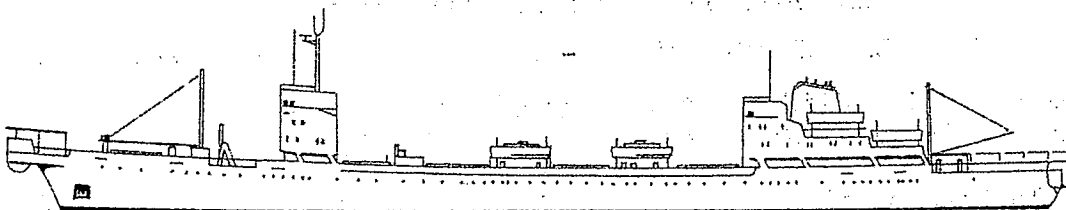
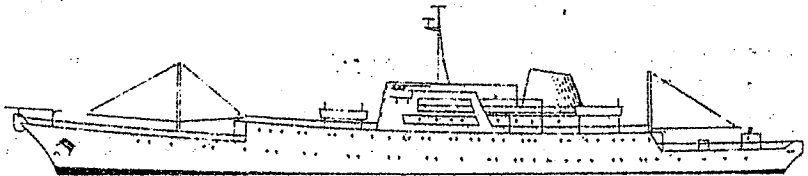
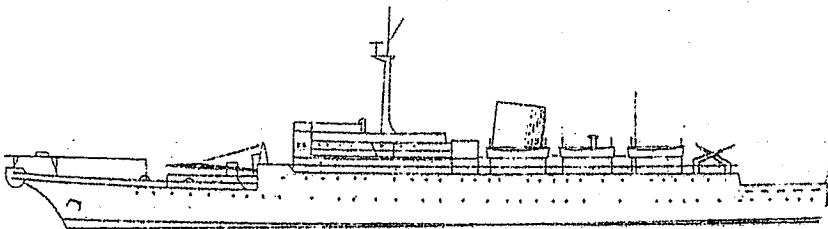
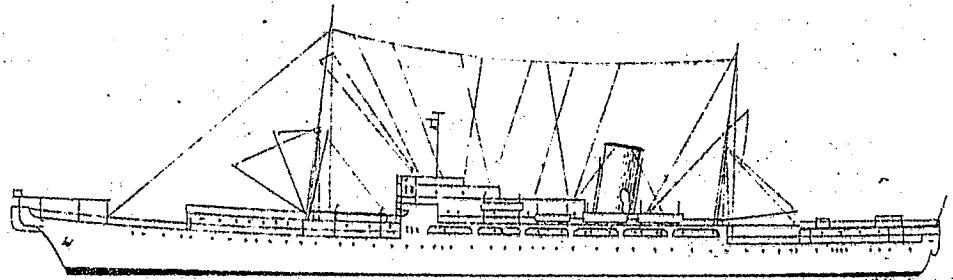


No. 22 SPRING 1977



CABLE SHIPS
sentinel
c.s. alert
marcel bayard
neptun

Published Quarterly by the Southampton Branch of the World Ship Society

Membership of the World Ship Society is £6.00 per year, which includes Southampton Branch membership, the quarterly issues of 'Black Jack' together with the Society's monthly magazine 'Marine News'

'Black Jack' is available on its own at 40p (including postage) for 4 issues

SOUTHAMPTON BRANCH

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 Projectionist: David F Hutchings

The Annual Branch Dinner will be held on Saturday, 23rd April at 7.45pm at the Albany Hotel, Winn Road, Southampton. The menu will be:-

* Soup or egg mayonnaise
 * Braised Steak Chasseur
 * Peach Melba or cheese and biscuits
 * Coffee
 *

at an inclusive price of £3.50. The Dinner will be followed by a slide show presented by Brian Hill on his travels in Greenland aboard 'Mischief'. Anyone who has not already booked at a meeting should notify the Secretary by the end of March.

Welcome to the following new Branch members:-

Mr F F Conner of Southampton, Sqn Ldr H J Gurd of Upper Clatford,
 Mr J W Mills of Dibden, Mr K R Arkell of Havant.

*****1977 PROGRAMME +++++ April - June *****

All meetings on second Tuesday of every month in Room 31, Library Building, University of Southampton, commencing at 7.15pm

Tues April 12 'Catch That nobody wants' by Ron Aitken

Tues May 10 Containerisation at Southampton by David Hornsby

Tues June 14 a talk on shiprepairing by Mr A S Bartlett from the
 Vosper Thornycroft Repair Division

===== DON'T FORGET THE ANNUAL BRANCH DINNER - see above =====

This quarter we welcome Brian Cliff to the editorial 'staff' as he takes over the compilation of Nautical Notebook from David Hornsby.

The drawings of cableships on the cover and page 5 are by Nigel V Robinson.

CABLE SHIPS

W.H. Mitchell

There is a vast network of undersea cable round the world linking capitals and ports and a number of nations employ their own vessels in the laying and maintenance of

the cable. Great Britain, a pioneer in the field of undersea cable, has always been to the fore in this respect.

Records tell us that the first successful cable lay was made in 1850-1 by a specially adapted tug, Goliath, this between St Margarets Bay, near Dover and Cape Sangatte, south of Calais. Three years later an adapted collier, William Hutt, laid a 70-mile cable between Kent and Belgium while many others were laid in short seas. In the mid-1850s the Atlantic Telegraph Co was formed and in 1857 HMS Agamemnon and the USS Niagara began laying a cable from Ireland to Newfoundland. The first attempt was a failure, the cable snapping and being lost. In 1858 more attempts were made and one was successful but after a short while the cable failed to function.

The first successful Atlantic cable was laid by the Great Eastern and for this she was towed to Sheerness in early 1864 for alteration. This included the removal of her fourth funnel and the boiler beneath. On 4 June 1865 she left the Medway to lay a cable from Valentia, Ireland to Newfoundland for the Telegraph Construction & Maintenance Co., but after about 1,000 miles the cable broke and the job was abandoned. In July 1865 another attempt from Valentia to Newfoundland was successful and she went on to lay cables between France and the USA and Aden to Bombay before being laid up at Milford Haven.

Although several ships were altered for the purpose of cable-laying, the first hull laid down as a cable carrier was the Hooper, built on the Tyne in 1870 for Hoopers Telegraph Works. There was also the Faraday for Siemens Bros., in 1874. She lasted until 1923 and then continued until 1931 at Algiers as the coal hulk Amalcoal before being moved to Gibraltar where she continued the same work.

Southampton's prominence

Many of the world's cable ships have been seen at Southampton from time to time, particularly in recent years, but during the winter of 75-76 Southampton's prominence as a cables ship port was evidenced with the remarkable number of cable ships which used its facilities. Indeed, on one day, 9 January 1976, no less than six cable ships were in dock.

Apart from overhauls, drydockings and lay-ups, the cable ships use two berths - No 109 for loading new cable from the factory of Standard Telephones & Cables Ltd., and the recently opened Post Office Central Marine Depot at 203 berth.

The Standard factory, manufacturing submarine telegraph cable, is adjacent to 109 berth and the cable is fed along a gantry from factory to quayside. The first shipment of cable was made on 17 November 1956 by the Dutch coaster Ysel (297g. 1951) although the Plant was not completed until the Spring of 1957. Production increased to such a extent that a second factory, adjacent to the first, was started in October 1959 and completed in 1962. Production floor space is 1 million sq. ft. and it is now the largest submarine cable plant in the world, manufacturing some 70% of the world demand for undersea cable. In 1974, some 3,000 tons were shipped.

Apart from cable carriers of many nationalities, other conventional cargo ships have loaded cable from the Standard factory over the years and there is a record of even a Liberty ship loading there.

Cable & Wireless Ltd

The largest commercial concern operating cable ships in Great Britain is Cable & Wireless Ltd. This company, first managing ships under that name in 1929, was formerly Imperial & International Communications Ltd and controlled the Eastern Telegraph Co Ltd., Western Telegraph Co Ltd., and West Coast of America Telegraph Co Ltd. The company also owned in the name of Cable & Wireless Ltd. one cable ship, the Recorder, which had been purchased from the Pacific Cable Board in 1931.

The constituent companies had owned cable ships for some years but in 1939 a common flag was introduced and the ships merged to one fleet in the name of Cable & Wireless Ltd.

The fleet comprised - Cambria, Lady Denison Pender and Mirror from the Eastern Telegraph Co.; Cable Enterprise and Norseman from Western Telegraph Co.; Retriever from the West Coast of America Telegraph Co Ltd and Recorder, as stated above, purchased in 1931.

When war came, two cable ships in which the company had half shares, the other half held by A/S Det Store Nordiske Telegraf Selskab, were taken over by the Ministry of War Transport and placed under the management of Cable & Wireless Ltd.

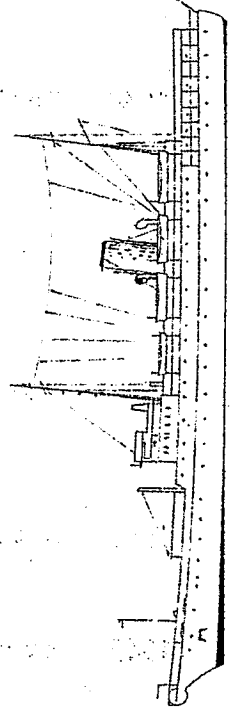
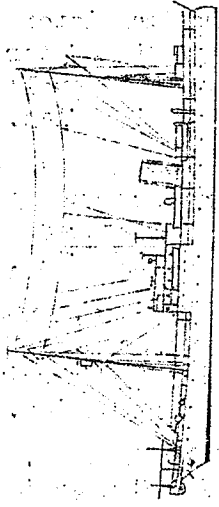
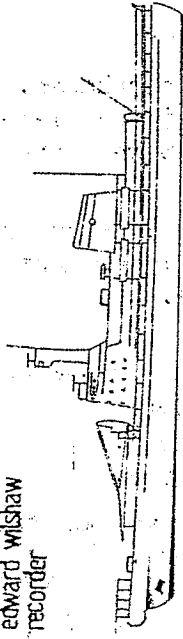
During hostilities, some 23,000 of the 155,000 miles of submarine telegraph cable of the world-wide 'via Imperial' network temporarily passed into enemy control. In the West of the Mediterranean the Italians cut the lines and in the Far East network, from Batavia and Penang, northwards to Shanghai. On the other hand, some 40,000 miles of enemy cable passed into Allied control.

The Allies depended greatly on the Imperial network during the war and the nine small cable ships did much work. Only one, Retriever, was sunk by enemy action but another, the Cambria, was a marine casualty shortly after the war ended. The two Danish-flag ships were, of course, returned to Denmark, leaving just five ships to restore the vast network.

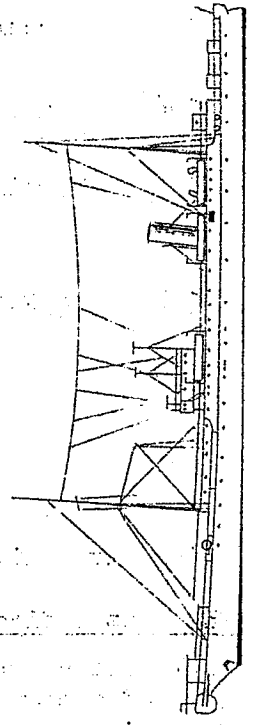
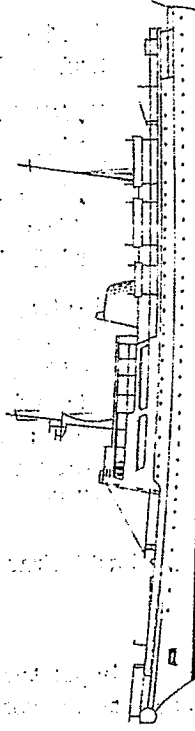
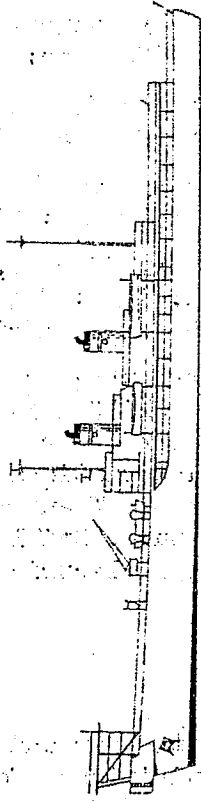
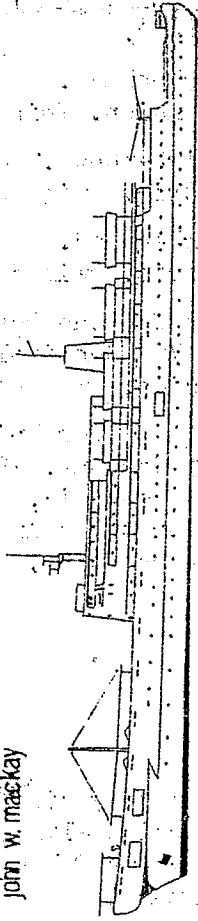
The fleet from 1939:

Year to C & W flag:	Name	Detail
1931	Recorder	10.1902: completed by J Dunlop & Co., Port Glasgow as Iris for Pacific Cable Board. 1929: Recorder 1931: purchased by Imp & Intl Comm (C & W). 6.1952: scrapped Firth of Forth. 2276g Eng: Triple expansion. Twin screws.
1939	Cambria	1.1905: completed by Swan Hunter & Wigham Richardson Ltd., Newcastle for Eastern Tel Co. 8.11.1945: sunk, in collision whilst at anchor Montevideo. 1959g. Eng: Triple expansion. Twin screws.
1939	Retriever	7.1908: completed by Goole SB & Rep Co for West Coast of America Tel Co. 4.1941: Bombed and sunk, 264 mile from Aliko Rocks, off Phlevo Is, Greece. 674g Eng: Compound. Twin screws.
1939	Lady Denison Pender	9.1920: completed by Fairfield Co. Ltd. Glasgow for Eastern Tel Co. 10.1963: scrapped Antwerp. 1984g Eng: Triple expansion. Twin screws.
1939	Mirror	7.1923: completed by John Brown & Co. Clydebank for Eastern Tel Co. 12.1964: scrapped Ghent, Belgium. 1850g Eng: Triple expansion. Twin screws.
1939	Norseman	11.1923: completed by John Brown & Co Ltd, Clydebank for Western Tel Co. 3.1964: scrapped Ghent, Belgium. 1844g Eng: Triple expansion. Twin screws.

john cabot
c.s. iris
edward wilshaw
recorder



mercury
aeolus
cable enterprise
john w. mac kay



1939	Cable Enterprise	5.1924: completed by A & J Inglis Ltd. Glasgow for Western Tel Co. 1954: sold. 943g Eng: Triple expansion. Twin screws.
1940	Pacific	1903: completed by Burmeister & Wain, Copenhagen. 1940: taken over by Min of War Transport and placed for management with Cable & Wireless (registered Hong Kong). 1949: returned to Danish flag.
1940	Stcre Nordiske	11.1922: completed by Akt Nakskov. 1940: taken over by Min of War Transport and placed for management with Cable & Wireless (registered Hong Kong). 1949: returned to Danish flag.
1947	Electra	5.1945: completed by Swan, Hunter & Wigham Richardson, Newcastle as HMS Bullhead. 1947: Electra. 1959: Cable Guardian (Commercial Cable Co). 1538g Eng: Triple expansion. Twin screws.
1947	Retriever	6.1944: completed by SH & WR, Newcastle as HMS Bullfrog. 1960: Retriever III (Commercial Cable Co). Detail as above.
1949	Edward Wilshaw	6.1949: completed by SH & WR, Newcastle. Still in fleet. 2522g Eng: Triple expansion. Twin screws.
1952	Stanley Angwin	5.1952: completed by SH & WR, Newcastle. 28.2.1971: laid up, Southampton. 14.5.1972: Left Southampton for scrapping at Antwerp. 2530g Eng: Triple expansion. Twin screws.
1954	Recorder	7.1954: completed by SH & WR, Newcastle. Still in fleet. 3349g Eng: Triple expansion. Twin screws.
1961	Retriever	5.1961: completed by Cammell Laird, Birkenhead. Still in fleet. 4218g Eng: Triple expansion. Twin screws.
1962	Mercury	10.1962: completed by Cammell Laird, Birkenhead. Still in fleet. 8962g Eng: Diesel electric. Twin screws.
1964	Cable Enterprise	7.1964: completed by Cammell Laird, Birkenhead. Still in fleet. 4358g Eng: Diesel electric. Twin screws.
1970	Sentinel	2.1946: completed by SH & WR, Newcastle for the Post Office as Monarch. 1969: CSMMonarch. 1970: Sentinel. Still in fleet. 8541g Eng: Triple expansion. Twin screws.
1976	Neptun	1962: completed by Lubecker Flenderwerke AG for Union Kabellegungs und Schiffahrts GmbH, West Germany. 1965: United Underseas Cable Corp (registered Monrovia, Liberia). 1975: International Marine Operations Inc. 1976: acquired by G & W and extensively refitted. Renamed Cable Venture. Still in fleet. 8399g Eng: Diesel electric / Diesel.

Ships have white hulls and buff funnels.

The Post Office ships

Cable ships were of extreme importance during the war and as the work they did was more of a commercial nature they were not requisitioned for naval service although from time to time they were temporarily taken over for operations such as PLUTO (Pipe Line Under The Ocean) between the United Kingdom and France after the Normandy invasion.

At the commencement of war the Post Office had but two cable ships, Monarch and Alert, both dating back to World War I. There were, however, two sister ships under construction and in December 1939 the Ariel was delivered, followed six

months later by the Iris. During hostilities the two older ships were sunk in the last year of the war. Just after the war ended the large Monarch was delivered.

The fleet from 1939:

Monarch 8.1916: completed by Swan Hunter & Wigham Richardson, Newcastle.
16.4.1945: Torpedoed and sunk in position 52.08N 01.52E whilst on Admiralty service. 1150g. Eng: Triple expansion. Twin screws.

Alert 5.1918: completed by SH & WR. 24.2.1945: Sunk 51.21N 01.37E, cause unknown, whilst on Admiralty service.
941g. Eng: Triple expansion. Twin screws.

Ariel 12.1939: completed by SH & WR. 1479g. Eng: Triple expansion.
Twin screws. 1969: C.S. Ariel. Still in service.

Iris 6.1940: completed by SH & WR. 1480g. Eng: Triple expansion.
Twin screws. 1969: C.S. Iris. Still in service.

Monarch 2.1946: completed by SH & WR. 1969: C.S. Monarch. 1970: Sentinel
(Cable & Wireless). Eng: Triple expansion. Twin screws.

Alert 1915: completed by Howaldswerke, Kiel for Norddeutsche Seekabelwerke AG
as Norderney. 1946: Alert (Post Office). 1960: Scrapped.

Alert. 5.1961: completed by Fairfield Co. Ltd., Glasgow. 1969: C.S. Alert.
5688g. Eng: Diesel electric. Twin screws. Still in service.

In the early 1970s the Post Office declared their intention of opening a Central Marine depot at Southampton, this to be sited at 203 berth. It was opened on 20 November 1974 by the Under-Secretary of State for Industry. The site covers five acres and there is 900 feet of quayage, capable of accomodating two vessels and there is a cable store, marine workshop and administrative block. The depot is equipped with a new high-speed technique of 'pan-loading' in which different types of cable can be stored in giant, pre-packed pans 18 feet in diameter and weighing 80 tons and these can be lifted by crane in giant containers instead of being hauled in and out of cable tanks.

Coincidental with this new depot two new ships were ordered by Samuel Montagu & Co., the merchant bankers, for exclusive charter to the Post Office, these ships to maintain and re-lay sections of their 15,000-mile network of undersea cable. The ships are of advanced design and, air-conditioned, are for both Tropic and Arctic regions. Their stabilising tanks and hull design will enable them to continue work in gale force conditions whilst a bow thrust propellor and rudder thrust will give great manoeuvrability. There are ten cable tanks - four main along the centre line and three each side. The main tanks are capable of taking either conventionally loaded cable or pre-loaded pans. Space for helicopter landing is provided for equipment or crew to be flown out at short notice.

C.S. Monarch 2.1975: Launched by Robb-Caledon, Dundee.

C.S. Iris 10.1975: Launched by Robb-Caledon, Dundee.

Details: 94.50 metres length oa. 15.00m breadth. 3500 tons displacement.
1430 tons dw. 15.5 knots sea trials.

Post Office ships have orange-red hulls and buff funnels.

Commercial Cable Co (Marine) Ltd., London

John W Mackay 5.1922: completed by Swan Hunter & Wigham Richardson,
Newcastle. 4105g. Eng: Triple expansion. Twin screws.
Still in service.

Marie Louise Mackay 10.1922: completed by SH & WR, Newcastle.
1378g. Eng: Triple expansion. Twin screws.
8.1961: Scrapped Bruges.

Cable Guardian 5.1945: completed by SH & WR, Newcastle as
HMS Bullhead. 1947: Electra. 1959: Cable Guardian.
6.1964: Scrapped Inverkeithing.
1538g. Eng: Triple expansion. Twin screws.

Cable Restorer 6.1944: completed by SH & WR, Newcastle as
HMS Bullfrog. 1960: Retriever III (Commercial Cable Co)
1961: Cable Restorer. 1972: To South Atlantic Cable
Co. Ltd., South Africa.

Note: There were three other vessels in the RN 'Bull'-class of Cable ships. The Bullfinch was completed early in 1941, St Margarets in 1944 and Bullseye in 1945. The latter was actually completed for Trinity House as their tender, Alert. All were built by Swan Hunter & Wigham Richardson, Newcastle.

Other Nationalities

Canada:

John Cabot 7.1965: completed by Canadian Vickers Ltd., Montreal for the
Government of Canada, Ottawa. 5097g. Eng: Diesel-electric.
Twin screws. A cable repair ship/icebreaker.

U.S.A.:

Long Lines 1961-3 Built by Schlieker Werft, Hamburg but towed to and completed
by Deutsche Werft, Hamburg when the former company went bankrupt.
First called at Southampton 9.1963 loading cable for UK-New Jersey
(USA) link. 11326g. Eng: Turbo-electric. Twin screws. Named
after Long Lines Department of American Telephone & Telegraph Co.

Aeolus 6.1945: completed by Walsh Kaiser Co., Providence, RI, as a
Special Attack Ship, Turandot for the USN. 1946: in reserve.
11.1954: reacquired by US Navy and converted to a cable layer.
Renamed Aeolus. 1973: Military Sealift Command (civilian-manned).
6010g. Eng: Turbo-electric. Twin screws.

Neptune 2.1946: completed by Pusey & Jones Corp., Wilmington as William
H G Bullard. 1953: Neptune. 3929g. Eng: Triple expansion.
Twin screws.
Similar ship: Albert J Myer.

France:

Marcel Bayard 1961: completed by Ch & At Aug Normand, Havre. 4892g.
Eng: Diesel-electric. Twin screws.

Vercors 1974: completed. 5886g. Eng: Oil. Twin screws.

Denmark:

Northern 12.1962: completed by Bijker's Aannemings, Gorinchem, as Sirpa Dan
(J. Lauritzen). 1968: converted to a cable ship for Det Store
Nordiske Telegraf-Selskab, AS and renamed Northern.
1774g. Eng: Oil. Single screw.

Italy:

Salernum 1954: completed by Cant Navalmecanica, Naples for Cia Italiana
Navi Cablografiche.
2834g. Eng: Diesel-electric. Twin screws.

THE RISE AND FALL OF MARITIME FRUIT CARRIERS

The Haifa-based Israeli-American shipping group was formed at the start of the 1960s by Capt. Mila Brenner and Mr. Yaacov Meridor, both of whom returned to manage the ailing company in June 1976. Amongst the early vessels were the trawler AZGAD (55/546g) acquired in 1961, and the deep freeze fish factory vessels AZGAD III (64/1442g) and AZGAD II (44/690g), the latter acquired and rebuilt in 1963.

However, the company is best known for its fleets of fast modern "reefers" which grew by the early 1970s to 42 vessels. The first of these refrigerated cargo ships to be delivered was the LEMONCORE in December 1964, the first of four Norwegian-built sister ships, which were followed in 1968 by four similar vessels all flying the Israeli flag and registered at the ports of Haifa and Eilat.

Also about 1968/69, two main West German subsidiary companies were formed, these being Frigomaris Kuhlshiff of Hamburg and Intermare K.G. of Munich. Later in 1969, the German fleet was started when 2 "reefers" fitting out in Norwegian yards were transferred, these being the GUAVACORE (launched for the Israeli parent company) and the ALASKACORE (building for Karlander Reefer A/S of Oslo). The former vessel was similar to the original Israeli-flag vessels, whilst the latter was of slightly smaller capacity, each subsequently being followed by 5 sister ships. Four larger reefers were delivered during 1971, the registered owners/managers of 11 of these 16 vessels being F.M. Atlantic Frigomaris, F.M. Baltic, F.M. Ionic, F.M. Caribic and F.M. Pacific, the remaining 5 being Intermare owned.

During 1970, the British subsidiary was formed as Island Fruit Reefers Shipping Co. Ltd. of London and an order was placed with the Swan Hunter Group for 8 "reefers" similar to the West German ALASKACORE. Two similar Norwegian-built reefers ordered by the German company were delivered to the British subsidiary, who between 1972-74 also took delivery of 4 MORILLO class vessels and a further group of 4 considerably larger reefers which had originally been ordered by the parent company. Almost all the 18 British-flag vessels were owned by "one ship" companies managed by I.F.R. Services Ltd, Northwest Shipping Co. Ltd, or the Salem subsidiary Whitco Marine Services Ltd.

The entry of the Group into the tanker owning field commenced in 1968 when two 222,500 dwt VLCCs were ordered from Akers. The second vessel would appear to have been cancelled, whilst the first was delivered in 1970 as the HUMBOLDT under the West German flag. During the same year two other German flag tankers were completed, these being the Spanish-built ARNSBERG (98912 dwt) renamed ODENFELD in 1973 and sold to Liberian flag buyers in January 1977, and BAMBERG (97067 dwt) renamed HAGENSEE in 1973. A further sister flying the British flag was delivered in 1972, the DORA (97176 dwt) being sold by auction to Greek buyers in October 1976.

The first of these second-hand tankers flying the Liberian flag was acquired in 1971, this being the twin-screw YANI (63/55,705 dwt) ex Arco-Venezuela-71, ex Sinclair Venezuela-70. She was followed in 1972 by the CALVADOS (61/33373 dwt) ex Svenord-72, ex Passy-71 and in 1974 by the MONACO (59/29586 dwt) ex Mauritius-74, ex Monceau-71, the two being sold in 1976 and 1975 respectively.

The start of 1973 saw a considerable expansion in the tanker fleet proposed, and it was the repercussions from this decision which eventually led to the partial collapse of the Company. In late January and early February I.F.R. and the American subsidiary General Maritime of New York placed a \$150m order with Harland and Wolff of Belfast for six ULCC 333,000 dwt. tankers, whilst a 260,000 dwt. tanker was ordered from Scott, Lithgow being followed by a second order later in the year. About the same time, General Maritime, in conjunction with another American company, ordered three 380,000 dwt. tankers from Todd shipyard at Galveston and three 265,000 dwt. tankers from Bethlehem Steel.

Also in February 1973, the Company (75%) linked with Swan Hunter Shipbuilders (25%) to form the ill-fated Swan Maritime for the purpose of ship financing, leasing and trading. An initial £150m order for 26 tankers, OBOs and gas tankers was likely to be followed by further orders for £350m. During 1974, Swan Maritime sold a speculative 142,000 dwt. tanker to Bibby Line, whilst 3 sister ships and five 31,750 dwt. products tankers were sold to Nikreis Maritime (Cayman) Company on behalf of Russian interests. Towards the end of the year, 3 of the ULCCs ordered from Belfast were cancelled.

By the end of 1975, 13 of the 26 Swan Maritime orders had been completed but on the 6th February 1976 it was announced that 9 of the 13 remaining vessels were to be cancelled due to cash problems of Maritime Fruit. Two days previously, by coincidence, two reefers were seriously damaged by fire and by collision. The British LAPLAND had a serious engine-room fire at San Juan, whilst the Israeli BANANACORE was in collision in the River Scheldt with the Liberian bulk carrier ASIA MOMO (68/10268g), severe bow damage requiring a new bow section to be fitted. Also at this time it was estimated that the UK Government had credit guarantees to Maritime Fruit of \$250m on new buildings at Harland and Wolff, Swan Hunter and Scott, Lithgow. Within days two dozen banks and institutions owed \$23.5m mounted a holding operation although the company was stated to have further debts of \$88.5m.

The start of June 1976 saw the 4 remaining Swan Maritime orders cancelled and the partnership was dissolved. Within days one of the Scott - Lithgow tankers was cancelled as was one of the remaining Harland and Wolff orders. At the end of June, the group suffered a major setback when the Salen group - itself struggling in the tanker market and having sold 51% of its Gotaverken shipyard to the Swedish government - terminated charters on the 37 reefers which had contributed \$80-85m per annum and was due to continue until 1985.

The breakup of the "reefer" fleet began in October 1975, when two German vessels were sold, whilst two others were reported "sold", although apparently within the German group. March 1976 saw the first two vessels arrested, although they were quickly released following bank guarantees, whilst May saw the sale of the first two British vessels. By the end of June 1976, five Israeli reefers had been arrested, and on 7 July seven from the British were taken over by creditors (1 by Marine Midland Bank and 6 by the bank on behalf of the British Government as mortgagees). Within 48 hours, Cunard offered £56.2m for the 16 British flag reefers on which there were mortgages of £35 outstanding. A week or so later the bid was withdrawn following rejection, and within days two more vessels from the British fleet had been sold "on the high seas" to Blue Star Line, and one other to Sponocean.

Towards the end of August 1976 it was proposed that a new Bermuda based company be formed - Refrigerated Clipper Ships Inc. - to operate the 21 remaining M.F.C. reefers, and to be jointly owned by M.F.C. and Sea Containers Inc.

During the first few days of September, Cunard increased their offer to \$112m for the remaining 12 British flag reefers, 1 of which was subsequently sold. Finally on the 14th October following a High Court Injunction to W. Bruns of Hamburg the Cunard offer was finalised subject to the LONDON CLIPPER and MARANGA being re-sold to the West German owner.

*** * ***

Key to abbreviations of builders in fleet list (yard number follows initial letter)

- A A/S Akers M/V, Bergen and Oslo, Norway
- B A/S Bergen M/V, Bergen (later part of Akers)
- D Drammen Slip & Verk., Drammen, Norway
- AV Aalborg Verft, Aalborg, Denmark
- S Swan Hunter (Smiths Dock) Middlesbrough

REFUGER FLEET LIST

Flag	Compl.	Builder/ Yd			
Is.	12/64	B 449	LEMONCORE	76: OMOA (Emp. Hondurena d.V.) Hond.	
	3/65	B 450	BANANACORE	76: CHATTEN (Cia. Sud Americana d.V.) Chile.	
	1/65	A 557	MANGOCORE	76: OLANCHO (Emp. Hondurena d.V.) Hond.	
	7/65	A 559	AVOCADOCORE	76: ORICA (Emp. Hondurena d.V.) Hond.	
	3/68	B 463	MANDARINCORE	76: CEIBA (Intercontinental T.S.) Lib.	
	11/68	B 464	TANGHERINECORE	76: CONDATA (Emp. Hondurena d.V.) Hond.	
	1/68	A 602	SABRACORE	76: CORINTO (Intercontinental T.S.) Lib.	
	10/68	A 603	PERSIMMONCORE	12/76 arrested.	
	Ge	3/69	A 608	GUAVA*	
		3/70	A 609	ANONA*	
2/70		A 636	NECTARINE*		
5/70		A 637	SATSUMA*		
9/70		A 638	NAVELINA*	76: PASADENA (Panamanian)	
12/70		A 639	SULTANA*	76: ARIANE I (Panamanian)	
3/71		A 647	PECAN		
3/71		A 648	CLEMENTINA*		

8125/8240 grt 9700 dwt 485' oa x 65 $\frac{1}{2}$ ' x 30' draught.
 11500bhp B & W type 21 knots 415000 cu.ft. ref in 4 holds. (411000 cu.ft. in first four).

*** * ***

Ge	-/69	D 65	ALASKA* (ex Slesvig -69)	
	-/70	D 67	ANTARCTIC*	
	-/70	D 68	BERING*	75: BONITA (Bonita Ocean s/s) Lib.
	-/70	D 69	GREENLAND*	75: CAYMAN (Sponocean) Br; 76: SMARA (Soc. de Nav. Maghrebine) Morocco.
Br	-/70	D 70	ICELAND	
	-/71	D 71	NORDLAND	
	-/72	D 72	LAPLAND	76: KUNGSHAMN (Sponocean) Br.
	-/72	D 73	LABRADOR CLIPPER	76: TUSCAN STAR (Blue Star) Br.
	-/72	S 1318	EDINBURGH CLIPPER	76: Cunard - ALSATIA
	-/72	S 1319	LONDON CLIPPER	76: Cunard; Bruns; SALINAS (Kaplan) Br.
	12/72	S 1320	GLASGOW CLIPPER	76: Cunard - ANDANIA.
	-/73	S 1321	NEWCASTLE CLIPPER	76: TROJAN STAR (Blue Star) Br.
	-/73	S 1322	TEESIDE CLIPPER	76: Cunard - ANDRIA
	-/73	S 1323	CARDIFF CLIPPER	76: Cunard - ALAUNIA
	-/73	S 1324	BRISTOL CLIPPER	76: KING EDMUND (Marshtrim Ltd) Br.
1/74	S 1325	LIVERPOOL CLIPPER	76: KING EGBERT (Mainquill Ltd) Br.	

6680 grt 8950-9050 dwt 461 $\frac{1}{2}$ ' oa x 59' x 29 $\frac{1}{2}$ ' draught.
 12000bhp (first group); 14850bhp Sulzer type 22 $\frac{1}{2}$ knots.
 354000 cu.ft. in 4 holds (347000 cu.ft. in first group)

* Formerly with "...core" suffix.

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Ge	7/71	A 649	MORILLO	
	11/71	A 650	CHERRY	
Br	3/72	A 653	ORANGE	76: Cunard - GARMANIA
	12/72	A 654	MARANGA	76: Cunard; Bruns - BRUNSLAND, Ge.
	/73	A 655	CANTALOUPE	76: Cunard - CARINTHIA
	3/74	A 656	TANGELO	76: ATLANTIC OCEAN (Atlantic Ocean s/s) Lib.

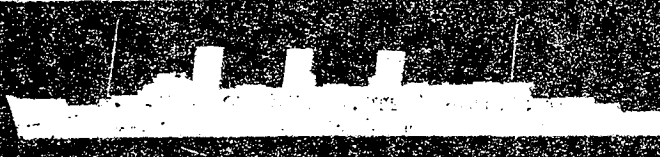
9697 grt. 10690 dwt. (first group); 9745 grt. 10800 dwt. (second group)
 511' oa x 70' x 30' draught. 17400bhp B&W type 23 knots. 481470 cu.ft. ref in 5 holds

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Br	2/72	AV 195	GLADIOLA	76: Cunard - SAXONIA
	7/72	AV 196	ORCHIDEA	76: Cunard - SERVIA
	11/72	AV 197	IRIS QUEEN	76: Cunard - SCYTHIA
	2/73	AV 198	CHRYSANTEMA	76: Cunard - SAMARIA

12059 grt. 12180 dwt. 575' oa x 75' x 30' draught
 23200 bhp B & W type 23 $\frac{1}{2}$ knots 577600 cu.ft. ref in 5 holds. DTH 2/77

old southampton callers



No 8 SANDOWN CASTLE & SANDGATE CASTLE by John S Lindsay

After the end of the first World War the Union Castle fleet was in a run-down condition owing to war losses and arduous war service. They were trying to re-organise their services to the Cape and arrange transportation of troops and civilians from Europe to South Africa. Their ships needed much overhauling and to maintain the service many of the old German liners were put into the fleet along with ex-British War Standard ships on the cargo routes. Many of these vessels, however, proved unsatisfactory and were soon disposed of.

The company decided to build two new faster general cargo vessels for the service. In 1920 orders were placed with Short Bros., of Sunderland for the building of two turbine driven ships, oil fired, with a speed of $12\frac{1}{2}$ knots, of some 7 000 gross tons and with accommodation for 12 passengers. The first to be delivered and put into service in 1921 was the Sandown Castle which ran between Britain and South and East Africa. Owing to the trade depression which soon followed she was laid up until 1923 when she was re-commissioned and in 1924 arrived at Birkenhead with the first shipment of South African cattle to Britain for more than thirty years. Over 330 head were delivered in first class condition which aroused high hopes of a rival to the South American and Argentine trade being established.

She had a useful but uneventful life and gave her owners excellent service for some thirty years. She was laid up from time to time with her sister, to swing at buoys off Netley, and in the mid-thirties was commissioned by a film company for the making of a film called 'The Faithful Heart' starring Edna Best and Herbert Marshall, based on a book which had its venue in the shipping areas of old Southampton prior to the First World War. Perhaps this was the only time the old ship neared fame. She gave service throughout the Second World War and carried on until withdrawn from service in 1950 and broken up in a UK yard.

Her sistership, the Sandgate Castle entered service in 1922 and also gave excellent service to her owners until 1937 when, on passage from New York to the Cape, she caught fire off Cape Hatteras and became a total loss.

These two ships were largely based on the design of the earlier Short-built Chepstow Castle which was bought by the company in 1915. This had similar dimensions, only one pair of king posts abreast the funnel, no raised forecastle and five hatches. The sisters each had seven hatches with Nos 1,3,4 and 5 served with king posts. Each had a raised forecastle, counter stern and carried six lifeboats. Although the profiles were practically identical, the funnel of the Sandown Castle was slightly shorter and larger in diameter to that of the Sandgate Castle. Their livery was that of the Union Castle's cargo vessels of the time - red funnel, black top; white superstructure; black hull, red boot-topping; brown masts, derricks and ventilators.

Main particulars:

Sandown Castle 7607 gross 4700 net Sandgate Castle 7634 gross 5000 net
both 11500 dwt; 425.5 ft bp; 442 ft oa; breadth 56.3 ft; draught 30.6 ft

Single screw, 3 turbines, 640 nhp, $12\frac{1}{2}$ knots, oil fuel
bunker capacity 1039 tons.

Builders Short Bros, Sunderland - Sandown C 1921; Sandgate C 1922
Cargo capacity 624000 cu ft grain, 576000 cu ft bales or cotton

40 crew, 12 passengers 2 decks and shelter deck.

nautical notebook

by Dock Head Correspondent

After breaking down in an English Channel gale in mid-December, the Cypriot-owned Star Lion (1957/967) ex Skylab '75, ex Yewarch '74 ex Hinrich Sieghold '60, was towed to Northam for repairs. Another vessel to encounter trouble in gale force winds en route from Hamburg and Antwerp to South America was the S.D.14 vessel Santa Isabella (1976/9314 gt), owned by the Santa Isabella Maritima, Panama but flying the Singapore flag. She anchored in Cowes Roads for three days being moving to the docks for re-stowage of her cargo.

In for repairs and lay-up is the F.S.B. Ol (Floating Storage Barge) ex Mary Elisabeth '74 ex Maroudio '74 ex Overseas Courier '69. She was previously employed as a Pipe Storage ship in the North Sea and was built at Emden for Overseas Bulk Carriers in 1960. She has a tonnage of 17447 gt. At the time of her conversion to a Pipe Storage ship she was fitted with a helicopter landing platform. Another large tanker in the docks for repairs is the Colocotronis Group's Challenger Colocotronis (1963/32248 gt) ex Berge Odel '71.

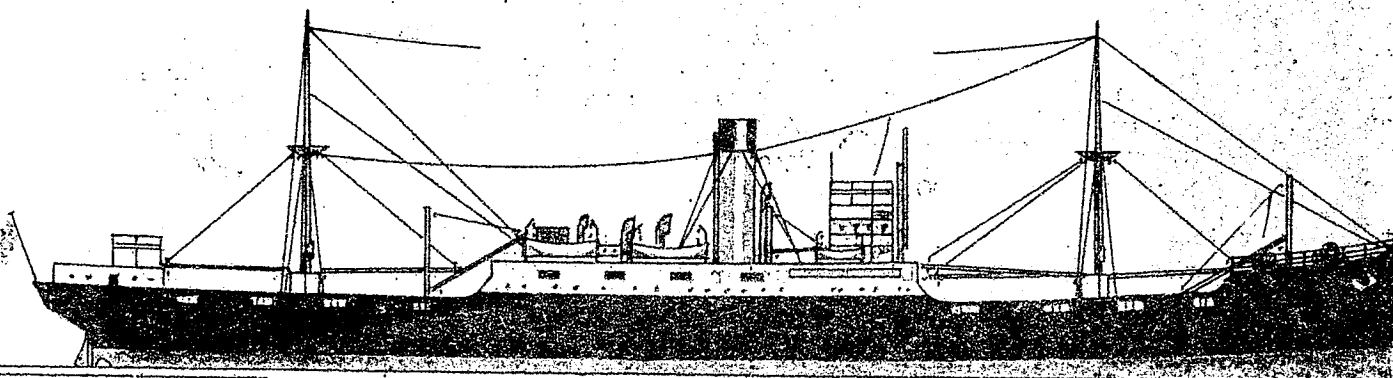
After discharge at Tilbury, Elder Dempster's Sherbro (1974/9200 gt) entered No 7 Drydock for her annual overhaul whilst the R.N.'s hydrographic research ship Hydra has undergone a refit after five years in Eastern waters.

Chartered by the Union Castle for a voyage to South Africa is the London & Overseas Freighter's London Statesman (1963/10678gt), due to sail on March 11th.

The Greek tanker Apollonian Wave (1958/20800 gt) ex Vega I '73 which was anchored in Cowes Roads between 29th May and 19 November 1976 had an engine failure off Northwest France and drifted aground at Mimizan, south of Bordeaux when she was on her final voyage from the River Fal to the breakers yard at San Esteban de Pravia, Spain.

The Lago Lacar (1962/8482 gt), Rio Colorado (1962/8482 gt) and Deseado (1961/11043 gt), (The last named was built as the Iberic for Shaw Savill and is one of three sisterships, the other two being Icenic and Illyric) have been the only new callers on the South American service while the Liberian-flag Medi Sea (1958/3964 gt) ex Mildburg '71 ex Archsum '70 and the Greek-flag Aries (1972/3446 gt) ex Pitria Sun '75 have been new callers on the D.N.O.L service.

...over



Sandgate Castle (1922)

John S. Lindsay

A notified arrival on September 9th next is the World Discoverer belonging to Discoverer Schiffs, Bremerhaven and flying the Singapore flag. Of 3945gt she was launched in 1975 as the Bewa Discoverer but was renamed World Discoverer under Discoverer Cruises A/S of Copenhagen until sold in 1986. She will be on a world cruise.

The quarter started with the bad news that Swedish Lloyd are to withdraw their 8,897 gt ferry Patricia from the Bilbao run in September, together with the Saga (1966/7772 gt) ex Hispania '72 ex Svea '69, which runs from Tilbury to Gothenburg. The third ferry in the original 'Patricia trio', Saga, was sold in 1971 and has since carried the names of Stena Atlantica '73, Finnpartner '76 and now sails between Sheerness and Flushing for the Olau Line as Olau Finn.

Another former, regular ferry, Townsend Thoresen's Viking II (1964/3670 gt) made a final visit to the port in mid-December, before sailing to Holyhead where she was renamed Earl William and after modernisation and refit will run from a South Coast port to the Channel Islands for her new owners, Sealink.

Normandy Ferries chartered two Ro-Ro freight ships to relieve Dragon and Leopard while they were each drydocked in Le Havre. The first was Norfolk Ferry Line's Duke of Yorkshire (1974/2794 gt), capable of carrying 55 cars, 57 lorries and 88 passengers. She left for Dover after one month to relieve another Normandy ship, Lion, from the Boulogne service. Lion (1967/3333 gt) was brought into Southampton for her annual dry-docking. A former Irish Sea ferry, she was taken off the Ardrossan-Ulster service in February 1976 by P & O to start the new service from Dover. The second freight ferry was the West German Ro-Ro Cimbria, ex Landmark '74, a far smaller vessel of 550 gt, owned by C.F. Ahrenkiel of Hamburg.

On the cruising scene, the Russian liner Mikhail Lermontov (1972/19872 gt) made a rare call at the port on a Christmas cruise. She is the fifth and last ship of the 'Writer/Franko'-class. Making her first call was another Russian, the Azerbaydzhan (1975/16631 gt). She is one of five sisterships, another of which is the Gruzuya which has just resumed her winter service to the Canaries. Finland Line's car ferry/liner Ilmatar (1964/7155 gt) was due on March 7th on a cruise. She was previously employed by her owners as a car ferry operating in the Baltic.

A large number of car carriers have again been in evidence, including Ugland's Andreas U (1966/18803 gt) loading for the Middle East, two smaller vessels seen being the Italian Dora Riparia (1976/3990 gt) which was the first vessel to use the new linkspan at 30-1 berth and Trans-Afrik Line's Scandinavia (1974/1682 gt). Both these ships were loading Ford vans for shipment to Lagos, the latter being on a new service between Felixstowe and Lagos, not normally calling at Southampton. The majority of car traffic was destined for the West coast of America, the largest ship being Mitsui O.S.K Line's Hohkokuran Maru (1969/34054 gt). Others were Burnett & Co's Laurentian Forest (1972/16380 gt) which arrived on Christmas Day, the Japanese Tama Maru (1972/6998 gt) and capable of carrying 2950 cars, Erika Bolten (1973/20306 gt) and two Wallenius vessels, Otello (1974/33806 gt) and Don Juan (1975/14480 gt), a purpose-built car carrier with twelve decks and taking up to 4,600 cars. Car shipments were not entirely outwards. Apart from the regular Renault traffic two Japanese ships brought in Datsuns. They were Tsurimi Maru (1973/6823 gt) on her second visit to the port and Hiratsuka Maru (1970/17474), a bulk/car carrier capable of carrying 1,900 cars but only arriving with 700.

At the container port, the newly-built Oriental Chief (31,000 gt) made her maiden call for the ACE Group and O.C.L.'s Encounter Bay (1969/26756 gt) discharged from Far Eastern ports. She was the first vessel of her class, sisterships being Jervis Bay, Flinders Bay, Moreton Bay, Botany Bay and Discovery Bay. The Finnish owned ice-strengthened feeder containership Canopus (1966/1716 gt) was a regular caller over the quarter on the Bogsier service.