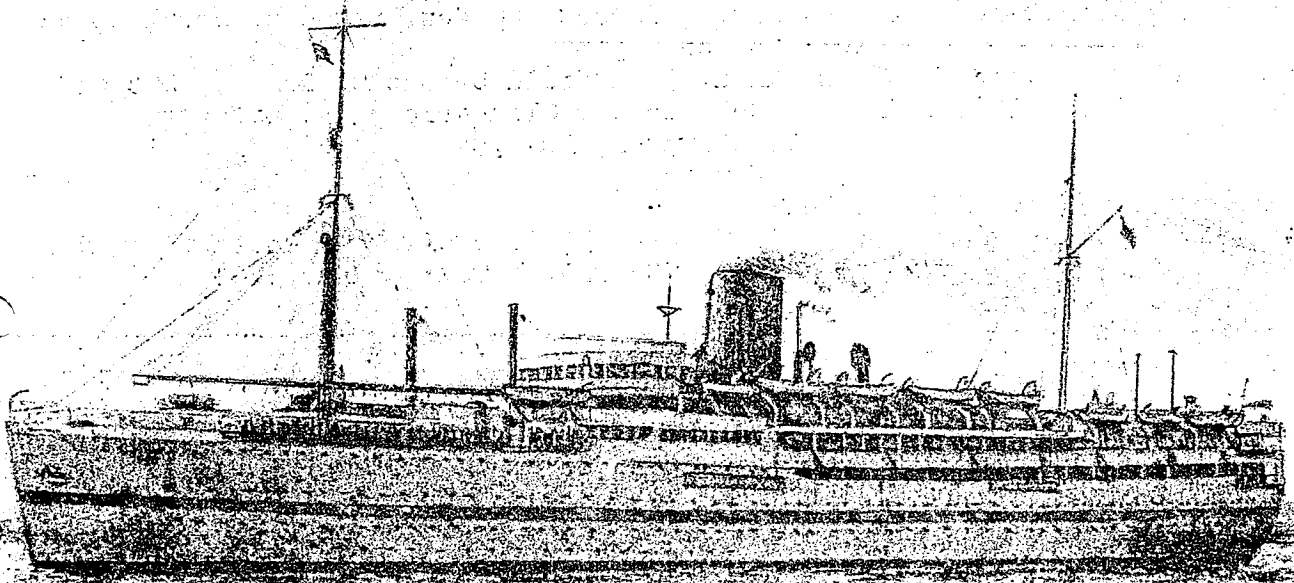
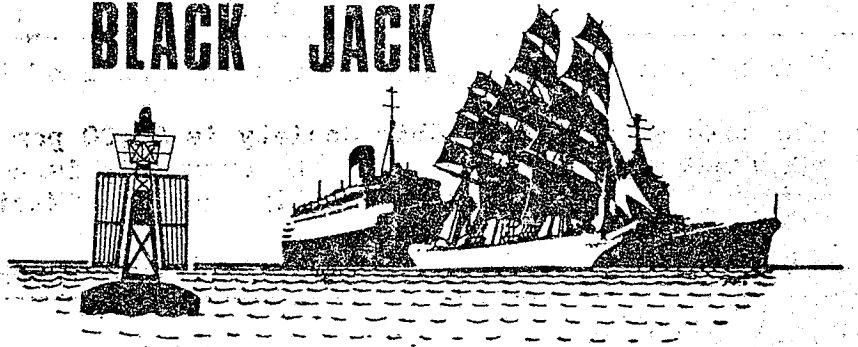
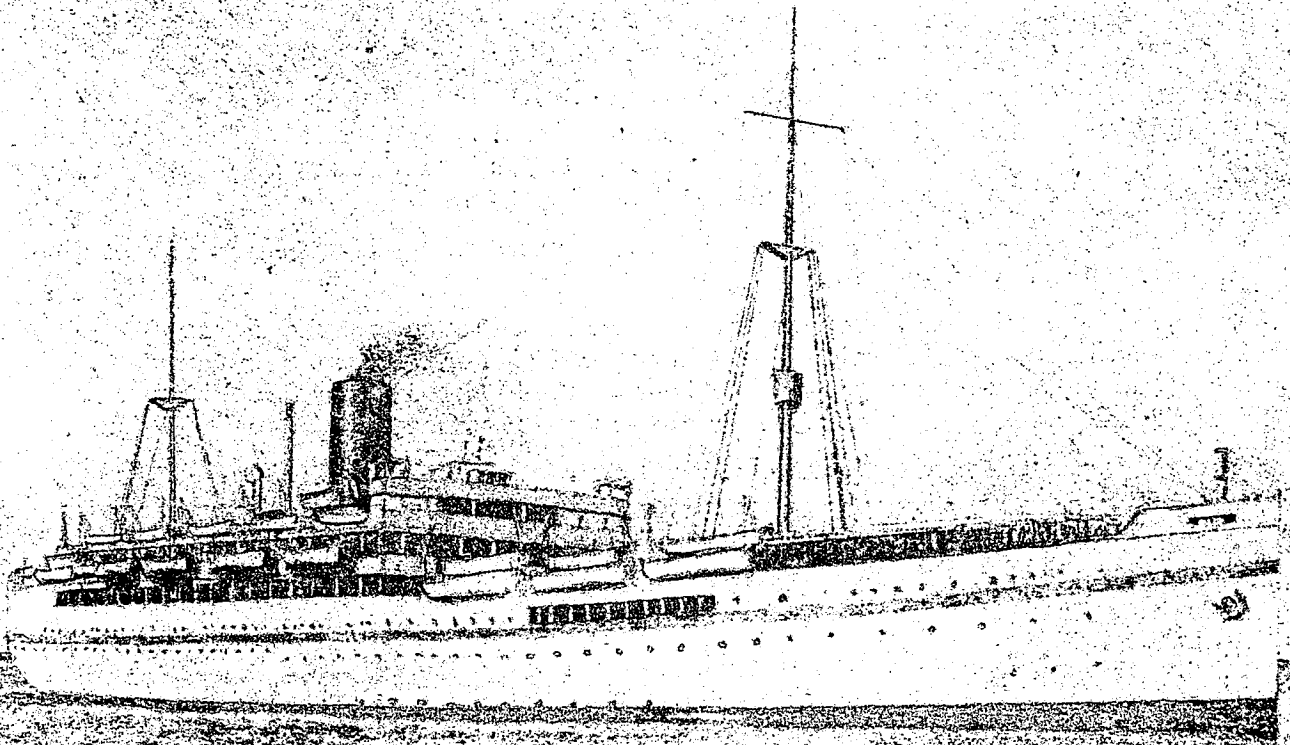


BLACK JACK



Eric
1915



ERIC
1915

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 50p (including postage) for 4 issues

SOUTHAMPTON BRANCH

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 Projectionist: David F Hutchings

The University having decided to use Room 31 for other purposes, we are having to use other accommodation at the University, which we must pay for at the rate of £1.20 per hour. For our August meeting we used Room 1 in the Murray Building and found it better from the slide projection point of view, if not as comfortable, as Room 31. There are no kitchen facilities available, but there is a large drinks dispenser, so we continued our practice of having a break in the middle of the meeting. For the present rooms can only be booked a month in advance, so we will continue to book Room 1 monthly, from 7.30 to 9.30pm until longer term bookings can be made.

*** Entering University Rd., from the Burgess Rd., end, Salisbury Rd., is the first turning on the right, and Murray Building is at the end of Salisbury Rd., on the left. There is a car park at the rear of the Murray Building, and entering the building from the car park, Room 1 is on the left.

Once again as the AGM approaches an appeal must be made for more members to take on committee duties and give the present committee a rest. The Secretary, for one, is finding that he can no longer devote the time that the job requires, and the Branch must suffer as a result.

Please let the Secretary know before the October meeting if you are willing to undertake any committee function.

Our return bout with the Isle of Wight Branch in defence of the inter-Branch shield is to be held at the Unitarian Church Hall, Newport on Saturday, 15 October. Come along and support your team. Members will be expected on the ferry arriving at West Cowes at 13.25. Light refreshments will be provided.

We welcome new member Mr A C Challands of New Milton to the Branch.

1977 PROGRAMME - - - - - OCTOBER to DECEMBER *****

All meetings (except Quiz) are held on the second Tuesday of every month
 For details of venue see notes above

Tues October 11 Branch AGM followed by Scotland '76' - Nigel Robinson
 Sat October 15 Inter-Branch Quiz, Newport, IoW - see above
 Tues November 8 Colour Slide Quiz - arranged by Bill Mitchell
 Tues December 13 Mini-talks - Nevasa '68 -- Rowan Hackman
 West Africa -- Brian Hill
 Gloucester & Sharpness Canal - Nigel Smith

This Quarters Cover - Top: Dilwara) drawings by
 Bottom: Somersetshire) Eric Law

DILWARA and SOMERSETSHIRE

Our cover this quarter features two more fine pencil drawings by Eric Law. Below are the potted histories of the vessels in question:-

DILWARA

The British India S N Co's Dilwara was the first British troopship to have been designed as such from the start. She was completed by Barclay, Curle & Co Ltd., Glasgow in 1936 and was based at Southampton, between trooping seasons making some educational cruises. She came through many air attacks during the war and saw service in all parts of the world including Sicily 1943, South of France 1944 and the Far East in 1945.

In 1949 she had an extensive refit lasting ten months and from a pre-war carrying capacity of 201 First, 164 service families and 1154 troops, the trooping section was reduced to 700 berths instead of hammocks. The trooping accommodation was replaced forward instead of aft, a complete new deck being built over the original well deck. When troopships were run down in the late 1950s she was sold in 1960 to the China Navigation Co (John Swire & Co), mainly for the Jeddah pilgrim run and was renamed Kuala Lumpur. She left Hong Kong on 27 November 1971 for breaking up at Kaohsiung.

Details: 496ft 5ins length bp; 63 ft breadth. 25 ft draught
11080 gt (1936); 12555 gt (1950)
Doxford type diesels, twin screw, 14 knots.
Named after a small village in the Mewar District, Unaipur State, Rajputana, India.

SOMERSETSHIRE

The Bibby Line's Dorsetshire and her sistership, Somersetshire, were completed by Harland & Wolff Ltd., Belfast in August 1920 and May 1921 respectively. They were motor cargo ships of 7450 gt with two very upright masts and an upright funnel. Two diesel engines drove twin screws at the very economic speed of 12-13 knots.

In 1927 they were both converted to troopships by Vickers Armstrongs, Barrow to carry 270 officers and families and 1450 other ranks and the tonnage was re-measured to 9716. On permanent charter to the Government, they were based at Southampton for the yearly well-defined trooping season from mid-September to the end of April, after which they laid up, either at Dartmouth or off Netley. In 1937, the funnels were heightened. In the war both served as hospital ships.

The Somersetshire was badly damaged by torpedo on 7 April 1942 off the North African coast. In 1948 she was refitted at Liverpool as an emigrant ship and later returned to trooping. She was finally paid off in 1953 and scrapped.

Details: 450.3ft length bp; 57.3ft breadth. 28ft 1in draught (later 21ft 9ins)
7450gt (later 9716gt)
2 6-cyl Harland-B&W diesels, twin screws, 12-13 knots.

=====ooooOOoooo=====

Readers will no doubt have heard about the grounding of the ps Waverley on the Gantock Rocks, off Dunoon in the Firth of Clyde. During the time she spent undergoing repair she was replaced in service by McAlpine's mv Queen of Scots. This vessel is of local interest here on the South coast for she is the former Bournemouth Queen and before that, up to 1968, the Coronica. She was built in 1935 by Warren's New Holland Shipyard, New Holland, Lincs.

Her main particulars:- 227 gross tons Passenger capacity 452
129' 8" loa x 26' 1" beam; draught 6' 0"
Machinery consists of 2 x 6-cyl diesels (480 bhp)
driving twin screws - service speed 10 knots

WINDSOR CASTLE

- Her early days
by Dapid F Hutchings

The keel of the Windsor Castle was laid at the yard of Cammell Laird & Co. Ltd., Birkenhead on the 9th December 1957 by young Robert Johnson, son of the shipyard's Managing Director. She was launched by Her Majesty Queen Elizabeth, the Queen Mother, on 23rd June 1959, who performed the ceremony using a bottle of South African sparkling wine. After completion the ship arrived at Berth 101 in Southampton's Western Docks a few weeks before her maiden voyage. On 11th August 1960 she transferred to Berth 104 vacated by the Winchester Castle which departed on her last commercial voyage that day.

At the time of the Windsor Castle's appearance the Union-Castle fleet consisted of 26 vessels with three other vessels building. She was the largest liner to be built in Britain since the Queen Elizabeth and 9,000 tons larger than the previous biggest Union-Castle liner, the Pendennis Castle. Her main particulars at the time of her introduction into service were:

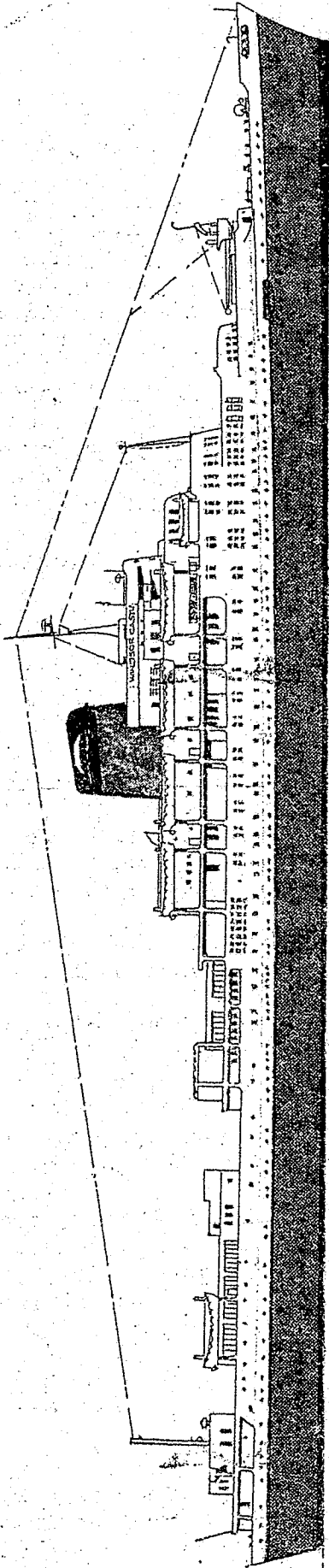
Gross tonnage	37,640	Cargo space:	623,000 cu ft (including 352,000 cu ft refrigerated)
Length oa	783 ft	Passengers:	241 First 591 Tourist
Length bp	730 ft	Crew:	470 (approx)
Breadth (moulded)	92 ft		
Speed	23½ knots		

Tourist Class was particularly well looked after, having its own Promenade Deck and forward looking lounge. One of the main features of First Class is the Lounge in which four sets of three columns in Graeco-Roman fluted style, surrounded a dance floor, a pleasant throwback to the gracious days of lavishly "period" decorated ship interiors.

Thursday 18th August was overcast and chilly. The Queen Elizabeth had sailed despite a continuing seamens' strike. The Queen Mary was at the Ocean Terminal surrounded by an unusually bright pea-green sea; a steward, watched by an officer was fishing from one of her port (outboard) cargo ports. In berths 46/47 were the Caronia and Vingaland. The Capetown Castle was in dry dock and Hoosier State was in berth 41, Chakdara had berthed in 36 and Fyffes Sinaloa was in 37. At the Western Docks were a U.S. Line's cargo vessel in berth 108, Devonshire in berth 101, Stirling Castle, 103 and the Windsor Castle in 104.

At the appointed hour the Windsor Castle pulled away from her berth and so began one of the most exciting maiden voyage departures of latter years. The Royal Pier was flag strewn for the occasion and hundreds of well-wishers lined its railings as did hundreds more line the shore wall along Mayflower Park. As the new 'Castle' boat pulled away, a loud spontaneous and continuing cheer arose from the spectators and the waving of arms became contagious. Trains blew their whistles, cars their horns and practically all the other ships in harbour added their greetings, the sonorous salutes of the Queen Mary and Caronia transcending all others. Tugs and pleasure boats flew bunting and the Windsor Castle, herself bedecked fore and aft, responded to even the lowliest of craft with her own rich siren.

So, from the very start of her career, the Windsor Castle had hewn a place in the affections of the Port and this has continued unabated to the present. A great loss will be felt by the Port, not only in the cessation of a famous and regular passenger service that has become a tradition, but in the loss of a very fine and handsome liner.



R.M.S. 'WINDSOR CASTLE' (UNION-CASTLELINE)

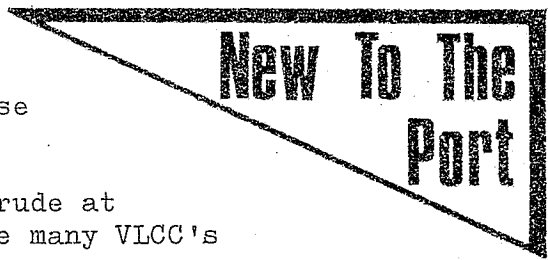
DRAWN BY DAVID HUTCHINGS 1977

200 FEET

100

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In addition to the many new callers mentioned in "Nautical Notebook", several other interesting vessels have appeared in local waters for the first time during the quarter, these including.....



Two small older tankers which discharged crude at the Esso Marine Terminal, a contrast to the many VLCC's

SYNASSOS 12338 gross, 20988 dwt; Greek flag, but Panamanian owned; 560 ft oa x 73 ft beam, propelled by a B&W type oil engine developing 7500 bhp; completed in September 1957 by Hitachi Zosen at Osaka as the ANTZOULETTA under which name she called at SMJ on several occasions prior to renaming in 1975;

FINALE 22424 gross, 11918 dwt; Italian tanker owned by Transmarina S.N.C. of Savona; another B&W powered vessel, she was completed in 1960 by Eriksbergs Gothenburg as the BERGEMASTER for the Norwegian owner Sig. Bergesen; sold and renamed in 1968;

Amongst the interesting callers at the Docks have been.....

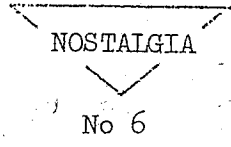
KINPURNIE CASTLE 7952 gross, 11918 dwt; the last of a series of four 500,000 cu ft reefers delivered in March 1966 to British & Commonwealth Group by Greenock Dockyard Co: Although far from familiar under her present name, as the CLAN ROSS the vessel has always been part of the local scene, either discharging fruit during the summer, or laid-up for the winter with her sisters CLAN RANALD (now DOVER CASTLE), CLAN RAMSAY (now WINCHESTER CASTLE) and CLAN ROBERTSON (now BALMORAL CASTLE); on 2nd September she moved up from a Solent Anchorage following the final Cape passenger sailing by the S.A.VAAL to load cargo at 104 berth before taking the penultimate mail service sailing;

ZAWICHOST 6588 gross, 7022 dwt; Polish refrigerated cargo; 444 ft oa x 58 ft beam propelled by 6-cyl Sulzer diesel; last of a class of six built 1968 - 1970 by Polish yard of Stocznia Szczecinska; arrived on 30 June from Houston to discharge frozen strawberries and frozen orange juice at 40 berth;

KALLISTO 5382 gross, 7519 dwt; Greek flag cargo liner; 459 ft oa x 61 ft beam, being propelled by a B&W diesel giving a service speed of 17 knots; Originally built in 1956 by Eriksbergs as the INDIANA for the Swedish Rederi A/B Transatlantic; sold and renamed KARPO in 1976, the vessel was again renamed later in the same year by her present Greek owners; she arrived at 108 berth on 26 July to load general cargo for Luanda in Angola;

ORCHID VENTURE 7027 gross, 11723 dwt; Liberian cargo vessel, built in Japan in 1975; arrived from Monfalcone 19 July to load 76 containers of prefabricated houses for Sirri Islands in the Persian Gulf; unfortunately failed charter survey and cargo later taken by the Greek GOOD TRADER.

POSITION OF SHIPS AT SOUTHAMPTON DOCKS
ON 6 JANUARY 1936.



Berth	Ship	Yr/grt	Owner	Remarks
2	Ringwood	26/755	Southern Railway	to Guernsey/Jersey
2/3	Fratton	25/757	SR	
3	Hantonia	11/1560	SR	to Jersey/St Malo
4	Haslemere	25/756	SR	
6	Normannia	11/1567	SR	
7	Isle of Sark	32/3211	SR	to Guernsey/Jersey
8	St Briac	24/2312	SR	to Havre
9	Isle of Jersey	30/2143	SR	fm Guernsey/Jersey
10	Merstone	28/342	SR	paddle steamer
14	Lorina	15/1578	SR	
16	Joffrè Rose	15/715	R Hughes & Co	
16	Shell Mex No 8		Shell Mex	oil barge
19	Westoe, Lulworth			yachts
19	Brittany	33/1445	SR	
19	Aldershot	10/631	SR	
19	Isle of Guernsey	30/2143	SR	
19	Dinard	24/2313	SR	
22	Falcon	27/1025	General St Nav Co	fm/to Continent
29	Maid of Kent	25/2693	SR	
30	Louga	98/945	Dundee, Perth & London Sg Co	
32/3	Llandaff Castle	26/10799	Union Castle	fm Capetown
34	Roslin Castle	35/7016	Union Castle	
35/6	Kenilworth Castle	04/12795	Union Castle	fm Capetown
36	Lochee	37/964	Dundee P & L Sg Co	to Dundee
37	Eider	26/1236	Union Castle	fm Hamburg
38	Arundel Castle	21/19118	Union Castle	
40	Depa	35/315	E Paap	Dutch coaster
40	Swainby	17/4938	Ropner Sg Co	
40	Zeehond	18/221	R Kajuitier	Dutch coaster
46	Asturias	25/22048	Royal Mail Lines	
47	Empress of Australia	14/21833	Canadian Pacific	
49	Attendant	14/1016	Hemsley Bell	Oil barge
101	Westward			yacht
102/3	Volodarsky	29/2336	USSR	
108	Montcalm	21/16148	Canadian Pacific	
108	Twickenham Ferry	34/2839	Angle/Lorr/Alsace (SR)	Train ferry
6	DD Duchess of Richmond	28/20022	Canadian Pacific	
7	DD Berengaria	12/52226	Cunard White Star	
COWES ROADS				
	Marnix van St Aldegonde	30/19355	Stoom Maats Nederland	Batavia/Amsterdam (tender)
	Boschfontein	28/7139	Holland Afrika Line	Cape/Continent (tender)

This is a word picture of Southampton Docks in deep winter 1935-6. No less than sixteen Railway-owned ships serve to illustrate the importance of the Railway-owned Marine workshops in the Docks in those days. One ship, Aldershot, laid up in the Inner Dock was sold in December 1936 to D Tripovich of Trieste and renamed Hercules. She was originally the Brittany, built in 1912 for the LB & SC Rly and was bought by the LSWR in 1923, being renamed in 1933 when the turbine steamer Brittany came out.

Union-Castle ships are in evidence. The Kenilworth Castle was also sold to the breakers in 1936 as was the Eider. Built for the RMSP Co, the Eider was purchased in 1926 by Union-Castle for the Hamburg-Southampton feeder service. Three Canadian Pacific liners are listed being overhauled and the Berengaria was in drydock for her annual inspection. Coasters include two owned by the Dundee, Perth & London Sg Co who had a flourishing East-coast run in those days. Lord Runciman's yacht Westward was at 101 berth while two Dutch liners were anchored in Cowes Roads. The Ropner tramp steamer, Swainby was later torpedoed and sunk by U.13, 25 miles from Muckle Flugga, Shetlands on 17 April 1940.

old southampton callers



The

BALOERAN and DEMPO

by

John S Lindsay

With the growth of the Dutch colonies in the Far East a certain Willem Ruys of Rotterdam entered on a venture in 1844 to send a sailing ship from that city to Batavia. This was soon followed by further vessels and the result of this enterprise was, in later years, the founding of the Rotterdam Lloyd.

It was not until the turn of the century that the company began to develop and expand its services to the Dutch East Indies but the outbreak of war in 1914 seriously interfered with the expansion and the maintaining of the services. After the war the company began to rebuild and modernise its fleet. The Shipping Controller of Great Britain who had taken over the Woermann Linie's new 7,690 gt steamship which had been launched in 1916 as the *Marie Woermann, sold her in 1921 to Rotterdam Lloyd who renamed her Tjerimai and included her in their service to Malaya and the Dutch East Indies.

The heyday of the East Indies trade was beginning and during these years, larger and faster ships were added to the fleet. In 1924 the 11,600 gt steamer Slamet was added, soon to be followed by the motorships Indrapoera (10,800 gt) and the Sibajak (12,100 gt) for the passenger service. In 1929, the 16,981 gt Baloeran was laid down, to be followed a year later by her sistership, Dempo. This made the Tjerimai redundant and in 1931 she was laid up in Rotterdam to await disposal.

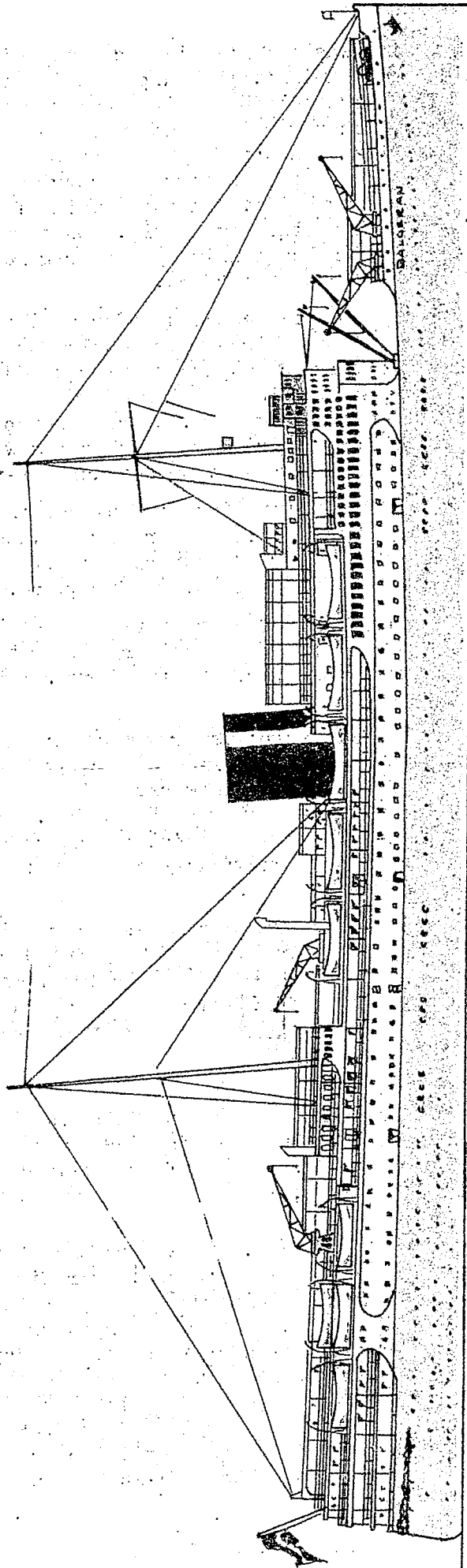
The introduction of the marine oil engine led to a significant change in the sea trade between Europe and the Dutch East Indies. In cargo shipping the speeds of all new vessels of the leading Dutch companies had been raised to an average, over long voyages, of 14-15 knots and, equally, the passenger liners on the service had increased in size and speed. The Nederland Steamship Company and the Rotterdam Lloyd between them had, since 1922, built some 160,000 gross tons of motor vessels for the passenger and cargo services. Two ships of the former company, Johan van Oldenbarnevelt and her sistership Marnix van Sint Aldegonde (both 19,000 gt) were some 3,000 gt larger than the Baloeran and Dempo.

The Baloeran entered service in June 1930 and was soon followed by the Dempo in early 1931. The former vessel was built at the Fijenoord Shipyard, Rotterdam to the design of the De Schelde Company, Flushing. Her two Sulzer ten-cylinder 7,000 shp single-acting, two-stroke engines, with cylinder 760mm bore and 1,340mm stroke were built by the De Schelde Company under licence; those of the Dempo were constructed by Sulzers at Winterthur. The four engines were in every respect similar except that in the Baloeran fresh water was used for piston cooling and sea water for the cylinders - opposite to the arrangement in the Dempo. The Dempo was built by the De Schelde Co., Flushing.

Details:

Length overall: 574 ft	Summer draught loaded: 28 ft 4½ in
Beam, outside frames: 70 ft	Depth to main deck: 44 ft
Depth, top of keel to navigating bridge: 82 ft	Gross tonnage: 16,981
Deadweight capacity on loaded draught: 8,740 tons	Net tonnage: 10,062
Engines: Two, each 7,000 shp	Hold capacity: 370,000 cu ft
Engine speed for this output: 102 rpm	Passenger acc: First 236 or 254
Speed of ship at 14,000 shp: 18½ knots	Second 280 or 253
	Third 70
	Fourth 48

In addition to the above passenger accommodation there were 46 couchettes in various first class cabins for use by children which otherwise could be used as settees. Twenty troops could be carried, the crew totalled 149 and there were 172 servants quarters.



Baloeran (1929)

John S. Lindsay

One of the unusual features of the ships was the step in each side of the superstructure which extended for two decks in height, the purpose being to lessen the tonnage for Suez Canal dues. They also helped to give some shade protection to the cabins situated on these decks. They were also some of the earliest ships to have their masts divorced from derricks. Apart from the two pole derricks on the front of the bridge structure, the cargo handling was carried out by Stork electric cranes, two each to the four holds. Another quaint feature was the positioning of the deck swimming pool on the forecastle. On the Sports Deck there was a space of some 60 ft x 46 ft for deck tennis and other games. Below, on the Boat Deck was an entirely closed verandah forward.

On the Promenade Deck below, the sides were glass-enclosed for a distance of some 120 ft and the windows could be opened if so desired. The music room and smoke room were arranged forward of this deck and were duplicated for second class passengers aft, but in different style, whilst in addition to the separate promenade spaces for first and second class passengers, there were open play spaces for children. The number of children carried on these ships was exceptional and much foresight was given to their play spaces and entertainment.

The public rooms were well appointed, the floors being of teak and the panelling of mahogany, the furniture being mostly finished in red or brown leather. The first class dining saloon seated 234 at one long and numerous small tables and was some 70 ft x 60 ft. The second class dining saloon, 66 ft square, seated 266.

On her maiden voyage in the Spring of 1930, the Baloeran proved herself an attractive and exceptionally comfortable ship. The machinery did not give any trouble, the engines were run for considerable periods at 100 rpm, maintaining her service speed of 18½ knots.

Prior to 1939 when war broke out, these fine ships usually made brief calls at Southampton on a Wednesday and could be seen sailing down the water with the summer evening sun shining on their gleaming paintwork. The livery of the Rotterdam Lloyd was a silver grey hull with white boot topping, white superstructure, black funnel and golden-brown masts, derricks and cranes. Ventilatorsswere white. The ships were kept scrupulously clean that even on a dull day they would stand out like a new pin.

Both these beautiful ships became war losses. The Baloeran, damaged in May 1940 by the German raids on Rotterdam, was later taken over by the German Navy, renamed Strassburg and used as a hospital ship. In September 1943, whilst on passage down the Dutch coast, she hit a mine off Ymuiden where she lay stricken for a fortnight, but any hopes of salvage were soon doomed when she was finally dispatched by British Motor Torpedoboats.

The Dempo was on her way to the Far East when war was declared and upon arrival was temporarily laid up. When Germany overran the Low Countries she was fitted out as a troopship under British management. On 17 March 1944 she was in convoy in the Mediterranean, bound from Italy to North Africa when she was torpedoed by German aircraft, north of Bizerta, where she sank in a few hours, fortunately without loss of life.

* The Marie Woermann was built in 1916 at Hamburg. She was renamed Marie in 1917 and a little later, Wadai - all this before she went to sea! Her first voyage was from Hamburg to the Tyne in August 1920 for surrender. Laid up there, she was eventually sold to Rotterdam Lloyd in 1921 who renamed her Tjerimai. In 1931 she was sold to the Misr Co of Egypt for the Alexandria-Marseilles service under the name of El Nil. The Ministry of War Transport took her over in 1943 and had her fitted out in New York as a hospital ship. She made several voyages from Southampton to Hamburg just after the war. The El Nil left Southampton for the last time on 24 March 1950 and was laid up in Holy Loch until 1951 when she joined the Pan Islamic SS Co., Karachi. Renamed Safina-E-Murad, she lasted until 1953 and was then broken up at Karachi.

The highlight of the last quarter, of course, was the assembly of over 200 naval and merchant ships in Spithead for HM The Queen's Silver Jubilee Review. There were many cruises from Southampton to see the assembly, from the Blue Funnel boats and Hythe Ferry 'Hotspurs' to Townsend Thoresen's cross-Channel ferries and after many years absence from the Solent scene, the Red Funnel's Balmoral (1949, 688g) also cruised to the fleet in the colours of her present owners, P & A Campbell Ltd.

On 29 June, the day after the Review, the Ocean Dock, built for transatlantic liners, was temporarily transformed into a naval port with no fewer than six naval ships berthed there at one time. These were the frigates BNS Niteroi, MNS Hang Tuah Ke Dua and HMS Amazon; the survey ship HMS Bulldog and the RFAs Lyness and Sir Geraint. The latter two had been used to take Government MPs and the Diplomatic Corps personnel to the fleet respectively together with Sir Tristram (which accommodated Conservative members) but which had sailed from the Ocean Dock before HMS Amazon and HMS Bulldog returned from their anchorages in the Review. Adjacent, in the Empress Dock, completing a refit was the survey ship HMS Hydra and at 30 berth fitting out was BNS Defensora.

The largest vessel in the Review, British Respect (1974, 277,747g) helped to make a rare sight as she sailed from the Solent for she passed another supertanker of the BP fleet, the British Patience (1974, 253,838d) on her way to Esso 5, Fawley and early in July a third BP supertanker, British Resolution (1974, 270,665d) anchored in the Solent for a fortnight to load stores. BP's Border Shepherd (1960, 13,339g) also called in the Solent to make a crew change in early June, thus being the fifth tanker owned by BP (Lowland Tanker Co) to call in recent weeks. Lowland Tankers now have a fleet of only five vessels, all built between 1960 - 1962, Border(s) Castle, Chieftain, Falcon, Pele and Shepherd.

On 3 June, in the Solent, the P & O's Strathmuir (1974, 111,43g) (ex Mulbera '75) loaded two SRN6 hovercraft for the United Arab Emirates Republic where they will be used for cable-laying and general survey work for a British company.

On the same day the Seaspeed Master (1976, 2723g) called for bunkers and a crew change while on passage from Felixstowe to Jeddah for Seaspeed Roro Corp. Built as the Laura Russotti, she is a roro vessel capable of carrying 522 passengers.

An unusual flag ship to call for a cargo survey and bunkers in early August was the Roumanian Govt's Busteni (1975, 6253g).

Swedish Lloyd have now closed their service to Bilbao and sent the Patricia back to her home port of Gothenburg for lay-up until her future is decided. She blared her siren until she disappeared from view, but there were no ships in dock to salute her back! Macpak, previous users of Swedish Lloyd, have now opened their service from Southampton which not only goes to Bilbao but to Bordeaux and is the first UK to Southern France roro route. The vessel presently being used is C.F. Ahrenkiel's Roro Cimbria (1971, 550g) (ex Landmark '74), but she will be replaced in October by the newly built Goya, which will have a capacity for 200 units of 20 feet.

Another roro service to start recently from 30 berth is a 15-day service to Apapa. With Sequana Maritime acting as agents, two vessels have called to date, both operated by Traghetti Del Mediterraneo, these being Espresso Sicilia (1968, 1998g) and Espresso Sardegna (1967, 2000g).

The six ships of the Belgian Fruit Lines of Antwerp have been sold to Castle & Cooke Inc., who operate the Standard Fruit & SS Co. They will be placed under Gotaas-Larsen (Liberian flag) management and used to carry bananas from Castle & Cooke plantations in Central and South America to USA and Europe in arrangement with W Oetker of Germany under the trading name of Oversea Freezer Operation. The six ships have all been to Southampton at various times discharging bananas and although under the Belgian flag the company is owned by the Dutch concerns K.N.S.M. and Dammers & Van der Heide. The ships, all 5100/5200g were named Frubel ----- (An article on Belgian Fruit Lines appeared in BJ 1st series No.7, page 3).

The Empire State (1951, 13300g) made a rest and recreation visit to the port in early June. At the time of her building she was intended to be one of three sisterships for the American President Lines and was to have been named President Jackson, but after the outbreak of the Korean war she was completed as a military transportation vessel for the US Government and named Barrett. She could accommodate up to 1500 troops and 400 passengers (dependants). Her two sisterships were also completed as military transportation vessels and named Geiger and Upshur.

After sailing from Rotterdam on 8 July, the large bulk carrier Fernlane had a collision in the Channel on the night of the 8th and put into Southampton for repairs to a badly gashed starboard bow. The Fernlane (64,075g) was built at Emden in 1975 for Fearnley & Eger, Oslo.

A second vessel which came up the river for repairs was the small Danish oil tanker Alice Langli (1977, 400g). She had encountered difficulties while pumping out her cargo of chemicals at Fawley and had to undergo repairs to her pumps.

After all the troubles surrounding the Queen Elizabeth 2 for her annual refit, the first of six freight ships promised by Cunard to compensate for their liner being overhauled in the United States, arrived at the end of July for drydocking. She was the Mahout, 6,867g, a refrigerated cargo motorship built by Alex Stephen & Sons Ltd., Glasgow in 1963 and belonging to Cunard-Brocklebank. A sistership with the same details is Markhor.

T & J Brocklebank Ltd was one of the oldest shipping concerns in the world and the foundations can be traced back to 1770. Cunard acquired an indirect interest in the company in 1912 and Brocklebanks became an associated company, trading from the UK to India. The names of the ships are Indian, beginning with Ma and are easily distinguishable by their blue and white banded funnels. Other ships placed under Cunard-Brocklebank management in 1968 are Mahrona and Manipur (both 1964, 8783g) and under Cunard-Brocklebank Bulkers Ltd management, Mahsud and Maihar (both 1968, 9416g).

The Southampton based company Southern Tankers Ltd has been sold to Edinburgh Industrial Holdings. The company owns two coastal tankers, Clydestan (499g) and Brucestan (518g), mainly employed on the East coast and West coast respectively. The Clydestan, built in 1968 as Kai was acquired in 1973 from Diersch & Schroder, Bremen whilst Brucestan, built in 1964 as the Thorbjorn was acquired in 1974 from Tankrederi de Vries & Co of Germany. The company was originally the Southern Tanker & Bunkering Co Ltd., but disposed of its fleet of five bunkering vessels to Bowker & King Ltd., in 1975. (An article on this company appeared in BJ 1st series No.11, page 11).

P & O cargo ships are rare visitors to the port but the Strathdyce (1977, 9214g) loaded steel for the Persian Gulf at the Western Docks in July. Recently handed over by Austin & Pickersgill six weeks ahead of schedule, she is the last of a line of six 'Series III' SD14 vessels built for P & O. The others are Strathdevon (1975), Strathdirk, Strathdoon (1976) and Strathduns (1977). The sixth, Strathdare was completed in 1974 but was sold to Ellerman City Liners Ltd and renamed City of Exeter.

Originally built for Robert Mrysten (Sweden) as the Gaist in 1954, Hoverhingham Gravels Ltd., ship Hoverhingham III (499) was sold in June to Bowen & Caine and renamed Sea Hunter. She is a sand dredger and can presently be seen in the Solent.

The last quarter has seen Windsor Castle, Good Hope Castle and SA Vaal (2 Sept) make their final voyages to the Cape with the only new chartered tonnage to be used being Bibby Line's Warwickshire (10,682g). She was built in 1967 and in 1973 went to Arya National Shipping Line of Iran for a 12-months charter and was renamed Arya Bod.

After undergoing a large conversion by the Humber Graving Dock & Eng Co Ltd at Immingham, the Cable Venture (1962, 10,000g) arrived back in the port considerably altered to when she sailed from here last year as Neptun. She now has the greatest cable carrying capacity of any vessel in the world and will replace Mercury as the main cable layer in the Cable & Wireless fleet. She is to have slight modifications made at Wallsend before entering commercial service. (An article on Cable & Wireless appears in BJ 2nd series No.22 page 4)