions of 640 feet by 85 feet, with a gross tonnage in excess of 25,000, stabilizers, and accommodation for over 1,000 passengers (160, 1st, & 894 tourist class), she set a new style for the 'Empresses'. She was built by Fairfields of Glasgow, and was the first ship in Great Britain to have full air-conditioning. One-fifth of her six cargo holds was insulated for the carriage of perishables.

A year later Vickers Armstrong of Newcastle turned out a sister for her, in the shape of the Empress of England. In dimensions, and indeed all major respects she was identical

to the Empress of Britain. Both were powered by double-reduction geared turbines (27,000 s.h.p.), turning twin-screws and giving a 20 knot service speed. Empress of England took her maiden voyage from the Mersey on 18th April 1957, and with these two in their fleet, Canadian Pacific took stock of their position, whilst the four ships (Empresses of Britain, England, France and Scotland) operated through the 1957 season.

One result of the stocktaking was the withdrawal of the Empress of Scotland, and her sale, in January 1958, to the newly formed Hamburg-Atlantic Line of West Germany. With the temporary name Scotland, she was refitted in Germany with two funnels, instead of three, a new look bridge and boat deck, and a passenger capacity of 85 first and 1,189 tourist class. Renamed Hanseatic, she operated from Cuxhaven via Southampton to New York for her owners and also did a little cruising as she had done for Canadian Pacific, up until 7th September 1966, when she suffered a fire in her engine-room at New York. After a tow back to Germany she was deemed not worthy of repair and was sold for breaking-up in the December of 1966.

Back to three liners for the 1958 Canadian services, thoughts turned to a replacement for the Empress of France now just thirty years old. Even so, during the Winter of 1958-59 the old ship was put through a refit to update her image. During this her outward appearance was altered by giving her two tapered funnels in place of her former straight ones. But she only lasted for another two seasons and in December 1960 was sold for scrapping at Newport, Monmouthshire.

The thoughts about a new liner had materialised with the laying-down of the Empress of Canada in January 1959, at Vickers Armstrongs, Newcastle. Launched on 10th May 1960 she was a development from the earlier pair, with ten feet more in length, two feet extra beam and a more substantial superstructure, including a modified mast and funnel. Gross tonnage was nearly 26,000 making her the largest liner built on the Tyne for 50 years. Passenger capacity was 1,056 in two classes. She made her maiden voyage on 24th April 1961 from Liverpool to Montreal, via Greenock, and with her entry into service the Greenock call was re-introduced fully, as up until then only the faster ships had been able to afford a stop during the run across the Atlantic.

In 1961 the three post-war built vessels settled into the Liverpool - Canada sailings going cruising, when ice finally closed the St Lawrence, as 'Empresses' had done since 1923, but changes were in store for them. In February 1963 Canadian Pacific joined the Travel Savings Association, along with Union-Castle and the Pacific Steam Navigation Co., and Empress of England was chartered by the T.S.A. over 1962-63. The Empress of Britain was chartered thereafter, having completed her last Canadian voyage at Liverpool on 10th October 1963, for five years and cruised to South America via Cape Town. This charter did not last very long, for in 1964 it was announced that she had been sold to the Transoceanic Navigation Corp., (the Greek Line) with delivery in the November of the same year. Refitted at the Mariotti Shipyard in Genoa with a capacity of over 1,200 passengers (740 one class when cruising) she entered the Greek Line's New York service under the name of Queen Anna Maria.

With that C.P. withdrew from Travel Savings and the P.S.N.C.'s Reina del Mar was chartered after a refit to replace her. The Empress of Canada and Empress of England continued with the Liverpool - Montreal sailings from April to October each year, cruising from New York to the Carribean throughout the Winter months,

In 1968 Canadian Pacific changed its well known colours of a red and white chequered panel on a yellow funnel for a new livery; the green 'geometrical shapes' on the funnel with a deep green band round the hull, and above that 'C P Ships' in green amidships. The new scheme was applied to the 'Empresses' during their annual overhauls at the end of the 1968 Canadian season. The lettering 'C P Ships' was later removed; no doubt due to the adverse comments which rained down on the Canadian Pacific management!

A little more than a year later, on 21st January 1970 the Empress of England was put up for sale and on 24th January, it was announced that her new owners would be Shaw-Savill, and that the purchase price was 5-million Canadian Dollars. Delivery was in the April of that year when she returned from cruising. Renamed Ocean Monarch, after a round the World voyage and a cruise to Expo 70 in Japan from Australia, she underwent a £2mn refit at Cammell Laird's Birkenhead yard, during which she was converted to a one class ship for 1,380 passengers (1,200 when cruising). Due to delays she was not ready till October 1971, when after a shake-down cruise from Southampton on 16th October she joined Northern Star on the Global service replacing Southern Cross.

And now the final act has been the disposal of the Empress of Canada; she completed her last voyage on 28th November 1971, when she arrived at Liverpool from Canada. She was laid-up in the Gladstone Dock and was put on the sales list. Later she moved round to Tilbury Docks, whilst her future was deliberated. In the second week of February (1972) she was sold to Carnival Cruise Lines Ltd., of Miami, a subsidiary of American International Travel Service Inc., another subsidiary, Carnival Cruise Lines Inc., being the operating company. With them she is to become a permanent cruise-ship, sailing out of Miami every Saturday, on one week cruises to San Juan, St Thomas and Montego Bay, this service due to commence early in March 1972. Her new name will be Mardi Gras and she will probably fly the Liberian flag.

The Empress of Canada was the last of a long line of 'Empresses' ruling over the 'Oceanic Empire' of "the Worlds most complete transportation system" -- that is Canadian Pacific.

The post-war 'Empress' Fleet summarised:-

- | | |
|---|--|
| Empress of Canada (1947-53) ex-Duchess of Richmond '47 | 2nd of name |
| Built: 1929 by John Brown, Clydebank. | |
| 20,100 gross. 601 ft x 75 ft. Draught 27 ft 6 ins. | |
| Single-reduction geared turbines. 18 knots. Twin-screw. | |
| 700 passengers. | scrapped '53. |
| Empress of France (1948-60) ex-Duchess of Bedford '47 | 2nd of name |
| Built: 1928 by John Brown, Clydebank. | |
| 20048 gross. 601 ft x 75 ft. Draught 27 ft 6 ins. | |
| S. R. geared turbines. 18 knots. Twin-screw. | |
| 700 passengers. | scrapped '60. |
| Empress of Scotland (1950-58) ex-Empress of Japan '42 | 2nd of name |
| Built: 1930 by Fairfield, Glasgow. | |
| 26,313 gross. 667 ft x 84 ft. Draught 32 ft. | |
| S. R. geared turbines. 21 knots. Twin-screw. | |
| 660 passengers. | Became Scotland, then German Hanseatic. sc'68. |
| Empress of Australia (1953-56) ex-De Grasse (C. G. T.) '53. | 2nd of name |
| Built: 1924 by Cammell Laird, Birkenhead. | |
| 17,707 gross. 552 ft x 71 ft. Draught 26 ft. | |
| S. R. geared turbines. 16 knots. Twin-screw. | |
| 660 passengers. | Became Italian, Venezuela. scrapped '62. |
| Empress of Britain (1956-64) | 3rd of name |
| Built: 1956 by Fairfield, Glasgow. | |
| 25,516 gross. 640 ft x 85 ft. Draught 29 ft. | |
| Double-reduction geared turbines. 20 knots. Twin-screw. | |
| 1054 passengers. | Now Greek, Queen Anna Maria. |
| Empress of England (1957-70) | 1st of name |
| Built: 1957 by Vickers Armstrong, Newcastle-upon-Tyne. | |
| 24,467 gross. 640 ft x 85 ft. Draught 29 ft. | |
| D. R. geared turbines. 20 knots. Twin-screw. | |
| 1068 passengers. | Now British (Shaw Savill) Ocean Monarch |
| Empress of Canada (1961-72) | 3rd of name |
| Built: 1961 by Vickers Armstrong, Newcastle-upon-Tyne. | |
| 25,780 gross. 650ft x 87 ft. Draught 29 ft. | |
| D. R. geared turbines. 20 knots. Twin-screw. | |
| 1039 passengers. | Now American, Mardi Gras. |

Note: Empress of Australia, (ex-Empress of China, ex-Tirpitz '19, built 1913. 21,850 gross. 615 ft x 75 ft. Steam turbines, twin-screw, 16½ knots) survived the War but continued as a troopship until sold for breaking up at Inverkeithing in 1952.

All the above vessels, except the two Empresses of Australia were built for Canadian Pacific and dates following names indicate post-war service. NVR 2-72

NAVAL SHIPWRECKS IN THE SOLENT AND SOUTHERN WATERS
--

by John M. Maber

For more than a thousand years Hampshire coastal waters between Hengistbury and Hayling have been the scene of naval activity although, in fact, it is only since the mid-seventeenth century that Britain has been possessed of a standing navy. While this is not a particularly dangerous shore, inevitably many vessels have come to grief, either through battle, storm, navigational error or sheer accident.

The naval fortunes of the coast were dependent upon whomsoever happened to be England's prime enemy at the time and thus the course of history, accompanied by geographical needs, dictated that Portsmouth and the Hampshire coast should be the centre of activity when that enemy was France.

The first recorded loss of a "king's ship" in local waters was that of Henry V's Grace Dieu, the timbers of which still lie embedded in the mud of the River Hamble above Bursledon Bridge. Launched in 1418 as the private property of the crown she was a clinker built vessel of some 1,400 tons, far exceeding any of her contemporaries in size and in fact far too large for the state of development attained by the shipbuilder's art in the fifteenth century. Her hull strength was inadequate and on completion she was laid up at Bursledon where, in 1439, she was struck by lightning and burned to the waterline, the shipkeepers having been discharged as an economy measure.

More than a hundred years and three Henries later, England was at war with France when in July 1545 a determined attack was made on the English fleet in the confined waters of Spithead. Turning to bring her other broadside to bear, the 60 gun Mary Rose flooded through her lower ports and capsized into the mud off Brading where her wreck is currently being investigated with a view to eventual salvage.

Like the Grace Dieu, the Mary Rose was one of the small number of "king's ships", although her advent and the introduction of broadside guns firing through ports cut in the ship's side had marked the breakaway of warship design from that of the temporarily armed merchantman. It was Cromwell, however, who gave England a "standing navy" of more than one hundred and fifty ships. In such a fleet, accidents were bound to occur and in December 1653 the 46 gun frigate Sussex blew up at Portsmouth only one year after her launch; while just over two years later the 38 gun Pelican was destroyed by an accidental fire in the harbour.

There followed the Restoration and the "bloodless revolution" of 1688 which brought William III to the throne. In that same year the frigate Holderenberg, a former Dutch vessel taken in 1685, was sunk in collision off the Isle of Wight. A further incident followed in January 1693 with the premature destruction by fire at Portsmouth of the fireship Spy.

During the night of the 26/27 November 1703 southern England was devastated by the Great Storm, a WSW gale as a result of which no fewer than twelve naval vessels were wrecked including the 50 gun Newcastle which foundered at Spithead with the loss of her captain and nearly two hundred of her ship's company. The fireship Vesuvius also stranded that same night and was finally abandoned as a wreck on the 19 December.

By this time, Portsmouth had regained its position as the premier naval port which it had lost to Plymouth in Elizabeth's reign and subsequently to the Medway towns at the time of the Dutch wars. The increase in naval activity brought further losses in the area of which the first was the 32 gun frigate Looe, wrecked in Scratchwell Bay, Isle of Wight in December 1705. Then, the 12 gun sloop Hind was wrecked near Hurst Castle in September 1709, while on the 9 October 1711 the 70 gun ship Edgar blew up at Spithead with the loss of over 400 lives. Fortunately for themselves, Admiral Sir Hovenden Walker and Captain George Paddon were ashore.

The War of the Spanish Succession ended with the Treaty of Utrecht in 1713 and thereafter the Navy, starved of money and the victim of a corrupt administration, went into a decline although it contrived to maintain a strong squadron in the Mediterranean. Along the Hampshire coast the result was that no further loss occurred until the 44 gun frigate Assurance was wrecked on the Needles in April 1753.

NAVAL SHIPWRECKS (continued)

The Seven Years War (1756-1763) saw the 74 gun third rate *Invincible* wrecked off St. Helens, Isle of Wight on the 19 February 1758, but thereafter the Navy went once again into its customary peacetime decline until the American rebellion in 1775.

In 1780 the fireship *Incendiary* was wrecked off the Isle of Wight, but this incident was far overshadowed by the loss at Spithead on the 29 August 1782 of the 100 gun ship *Royal George*, flagship of Rear Admiral Richard Kempenfelt. The tragedy was dramatised in Cowper's "Toll for the Brave!" but, in fact, the unromantic truth was that the vessel had been listed to permit underwater repairs when part of her rotting hull gave way causing water to be shipped through her open lower ports. The *Royal George* foundered quickly, taking with her Kempenfelt and the greater part of the 900 souls, of whom many were women, on board. For the next century and more the wreck was marked by the *Royal George Buoy* but in the end her remains were dispersed with explosives.

No further casualties occurred in the area until December 1793 when the cutter *Figmy* was wrecked on Motherbank off Ryde. By this time, however, the Royal Navy was once again in commission on a war footing and the loss of the *Figmy* was soon followed by that of the 74 gun third rate *Impetueux*, a former French vessel taken on the "Glorious First of June", which caught fire and blew up in Portsmouth Harbour. Less than a year later at Spithead, on the 1 May 1795, the 98 gun *Boyne* was destroyed, also by fire which burnt through her cable so that she drifted ashore near Southsea Castle where eventually she blew up with the loss of fourteen of her ship's company. The final casualty of the eighteenth century was the schooner *Deux Amis* wrecked on the Isle of Wight on the 23 May 1799.

There was little improvement with the opening of the nineteenth century; in March 1801 the sloop *Scout* was wrecked in the Solent on the Shingles Bank and in November 1804 the loss of the 16 gun hired gun-vessel *Hannibal*, wrecked near Sandown Castle, was added to the chronicle of disaster. Next came the ex-3rd rate *Vigilant*, employed as a prison hulk in Portsmouth Harbour, which foundered in January 1806 and finally, the last local casualty of the wars with France, the 38 gun frigate *Pomone*, wrecked on the Needles on the 14 October 1811.

Fourteen years were to elapse before the next incident on the 18 February 1827, when the 38 gun frigate *Diamond* was set on fire by accident and burnt out in Portsmouth Harbour. Two years later all but a day, the cutter *Nightingale* was wrecked on the Shingles Bank, but thereafter another forty-nine years passed before one of the worst naval peacetime tragedies made the headlines. On the 24 March 1878 the training frigate *Eurydice*, returning from a cruise to the West Indies, was caught in a violent blizzard off Dunnose Head, Isle of Wight and capsized with the loss of all but two of the 360 officers and men on board. At the subsequent court martial of the survivors, it was found "that the loss... was occasioned by pressure of wind during a sudden and exceptionally dense snow storm."

The *Eurydice* disaster was the last in the days of the sailing navy, for not until March 1904 was another local mishap recorded, when the submarine *A.1* was sunk in collision with the Union-Castle steamship *Berwick Castle* in Spithead with the loss of all on board. Four years later the destroyer *Tiger* was sunk in collision with the armoured cruiser *Berwick* off St. Catherine's Point, Isle of Wight with the loss of another 36 lives. Just three weeks passed before the sinking of the cruiser *Gladiator* in the Solent following a collision with the US liner *St. Paul*, and yet another collision, this time with the torpedo gunboat *Hazard*, resulted in the loss of the submarine *A.3* off the Isle of Wight in February 1912 with all hands. She was later refloated and patched up for use as a target, but was sunk again in May 1912.

A third submarine loss in local waters was that of *Holland No.5*, which foundered in tow on the 8 August 1912 on her way to the shipbreakers.

The First World War resulted in only two incidents involving loss of ships in Hampshire waters, the first being the mining of the destroyer *Velox* which sank off the Nab on the 25 October 1915, while three weeks later the ex-yacht *Resource II*, hired as a depot ship, was destroyed by fire at Southampton.

Little of note happened between the wars; although the obsolete submarine A.2 was wrecked whilst awaiting disposal in Portsmouth Harbour in January 1920 and in the course of the same year, the ex-German submarine UB.21 foundered in tow in the Solent en route for breaking up.

Apart from the foundering of the aged gunboat Insolent in Portsmouth Harbour on the 1 July 1922, no other incident occurred until December 1940 when in the course of an enemy air raid on Portsmouth on the 15th of the month the ex-US destroyer Cameron was bombed and sunk. Further air raids resulted in the loss of a number of MTB's under construction in Portsmouth together with the armed yacht Wilna which was bombed and sunk at Spithead on the 24 March 1941. Two other armed yachts, the Campeador V and Sangasso, were the victims of mines in June 1940 and June 1943 respectively and lastly, ML.147 was declared a constructive total loss after being damaged off Portsmouth on the 3 November 1944.

Since World War II there have been but two minor incidents, both resulting in the foundering in Portsmouth Harbour of obsolete warships awaiting breaking up by Mr H.G. Pounds. These were the old sloop Lupin which foundered off Portchester in March 1946 and the former training submarine P.556 (ex USS S.29) which had to be beached off Portchester in a sinking condition on 24 January 1949.

These incidents apart, there have been occasional mishaps involving HM ships but since 1945 none of these has resulted in the destruction of any vessel still under the control of the Royal Navy. The eighteenth century had ended with the greatest number of naval losses on record in so far as the Hampshire coast was concerned, but thereafter matters improved as navigational aids were set up and ideas were developed to minimize the risks of fire, explosion and poor ship husbandry.

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NEW FERRIES AT SOUTHAMPTON

The Aznar Line - Naviera Aznar of Bilbao - have announced their intention to introduce a new service between London, Southampton and Santander in Northern Spain. Two ferries have been ordered from Union Naval de Levante of Valencia, each having tonnages of 13,500 gross and 3,500 deadweight. Provisionally known as 'Monte X-1' and 'Monte X-2' they are scheduled for delivery in May 1973 and February 1974; their respective maiden voyages due to start on 1-10-73 and 2-9-74.

Each 'mini-liner' - as large as Guard Adventurer - will be 469 ft 9 ins overall, with a beam and draught of 67ft 10ins and 21ft respectively. Propulsion will be by two MAN-type diesels each developing 8,900 bhp at 470 rpm; service speed will be 21.2 knots with a maximum of about 23 knots.

285 cabins will provide accommodation for 798 passengers, reduced to 388 on cruises, or increased on short journeys to 1,008 by the addition of aircraft-type seats. A normal summer crew of 130 will be increased to 160 for winter cruising. A stern ramp will give access to the car decks, having adequate space for lorries, containers, caravans and 300 cars. Side loading doors will assist the movement of cargo, which will be mainly palletised.

Which berth these new vessels will use is not yet known, but it is hoped that this service will prove as successful as others from the Princess Alexandra Dock.

RANGATIRA -- a ferry for far-off waters. On 10th April 1968 the Union Steamship Company of New Zealand's turbo-electric ferry Wahine sank in Wellington Harbour with the loss of 50 lives. She was a twin-screw vessel of 8,944 gross, built in 1964.

Into Southampton, on 16th January 1972, came the Wahine's replacement for completion of fitting-out prior to her one-way voyage to New Zealand, where she will run on the Wellington - Lyttleton service. She arrived from the Walker Yard of her builders Swan Hunter, where she was launched on 23rd June 1971; on that date Yard No., 33 became Rangatira. She is registered at London, and owned by a one-ship subsidiary of F & O (who recently disposed of their interests in the Union S.S. Co., to an Australian Company), Union S.S. Co. (UK) Ltd. In some 330 cabins she has accommodation for 780 passengers. On the same dimensions as the Wahine she measures 9,270 tons gross. In common with other Union S.S. Co., ferries she has turbo-electric machinery driving twin-screws giving a service speed of 22 knots. On her delivery voyage to Wellington she carried a cargo of export cars, making use of the large vehicle decks with which she is provided. We wish her a long and successful career 'down under'.

No longer a Southampton caller
 CARIBIA - of the Siosa Line

by Nigel V. Robinson

This 'grand old girl', in recent times a regular visitor to Southampton, began life some forty-four years ago -- and what is more she is still going strong!

She was completed in December 1928 as the Vulcania for the Italian Cosulich Line's New York service, along with her sister Saturnia (of 1927). Measuring close on 24,000 gross tons, on an overall length of 630 feet and a beam of 80 feet, they could berth 1,700 passengers in four classes. Power was by diesels driving twin-screws, giving a service speed of 19 knots. Built by Cantieri Navale Triestino (the forerunners of Cant. Riuniti dell' Adriatico), at Monfalcone, they entered their designed service based on Trieste.

In January 1932 an amalgamation of the Italian Atlantic lines; the Navigazione Generale Italiana, Lloyd Sabaudò and the Cosulich Line, brought the two vessels under the 'Italia' Flotta Riuniti. Six ships, two from each of the component lines, operated the New York service carrying, the now familiar, white, red and green Italia Line funnel colours. The Saturnia and Vulcania were the former Cosulich liners kept on this service.

In 1935 both vessels were refitted - installation of new Fiat diesels increased speed by two knots, and tonnage rose to 24,450 gross. The outward appearance was altered by reducing the size of the original squat and very wide single funnel, and adding a cowl top. Saturnia's funnel top was also sloped, making her distinguishable from her sister.

Following the Italian surrender in 1943, the pair were taken over by the United States. The Saturnia served as a hospital ship under the name Frances Y. Slinger, whilst the Vulcania retained her name and worked as a troopship.

Returned to Italy after the War, and reconditioned, the Vulcania made the first post-war Italia sailing, on 20th January 1947, bound to New York from Genoa. Her sister, resuming the name Saturnia, followed her in August 1947. At this time they were reduced to three class ships, split into 240 - 1st, 270 - 2nd, and 860 tourist.

Maintaining a steady service they carried on for another eighteen years, during which time they transferred their base from Genoa to Trieste (their old Cosulich 'home') in the October of 1955. On into the sixties and the Italia were to build two liners which would oust the veterans from the fleet. The magnificent Michelangelo (45,911 gross) and Raffaello (45,933 gross) entered service in May and July 1965 respectively. Meanwhile Saturnia commenced her final voyage on 25th March and Vulcania on 21st April, both from New York for Trieste, and there they were laid-up on 10th April and 7th May respectively. It could easily have been the end of the road for both of them, but as it turned out only the Saturnia was sold for demolition, by Italian breakers. Our friend the Vulcania found further employment with new owners.

She was renamed Caribia by her buyers, the Siosa Line, a firm, which until 1961, was a part of the Grimaldi-Siosa Lines. This had begun as the Grimaldi Line of Genoa, and to gain financially from the Italian Government by Sicilian registration, a second company, the Sicula Oceanica S. A. (SIOSA) of Palermo was formed. Grimaldi and Siosa vessels operated under their own colours until the last Grimaldi ship was disposed of.

The Caribia was put on the Southampton - West Indies run (operated by Grimaldi-Siosa since December 1955), replacing the Ascania (1926. 9536 gross), which was sent cruising in the Mediterranean from the end of 1965. Caribia took up station regularly in 1966, and she also undertook a little cruising from both Southampton and continental ports, but she did not become a great success and was herself transferred to the 'Med', and now cruises mainly from Genoa. The other liner of the Siosa Company, the Irpinia (1929. 13,204 gross) also paid the occasional visit to Southampton, but it now seems unlikely that we will ever see either of them again -- a pity, because the Caribia, with her vertical stem and lovely counter stern would make a nice contrast to some of the more modern vessels that we see here.

Caribia (ex-Vulcania '65)

Built: 1928, by Cant. Nav. Triestino, Monfalcone.

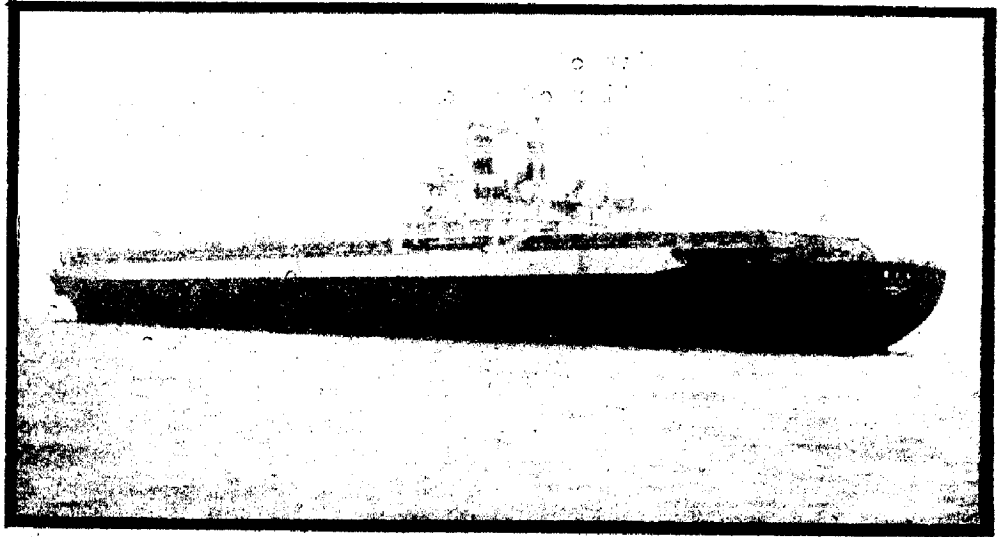
Tonnages: 24,496 gross. 13,922 net. 7,459 deadweight.

Length: 629 ft 8 ins o.a. Beam: 79 ft 6 ins. Draught: 29 ft 0 $\frac{1}{4}$ in.

Machinery: 2, Fiat 10-cylinder diesels - 24,000 b.h.p. Twin-screw. 21 knots. 1,400 passengers.

TRIC LINESTO THEFAR EAST

The future of the Port of Southampton seems to lie more and more in the prosperity of the rapidly expanding container traffic. A great blow was suffered when Seatrain announced their withdrawal in November 1971, but this disappointment was



overshadowed by the impending commencement of the new service to the Far East.

At mid-day on February 1st, 1972, the first departure from the Port on the new service took place when the Kamakura Maru sailed from 202 berth for Tokyo and Kobe. Prior to her Southampton call this remarkable vessel had made other European calls at Rotterdam and Hamburg. Later in 1972, Singapore and Hong Kong will be added to the ports of call at the Far Eastern end of the service, whilst even later some vessels will be routed via the Cape rather than go through the Panama Canal.

Under a unique arrangement, the five companies participating in the service are operating in open competition with each other, but every vessel will have space reserved for the four other lines. By this method, regular integrated services can be maintained by each company, even though containers will not always be carried on their own vessels.

By September 1973, seventeen vessels will have entered service, providing nearly 100 round voyages each year.

The latest information on the vessels together with completion dates is as follows:-

Overseas Containers Limited (O.C.L.).

Tokyo Bay (3-72); Liverpool Bay (3-72); Kowloon Bay (6-72); Cardigan Bay (9-72); Osaka Bay (3-73).

57,000 tons gross. 37,500 tons deadweight. 950 ft o.a. by 106 ft beam by 43 ft draught. 2,296 ISO 20 ft containers, 1,944 underdeck / 352 on deck.

Ben-Elleman Lines.

Benalder (9-72); Benavon (12-72); City of Edinburgh (9-73).

55,000 gross. 37,500 dwt. 947 ft by 106 ft by 43 ft. 2,244 containers. 1,948/296.

Nippon Yusen Kaisha (N.Y.K. Lines), Japan.

Kamakura Maru (12-71); Kurama Maru (3-72); Kitano Maru (5-72).

51,300 gross. 28,900 dwt. 856 ft by 106 ft. by 39 ft. 1,838 containers. 1,604/234.

Mitsui - U.S.K. Lines K.K., Japan.

Rhine Maru (1-72).

details as for N.Y.K. vessels.

Elbe Maru (2-72)

53,500 gross. 34,550 dwt. 882 ft by 106 ft. by 39 ft. 1,842 containers. 1,580/262.

HAPAG-Lloyd, West Germany.

Hamburg Express (7-72); Tokyo Express (2-73).

55,000 gross. 34,000 dwt. 943 ft by 106 ft by 39 ft. 2,356 containers. 2,022/334.

Bremen Express (8-72); Hong Kong Express (11-72).

55,000 gross. 34,000 dwt. 942 ft by 106 ft by 40 ft. 2,346 containers. 1,990/356.

To achieve the required service speed of 26 knots, most of the vessels are powered by 80,000 h.p. steam turbines driving twin-screws. The sole exception is the Elbe Maru, a triple-screw motorship of 84,600 h.p.

Photo: Kamakura Maru passing Hythe on her maiden sailing.

D. T. Hornsby

Following the publication of the last issue we have had a spate of car exports moved by an interesting selection of motor bulk-carriers. Three were Norwegian -- Wallenius's Traviata 69:23220g, Wilyama 64:18676g and Moshill 61:15719g. Also there was the Lib-erian Atlantic Hope 65:18389g. On the car import side two new ships have put in calls namely Overbeck 71:999g under the German flag and the British Autostrada 71:499g, and making a return call, the Norwegian Dyvi Oceanic 68:5444g at the beginning of March.

The UK-West Africa Joint Service is still providing some interesting tonnage including the Black Star Line of Ghana's Nakwa River 65:4979g, Leif Hoegh's Hoegh Aurora 59:5122g; Guinea-Gulf Lines Pegu 61:5764g is the latest vessel on this service to date. A return visit was made by the Panamanian Spiliada 54:6753g on Nigerian National Line charter.

On the dry-docking side the T.S. Foudroyant (see Black Jack No 1) arrived in No 5 dry-dock on 7th February. Back in mid-December two ex-Royal Mail / P.S.N.Co liners were accommodated in No 6 dry-dock together - Mimi M 59:5224g ex Eleuthera 71, and Emma M 59:5224g ex Chandeleur 71, ex Cienfuegos 68. Both now fly the Cyprian flag,

Fruit ships are certainly nothing unusual in the Docks, but when a Russian 'reefer' appears with bananas, as the Polina Osipenko 70:5215g did, then things get interesting! Other ships on the banana run have included the German Frigoantartico 60:2788g, the French Penja 53:3632g, and our old friend Kanga 60:4475g, formerly of Chargeur Reunis, but now under her new guise as the Greek Amvrakikos.

Communist shipping was well represented at the grain berth by three Russians, the Kuntsevo 70:2723g, Kostromles 64:2866g and Koporye 68:2920g, as well as the Yugoslavian Krpan 66:9081g.

British Rails new Channel Island service ships, on long-term charter from J. Fisher of Barrow, the Guernsey Fisher and Jersey Fisher made their first arrivals in the Port on 31st December 1971 and 17th February 1972 respectively.

The recent Malta crisis has brought some rather interesting visitors -- apart from all six "Knights of the Round Table" RFA logistic ships, we have also had Prince Lines' Cotswold Prince 70:1459g, the Danish Jytte Danielsen 70:1599g and Anne Lea 68:500g, plus Moss Hutchinson's Assiout 49:3422g.

Fruit from Israel arrived in such ships as the German Verna 61:4364g and Cap Sidero 70:5025g and our own Blue Star Line's Halifax Star 64:7327g.

Other unusual callers have included the U.S. M.S.T.S. gas turbine vessel Admiral William M. Callaghan 68:14279dwt, which called back in December; the British motor vessel Nina Bowater 61:3866g (at present lying at the Town Quay (early March) in to await the clearance of the ice in the St Lawrence River in Canada; the tanker Anco Sovereign, a brand new completion loading water for Gibraltar, as had her sister ship Anco Sceptre last year; and the Maldivian Loyalty 55:3134g especially interesting as she was the Ellerman ship Florian before transfer to the Maldivian registry. Also worth a mention is the Turkish Maritime Lines steamer Kirsehir 51:2413g which made a surprise visit to the Town Quay.

Ships in the Solent for repairs have included the container ship ACT 2 69:24821g, and Cory's Knightsgarth 61:10591g.

Tankers -- down at S.M.J. and Fawley -- have included the following - Huntings motor-ship Teesfield 59:18025dwt; the Norwegian Molda 66:143620dwt and the Onassis tanker Olympic Torch 49:39690dwt, both steamers; the Japanese oil-ore carrier Tsurusaki Maru 67:93038dwt; the American Northfield 43:24143dwt a rebuilt and jumbo-ised T2-type; and the Yugoslavian Rade Koncar 67:59536dwt, a motor vessel.

We must not forget the tragic loss by fire at Hong Kong in January of the one-time Queen of the Atlantic - the Seawise University ex Elizabeth ex RMS QUEEN ELIZABETH.

----- Ships Expected at Southampton:

Korle Lagoon of the Black Star Line, Ghana - 23rd March loading for W. Africa;
Montreal Star (Blue Star Line) due in from Nelson on 31st March; Nancy Lykes due on 26th March followed by Aimee Lykes 5th April; Argyllshire of the Clan Line is also due in April from Sth Africa.