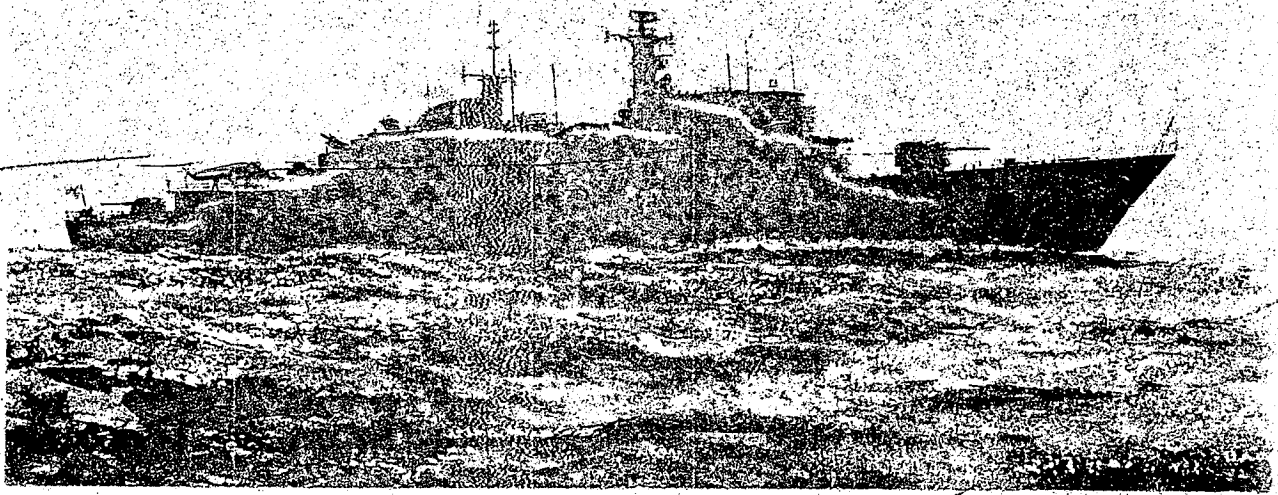
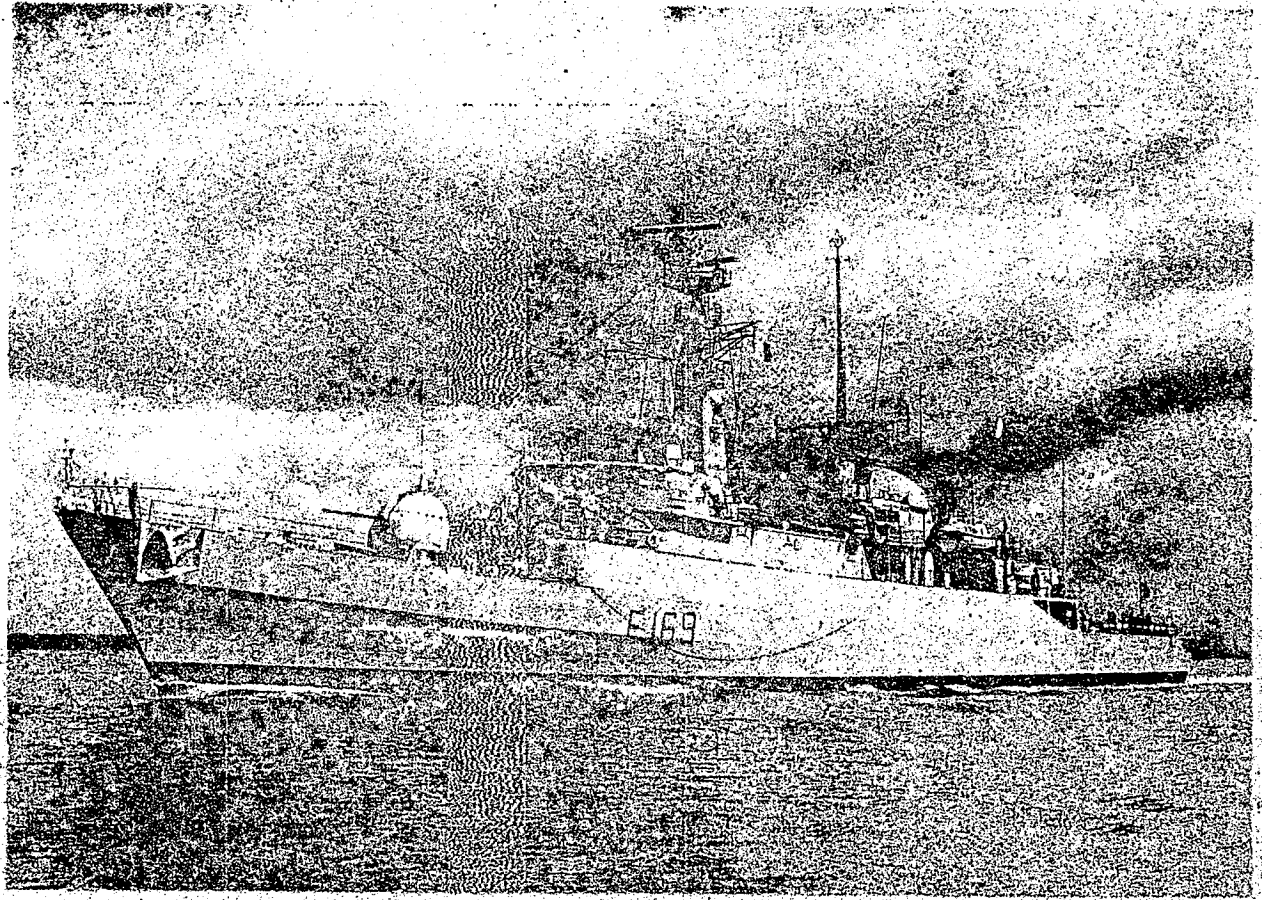


BLACK  
JACK

W.S.S.  
SOUTHAMPTON

No 20 -- AUTUMN 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'

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#### SOUTHAMPTON BRANCH

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 Rd, Cadnam, SO4 2NG. Tel: Cadnam 3704  
 Projectionist: David F Hutchings

It is with considerable gratitude that we welcome Rowan Hackman as Hon. Treasurer. The situation was getting very difficult in the absence of a regular treasurer, and could have affected the running of the Branch but for Rowan's timely offer.

Mr Trevor Jones, of 290 Moore Road, Glenwood, Durban, South Africa, is interested in exchanging original slides of passenger vessels, cargo liners and warships with anyone in the Southampton area, preferably using Kodachrome film.

We welcome the following new Branch members:-

Mr R B Bibby of Shirley Mr P E Kempsey of Calmore  
 Mr B W Langer of Overton Mr P Legg of Bitterne  
 Mr D Newbery of Barton-on-Sea  
 Mr S H Young of Lee-on-Solent

Will anyone interested in serving on the Committee please contact the Secretary before the end of September.

We are trying to fix-up the Annual Interbranch Quiz for Saturday, October 23rd in Room 31, and we will be glad of any support. For further details contact the Secretary nearer the date.

#### 1976 PROGRAMME -- September - December

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

Tues 14 Sept 'All Underway' - Alan Stansbridge  
 Tues 12 Oct Southampton Branch A G M followed by Nigel Smith talking  
 on ships of the Mersey  
 Tues 9 Nov Film Evening  
 Tues 14 Dec 'A Panorama of Sussex Ports' - slide show

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ADDENDA to index of illustrations which appears at the back of this issue-  
 Following the breakdown of the stencil cutting machine, drawings of the Pasteur (NDL), [D20-1 only], Lago Argentino, Libertad, Rio Bermejo, Rio Corrientes, and Rio Santiago do not appear in this issue and reference to them should be deleted from the index.

The COVER ILLUSTRATIONS this quarter are of HMS Amazon (top) and BNS Niteroi (acknowledgements to Vosper-Thornycroft) and are repeats of those which appeared in the Black Jack Naval Supplement of December 1974.

The first in an occasional series on second-hand Greek tonnage

<p>1. PASTEUR - a ship of five flags</p> <p>by D F Hutchings &amp; R P de Kerbrech with additional material by D Williams of the Isle of Wight Branch</p> <p>drawings by D F Hutchings</p>
--

In February 1938 the Pasteur was launched at Chantiers et Ateliers de St Nazaire for the Compagnie de Navigation Sud-Atlantique as a replacement for the earlier L'atlantique which had been destroyed by fire in 1933. £2.6 million insurance recouped by the company for the loss of the ship helped to finance the cost of construction of the Pasteur which was 10,000 tons smaller but faster than her predecessor.

She was a liner of unusual appearance, recalling the French Lines' Ville de Alger and Ville d'Oran of 1935, with a curved bow, an exaggerated cruiser stern and the superstructure appearing low but which was, in fact, three decks high for the forward half of its length with a sudden drop to a single deck aft of amidships. The lifeboat davits in the forward section were of old fashioned radial type, whilst those on the after section were of the gravity type. The whole superstructure was dominated by one huge funnel, the largest ever built on a pre-war liner and placed well forward, the resulting profile being rather bulky, perhaps, but very striking.

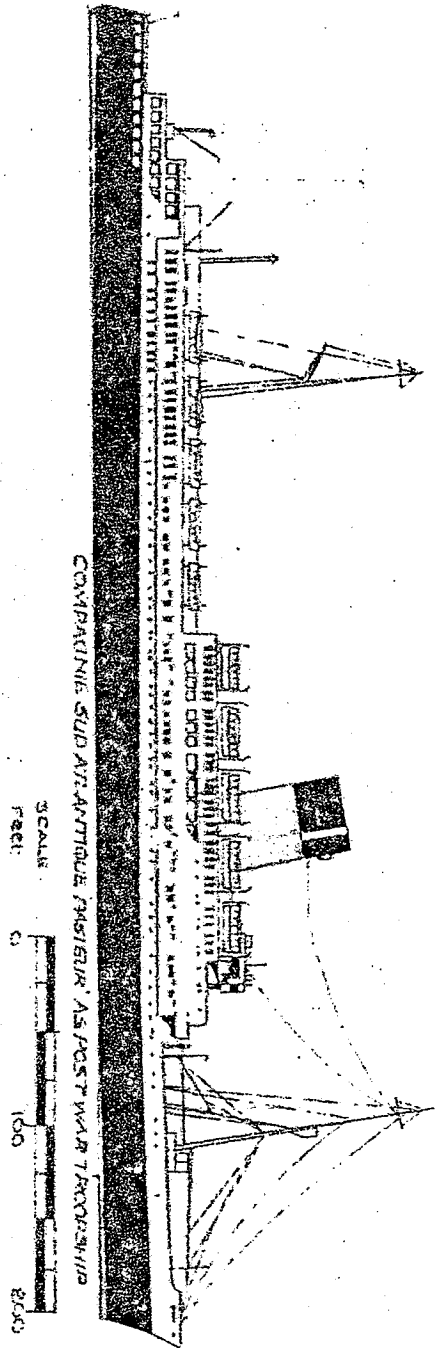
As built, the Pasteur could carry 751 passengers in three classes, but she was destined never to be engaged on the regular passenger service for which she was designed.

Her fitting out was delayed by fire on board but she eventually underwent trials in the summer of 1939. She was scheduled to make her maiden voyage from Brest to South America in September of that fateful year but the sailing was cancelled due to the outbreak of the war. She left St Nazaire after being painted in Compagnie de Navigation Sud Atlantiques' colours to pick up passengers at Brest and then to commence her maiden voyage. But events overtook her and en-route to Brest the voyage was cancelled and the Pasteur was diverted to St Johns and then to Halifax, Nova Scotia where she was requisitioned for trooping duties between Canada and the United Kingdom. Thus ended one of the shortest commercial careers of any ship under her owners colours.

France fell to the Germans whilst the Pasteur lay off Halifax and she was taken over not by the Free French but by the British, so within the space of 2 years from the time of her launching she was under her second flag. She was hastily converted by the Todd Shipyard Corporation of the USA, to troopship plans prepared by the reputable firm of Gibbs & Co, her conversion personally supervised by William Gibbs, and she emerged from the conversion with a troop capacity of 4,500. Many of her ports had been blanked but outwardly she remained the same other than for a change of livery to wartime grey.

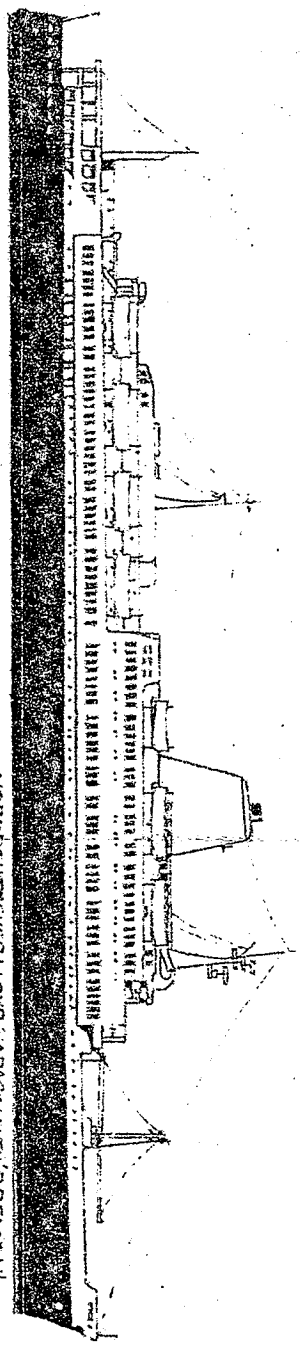
Throughout the war she was managed by Cunard-White Star and her maximum speed of 23-25 knots proved a great asset. During rough weather, however, she proved difficult to manoeuvre.

The Pasteur was generally employed on Middle East convoys and it was on one of these trips in the summer of 1942 that she embarked some 2,000 German POWs at Suez. Among the prisoners was a group of captured U-boat personnel who together plotted to forcefully take over the ship between Mozambique and Madagascar and then sail her to the latter, unaware that it was no longer under the control of Vichy France. However, the plan was discovered by a South African guard who, unbeknown to the prisoners, understood German and the attempted coup was foiled.



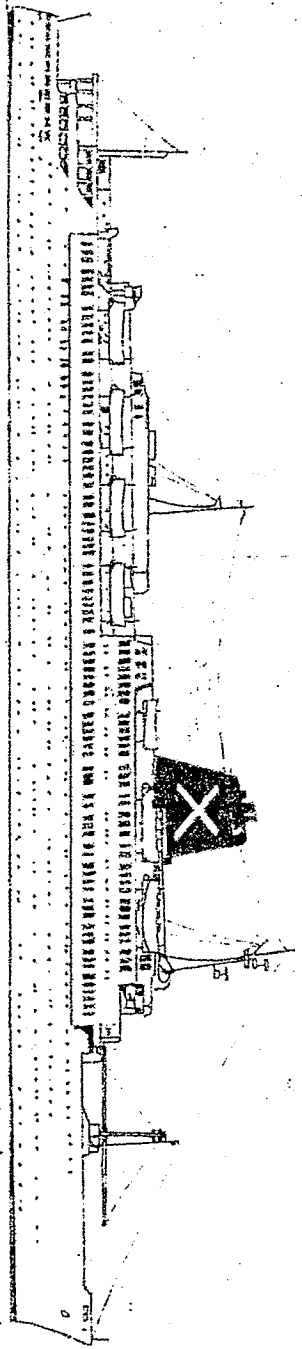
COMPAGNIE SUD ATLANTIQUE PASSEUR AS POST WAR TANKERSHIP

SCALE  
FEET 0 100 200



NORDDEUTSCHER LLOYD (NAPOLY-LOVY) BREMEN

SCALE  
FEET 0 100 200



CHANDLER LINES REGINA-MAGNA

SCALE  
FEET 0 100 200

At the end of the war the Pasteur was returned to her original owners for reconditioning in the Autumn of 1945 and became then the second largest French liner afloat.

She was, however, considered unfit for the North Atlantic route, so she was utilised for trooping duties by the French Government to French Indo-China (now Vietnam, Laos and Cambodia). She appeared in her original colours and alterations included double banked lifeboats on the forward part of the stepped boat deck and the covered fore well deck was plated in. In 1955 the countries of French Indo-China gained their independences and the Pasteur became surplus to trooping requirements. She was subsequently laid up at Guiberon Bay and offered for sale.

In September 1957 the Pasteur was purchased by the North German Lloyd and re-named Bremen the fifth ship in the ownership of the NDL to bear this illustrious name. NDL wished to re-establish itself on the North Atlantic ferry service and to augment the sailings of the smaller Berlin (ex Gripsholm of 1925) also flying the crossed key and anchor flag of the company.

At the entrance to the River Weser her funnel was removed and she steamed up river with only exhaust piping protruding; then on 8 January 1958 the ex-Pasteur began an extensive refit at the German shipyard of Bremer-Vulcan, being stripped down to her shell and completely rebuilt. This included the fitting of stabilisers and air conditioning, new boilers and turbines and new public rooms and passenger accommodation. A new funnel was also fitted, this being tapered and although large and still well forward was visually more proportional in its relationship to the hull. Extra deck houses added aft gave height and body to that part of the vessel and a fewer but larger lifeboats, some motorised, were fitted to davits which were of uniform gravity type on both boat decks.

The conversion took exactly five hundred days, a remarkable re-constructural and engineering feat that was no mean task for a medium sized shipyard to achieve. The end result was a practically brand new liner for £8.5 million with accommodation for 216 first and 906 tourist class passengers.

On 9 July 1957 she made her long delayed commercial maiden voyage from Bremerhaven to New York via Southampton and Cherbourg, almost thirty years after that of her famous namesake. On her arrival in New York she was accorded a "Welcome Back to the North Atlantic" reception in the best New York tradition. Her owners backed her entry into service with an active press campaign, supported by a new policy towards selling North Atlantic tickets. Their approach was aimed at business firms in a 'fly out, sail home relaxed' idea for businessmen which soon caught on as many companies were concerned for the health of their executives which suffered from the strain and pace of sales tours, conferences, etc.

The Bremen maintained the Bremerhaven - Southampton - New York run and on the Southampton call she occasionally tendered at Motherbank (Stokes Bay). She was joined in 1965 by the 22,000 ton Europa (ex Kungsholm of 1956) as a consort as the Berlin had been disposed of sometime earlier. Then in November 1971 the amalgamated HAPAG-Lloyd decided that it would be economically prudent to put her on the disposal list for the second time in her career. She was a large vessel in comparison to other liners employed on cruising (as she had been in the winter months) and she was becoming increasingly expensive to operate. In common with many other liners she had been badly hit by the explosion in fuel and labour costs and on top of this she was faced with a major machinery survey due in 1975.

She fortunately soon found a buyer, and after her winter cruise to Dakar in West Africa, she was taken over in January 1972 to join the expanding Chandris Group, being renamed Regina Magna - "Great Queen".

As such she cruised to Scandinavian and Northern European ports sometimes

sailing from Tilbury. However on 17 October 1974 she was withdrawn from service and laid up in Piraeus, her routes being served by Britanis (ex Lurline, ex Matsonia) during 1975.

Early in 1976 she was reported sold to Abu Dhabi for use as an accommodation ship in the Persian Gulf area. It is believed that she will be used as a royal palace (?) and government building, surely a unique employment for a passenger liner. And so now she is under her fifth flag .....

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Position of ships at Southampton Docks  
10.00 hrs 24 November 1959

NOSTALGIA

No 5

Berth	Ship	grt	built	owner
2	Roebuck	866	1925	British Transport Comm.
3	Brittany	1522	1933	" " "
	Isle of Guernsey	2189	1930	" " "
	Freshwater (ps)	264	1927	" " "
4	Falaise	3710	1947	" " "
7	Winchester	1149	1947	" " "
12	Isle of Jersey	2180	1930	" " "
14/15	HMS Wessex HMS Warsash			RNVR
19	Tulipfield	390	1922	British Wheeler Process
20	HMS Newfoundland			
26/7	Dunera	12615	1937	British India SN Co
30/1	Andes	25676	1939	Royal Mail Lines
32/3	Gen. G M Pandall	11500	1944	US troopship
35	Alice Brown	7737	1945	Bloomfield SS Co
40	Burnhope	2937	1943	Burnett SS Co
41	Heron	943	1957	General Steam Nav Co
43/44	Queen Elizabeth	83673	1940	Cunard SS Co
48	Floating Crane No 1			British Transport Comm.
49	Dilwara	12555	1936	British India SN Co
101	Empire Fowey	19116	1935	M'o T (ex Potsdam (NDL))
	Worcesterbrook	1023	1958	Williamstown Sg Co
	Drake	531	1938	General Steam Nav Co
102	Pendennis Castle	28582	1958	Union-Castle Line
104	Pretoria Castle	28705	1948	" " "
108/9	Waipawa	10727	1934	Shaw Savill
Drydocks				
3	Brading	837	1948	British Transport Comm.
4	Farringford	489	1947	" " "
6	Mauretania	35655	1939	Cunard SS Co

Only two US ships at berths 32 and 35 flew other than the British flag and the list is prominent with ten BTC vessels, many for annual overhaul at the BTC marine workshops then a feature of the port. One, Roebuck was ex GWR.

The Andes was on the South America service and Pretoria Castle was still under her original name. She Shaw Savill vessel Waipawa was discharging refrigerated cargo. She became Aramis flying the Greek flag in October 1967 and was scrapped in March of the following year at Kaohsiung, after an engine room fire.

In the Empress Dock HMS Newfoundland was in the process of transferring to the Peruvian Navy. A 'Colony' class cruiser, she had been built by Swan Hunter at Wallsend in 1941. The effective date of transfer was 30.12.1959 and she became Almirante Grau.

The Tulipfield was based at Southampton for sometime. She was originally a German trawler, Nordland, built at Hamburg but later converted to a salvage ship. In 1948 she was acquired by British Wheeler Process Ltd, Liverpool and became a tank cleaning vessel. Others in the fleet were Tulip (408g 1897) Tulipbank (478g 1942) Tulipdale (459g 1945) Tulipglen (477g 1942). The company specialised in oily water separation, tank cleaning etc and other ships in the fleet were based at London, Glasgow, Liverpool and Newcastle.

## old southampton callers

No 6 the 'VICEROY OF INDIA' by John S. Lindsay

Until the construction of the VICEROY OF INDIA in 1929, the main propulsion units of the Peninsular and Oriental Steam Navigation Company ships had been of the reciprocating type, the exceptions being the MOLDAVIA and MONGOLIA which had steam turbines, three to each shaft. However, the Board of Directors were planning a new class of five ships for the Indian Mail run, to be propelled by a turbo-electric system and to produce a service speed of 20 knots when required.

The first of these ships was laid down at the yard of Alexander Stephen & Sons of Glasgow, the name chosen for the vessel to be TAJ MAHAL. Owing to the shipping depression which developed in the latter part of the twenties, the Board changed its mind and decided to build only the vessel which had been laid down. It had also been decided to build two entirely differently designed ships for the Australian trade of slightly larger tonnage, but propelled by the same system. These ships were to be named STRATHAIRD and STRATHAVER and built by Vickers Armstrong. The Indian service ship was duly launched and her name was changed to that of VICEROY OF INDIA. Her trials on the Firth of Clyde were successfully completed on the 19th February 1929, and she was then handed over and proceeded to Tilbury where she was commissioned, making her maiden voyage to Bombay on 28th March. With the falling off of the passenger traffic to India and the popularity that cruising was gaining in the 1930's, she was transferred to that trade for a time and made five Mediterranean cruises. She also made frequent cruises during the off-season on the Indian run, many of them from Southampton.

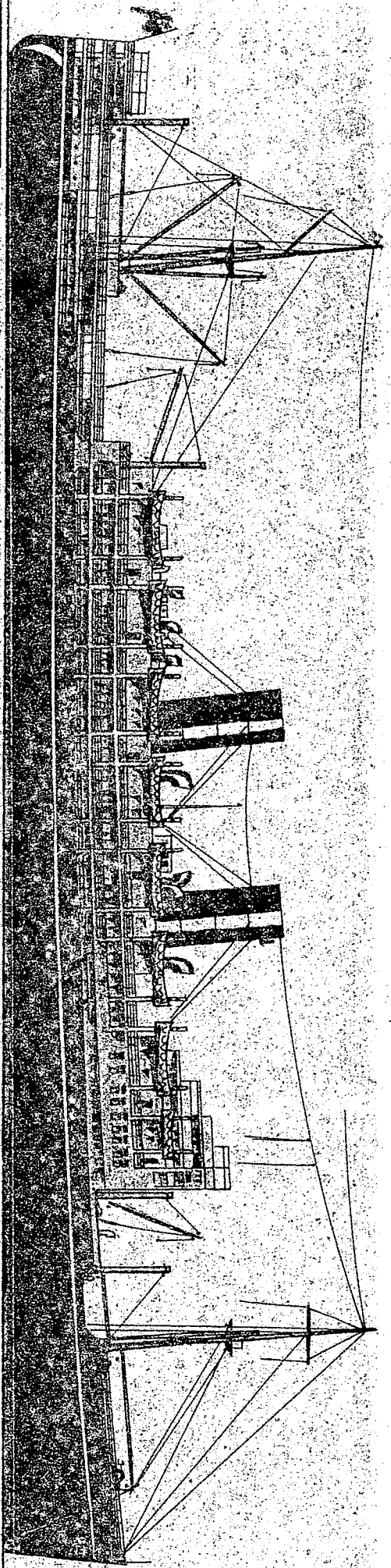
At the outbreak of the Second World War, she was requisitioned as a troopship. Taking part in the North African landings in 1942, she had landed her troops and equipment, and was one day out from Oran on her return journey when she was sighted by the German submarine U.407 which torpedoed her on the 11th November.

Her main particulars were as follows:-

length	612 ft oa;	586 ft bp;
breadth	76 ft	
depth	41 ft	
draught	28.3 ft loaded	
machinery	turbo-electric, twin screw; 3,000 nhp, 17,000 shp; Yarrow boiler	
bunker capacity	2,260 tons fuel oil	
cargo	259,000 cu ft bale; 3,000 cu ft refrigerated in 2 chambers;	
passengers	415 first, 258 second class;	

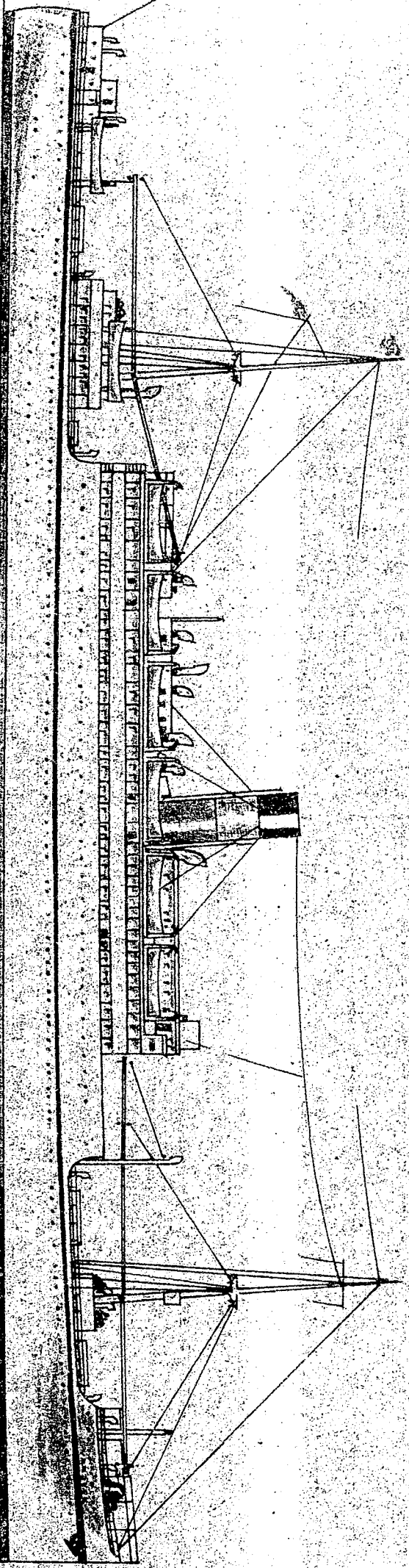
She had the distinction of being the first large passenger liner to be propelled by electricity and in September 1932 made the record breaking run from London to Bombay in 16 days, 1 hour and 42 minutes.

She was painted in the usual P & O livery of stone coloured superstructure, black hull with white ribbon, red boot-topping, large black ventilators and small buff ones with red inside the cowls. The crow's nest was sometimes in white or brought in with the brown mast colour, whilst the two funnels were in black. At a later date her sampson posts and derricks were painted in the stone colour of the superstructure, whilst one particular feature was the high screen on the forward part of the boat deck, under the bridge wing on the starboard side only.



VICEROY OF INDIA (1929)

John S. Lindsay



Vanduyck (1921)

John S. Lindsay



# old southampton callers



No 7 the VANDYCK and VOLTAIRE by John S Lindsay

By the end of the First World War the Lamport and Holt Line had lost eleven of their ships, three of which were of their "V" class. Planning for their post war rebuilding programme was made and given top priority was the building of two fast and luxurious passenger liners. Orders were placed with Workman Clarke & Co of Belfast to build two ships of some 13 000 tons gross. The first to be launched was the VANDYCK on the 20 February 1921 to be followed by the VOLTAIRE on the 14 August 1923.

Even in those times costs were escalating. The ships were only some 2 500 tons gross larger than their predecessors yet they cost four times as much.

The VANDYCK had five holds for refrigerated and general cargo. Her passenger accommodation catered for some 300 first class, accommodated in one, two and three berth cabins, which included a number of special suites with private bathrooms, toilets and boxrooms. These cabins were situated on the bridge and shelter decks. Some 150 second class passengers were carried, whilst the 230 third class were accommodated in four, six and eight berth cabins situated forward. One feature of the ships was the full beam dining saloon of some 75 feet in length situated on the shelter deck under the bridge position, extending up through two decks and terminating in a central well with an ornamated ceiling above. Another feature was the well appointed, lofty lounge, not too ostentatiously decorated, of some 50 feet by 40 feet in size.

The main paticulars of the two ships were as follows:-

Length	510 ft bp	526 ft oa		
Breadth	64.3 ft			
Depth of hold	39.3 ft			
Tonnage	VANDYCK	13 233 gross	VOLTAIRE	13 248 gross.
		8 000 net		8 000 net (approx)
		8 500 dwt		8 500 dwt
Screws	2			
Machinery	VANDYCK	D R Geared Turbines, 7 000 shp		
	VOLTAIRE	Quad. Exp. Recp., 7 500 ihp		
Boilers	2 D Ended, 4 S Ended.	oil fired		
Speed	14½ - 15	knots		
Crew	210		Decks	4
Cargo	416 000 cu ft grain		393 000 cu ft bales	
Bunkers	3 512 tons oil fuel			

The VOLTAIRE, although similar in outward appearance had slight variations in her accommodation, incorporating several new features. Her machinery was changed to reciprocating though why this change was made I have no explanation. It may have been to keep down the cost of the vessel or more likely due to the fact that during the trials of the VANDYCK in Belfast Lough on 27 September 1921 she developed serious trouble with her turbines which delayed her delivery to her owners until mid-winter.

In the summer of 1922 the VANDYCK, like the VAUBAN and VESTRIS made one voyage between Hamburg and New York on charter to the old R M S P Co.

The VOLTAIRE completed her trials satisfactorily on the 2 November 1923 and joined these vessels on their regular trade between New York and South America.

The shipping slump of the late 1920s coupled with the loss of the VESTRIS in November 1929 resulted in the closure of the South American service. The VESTRIS was 2 days out south bound from New York with 128 passengers and 197 crew when on 12 November she met heavy weather. Her cargo and bunkers shifted causing her to capsize and sink. Only 60 passengers and 153 of her crew were saved. In 1930 the VANDYCK and VOLTAIRE set out on homeward passages and were laid up at Southampton and the Blackwater River respectively. The boom in cruising in the early 1930s gave them a new lease of life, the VOLTAIRE being brought back into service in 1931. Overhauled, her black hull was painted white and she was given a blue boot topping. A black hull ribbon denoted the old division between her former black hull and white superstructure. Her funnel retained the Lamport and Holt colours - black top, wide white band and blue base; masts and ventilators remained in white. The new livery gave her a very pleasing appearance which well suited her new role. In 1932 the VANDYCK was brought into the port of Southampton and given the same treatment as her sister. I watched the transformation and transformation it was for she had swung on the buoys for the best part of two years. Both ships were popular with the cruising population and were a profitable investment for their owners. They made many short cruises from Southampton and Liverpool. In 1934 the VANDYCK returning from a cruise developed turbine trouble and was unable to make her home port of Liverpool. She put into Plymouth on 20 August where the trouble was remedied, the ship refuelled, revictualled, disembarked and re-embarked passengers for a new cruise all within the space of 24 hours, which I think gives great credit to the organisation of the Lamport and Holt staff as this operation was carried out in a 'foreign' port. So successful were these ships in the cruising trade that their owners gave them both a refit as permanent cruising liners in 1937 and they carried on in this fashion until the outbreak of the Second World War.

In October 1939 the VANDYCK was requisitioned for conversion to an armed boarding vessel. The following year she was despatched to Norway, as a spare troopship, to assist in the evacuation of British troops. She was not used for this purpose, but on the 9 June - not the 10th as often reported - she was spotted by German aircraft off the north of Norway and sunk. The VOLTAIRE was requisitioned as an armed merchant cruiser and served first in the Mediterranean and then on convoy escort work in the Western Atlantic. Whilst on patrol, several hundred miles to the westward of the Cape Verde Islands, she met up with the German raider THOR on the 4 April 1941. The THOR was heavily armed and a formidable foe having previously engaged the AMC ALCANTARA and AMC CARNARVON CASTLE and escaped serious damage. The ensuing engagement ended with the sinking of the VOLTAIRE, the THOR rescuing 197 survivors from the crew.

These two fine ships, the VANDYCK and VOLTAIRE, were the last passenger liners to be built and owned by the Lamport and Holt Line.

\*+\*

TURBINIA was the first turbine ship in the world. She was built in 1894 at Wallsend to demonstrate the potential of the Parsons turbine. After poor results with a single screw she was then given triple screws. At the Spithead Naval Review in 1897 she made her now famous and spectacular dash, through the line of anchored naval vessels, at 34.5 knots.

Details of Turbinia: 44.5 tons displ.  
 100 ft loa - 9 ft breadth - 7 ft depth - 3 ft draught  
 3 Parsons steam turbines, 2000 shp- 1 Yarrow DE watertube boiler,  
 210 psi. Speed 34.5 knots.

# ELMA

EMPRESA LINEAS MARITIMAS ARGENTINAS S.A.

by David Hornsby

The Company is the Government controlled shipping line of Argentina, and was formed as Empresa Lineas Maritimas Argentinas (ELMA) in 1961 following the merging in 1959 of the fleets of Flota Argentina De Navegacion De Ultramar (FANU) and the Government owned Flota Mercante Del Estado. At the time of the amalgamation the Company had a fleet of over 60 vessels, including one ocean-going tanker the 8869 dwt JUNCAL (ex San Quirino) built by Armstrong-Whitworth in 1923, and a number of small coastal vessels. Amongst the group of coasters were the 1258 grt DUBLIN and MEXICO built in 1912 at Dundee by Caledon S.B. & E. Co Ltd which were the sole survivors from the early 1930's fleet which was then a subsidiary of Royal Mail Lines Ltd.

About 1931, a Company named Cia. Argentina de Navegacion Mihanovich Ltda was formed to acquire the business of the Argentine Navigation Company (Nicholas Mihanovich) Ltd which at that time had a fleet of over 100 vessels, mainly under 1000 grt. The Company existed under this title until January 1943, when it was bought up by Sr. Alberto Doderò and the name was again changed to Cia. Argentina De Navegacion Doderò S.A..

In 1959 the Company was nationalised to become Flota Argentina De Navegacion De Ultramar and was coupled to Flota Mercante Del Estado, two years later to be renamed E.L.M.A.

At the time of the amalgamation, the 'Ultramar' fleet comprised some 28 ocean-going vessels including two Liberty type, three C3 type, eight AP-3 and six AP-2 type Victory ships - the latter group having been converted at Buenos Aires and in Italy between 1952 and 1957 to carry 800 emigrant passengers from Europe - and seven larger passenger liners two of which were converted C3 type vessels.

The 'Mercante' fleet of "Rio..." vessels at the same time also comprised about 28 ocean-going cargo liners of a wide variety of types, a dozen built between 1947 and 1951 being more modern than the 'Ultramar' vessels, but others dated back to the early 1920's. In addition there were three passenger liners which had been built for the Argentina State Line service to New York, and which still operated the same route. However within five years of the merger two of these 116 berth First Class only liners were severely damaged by fire, the first in September 1962 when the RIO JACHAL was laid up in New York and secondly the RIO DE LA PLATA which was gutted in November 1964 while undergoing a refit at Buenos Aires. In the meantime, the RIO JACHAL had returned to BA for repair, and the two vessels reappeared later that year, converted to carry 394 tourist passengers replacing the former FANU liners ALBERTO DODERÒ and YAPEYU on the North Europe service to Amsterdam and Hamburg. These latter 740 berth liners - together with a sister MAIPU lost after a 1951 collision - were designed for the North Europe - South America emigrant service and tourist in reverse direction; were then transferred to the Barcelona/Genoa/Naples service replacing the former C3 type liners SALTA and CORRIENTES.

The six former 'Ultramar' Victory liners were converted back to cargo only in 1961, and the only other passenger liners in service when the fleets merged were the ARGENTINA, URUGUAY and LIBERTAD which had been built for the Doderò Line service from London to River Plate. With first class accommodation for 96 passengers, these vessels operated the same route for ELMA, although the first two were converted to cargo-only in 1964. In 1963/4 the LIBERTAD was converted to carry 400 tourist class passengers and continued on the route until laid up at the end of 1973.

Several new cargo liners were constructed soon after the merger, but no further orders were placed until 1969 when a major rebuilding programme commenced involving 17 reefer vessels to be completed between 1971-76. Together with the withdrawal of many old vessels this new tonnage had the affect of maintaining the deadweight tonnage and reefer capacity of the fleet, but reducing the average vessel age from 19.7 years at the end of 1971 to 12.6 years at the end of 1975. A further, even more ambitious, reconstruction programme

.....

commenced in 1974 at an estimated cost of \$404m, this providing for the construction up to 1980 of 28 new vessels in Argentina, Germany, Spain and the U.K.. By the end of 1980, when the last of the new orders should have been delivered, and all pre-1960 built vessels either scrapped or sold, the deadweight and reefer capacities will have been more than doubled compared with 1975, whilst the average age of the fleet will have been reduced to a mere 7.3 years.

The ocean-going fleet since 1961 has comprised (present fleet underlined) :-

PARANA ex Gaboon-33; 3886grt 6880dwt; blt 1920 Ardrossan; 3/1966 broken up in Argent.;

NORTE ex Poljana-34; 3375grt 4876dwt; blt 1915 Newcastle; broken up;

RIO BLANCO ex Madryn-42, ex Marmevo; 2595grt; blt 1921 Rotterdam; '63 sold, NICOLAS SASSO;

RIO IGUAZU ex Bretagne-42; 3177grt; blt 1928 Copenhagen; 1967 sold, RIO GRANDE;

RIO JURAMENTO ex Belgrano-43, ex Nienburg-42; 4318grt; blt 1922; '63 sold, GIUSEPPE;

JUNCAL (tanker) ex San Quirino-39; 5810grt; blt 1923 Newcastle; broken up about 1967;

RIO PARANA ex San Martin-43, ex Lahn-42; 8677grt; blt 1927; 1968 sold to Arg. Govt.;

RIO SAN JUAN ex American Reefer-42; 2327grt; blt 1936 Norway;

RIO MENDOZA ex Brazilian Reefer-42; 1831grt; blt 1936 Norway; broken up about 1968;

RIO DIAMANTE 9/46 63:Agonistis(Gk); 8/66:aground following collision; 68: Elena(Leb);

RIO GUALEGUAY 11/46 63:Argolikos(Gk); 69:Francesca(Lebanese);

RIO TEUCO 2/47 64:South America(Li); 2/66 beached, fire damage CTL;

5380grt 9200dwt; 441'oa x 57' x 25'dr; Tri-exp; bldrs Short Bros Ltd, Sunderland;

RIO SECONDO 9/47 4/70:heavily damaged in collision off Buenos Aires;

4967grt 9457dwt; 441' x 57' x 26'; oil engine; Burntisland SB Co Ltd;

RIO CHICO 10/47 12/68: aground entering Rio Grande, broke in two, CTL;

5554grt 9107dwt; 450' x 58' x 26'; oil engine; Bartram & Sons Ltd, Sunderland;

RIO TERCERO 12/47 4/67:grounded Recife; 6/72:in Thames collision; 9/75:laid up;

4894grt 6956dwt; 437' x 56' x 25'; oil engine; Bartram & Sons Ltd, Sunderland;

FLETERO (VICTY) 9/44(a) ex Nicaragua Victory-46; 10/75:broken up;

HOENERO 5/44(b) ex Claremont Victory-46; 8/75: laid up at La Plata;

CAMPERO 2/45(b) ex Bozeman Victory-46; 10/72:broken up at Campana;

GRANADERO 8/45(b) ex Chelsea Victory-46; 7/75:broken up at Campana;

MARINERO 9/45(b) ex Bellingham Victory-46; 8/75:laid up at La Plata;

NAVIERO 1/45(b) ex Kodiak Victory-46; 8/75:laid up at La Plata;

OVERO 5/45(b) ex Western Reserve Victory-46; 10/75:broken up;

TROPERO 6/45(b) ex Clark Victory-46; 49:Baarn(Du); 66:Trade Bankier(Pa); 71: broken up

RIO ARAZA 12/44(c) ex Fairmont Victory-47; 1/72:broken up at Campana;

RIO AGUAPEY 6/45(c) ex Howard Victory-47; 3/72:broken up at Campana;

RIO ATUEL 8/45(c) ex Altoona Victory-47; 11/65:aground off New Brunswick; 7/74:1/up;

7607/7720grt 10600/10850dwt; 455' x 62' x 29'; steam turbines;

(a)Permanente (b)Oregon SB, Portland (c)Bethlehem-Fairfield, Baltimore;

BUENOS AIRES /45 ex Smith Victory-47; 55:conv Italy; 63:Fairwind(Li); 68:CTL;

CORDOBA 6/45 ex N.Y.U.Victory-47; 55:conv B.Aires; 3/72:broken up at Campana;

ENTRE RIOS 5/45 ex Roch Hill Victory-47; 57:conv Italy; 10/74 laid up at B.Aires;

MENDOZA 5/45 ex William & Mary Victory-47; 52:conv at B.Aires; 2/72:broken up;

TUCUMAN 1/45 ex La Crosse Victory-47; 52:conv B.Aires; 65:Kismet(Li); 69:b/up;

SANTA FE 8/45 ex Gustavus Victory-47; 57:conv Italy; 7/74 broken up;

7725grt 10869dwt; 455' x 62' x 29'; steam turbines; Bethlehem-Fairfield, Baltimore;

Converted to carry 800 passengers 1952-57; reconverted to cargo-only 1961;

ARRIERO (LIBTY) 9/43 ex Coracero-48; ex Loius A Sengteller-46; 63:Akti(Li); 69:b/up;

RESERO 3/44 ex Lancero-48; ex Cleveland Forbes-46; 64:Francisco-Hache(Pa);

64:Marnic(Li); 11/64:aground Bahamas, CTL; 65:b/up Spain;

7780grt 10778dwt; 442' x 57' x 28'; Tri-exp; Permanente No.2, Richmond;

ARTILLERO (G3) /43(a) ex HMS Smiter-48; ex Vermilion; 65:President Garcia(Philippines)

7/67:aground in Channel Isles:CTL; 11/67 broken up Hamburg;

CORACERO /43(b) ex HMS Arbiter-48; ex ST.Simon; 65:President Macapagal; 72:b/up;

LANCERO /43(b) ex HMS Speaker-48; ex Delgada; 65:President Osmena; 72:broken up;

8103grt 13235dwt; 492' x 70' x 30'; steam turbines;

(a) Willamette (b) Seattle-Tacoma;

CORRIENTES (03) /43 ex HMS Tracker-49, ex Mormacmail; 9/64 broken up at Antwerp;  
 SALTA /43 ex HMS Shah-49, ex Jamaica; 6/66 sold to Arg. breakers;  
 12053grt; 5686dwt; 492' x 70' x 23'; steam turbines; Seattle-Tacoma;

RIO PRIMERO 9/48 28/1/76 laid up at Buenos Aires;  
 6039grt 9358dwt; 462' x 62' x 26'; oil engine; bldr Kockums, Malmo; pt reefer;

RIO GALLIEGOS 3/49 7/75 broken up at Campana;  
RIO LUJAN 6/49 7/75 broken up at Campana;  
 3662grt 2595dwt; 381' x 50' x 19'; twin screw motor; bldr C.R.D. Adriatico; reefer;

RIO QUEQUEN 6/49 ex Artico-49; 9/75 laid up at Buenos Aires;  
RIO SANTIAGO 9/49 ex Antartico-49; 12/72 involved in collision off Gravesend;  
 3100grt 3800dwt; 381' x 52' x 20'; twin screw motor; bldr J. Samuel White; reefer;

RIO BELEN 9/49 (a)  
RIO BELGRANO 12/49 (a) 7143grt 9007dwt; 491' x 62' x 26'; part reefers;  
RIO BERMEO /50 (b) oil engine, 15 kts; (a) Cammell Laird (b) A. Stephen & Sons;

RIO CUARTO 2/50 6030grt 7824dwt; 470' x 51' x 25'; part reefers;  
RIO QUINTO 4/50 oil engine, 15 kts; C.R.D. Adriatico;

ARGENTINA 7/49 ex Presidente Peron-55; 1/73 broken up at Campana;  
LIBERTAD 10/50 ex 17 de Octubre-55; 63: passenger accommodation increased;  
 8/75 arrived breakers at Campana;

URUGUAY 4/50 ex Eva Peron-55; 1/73 broken up at San Pedro;  
 12600grt 19089dwt; 530' x 71' x 28'; twin screw turbines; reefers;  
 96 first class passengers; bldr's Vickers-Armstrong Ltd, Barrow;

RIO DE LA PLATA 4/50 11/64: gutted by fire; refitted for 394 pass; 4/69: broken up;  
RIO JACHAL 9/50 9/62: fire damaged, refitted for 394 pass; 4/70: broken up;  
RIO TUNUYAN 4/51 ex Rio Tunuyan-55; ex Evita-55; 1/72: laid up;  
 11350grt 8680dwt; 550' x 66' x 26'; part reefers; twin screw motor, 18 kts;  
 S.A. Ansaldo S.p.a.; Genoa; originally 116 pass;

YAFEYU 4/51 (a) 69: Petrel (Arg); conv to livestock carrier; 74: Cremona (Sing);  
ALBERTO DODERO 10/51 (b) 69: Cormoran (Arg); conv to livestock carrier; 74: Cormoran (Sing);  
 11540grt 7750dwt; 523' x 64' x 26'; part reefers; 740 passengers; twin screw  
 motor, 18 kts; (a) C. van der Giessen, Krimpen; (b) 'de Schelde' N.V.;

PRESIDENTE CASTILLO 48 ex Tara-61; ex Charles L.D.-59; 9/75: broken up;  
 8739grt 9360dwt; 502' x 60' x 26'; oil engine; bldr A. & C. de la Loire, St Nazaire;

LAGO NAHUEL HUAPE 61 (a)  
LAGO LACAR 62 (a)  
LAGO TRAFUL 62 (a) 8482grt 10265/10458dwt; 516' x 67' x 27'; part reefers;  
RIO CARCARANA 62 (b) oil engine; (a) Brodogradiliste 'Split';  
RIO COLORADO 62 (b) (b) Brodogradiliste III Maj, Rijeka;  
RIO CORRIENTES 63 (b)

LAGO ARGENTINO 64 6129grt 3978dwt; 476' x 59' x 24'; reefers; oil engine;  
LAGO ALUMINE 65 Ast. Rio Santiago (AFNE);

RIO SATADO 66 5904grt 8250dwt; 491' x 62' x 24'; part reefers;  
RIO DULCE 66 oil engine; bldr Ast. de Cadiz, Cadiz;

ALMIRANTE STEWART 4/67 6531grt dwt; 487' x 64' x ; part reefer;  
 oil engine; bldr Ast. y. Fab. Nav. del Est., Rio Santiago;

RIO DE LA PLATA 71 10409grt 11075dwt; 501' x 68' x 28'; part reefers;  
RIO PARANA 71 oil engine; bldr's AFNE, Rio Santiago;  
RIO CALCHAQUE 72

RIO MARAPA 5/72 (a)  
RIO ABAUCAN 1/73 (b) 10150grt 10070dwt; 495' x 71' x 27'; part reefers;  
RIO PILCOMAYO 4/73 (b) oil engine, 18 kts; (a) Union Nav de Levante, Valencia;  
RIO LOS SAUCES 4/73 (b) (b) Empresa Nacl. Bazan, Cadiz;  
RIO CALINGASTA 6/73 (a)  
RIO NEUQUEN 2/74 (a) 8/72: suffered considerable fire damage while fitting out;

<u>RIO CINCEL</u>	/73	(a)	
<u>RIO TEUCO</u>	/73	(a)	Tmk 9059grt 9754dwt; 484' x 66' x 25'; part reefer;
<u>RIO DESEADO</u>	8/74	(a)	5 holds; oil engine, 18 knots;
<u>RIO LIMAY</u>	4/74	(b)	(a) AFNE, Rio Santiago, Buenos Aires;
<u>RIO IGUAZU</u>	3/75	(a)	(b) Ast. Argentino Astarsa, Tigre, Buenos Aires;
<u>RIO ESQUEL</u>	1/76	(b)	
<u>RIO GUALEGUAY</u>	1/76	(a)	
<u>RIO OLLVIA</u>		(a)	- launched 19/12/75;

In addition to the above vessels at present in the fleet, the following are on order:-

"SD 14" type 9100grt 14910dwt; 463'oa 440'bp x 67'; 15 knots;  
 x) 3 from 1976 by Robb Caledon Shipbuilders Ltd, Dundee.  
 6 from 1977 by Astilleros y. Fabricas Navales del Estado, Rio Santiago.

"Santa Fe 77" type 12500grt 21000dwt; 485'bp x 75'; 16 knots;  
 5 from 1977 by Astilleros Espanoles S.A., Olaveaga, Spain  
 5 from 1976 by Empresa Nacional Bazan, Cadiz - first vessel launched 5/12/75  
 and named SANTA FE;

"Freedom Hispania" type 15500dwt 445'bp x 68'; 16 knots;  
 3 from 1977 by Astilleros Alianza S.A., Avellanedo, Argentina.

"36-L" type 15200dwt; 457'bp x 69'; 16.2 knots;  
 6 from 1976 by A.G. Weser, Bremen, West Germany.

DTH 8/76

x) - first vessel launched 9/6/76 and named SALTA

The Editors regret that due to further problems with the stencil cutting machine they have been unable to include drawings of ELMA vessels and cover drawings of the Pasteur in her pre-war appearance.

#### RECENT TUG VISITORS

In addition to the Oil Rig Supply Vessel VALIANT SERVICE mentioned in Nautical Notebook, another ORSV to call has been one from the Wimpey Marine fleet which called at Husbands Yard. Two other tugs to call at the same yard have been the C.J. King's SEA QUEEN (56/293) ex Hermes-76 a recently acquired 1900ihp Bugsier tug, and the German 1880ihp JOHANN WESSELS (42/158) which brought in a barge. The cable repair ship C.S. IRIS was towed from the Princess Alexandra Dock to the breakers by the 3000ihp HOLLAND (52/548), whilst the German HANSEAT (61/335) towed out from Hythe the pontoon BD 6072 bound for the Azores. The R.B. Brunel reappeared in tow of the Holyhead Towage recently acquired 3000ihp tug AFON GOCH (58/391) ex Schelde-76 which was formally owned by Smit.

#### UNDER ARREST

After discharging at the Esso Jetty, the APOLLONIAN WAVE moved out to the Solent on the 29 May and is still there today under arrest. Completed in October 1958, this tanker would seem to have spent her entire life flying under flags of convenience, having originally been built as the VEGA by Hitachi Zosen, Innoshima for Sociedad Transoceanica Canopus S.A. of Panama, but under the Greek flag. In 1971 she was sold to Vega Tanker Corp. of Monrovia, being renamed VEGA 1 under the Panamanian flag, but lasting only two years before being sold to her present owners Apollonian Wave Co S.A. of Panama, returning to the Greek flag and taking her present name. A steam turbine vessel of 20800grt and about 36000dwt, she is 679ft overall with a beam of 87ft and a loaded draught of 36ft.

# nautical notebook

by Dock Head Correspondent

Having neglected the interesting tankers calling at Esso and SMJ in the last issue, we now reverse the order and start by taking a brief look at those which have called during June, July and August.

As with the previous quarter VLCC callers have mainly been from the large Esso fleet, whilst others have included the return of the long-term chartered NORSE KING, BERGE LORD, and the new callers T.G. SHAUGHNESSY (71/248839dwt) of Canadian Pacific and the Indian twin screw motorship KANCHENJUNGA (75/269000dwt); others of interest discharging crude have included Shell's NATICINA (67/115600dwt), the Liberian SPLENDID COUNTRY (67/92255 dwt) ex Cape Horn-73 and several Russian tankers including MATE ZAIKA (76/40029dwt). Products tankers to call at the Esso Jetty during the quarter included the Iranian MINAB (74/25198dwt) ex British Fal-76, the Finnish PRESTO (59/20905dwt) and amongst the many coasters the German SICUX (73/1388dwt) and MANITOU (68/2145dwt), and the Spanish gas tanker TAMAMES (65/1516g).

Over at the Hamble SMJ, the only unfamiliar visitor has been the Swedish LENA (65/3185 dwt) which loaded on several occasions for coastal distribution.

Down in the Solent ships passing through have included the former Swedish cruise liner KUNGSHOLM (66/18174g) now operated by Flagship Cruises under the Liberian flag, the Egyptian cargo-liner MARYUT (76/4716g) loading a hovercraft, the Cypriot EFTYHIA (65/10347g) loading military stores, and two P. & O. ships the STRATHINCH (62/6305g) ex Antrim-75 and the gas carrier GAMBHIRA (69/10977g) ex Butanaval-73, ex Butanueve-71.

After several days in the Solent for steering gear repairs, the newly completed tanker BRAZILIAN MARINA moved up to the Ocean Terminal for completion of repairs. At some 320000dwt this vessel is the second largest to have ever entered the port, and easily the largest to have berthed in the docks.

Several other large vessels have called at the Docks for repairs or drydocking, number 7 drydock having housed the container ship ACT 5 (72/24212), the Libyan tanker EL BREGA (74/88331dwt), and the newly completed Sunderland-built "Panamax" bulk carrier JADRAN one of a group for Yugoslav owners. The British-flag MFC reefer EDINBURGH CLIPPER (72/6680) used 6 drydock, whilst the Irish coaster OWENGLAS (71/763) ex Irish Coast-76, ex Owen Glas-71 returned to the reopened 4 drydock. Other vessels calling for on-berth repair included the bulk-paper/vehicle carrier AVON FOREST (73/16302g) with gearbox trouble, the MALVERN PRINCE (70/1459) some 15ft shorter following her Channel collision, and two Cypriot-flag Salen-owned ex minesweepers the AMINA ( /407) and AHMAD ( /391). Two other Western Docks callers have been the Fearnley & Egar bulker FERNRIVER (67/29506) which used 101 berth after leaving 7 drydock, and return of the WIMPEY SEALAB between drilling contracts.

"Rest & Recreation" calls have been made by the Russian research ship MUSSON (68/3284g), the Polish training ship EDWARD DEMBOWSKI (41/6181) ex Sven Salen-54 and French and Canadian warships.

The most interesting liner visitor of the quarter was the cruising arrival of the Italian LEONARDO DA VINCI (60/33340) which was to have been withdrawn in October, but is now programmed until April. Cruising calls have also been made by the ELLINIS, the ATLAS, the SAGAFJORD and the Russian LEONID SUBINOV. Rumour suggests that the STEFAN BATORY will not be using So'ton during her 1977 programme - her last call this year now being in September - whilst the WINDSOR CASTLE may not survive in service past summer 1977.

As forecast in the last "NN" the Aznar winter service to the Canaries has been won from London, and will commence in October with one of the large passenger ferries and two of the 2800 gross ton cargo-only ro-ro ferries, although 38/9 berth will be used. Several other forecasts have also materialised, the transfer to the ACE service of HONGKONG CONTAINER due to arrive in October, an 18th vessel for the TRIO service the KASUGA MARU of 57500 gross tons due in September and the return of Seatrain Line. However, having seen each of the four gas-turbine EURO and ASIA class vessels arrive with imports, the service has been modified with the feeder vessel MARGRET (71/1000) ex Margret Knuppel-76, ex Pinto-73, ex Hannes Knuppel-73 loading and discharging for Harve transhipment.

Another German feeder vessel to call at the container berths was the SAGITTA (73/999g) apparently on the Bugsier service, whilst on the service to Casablanca a new caller was the CUARAZATE (75/1599). Two other new visitors were the Russian MANILAIT (73/965) ex Thunar-75 and the BELL VIGILANT (70/500) l/a Aektic flying the German flag.

On the DNOE service to North Africa, return calls were made by CAIRO, BYBLOS, ALCYONE, ALCOR and NORBURG, the latter as MEDI-STAR having been the first caller on the service, whilst new vessels to call were the Antillian ULIA (55/2218) and WILHELMINA (59/2509) ex Urna-73, and the Singapore-flag DOLLART (71/2992) ex Ambrose-76, ex Dollart-74. The ASD ASTOR and COLLO returned on the CNAN service to Algiers, whilst new callers were the Finnish TELIUS (60/2499), the Cypriot BIJE SAGA (65/3041) ex Berndwesch II-73, ex Bari-66 and the company's own CHELIA (75/1600) ex Mercandian Agent-75.

The Cape mail service saw the return of BENLAWERS, ANDALUCIA STAR and three Safmarine reefers, whilst the Safmarine chartered S.A. TUGELALAND (66/10527) ex Tugelaland-73, ex Concordia Land-73, ex Tugelaland-72 made her first call, and currently due is the ROCKHAMPTON STAR (58/9847).

Despite several banana vessels being diverted due to labour shortages seven United Fruit reefers called including three "M" class vessels. Other reefers to discharge were the Belgian FRUBEL PRINSES PAOLA (67/5154), the Swedish TASMANIC (67/8330), the Norwegian FROSTFJORD (64/5294) ex Pisang-71 and the French FORT PONTCHARTRAIN (69/9873) which also loaded containers at 202 berth.

Three interesting new car carriers loading for North America were the SURUGA MARU (72/7015), the NOCAL SEL (76/7200) on her maiden voyage and the former tanker HOEGH TRADER (58/21364) ex Esso Genova-69, ex Esso Windsor-63. Loading Fords for West Africa were Salens SNOWBALL, Maritime Fruits GLADIOLA and the Denholm managed LOCH LOMOND (75/10397). Renault imports were made by five French car carriers, the only new caller being the HUNADIERES (76/1591).

Loading cable were Eggar Forresters WIS (70/199) at 203 berth, and at 109 berth the CAP VILLANO (61/399) ex Randi Stevns-75, ex Conskov-74, ex Beta-71 which flew the Danish flag although now reported by Lloyds as having been transferred to British ownership some time ago.

Several familiar tankers discharged wine, the only new caller being the French POINTE DU ROC (75/1599) which discharged the largest cargo yet from the Cape.

Some twenty vessels discharged grain at 102/3 berth during the quarter, the only large ship being the STADT WOLFSBURG (67/15434) which unloaded a part cargo of 7000 tons into the 30500 ton silo at the Solent Mills. Coasters to call included the HILARY WESTON (74/1599) ex Frendo Hope-76 and CAROLINE WESTON (74/1599) ex Frendo Grace-76, the Greek CALAMOS (56/2299) ex Titsa-76, ex Alexia-76, ex Phebe-70, the German WHESTSCHHELDE (65/300) ex Aveiro Star-75, ex Azimut-71, the Dutch EMMAPLEIN (76/1000) and the Panamanian NEW HOPE (66/1597). On the 8th June six grain vessels were berthed, two discharging and four on lay-by,

As usual, a number of interesting coasters also used the wharfs of the River Itchen. At Vancouver Wharf timber was discharged from the German 499 ton paragraph ships SUDERELV ex Frieda Garbe-73, BOYAN, EDUARD KAHLER, DON RICARDO and DONAU, the RUHR (67/418) and the East German PUTBUS (61/617). Over two dozen London & Rochester vessel calls were made during the quarter at Dibles Wharf, others to discharge coal being the STAR LION (57/967) ex Skylab-75, ex Yewarch-74, ex Hinrich Sieghold-60 flying the Cypriot flag, the Dutch FRANCINAPLEIN (67/999) ex Humnau-73, ex Ortrud Muller-69 and the German KERSTIN-EVA (57/406) ex Hinrich Kolster-65. Further up the River at Pollock & Browns Wharf at least two coasters discharged these being the GRIEND (63/452) ex Norder Piep-73 and the JOTUN (73/300) under the Panamanian and Danish flags respectively, whilst other callers were the German WIROLA (64/324) ex Gertrud Harren-73 and ANTON HEID (67/300), the Dutch CARMEN (57/451) and MAJORCA (57/590) and the British VOL (63/199) ex Frivolity-76.

In brief...the ORSV VALENT SERVICE (74/472) towed in for repair by VT...the German tankers GERTRUD JACOB and ERIKA JACOB loading water for Gibraltar...the Dutch KNSM vessel ULYSSES (62/6155) discharging timber to barges...the EMMANUEL DELMAS (71/10078) loading for Middle East...the Dutch MARIE CHRISTINE (70/99) discharging heavy lifts.



Entries shown thus:- 3-10, ie Black Jack No 3 - page 6

'F' against an entry indicates that a fleet list is featured

- A Aggregates 12-6;13-8;14-3;15-8;  
16-8 Fs  
Arkadia (Greek Line) 4-12  
Aurelia (Cogedar Line) 1-6  
Aureol (Elder Demster) 3-5  
Avon (RML) 12-10
- B Belgian Fruit Line 7-3 F  
Ben Line, The 8-9 F  
Black Jack?, Why 1-4  
British India Schoolships 15-11
- C Camito (Fyffes) 6-9  
Caribia (Siosa) 2-12  
Container Services for Southampton,  
New 19-15  
Cowes Castle (RFS) 17-12  
Cross Channel 1940 5-12  
Crossword 7-7  
Cruising Callers 7-11  
Cunard Line, The - a post war  
history - supplement to BJ No 9
- D -
- E ELMA 20-11 F  
Empresses, the post war 2-6  
End of an Era, The 14-7
- F Ferries at Southampton, new 2-11  
Ferries in the News 17-12  
Ferry for Red Funnel, new 6-13  
Forgotten Trio, the 4-8  
Foudroyant Establishment, the  
1-5;3-3
- G Golfito (Fyffes) 6-9  
Gone but not Forgotten 11-5  
Guernsey Harbour Boyhood, a 10-4
- H Holland America buy and sell 5-7
- I Island Transport 14-6 F
- J Jagersfontein Holland Africa) 3-6
- K -
- L Le Havre, the port of 4-10  
Leicestershire (Bibby) 10-11  
London Gazette - extract from 10-3  
London's Loss our Gain 13-3
- M Martin, L & Cie, Paris 19-5 F
- N Name Disappears, another well  
known 19-12  
Nautical Gems - P&O 15-12  
Naval Shipwrecks in the Solent  
& Southern Waters 2-9  
Naval Supplement- with EJ No 13  
Navy and its Names, the 13-16
- Ketley Castle (RFS) 6-13;10-7  
Norris Castle (RFS) 17-12  
Nostalgia 6-7;7-12;9-4;18-8;20-6
- O Oranjefontein 3-6  
Orca (PSNC) 8-3  
Operation Sail 1976 17-11
- P Paddlers, local 18-7  
Pairs, the 7-4  
Panther (Southern Ferries) 9-1  
Passenger Liners Withdrawn 16-11  
Pasteur, a ship of five flags 20-3  
Photo Feature, a Black Jack 1-3  
Port Chalmers (Port) 1-7  
Portsmouth Harbour Ferries 10-8 F
- Q Queen to the Rescue, a 6-3
- R Randfontein (Holland Africa) 3-6  
Rangatira (Union SS Co) 2-11  
Ranger Class Oilers of the RFA 13-19  
Red Flag at Southampton 3-4;5-6  
Red Funnel Tugs 16-3 F  
Rowbotham, Chris. & Sons Ltd 17-7 F  
Royal Yachts, the 18-3  
Russian Tankers at Fawley 17-6  
Ryde, passage to 4-6
- S Sand Swan/Sand Swift 11-9  
Scot (Union Line) 18-9  
Shaw Savill Line 15-3 F  
Shipping Casualties of the Port  
of Southampton 6-5;8-6  
Siosa Line 6-10 F  
Sitmar Line 7-8 F (F  
"Snow" Ships of Salenrederierna 11-12  
Southampton Shipping Scene - 200  
years ago 12-3;13-7  
Southern Railway Cargo Ships 19-3  
Southern Tanker & Bunkering Co 11-11F  
Spirit of London (P&O) 5-4
- T T2 Tankers 14-7  
Tall Ships 1974 11-3  
Tall Ships, the 7-13  
Titanic (White Star) 17-3;19-8  
Tragedies under one name, three 5-5  
Trans-Kosan (Tholstrup) 2-4 F  
Trio Lines to the Far East 2-13 F
- U Uglan Management Co A/S 5-9 F  
United Fruit Co, fleet changes 1-8F
- V Vanderbilt, the paddle steamer 3-11  
Vandyck & Voltaire (L+H) 20-9  
Viceroy of India (P&O) 20-7  
Viking Venturer (T-Thoresen) 14-1  
Vosper Thornycroft Frigates 13-14
- W Wilson, Wm A 11-6 F  
Woolston Ships, the 3-8;4-3;5-3  
Woolston Ships, the other 3-13

XYZ

In addition Nautical Notebook appears in each issue and gives up to date reports on visitors to, and items of interest from the port of Southampton

Entries are shown as in article index but with the addition of a prefix thus:-  
'D' for line drawing, 'S' for sketch, or 'P' for photograph

- |                         |                          |                                     |
|-------------------------|--------------------------|-------------------------------------|
| A Akaroa D15-6          | H Humbolt D7-5           | Shota Rustaveli P3-1                |
| Amazon, HMS P13-15      | I Iberia D2-2            | Solent Queen S18-6                  |
| Amey II D16-8           | J Jagersfontein D3-7     | Southern Cross D11-4                |
| Amey III D13-10         | K Kamakura Maru P2-13    | Southsea D4-8                       |
| Arago D7-5              | L Laconia D5-8           | Spirit of London P5-1               |
| Arco Dart D16-8         | Lago Argentino D20-12    | Steel Welder D12-9                  |
| Arkadia S4-8            | Leadsman D17-8           | T Titanic D17-4                     |
| Astraman D17-8          | Leicestershire D19-12    | U Uganda D15-12                     |
| Avon D12-11             | Libertad D20-12          | V Vanderbilt D3-10                  |
| B Balmoral S18-6        | Lorna Doone S18-6        | Vandyck D20-8                       |
| Bamenda D19-6           | M Maps - Portsmouth      | Venus S10-1                         |
| Beamish D16-5           | Harbour D10-10           | Viceroy of India D20-8              |
| Bencairn D8-8           | River Itchen D4-1        | Victoria & Albert D18-1             |
| Benloyal D8-8           | Mary D18-1               | Viking Venturer D14-1               |
| Benstac D8-8            | Megantic S15-1           | Vulcan D16-5                        |
| Benvorlich D8-8         | Melbourne Star D5-8      | W Winchester D19-1                  |
| Biafra D19-6            | Mungo D19-6              | XYZ                                 |
| Bonchurch D16-5         | N Netley Castle D6-1     | ==oo0000oo==                        |
| Bournemouth Queen S18-6 | Nevasa D15-12            | In addition the                     |
| Bremen D2-2;D20-4       | Ngatira D11-7            | following Cunard ships              |
| Britannia, RY D18-1     | Niteroi, BNS P13-15      | were illustrated by                 |
| C Calshot D16-1         | Northern Star D15-6      | line drawings in the                |
| Canberra P8-1           | Nyombe (1948) D19-6      | Cunard supplement with              |
| Caribia D6-8            | Nyombe (1966) D19-6      | Black Jack No 9:-                   |
| Christian Radich S7-1   | O Ocean Monarch D15-6    | Alaunia/Andania                     |
| Chusan D11-4            | Olympic D17-4            | Alsatia/Andria                      |
| Clausentum D16-5        | Orca D8-4                | Aquitania                           |
| Cowes Castle D17-1      | Oronsay D16-10           | Arabia & sisters                    |
| Culver D16-5            | P Paladin D16-1          | Atlantic Causeway/<br>At. Conveyor  |
| Cunard Adventurer P1-3  | Panther D9-1             | Britannic                           |
| Cymric S15-1            | Pasteur (MM) D7-10       | Carmania                            |
| D Dalmajica P8-1        | Pasteur (NDL)D20-1;D20-4 | Caronia                             |
| Danmark S7-1            | Pen Yar D13-10           | Cunard Adventurer/<br>C. Ambassador |
| Dar Pomorza S7-1        | Penja D19-6              | Franconia                           |
| Darro D13-4             | Pointsman D17-8          | Lycia & sisters                     |
| Dunnose D16-5           | Port Chalmers P1-3       | Mauretania                          |
| E Eagle D17-1           | Q Queen Elizabeth P2-1   | Media/Parthia                       |
| Empire Shoal D11-8      | R Randfontein D3-7       | Queen Elizabeth                     |
| Empress of France P2-1  | Ranger class, RFA D13-22 | Queen Elizabeth 2                   |
| Esso Glasgow D14-9      | Regina Magna D20-4       | Queen Mary                          |
| F Fairsky D7-10         | Ringwood D19-1           | Saxonia                             |
| Franconia P3-1          | Rio Bermejo D20-12       | Scythia/Samaria                     |
| Fulwood S3-10           | Rio Corrientes D20-12    | ==oo0000oo==                        |
| G Gatcombe (1970) D16-1 | Rio Santiago D20-12      |                                     |
| Gatcombe (1960) D16-5   | Royalist S12-1           |                                     |
| Gay Enterprise S10-10   | S Saam, IIS P13-13       |                                     |
| Golfito D6-8            | SA Oranje D16-10         |                                     |
| Gorg Foch II S7-1       | Sand Grebe D12-9         |                                     |
| Gosport Queen S10-1     | Sand Martin D12-9        |                                     |
| Guinee D19-6            | Sand Swan/Swift D11-9    |                                     |
| H Hamtun D16-1          | Sand Wren D12-9          |                                     |
| Hardwicke Grange D13-4  | Savorita P5-1            |                                     |
| Hector D16-5            | Scot D18-10              |                                     |
| Helmsman D17-8          |                          |                                     |
| Her Majesty D17-8       |                          |                                     |