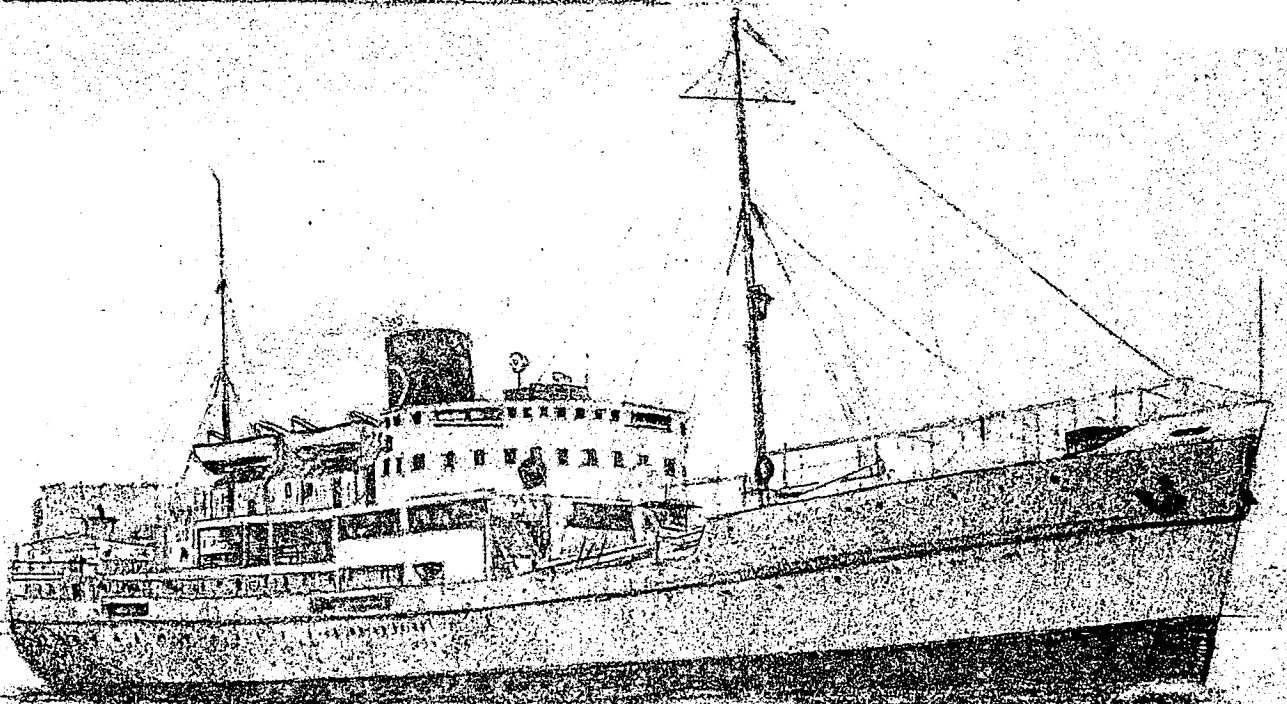
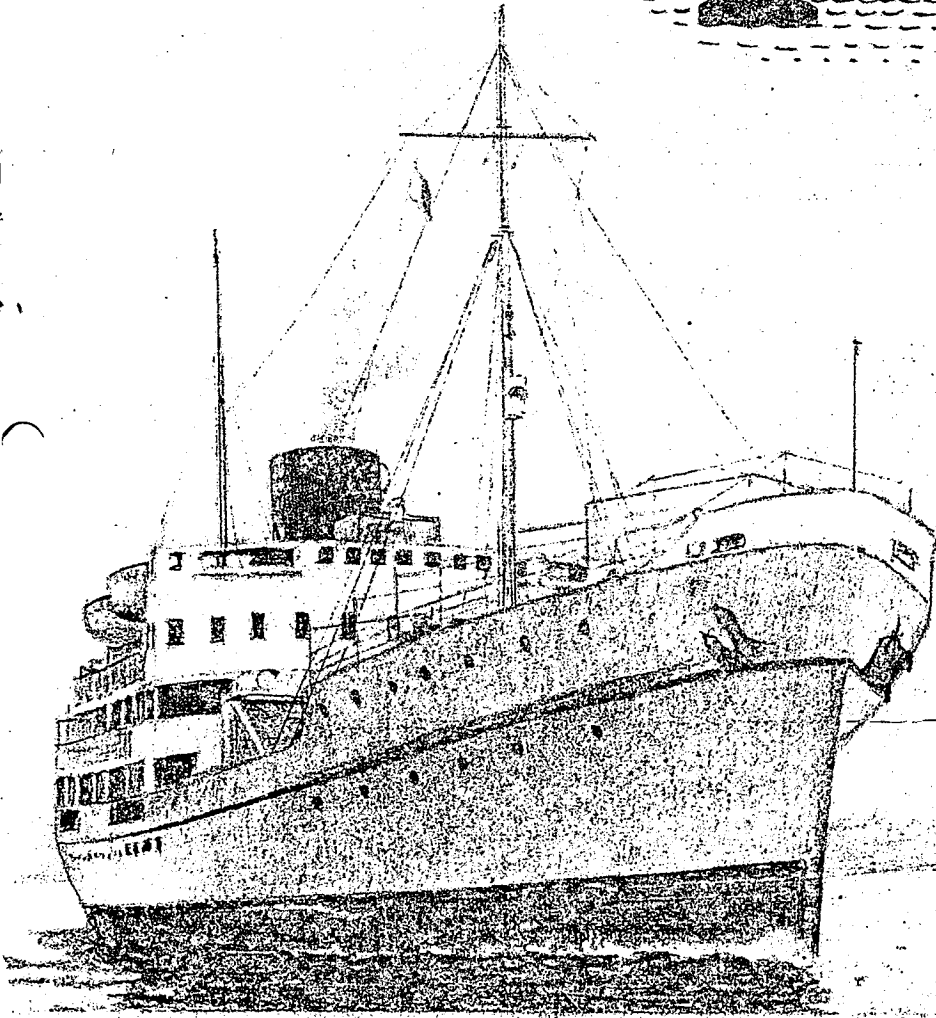
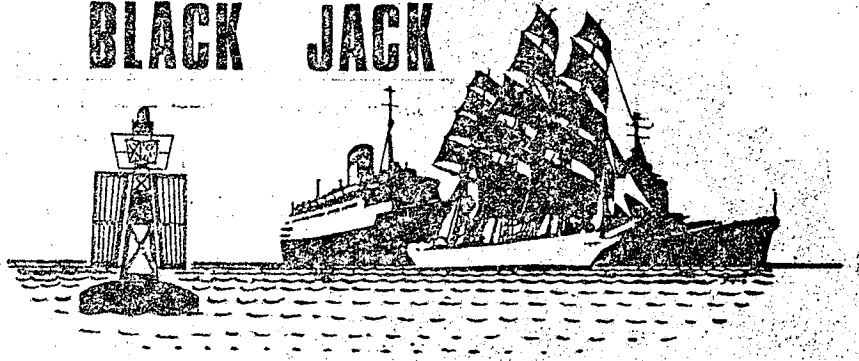


BLACK JACK



Wm. Law

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

31 Members attended the Branch Annual Dinner and a very enjoyable evening was had by all. After a very good meal Brian Hill gave an entertaining talk on his visit to Greenland in 'Mischief'.

There was disappointing support for the visit to the Atlantic Champagne on March 13, but from the number of people who have put their names down, future ship visits look like being over-subscribed if anything.

We welcome back Andy Andrews on another extended visit from Canada, and also the following new members:-

K Bassett of Chandlers Ford
 D Marriott of Southampton
 N K Woods of Gosport

*****1977 PROGRAMME - - - - JULY to DECEMBER*****

All meetings (except Quiz) are held on the second Tuesday of every month in Room 31, Library Building, University of Southampton, commencing at 7.15pm.

July 12	'The catch that nobody wants'	-	Ron Aitken
August 9	'Development of the frigate'	-	Alan Moorey
September 13	Film Evening - featuring the Union Castle Line		
*** October 11	Branch AGM followed by 'Scotland '76'	-	Nigel Robinson
November 8	Colour Slide Quiz - arranged by Bill Mitchell		
December 13	Mini-talks	-	Névasa 68 - Rowan Hackman West Africa - Brian Hill Gloucester & Sharpness Canal - Nigel Smith
*** Saturday, October 15	Inter-branch Quiz between Isle of Wight & Southampton Branches - to be held this year on the Island. Further details later.		

This Quarters Cover: Thornycroft built - EL MALEK FOAD of 1947.
 drawings by Eric Law -- see also page 12

Royal Mail ships have helped to build the Port of Southampton for over a century.

The first ship with Royal Mail Steam Packet Company colours to sail from Southampton was the Forth, for the West Indies, on 17 December 1841, the company at first being engaged in that trade. The first RMSP office was also opened in that year, in Winkle Street, but there was no facility for repairing steamers and an old hulk, North Britain, was converted to a floating repair shop which, among other items, turned out all the iron boilers for the RMSP fleet.

*	*	*	*	*	*	*
*	ROYAL MAIL LINES					*
*	Postwar fleet changes					*
*	by					*
*	W.H. Mitchell					*
*	drawings by					*
*	Nigel V. Robinson					*
*	*	*	*	*	*	*

A decade later, in November 1850, the tiny Esk, 232 tons and equipped with a single cylinder engine of 70hp, intended for a link run between Rio de Janeiro and the River Plate as part of the newly formed South America service, left Southampton with six passengers, reaching Buenos Aires 83 days later. She was the first ship in the South America mail and passenger service of the RMSP Co., although the recognised inaugural sailing was that of the 1744 ton Teviot which left Southampton 9 January 1851.

Some 118 years later the South America passenger and mail service ended when the Aragon arrived at Southampton on 20 February 1969.

In the very early days passengers were disembarked by long boat at Netley and rowed to a staging point near Winkle Street. Then the RMSP ships used the Outer Dock. As the ships increased in size they moved to the Empress Dock and later, with the advent of the 22,000 tons Asturias and Alcantara, moored on the Itchen Quays. In the later years they also used the Western Docks.

The Royal Mail Lines Ltd. was incorporated in 1932 and was formed to take over the fleets of the RMSP Co Ltd., the RMSP (Meat Transports) Ltd., formed in 1914, David MacIver & Co and the Nelson SN Co Ltd. This latter company was established in 1890 as the Highland Scot SS Co Ltd. In July 1910 it became Nelson SN Co (HW Nelson Ltd) and in 1913 was taken over by the RMSP Co Ltd.

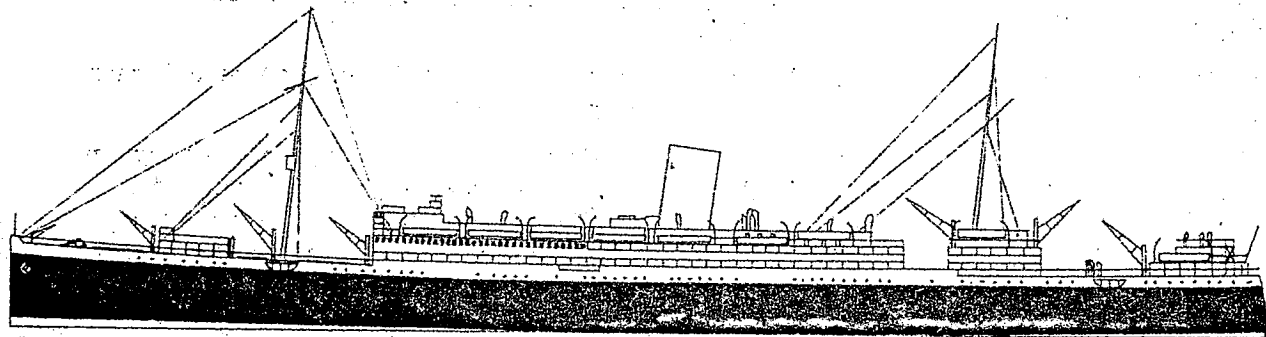
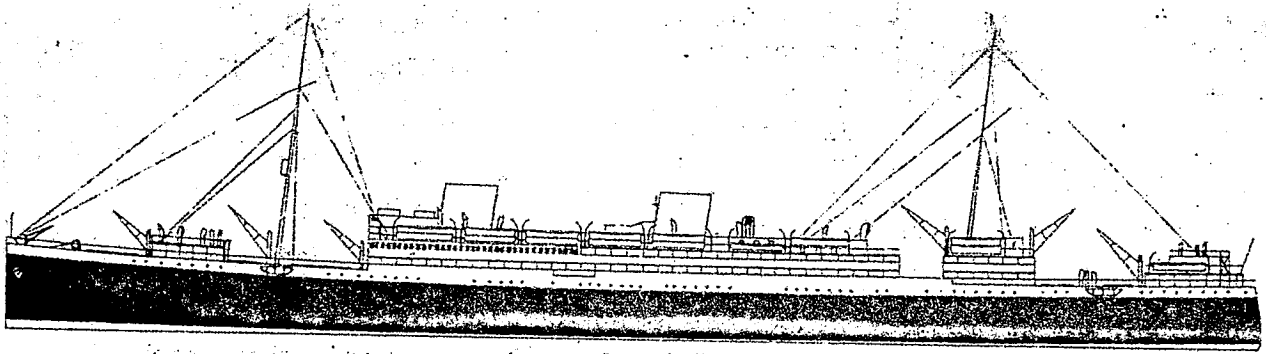
At the outbreak of war in 1939 the fleet comprised thirty four vessels. Twenty-one were lost during the war including the Pampas (of 1940) and Palma (of 1941). The (HMS) Asturias, serving as an armed merchant cruiser, was torpedoed on 24 July 1943 and was towed some 400 miles to Freetown, arriving 1 August with extreme damage. She remained there until February 1945. Towed to Gibraltar for temporary repairs, she then went on to Belfast when war ended. Declared a constructive total loss she remained in Government service, being first converted to a troopship and then emigrant carrier to Australia. She was managed for the Government by Royal Mail Lines.

The Lochgoil, first of the Royal Mail ships to be lost when mined on 6 October 1939 was also repaired and taken over by the Ministry of War Transport as the Empire Rowan. However, she was later torpedoed off Cape Collo, Algeria on 27 March 1943.

So, at the end of hostilities there were eight of the pre-war fleet left to Royal Mail Lines whilst they were also managing, on behalf of the Ministry of War Transport three ex-passenger ships, two 'Empire' ships and seven Liberty-type vessels.

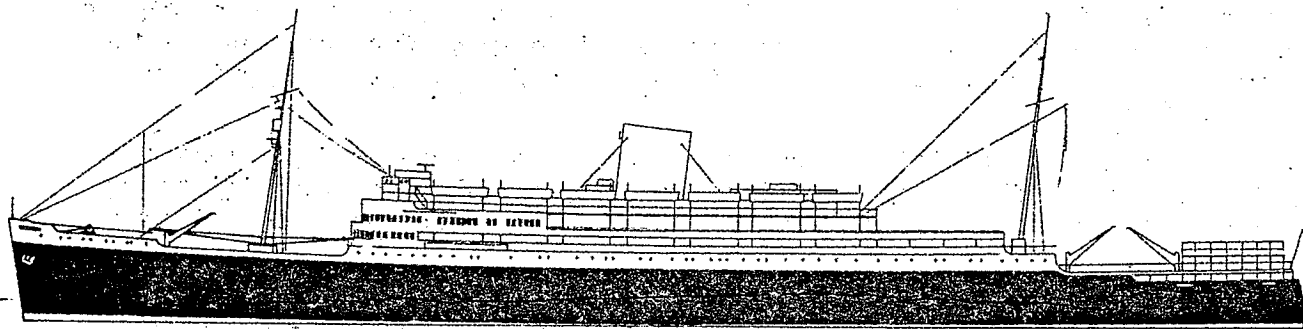
Early in 1965 Royal Mail Lines were absorbed into the Furness Withy group and the integration of fleets began with a considerable amount of interchanging tonnage of the various member companies.

The South America mail service ended in February 1969 leaving only the Andes at Southampton engaged in a cruising ship role and this she continued to do until sold for breaking up in Belgium in 1971.



ALCANTARA (1926) The top drawing shows her when newly built as a motorship

The lower drawing depicts her post war appearance - she was converted to a turbine steamer in 1935 - after the removal of the forward (dummy) funnel during the war



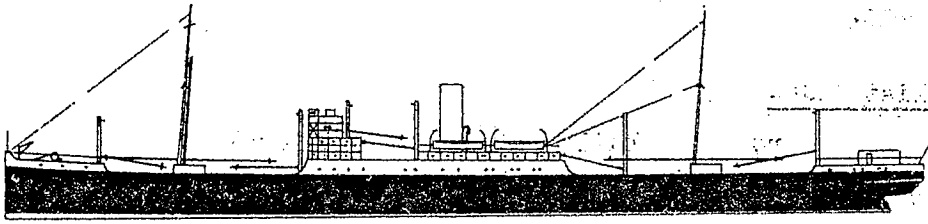
ANDES (1939) The drawing shows her as built for the South American trade

drawings by Nigel V Robinson

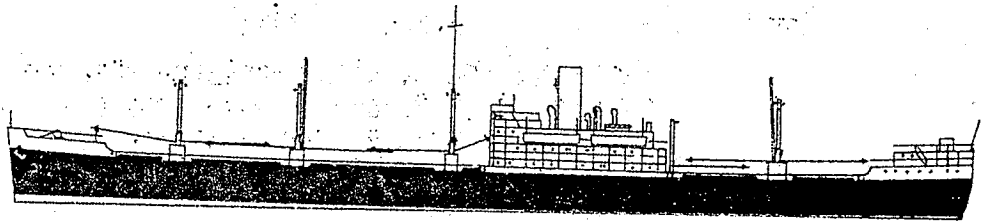
Royal Mail Lines returned to Southampton in 1974, at least, in name, three Shaw Savill ships being engaged in the joint South America meat service which was transferred from London.

Royal Mail Lines fleet list 1946-

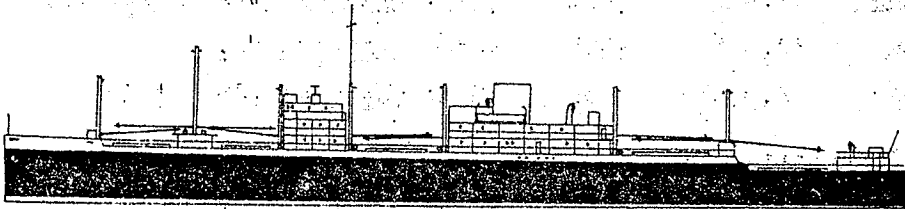
Acquired	name	grt	built	disposal
1932	from RMSP Co Ltd			
	Alcantara	22,608	1926	1958: renamed Kaisho Maru for voyage to breakers. 30.9.1958: arrived Osaka.
	Almanzora	15,551	1914	1948: (Min. of Transport) 1948: Scrapped Blyth.
	Arun	384	1925	ex Polonia. 1952: Carib (American Coast Line Inc)
	Dart	1,189	1912	
	Devon	1,140	1914	
<p>These two ships, with machinery aft, were employed in a feeder service from the River Plate area to Buenos Aires. In 1960 they were sold to Rio Frio SA.</p>				
1932	from David MacIver & Co			
	Gascony	4,716	1925	1958: scrapped.
	Lombardy	3,537	1921	1956: Metal Trader (Far East Metal Industries, Hong Kong)
1932	from Nelson SN Co Ltd			
	Highland Brigade	14,216	1929	1959: Henrietta (JS Latsis)
	Highland Chieftain	14,232	1929	1958: Calpean Star (Calpe Sg)
	Highland Monarch	14,216	1928	1960: Scrapped UK.
	Highland Princess	14,216	1929	1959: Marianna (JS Latsis)
1932	from RMSP (Meat Transports) Ltd			
	Lochmonar	9,412	1924	1949: Scrapped Blyth
	Andes	25,895	1939	1971: Scrapped Belgium
	Pardo	5,405	1940	1964: Aristarchos (MA Karageorgis)
	Potaro	5,416	1940	1964: Aristipos (MA Karageorgis)
	Deseado	9,630	1942	1968: Scrapped Hamburg.
	Darro	9,732	1943	1967: renamed Surrey for delivery voyage to Taiwan breakers.
	Drina	9,785	1944	1966: Romanic (Shaw Savill) 1968: Scrapped Taiwan.
	Durango	9,801	1944	1966: Ruthenic (Shaw Savill) 1967: renamed Sussex for delivery voyage to Taiwan breakers.
	Pampas	5,596	1944	Laid down as Parramatta. 1945: HMS Persimmon. 1947: Pampas. 1964: Aristomidos (MA Karageorgis)
	Paraguay	5,554	1944	1965: Elire: (MA Karageorgis)
	Parima	5,596	1944	1962: Michalios X.
	Pilcomayo	5,574	1945	1965: Aristagelos (MA Karageorgis)



LOCHMONAR
1924

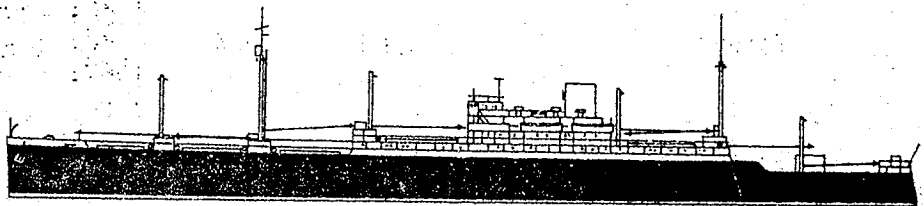


LOCH RYAN
1943



DRINA
1944

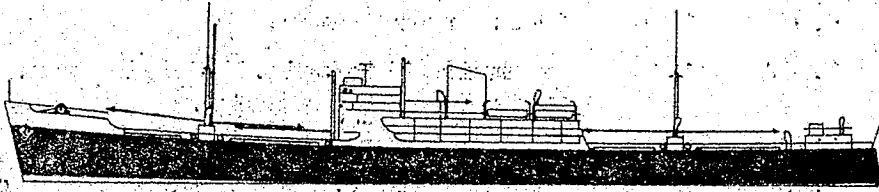
DOURO
1946



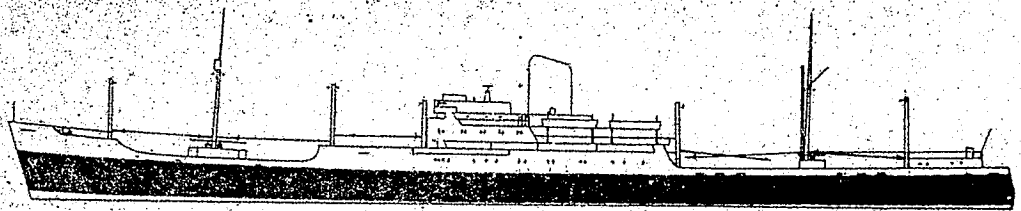
	Araby	6,906	1946	1961: Glynn (Shamrock Sg)
	Brittany	6,951	1946	1962: Armar (Pateras)
1946	Loch Ryan	9,904	1943	ex Empire Chieftain, 1960: Fair Ryan. 1960: Scrapped Nagasaki.
1946	Teviot	7,032	1944	ex Empire Abbey. 1960: Ardellis.
1946	Tweed	7,046	1944	ex Empire Lady. 1959: Scrapped Newport.
1947	Ballantia	7,235	1944	ex Samfaithful. 1958: Betamar (Panama).
1947	Barranca	7,252	1943	ex Samthar ex Charles A Broadwater. 1957: Cesco Corrado (Corrado).
1947	Berbice	7,294	1943	ex Samphill ex Barrett Wendell. 1958: Nikolas S (Panama)
1947	Beresina	7,298	1943	ex Samspring ex Charles A Young. 1956: African Monarch (General Nav Co)
	Loch Avon	8,617	1947	1967: Hongkong Observer (CY Tung)
	Loch Garth	8,617	1947	1967: Scrapped Belgium.
	Magdalena	17,547	1948	25.4.1949: Ashore at Ilhas Tijucas, near Rio de Janeiro (on maiden voyage). Refloated and taken in tow, but broke in two. 26.4.1949: Forepart sank. Afterpart beached near Ponta de Fora and later sold.
	Ebro	5,855	1952	1969: Fortune Victory (Fortune, Hongkong).
	Essequibo	5,855	1952	1968: Ningpo (China Nav Co)
	Loch Gowan	9,718	1952	1970: Scrapped Taiwan.
	Escalante	7,568	1955	1970: Manes P (Chios Nav)
	Eden	7,562	1956	1969: Neptune Garnet (Neptune Orient)
	Tuscany	7,455	1956	1970: Federal Hudson (Federal Commerce)
	Albany	7,299	1957	1971: Taiwan (Union SS of Monrovia)
	Loch Loyal	11,035	1957	1971: Aegis Loyal (Aegis Sg Co)
	Picardy	7,306	1957	1971: Europe (Union SS of Monrovia)
	Thessaly	7,299	1957	1971: Japan (Union SS of Monrovia)
	Yacare	1,022	1959	
	Yaguarete	1,022	1959	

Self-propelled meat lighters, engines aft for
River Plate feeder service. 1972: sold to
Commercial e Inmobiliaria Paraguay-Argentina SA.

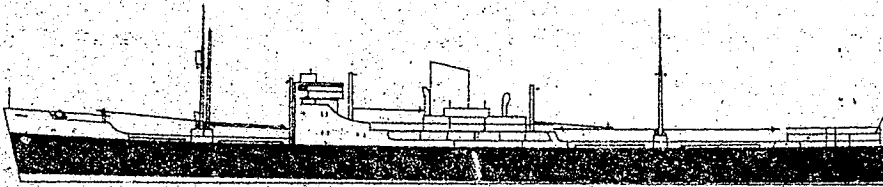
	Amazon	20,368	1959	1968: Akaroa (Shaw Savill)
	Aragon	20,362	1960	1968: Aranda (Shaw Savill)
	Arlanza	20,362	1960	1968: Arawa (Shaw Savill)
1968	Stolt Abadesa (tanker)	13,398	1962	ex Abadesa (Furness) 1970: (Pacific Maritime Services)
1968	Duquesa	9,726	1949	1969: Scrapped Spezia.
1969	Douro	9,706	1946	ex Hornby Grange (Houlder) 1970: (Prince)
1969	Lombardy	8,105	1958	ex Manchester Freighter (ML) ex Cairnforth 1971: Premier Pacific (Premier)



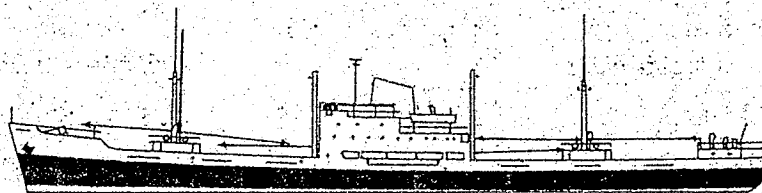
EBRO
1952



LOCH GOWAN
1954



ALBANY
1957



ELEUTHERA
1959

1969	Derwent	13,358	1949	ex Persic (Shaw Savill) 1970: (Prince)
1969	Reina del Mar	20,747	1956	ex (PSN) 1973: (Union-Castle) 1975: Scrapped Taiwan.
1970	Chandeleur	5,224	1959	ex Cienfuegos (PSN) 1971: Emma M (Seacomber Sg)
1970	Cotopaxi	8,559	1954	ex (PSN) 1973: Kavø Longos (Progresivos)
1970	Eleuthera	5,224	1959	ex (PSN) 1971: Mimi M (Seahunter Sg)
1970	Kenuta	8,494	1950	ex (PSN) 1971: Scrapped Tamise.
1970	Pacific Envoy	9,305	1958	ex Loch Ryan ex Pacific Envoy (F. Withy)
1970	Pacific Northwest	9,337	1954	ex (F. Withy) 1971: Aegis Power (Aegis)
1971	Pacific Reliance	9,337	1951	ex (Furn Withy) 1971: Scrapped Ghent.
1970	Pacific Stronghold	9,338	1958	ex (F. Withy) 1971: Aegis Honour (Aegis)
1970	Pizarro	8,564	1955	ex (PSN) 1972: Kavø Maleas (Progresivos)
1970	Somers Isle	5,515	1959	ex (PSN) 1971: Eldina (Sealord Sg)
1970	Southern Prince	7,731	1956	ex Medic. (Shaw Savill) ex Southern Prince (Prince) 1971: Argosy (Eastern)
1973	Orbita	12,321	1972	ex (PSN)
1973	Orduna	12,321	1973	ex (PSN)
1973	Ortega	12,321	1973	ex (PSN)

* * *

Fleet list of vessels managed by Royal Mail Lines on behalf of the Ministry of War Transport in 1946, and disposals.

Acquired

by

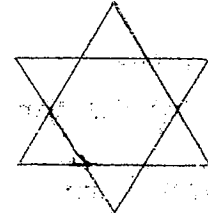
M.O.W.T.

1941	Atlantis	15,363	1913	ex Andes. 1952: Scrapped.
1945	Empire Ken	9,523	1928	ex Ubena (GEAL) 1957: Scrapped Dalmuir.
1946	Asturias	22,445	1925	1957: Scrapped Faslane.
1941	Empire Peacock	6,098	1919	ex Bellhaven (US). 1946: Scuttled with chemical ammunition in Atlantic.
1944	Empire Spearhead	7,177	1944	ex Cape Girardeau (US) 1946: Returned to US.
1944	Samakron	7,210	1944	1946: Returned to US.
1943	Samfaithful	7,210	1943	1946: Balantia (Royal Mail)
1944	Samphill	7,210	1944	1947: Berbice (Royal Mail)
1943	Samspring	7,210	1943	1947: Beresina (Royal Mail)
1943	Samthar	7,210	1943	1947: Barranca (Royal Mail)
1944	Samtyne	7,210	1944	1947: Argentine Transport (Furness Withy)
1943	Samzona	7,210	1943	1946: Returned to US.

* * *

Ships owned by Shaw Savill, but operating in the Royal Mail Line's colours

Durango	10,916	1953	ex Cymric 1973. 1975: Scrapped Kaohsiung.
Drina	10,890	1955	ex Cretic.
Darro	11,144	1956	ex Carnatic
Deseado	11,043	1961	ex Iberic



STATENDAM (of 1898)

by John S Lindsay

During the late 19th century the Nederlandsche Amerikaansche Stoomvaart Maatschappij, better known as the Holland America Line, had suffered many misfortunes caused by severe competition on the North Atlantic trade routes. Added to this were losses of ships at sea by collision - Edam with the Wilson liner Lepanto off Sandy Hook on 21 September 1882; the wrecking of the Rotterdam on 26 September 1883 off the Dutch coast and the Amsterdam off Cape Sable on 20 July 1884. - to be followed later in that year by the loss by fire of the Maasdam, on 24 September.

To replace these losses the company purchased two Dutch-built ships, the Leerdam of 2,796 gt and the 3,130 gt Edam - the first steel ships to be built for the North Atlantic run outside Great Britain. The poor state of their finances discouraged the company of building new tonnage at the time and a considerable number of second-hand vessels were purchased as the need for replacement ships was imperative. The 3,329 gt British Empire was purchased and renamed Rotterdam (II). She was a product of Harland & Wolff of Belfast and proved so successful that within the next 3-4 years, six additional ships built by them were purchased.

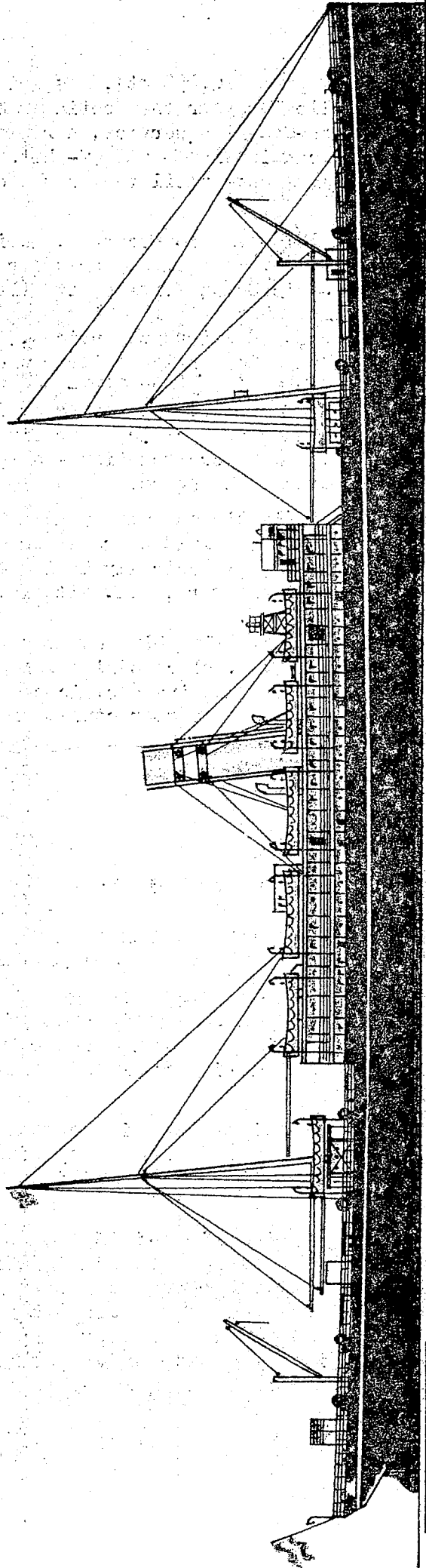
Satisfied with the performance of these Belfast ships the company, in spite of adverse trading conditions, placed their first order with Harland & Wolff to build the 8,302 gt Rotterdam (III) to be delivered for service in 1887. By this time business on the North Atlantic had so improved that a second vessel, to be named Statendam was ordered and delivered in the following year from the same yard. Soon to be followed, also from the same yard, were the Ryndam in 1901 and Noordam in 1902. These vessels were of some 12,000 gt. Another ship also added to the fleet in 1900 was the Potsdam, built by the German firm of Blohm & Voss, Hamburg. This fine array of ships soon established the company's status in the North Atlantic trade.

The Statendam () was launched on the 7 May 1898 and had the following particulars:

Length	515.3 ft bp	Tonnages:	10,491 gt	10,000 dw (approx)
Breadth	59.8 ft	Machinery:	Triple exp.	Twin screws
Depth of hold	39.6 ft	Boilers:	3 DE, 3 SE.	180 lbs p.s.i.
Load draught	28 ft 11 in	Service speed:	15 knots.	

She had six cargo holds and hatches together with bunker space for some 3,000 tons of coal. Accommodation was provided for 200 First, 175 Second and 800 Third class passengers. Her profile was typical Harland & Wolff for the period. A flush decker, she had two well-raked pole masts and single funnel. Two sampson posts to serve the fore and after hatches gave her a very symmetrical appearance. She had a straight stem with the very slight angled rake, as typical of the Harland & Wolff-built vessels and the usual counter stern of the period, complete with docking bridge above. She was a pleasing picture with her buff painted masts and derricks, yellow funnel with two green bands above and below a broader white band about a quarter way down the funnel, a black hull with golden ribbon, white superstructure and red boot-topping.

In August 1898 she took her place in the Rotterdam-Southampton-New York service and remained in it until 1910. In that year she was purchased by the Allan Line and renamed Scotian. Major alterations were made to her accommodation to suit her for the Canadian run. Her first voyage for that company was from the Clyde on 25 January 1911, when she left with 350 second and 450 steerage passengers on board. She called at Liverpool and embarked another 700 steerage passengers before proceeding on her voyage to the St Lawrence. Already trading on the



Statendam (I) 1898.

JOHN, S. LINDSAY.

 *
 * Coronation Naval Review 1953 *
 * by Ron Adams *
 *

The article in May 'Marine News' on the local pleasure ship Solent Scene reminds me of the approaching Spithead Naval Review. Apart from the WSS charter of the new Blue Funnel ship the Coastal Cruising Association are taking the Gay Enterprise round the fleet on June 26 and on the same day Boscombe Queen sails for the same purpose from Poole and Bournemouth under charter to the Paddle Steamer Preservation Society. Although little publicity has appeared the owners of suitable vessels are busy making charter and party-booking arrangements.

However the decrease in the strength of our cross channel and coastal passenger ship fleets as with the "Grey Funnel" fleet will mean a gathering of ships somewhat smaller both in numerical strength and tonnage, than that present at the last great review - the Coronation Naval Review of 1953.

At the time I made a few notes on the coastal (and cross channel) ships present, based on press information and personal observation, and feel now, that after nearly a quarter of a century, members may be interested in the accompanying tables of the larger ships present. It is not proposed to write a lengthy article on these ships which sailed round the Review lines in 1953, but it will be seen that the three Portsmouth based 'Sealink' passenger ships, the Balmoral, Farringford and the cross-channel ferries Normannia and Lord Warden are the only ships remaining in revenue earning service around our coast, whilst the Galway Bay, ex-Calshot plies from Galway. It is of interest to learn that the Balmoral will operate in the Solent area during the Review period, her Bristol Channel sailings being taken by the Scillonian.

Another interesting point is the disappearance of well-known names from the list of shipowners. Cosens & Co Ltd and the New Medway SP Co Ltd still exist within the Red Funnel Group and P&O Group respectively but as ship repairers only. The passenger operations of the famous GSN Co Ltd are contained within the activities of P&O Normandy Ferries, as is that of Coast Lines within P&O Ferries (Irish Services).

One must remark also on the virtual disappearance of the passenger coastal and cross-channel vessel; today nearly all such ships are dual purpose car/passenger ferries.

Of the smaller passenger ships and launches attending the 1953 occasion, units from the local fleets of Southampton-Hythe ferry, the three Portsmouth Harbour ferry companies (this was before the constitution of the present green funnelled Portsmouth Harbour Ferry Co) and Bolsons of Poole were represented. Some names appearing in the press suggested that units from some of the Torquay area fleets also put in an appearance. The Blue Funnel fleet as we know it today was represented by the Wight Queen (ex-Ferry Queen) steam propelled and owned by Wight Line Cruises of Ryde.

In 1953 Red Funnel operated a Sunday winter service to Cowes on Review day using Norris Castle thus freeing other units of the fleet for review duty, and it is probable that B R adjusted their regular channel services to send their ships to the Solent area. Today with smaller fleets and heavy vehicular traffic it is doubtful if such measures will be made. However the advance programme of Weymouth-Guernsey day trips suggests that Sarnia will be present while European Ferries will have ships in the Review anchorage.

My own plans for the 1953 Review were to cruise round the fleet on the day prior to the event and on Review Day to arise early and cycle round Southampton Docks prior to going to the office. I had however just joined the WSS in March of that year and through one member with similar interests learnt that Red Funnel were sending the tender Paladin to witness the Review at a charge of two pounds, a much more acceptable cost than the ten to twelve pounds for the full day being

asked by the majority. Needless to say my plans were hastily rearranged and in 1953 I witnessed the Review from the decks of the former Clyde tender.

My chief memory of the 1935 Jubilee Review was that my cruise round the fleet was made on the tender Calshot (now Galway Bay) and the event was overshadowed by the School Certificate Examinations due the following week.

The 1937 Coronation Naval Review cruise round the fleet was made in company with a friend. The ship was the Balmoral, the fastest paddler hereabouts, and as she completed the four hour trip (advertised) in just over three my friend thought he had been 'robbed', and never forgot to remind me of this when the subject of steamers came up.

PLEASURE STEAMERS, TENDERS & ISLE OF WIGHT FERRIES AT 1953 CORONATION NAVAL REVIEW

Ship	Owners	Type of Cruise	Operators	Home Port	Departure port for Review
TSMV Royal Daffodil	General Steam Nav Co Ltd	D	GSN Co	London	So'ton Docks
TSMV Royal Sovereign	" "	D	" "	"	"
PS Medway Queen	New Medway SP Co Ltd	D	" "	Rochester	"
PS Bristol Queen	P & A Campbell Ltd	D	English Electric Co	Bristol	"
PS Cardiff Queen	" "	D	Frames Tours	"	"
PS Glen Gower	" "	D	Dawsons	"	Newhaven Harbour
TSMV Kiloran	Devon Cruising Co Ltd	R E	Cornelders Travel Services	Torquay	So'ton Town Quay
PS Emperor of India	Cosens & Co Ltd	D	James Burness (Travel) Ltd	Weymouth	So'ton Docks
PS Embassy	" "	D	" "	"	"
PS Consul	" "	(R (E (Red Funnel Steamers	"	So'ton Royal Pier
PS Monarch	" "	M R E	" "	"	Southsea Sth Parade Pier
PS Bournemouth Queen	Red Funnel Steamers	D	James Burness (Travel) Ltd	So'ton	So'ton Docks
TSMV Vecta	" "	D	" "	"	"
PS Princess Elizabeth	" "	M R	Red Funnel Steamers	"	Southsea Sth Parade Pier
TSMV Balmoral	" "	R E	Pirelli General	"	So'ton Royal Pier

TSMV Medina	Red Funnel Steamers		D	Royal Thames Yacht Club	So'ton	So'ton Royal Pier
TSMV Norris Castle	" "		E	Red Funnel Steamers	"	Cowes
TSS Paladin	" "		R E	" "	"	So'ton Royal Pier
TSS Galshot	" "		R E	Tender to Vellelia & Caltex Bahrain (Shell Oil) & (Caltex Oil) & Red Funnel Directors Party	"	So'ton Docks
TSS Romsey	Alexandra Towing Co Ltd		(R ((E	Tender to Edward Willshaw (Cable & Wireless) Cunard SS Co Ltd	So'ton	So'ton Docks So'ton Town Quay
PS Freshwater	British Railways S.Region		R	British Railways S.Region	Lymington	Lymington
DPV Farringford	" "		E	" "	" "	" "
TSMV Shanklin	" "		R	Commonwealth Dépt	Portsmouth	Portsmouth Harbour
TSMV Brading	" "		R	Official Procession	"	"
TSMV Southsea	" "		R	"	"	"
PS Ryde	" "		R	British Railways S. Region	"	Ryde Pier
PS Sandown	" "		R	" "	"	Portsmouth Harbour
PS Whippingham	" "		D	Wainwright Bros & Co Ltd	"	"
D/TSMV Hilsea	" "		R	"	"	"
D/TSMV Wooton	" "		R	"	"	"
D/TSMV Fishbourne	" "		R	"	"	"

CROSS-CHANNEL STEAMERS AT NAVAL REVIEW

TSMV Cambria	British Railways L.M.Region		D	British Railways Official M.N.	Holyhead	So'ton Docks
TSS Lord Warden	British Railways S.Region		D	Commonwealth Relations Dept	Dover	"
TSS Maid of Orleans	" "		D	Thos. Cook & Sons Ltd	Folkestone	"
TSS Brighton	" "		D	Pickfords	Newhaven	"
TSS Falaise	" "		D	Royal Automobile Club	So'ton	"

TSS Normannia	British Railways S. Region	D	Institute of Naval Architects	So'ton Doëks
TSS Brittany	" "	D	Davell & Co	" "
TSS St Patrick	Fishguard & Rosslare Rlwys & Hrbrs	D	British Railways (Public)	Fishguard or Weymouth
TSMV Irish Coast	Coast Lines Ltd	D	Coast Lines (Official M.N.)	So'ton Liverpool Town Quay

D - whole day cruise to witness review of fleet and evening illuminations

R - day cruise to witness review of fleet only

E - evening cruise to witness fireworks and illuminations

M - morning cruise round the fleet

THE END OF THE LINE FOR AMERICAN PASSENGER LINERS?

The call on 23/24 May by Pacific Far East Lines' Mariposa may well be the last by a US flag passenger liner, as the 25 year Federal operations subsidies for both Mariposa and her sister Monterey expire in April 1978 and December 1977 respectively.

Mariposa and Monterey (which has also called at Southampton in recent years) were both built as 'Mariner' class fast freighters for the US Maritime Commission; Mariposa in 1953 as Pine Tree Mariner by Bethlehem S B Corp, at their Quincy, Massachusetts yard - Monterey in 1952 as Free State Mariner by the same builders at Sparrows Point, Maryland.

Both were purchased by Matson Navigation Co in 1956 and rebuilt with luxury passenger accommodation although retaining considerable cargo capacity. The alterations were carried out by the Willamette Iron & Steel Co, at Portland, Oregon and they then entered the revived South Pacific service of Matson - Mariposa on 27 October 1956; Monterey on 8 January 1957. Sailings every three weeks were from San Francisco and Los Angeles to Papeete, Auckland and Sydney returning via Suva, Pago Pago, and Honolulu.

In their new form they could carry 365 passengers, had Sperry Gyrofin stabilisers, full air conditioning, and their service speed, from DR geared turbines driving a single screw was 20 knots (Mariposa did 24.6 knots on trials).

As with other lines the Matson Co - (formed in 1901 by Capt William Matson) found passenger operations increasingly unprofitable and began a run down of the fleet. Mariposa and Monterey, the last to go, were bought by Pacific Far East Lines, a relatively young company founded in July 1946 for California - Far East cargo service and latterly involved in running 'LASH' ships. The new owners kept both liners on the California - Australia run along with some cruising service, but now it seems as if the days are numbered for these two fine liners, the last passenger liners under the 'stars and stripes'.

MONTEREY ex Free State Mariner '56 Blt 12.52 by Bethlehem, Sparrows Point
MARIPOSA ex Pine Tree Mariner '56 Blt 4.53 by Bethlehem, Quincy

14799 gross (Mariposa - 14812g) 7496 net 365 passengers
563 ft x 76 ft draught 29 ft 10 ins
DR geared turbines, single screw, 20 knots (service)

TSS	British Railways		Institute of		So'ton
Normannia	S. Region	D	Naval Architects	So'ton	Docks
TSS	"	"		"	"
Brittany	"	D	Davell & Co	"	"
TSS	Fishguard &		British Railways	Fishguard	
St Patrick	Rosslare Rlwys &	D	(Public)	or	"
	Hrbrs			Weymouth	
TSMV			Coast Lines		So'ton
Irish Coast	Coast Lines Ltd	D	(Official M.N.)	Liverpool	Town Quay

D - whole day cruise to witness review of fleet and evening illuminations

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During the last quarter two records were broken at Fawley, the first being on 7 April when 160,440 tons of crude oil were discharged from the Liberian registered ship Esso Skandia (1970, 249,900 tdw). The second was the arrival of the largest ship ever to enter the port, the Katrine Maersk (339,100 tdw). Built for A.P. Moller of Denmark by Odense Staalskibsvaerft A/S, Denmark, she was, at the time of building, the largest ship to be built in a European yard. Assembled in a building dock in only 46 working days, she was floated out and named on 20 September 1974.

This month the Jubilee review of the fleet takes place and it is of some interest to reflect on the official Admiralty list of vessels which were nominated to be inspected by King George V at his Silver Jubilee review of the fleet on 16 July 1935. In addition to 156 naval vessels, the following ships represented the Merchant Navy and Fishing Fleets:

Steamships Alcantara, Asturias, Atlantis (Royal Mail); Arandora Star (Blue Star); Berengaria, Homeric, Lancastria (Cunard White Star); Viceroy of India, (Ranpura, (P & O); Nevasa (British India); Esperance Bay (Aberdeen & Commonwealth); City of Venice (Ellerman) and Alondra (Yeoward).

Motorships Warwick Castle (U-C); Ulster Prince (Belfast SS Co); Angularity (Everard). Paddle Steamers Royal Eagle, Crested Eagle (GSN)

Steam trawlers Kingston Cairngorm (of Hull); Arthur Cavanagh (of Milford Haven); Phyllis Rosalie (of Fleetwood). Motor trawler Eta (of Lowestoft)

Steam drifters Ocean Lux, Ocean Vim (of Gt Yarmouth). Sailing smacks Telesia, Boy Leslie (of Lowestoft) Research vessel: George Bligh (of Lowestoft) and Canadian fishing schooner: Bluenose.

The frigate Mermaid (F 76) arrived in the Ocean Dock on 12 May to be refitted on transfer to the Malaysian Navy. She was constructed by Yarrows and is of similar design to the 'Leopard'-class but was, in fact, a one-off ship ordered for Ghana as a display ship. President Nkrumah however was overthrown in 1966 and the ship was not required. She was launched in December 1966 and completed in 1968. Taken up by the Royal Navy she was refitted in 1972 at Chatham, commissioned in May 1973 and based at Singapore. She has been renamed Hang Tuah Ke-Dua.

On 3 June the Italian passenger liner Federico C called on a cruise. This was her first visit to the port although she has been to Tilbury previously when cruising. She was built in 1958 by S.A. Ansaldo of Genoa for Costa Line's Mediterranean-South America service and was the first passenger ship to be built to Costa Line's own design. Her gross tonnage is 20,416.

A Bank Line ship is a rarity in the port but in April the general cargo carrier Birchbank (1973, 11,452g) came to load trucks for the Persian Gulf. She is one of ten similar vessels built during the same period.

Two new containerships for the ACE service made their maiden voyages during the past quarter. The first was Neptune Orient Line's Neptune Coral (1976, 31,076g), registered at Singapore and with a capacity for 1,569 TEU's and the second was Mercator (1976, 29,700g), owned by Franco Belge. She is a sistership to the two 'Chevalier'-class ships which already call regularly in the ACE service. Hapag Lloyd's Sydney Express (1970, 27,407g) made a surprise call just after Easter owing to her having a large number of containers for discharge from the Far East. She would normally discharge containers from the Australian run at Tilbury. Bugsier chartered a feeder containership for one voyage - the Seefalk (1966, 1,716g). She is, in fact, a sistership to the Canopus, their regular vessel which was involved in a collision in the Baltic.

An interesting vessel to call was 'Big Lifts' Docklift 2 (2,678g), built in 1967 as the Lady Jane and then rebuilt in 1974 for Van der Laans Scheep and

Handelmij (Antilles) N.V. as a heavy lift ship. She is fitted with three directional propellers and two bow thrusters to assist manoeuvrability. She came in to load two barges for the Westminster Dredging Company which were for the Middle East. After the Docklift 2 had partly submerged herself (which takes approximately two hours), the barges were floated into the stern of the ship and then, after another two hours of pumping out, the barges were high and dry as deck cargo.

The recent sale of the Scillonian (921g) to P & A Campbell Ltd of Cardiff, calls to mind the fact that she is a Southampton-built ship, completed by J.I. Thornycroft at Woolston for the Isles of Scilly SS Co. A two deck vessel, she was built to carry 500 passengers in a round-trip per day service between Penzance and the Scilly Isles. For this she was given two 6-cylinder oil engines driving twin screws at 15½ knots. She was completed in March 1956.

P & A Campbell is a well-known company in the West country and South Wales and prior to the war they owned a 'White Funnel' fleet of paddle steamers. The Scillonian has been renamed Devonian, an old name in the Campbell fleet. The previous ship of that name was a large launch which was wrecked at Lundy Island during a gale on 9 September 1952 and before the war the company operated a paddle steamer with the name Devonian (1905, 520g) which was lost at Dunkirk on 31 May 1940.

Cable ship movements at the port have included the C.S. Retriever (1961, 4,218g) which arrived from Pacific duties and then left for Immingham for her annual refit. Foreignflag cable ships included the Northern (ex Sirpa Dan, 1962, 1,774) flying the flag of Denmark and the French ship Vercors (1974, 5,886g) which arrived at the end of May.

Towards the end of May two SD 14-type ships were in port on the same day, both to discharge tobacco from South America. The first was Lloyd Rotterdam (1974, 9,111g) of Lloyd Brasileiro and the other was Thomas Roth (1971, 9,038g). The latter was built for the Colocotronis group as the Santa Vassiliki and was sold in 1976 to her present owners, Josef Roth of Hamburg (part of the Ernst Jacob organisation). She flies the Panamanian flag.

A small, bright yellow ship could be frequently seen in Southampton Water over the past few months. Her name is Hexhamshire Lass (561g) and she was built in 1955 by Charles Hill & Sons Ltd of Bristol as a bottom-door motor hopper dump vessel for the Central Electricity Generating Board. In 1972-3 she was converted to a trailing suction dredger for J Willment (Marine) of Bedhampton, but has recently been reported as being up for sale.

Another small ship worthy of mention because she has been around for nearly fifty years is the small coaster Lady Sonia. Built in Holland in 1929 she served several local owners including John Carter Ltd., of Poole from 1937 until 1952 but has been laid up for several years at Willment Yard on the River Itchen. She is now being broken up by Burwells which yard is just alongside the Itchen Bridge.

*Full histories of these last two ships appear in Black Jack, 1st series, No 15, p8 and 9 respectively.

Three Danish ships took voyages in the Union-Castle general cargo service to South Africa - Maren Skou (1961, 5,184g), Jytte Skou (1965, 4,829g) and Birgitte Skou (1960, 5,133g). All are owned by Ove Skou of Copenhagen.

Alfred Holt's Blue Funnel liner Stentor (1959, 8,222g - ex Memnon 1975) anchored in Cowes Roads to discharge a hovercraft as did the Arya National Shipping Line's Arya Omid (1968, 10,171). She flies the Iranian flag. Calling to load a hovercraft was Johnson Line's Margaret Johnson under the Swedish flag.

One item of news that seems to have missed local comment was the call at Fawley of the Kav Kaz, one of the largest tankers in the Russian merchant fleet, built 1976 and of 150,000 tons deadweight capacity.

Other Russian tankers which fall into the VLCC 150,000 tdw class are the Krym (1975) and Kuban (1976), both some 88,700 gt. These ships have a seven-tier superstructure aft and a transom stern. Other features are a controllable pitch propeller and fore and aft thwartship propellers.