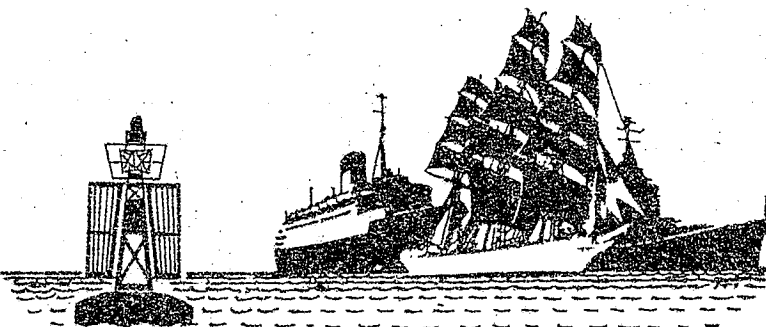
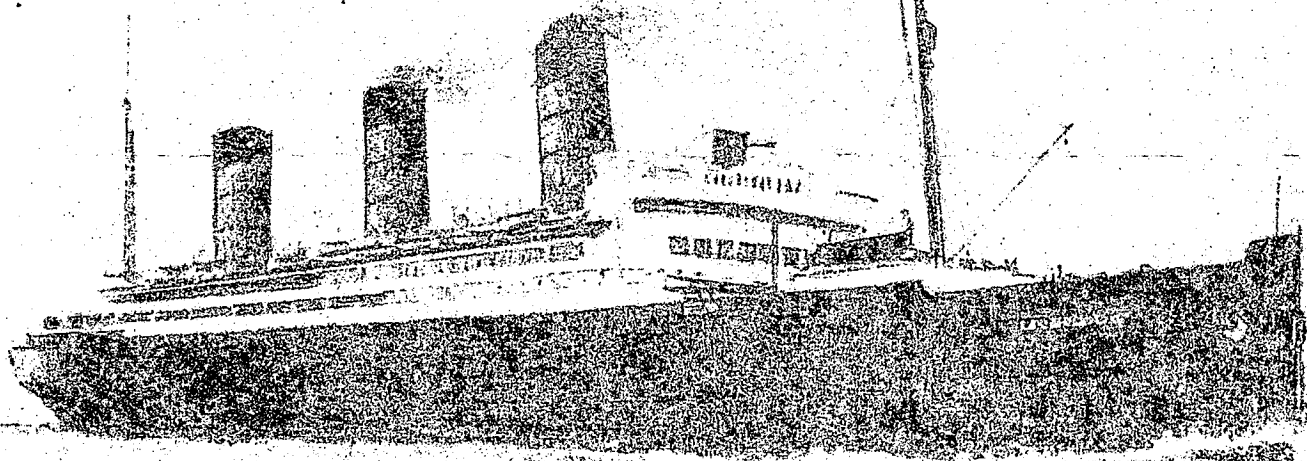


BLACK JACK



QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



Evilans
1977

IN THIS ISSUE

- 3 The Laeisz Ships
- 6 Old Southampton Callers - Lafayette and Champlain
- 8 Southampton-Built - Scillonian of 1956
- 10 Berengaria - one of the giants
- 11 Nautical Notebook

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 UK postage) for 4 issues

SOUTHAMPTON BRANCH

Chairman: John Havers Vice Chairman - -
 Hon. Branch Secretary: R. F. Baker, 29 Milbury Crescent, Bitterne,
 Southampton. Tel: So'ton 448872
 Hon. Branch Treasurer: M. J. Moloney, 117 Havendale, Hedge End, Southampton
 Joint Magazine Editors: Nigel V. Robinson, 2 Glencarron Way, Bassett,
 Southampton, SO1 2EF.
 & David T Hornsby
 Publicity Officer: W H Mitchell
 Outings & Visits Secretary: David T Hornsby, 'Greystones', Southampton Rd,
 Cadnam, SO4 2NG. Tel: Cadnam 3704
 Projectionist: David F Hutchings

Since the last issue of 'Black Jack' the posts of Secretary and Treasurer have changed hands. Les Auckland has handed over the Secretary's job to Rod Baker and Mike Moloney has taken over from Rowan Hackman as Treasurer. Our grateful thanks are duly recorded to Les and Rowan.

A reminder from the Treasurer - as you are aware some members subscriptions are payable on 1 January and some on 1 July.

I do realise that payment is sometimes overlooked but I would be most grateful if payment could be made before the February and September meetings respectively. You will know that the WSS subscription has to be forwarded on to the central treasurer and if he does not receive it within a limited time he has to discontinue 'Marine News'. This also applies to our own quarterly magazine 'Black Jack' when in view of economy of stationery and the high postal charges, the cut-off date is after one further issue following the due date of the subscription renewal. Your Treasurer is M J Moloney - address above

PROGRAMME -- April to June 1978

All meetings (except dinner) are held on second Tuesday of the month in Room 1, Murray Building, University of Southampton commencing at 7.30pm.

Tuesday 11 April	East Anglian Branch Slide Show
Saturday 22 April	Annual Branch Dinner - see below
Tuesday 9 May	Members' Mini-talk Evening
Tuesday 13 June	A talk on Inland Waterways illustrated with film and slides The speaker will be Brian Evans, Chairman of the Southampton Canal Society

ANNUAL BRANCH DINNER - this years dinner will be held in the Merchant Navy Hotel (corner of the Avenue and Lodge Rd) Southampton on Saturday 22 April at 7 for 7.30pm. The after dinner speaker will be our own Rod Baker with an illustrated talk entitled 'Transcanada'. The cost of the dinner will be £3.30 (inc service & VAT). Numbers are limited to 40, so please book early. Bookings to David Hornsby, 'Greystones', Southampton Rd, Cadnam, Southampton, SO4 2NG. Tel: Cadnam 3704.

the menu for the dinner is as follows:-

- * Spring vegetable soup or fruit juice or grapefruit cocktail
- * Fish in sauce
- * Roast turkey with trimmings, roast & new potatoes, buttered carrots & sprouts
- * Ice-cream gateau
- * Cheese and biscuits
- * Coffee and after-eight mints

This Quarter's cover-
 BERENGARIA of Cunard.
 drawing by Eric Law

 * THE LAEISZ SHIPS *
 * by W.H. Mitchell *

From time to time German fruit ships arrive in the Empress Dock to discharge at the banana berth. They are white-hulled and although the funnel is the same colour as that of the Royal Mail Line ships that were so familiar in the Empress Dock years ago, there is no link at all.

The ships are owned by F Laeisz of Hamburg and it may not be generally known that this was the owner of one of the biggest sailing ship fleets in the world of yesteryear. The fleet became known as the 'Flying P' Line, for their fast sailing ships were all given names beginning with 'P' - a tradition that is still carried on with the motorships of today.

The earliest record is of a wooden brig, built in 1839, but it was not until the end of the 19th century that all the ships took names beginning with 'P', the first ship in the fleet over 1,000 gross tons being the iron-built Polynesia of 1874. In 1894 the 3,088 gt steel barque Pitlochry was completed by Alex Stephen for his own company but was later purchased by Laeisz. She was the largest sailing vessel to be built on the Tay and the last to leave Stephen's Dundee yard. The Potosi, an even bigger steel barque of 4,026 gt was built in 1895. At the turn of the century there was the Pamiir of 1905, the Pommern of 1903, Peking and Passat of 1911 and the Pelikan and Perim bought in 1912. In 1914, fifteen sailing ships were in the fleet although the company commenced steamship operation just before the outbreak of war.

The last sailing ship to be built for Laeisz was the 3,064 gt Padua, a steel barque in 1926, and in that year there were seven sailing ships in the fleet, Pamiir, Parma, Passat, Peking, Priwall and Padua - all over 3,000 gt and all 4-masted barques, the seventh being the smaller Pinnas of 1,900 gt. There were also two turbine steamers, Planet and Poseidon of 5,800 gt.

In 1930 a subsidiary company was formed - the Afrikanische Frucht Compagnie Laeisz & Co and commenced in the West Africa trade with the steamers Panther and Puma of 2,171 gt, both constructed in that year.

By 1935 only two sailing ships remained in the fleet, the Padua and Priwall. Although these ships had been relegated to the South Australia wheat trade, they had returned for a time to the original nitrate trade from the West coast of South America when an attempt was made to revive the business which had been ousted by synthetic production.

In 1939 came World War II and in that year the company, with two sailing ships, one steamer and seven motorships became titled Reederei F Laeisz GmbH. Four war losses were recorded, the Planet 1922/5821gt and Palime 1937/2863 by mine, the Pionier 1933/3285 by torpedo and the Python, which had been taken over by the German Navy in 1939, by HMS Dorsetshire near Ascension Island on 1 December 1941 whilst acting as a submarine supply ship. Three other ships were seized when war ended in May 1945 as prizes, two as 'Empire' ships and one to Italy later. The Pernau, taken over from Russia in 1941 was returned to them in 1945 and another ship Paloma, taken over in 1940 when building in Holland for Poland was also transferred to Russia.

Of the sailing ships, Padua became a German Merchant Navy training ship in 1940, then became a prize at Flensburg in 1945, was allocated to Russia and rebuilt at Rostock. The Priwall didn't fare so well. She was interned in 1939 at Valparaiso and then taken over by the Chilean Navy in 1940, being renamed Lautaro. On 28 February 1945 she was lost by fire off Iquique.

The postwar building programme commenced in 1951 with two motorships, Proteus and Perseus followed by two in 1953 and a further five before the end of that decade. Ten more were built in the 1960s including three Pisang (class)

Puna and Pongal - 21 knot ships carrying bananas from South America and four very fast 22 knot banana carriers Pekari, Pica, Pirol and Persimmon, carrying bananas both in cartons and loose bins.

The Afrikanische-Frucht Compagnie ceased to exist in 1966 when the two operating ships Proteus and Perseus were sold.

Then in 1970 two container ships were ordered which were completed in 1972. These are currently on charter to Seatrain Lines Inc. Two bulk carriers of 43,479 grt were also constructed in 1972-3.

A current fleet list is given and most of the banana ships, including those managed for Ahlers NV., have been to Southampton. The company is old and steeped in history and for lovers of sailing ships a 6-page fleet list of the Laeisz sailing ship fleet can be ordered from the author at the cost of photocopying.

Fleet:

Refrigerated cargo ships

Pekari	Deutsche Werft	1966			
Persimmon	Deutsche Werft	1967			
Pica	Howaldtswerke	1966			
Pirol	Howaldtswerke	1967			
			6570 tdw	4917 grt	466 ft oa x 59 ft
			22 knots	300,000 cu ft	refrigerated

Container ships

Plutos	Van Giessen-De Noord NV	1972			
Pluvius	Van Giessen-De Noord NV	1972			
			13440 tdw	13294 grt	173 m oa x 24 m
			21 knots	388 x 40 ft and 28 x 20 ft	containers

Bulk carriers

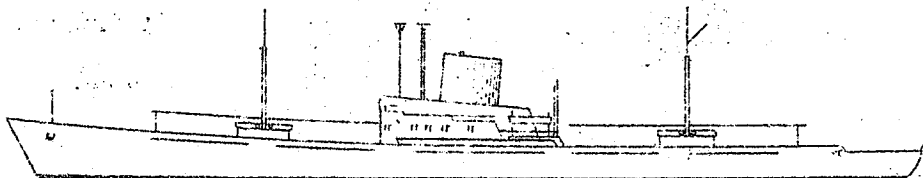
Prosperina	Lubecker Flenderwerke	1972			
Propontis	Lubecker Flenderwerke	1973			
			80245 tdw	43479 grt	256 m oa x 32.3 m 15½ knots

Refrigerated cargo ships (Managed by Laeisz on behalf of Ahlers NV., Antwerp and wear the Belgian flag).

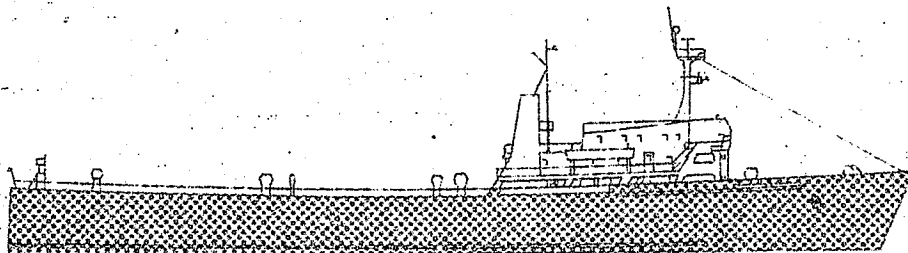
Pomona	NV Boelwerf	1969			
Pontos	NV Boelwerf	1969			
			7270 tdw	5824 grt	489 ft oa x 64 ft
			22½ knots	385,750 cu ft	refrigerated

NAVARINO FOR SOUTHAMPTON: - It has just been announced that Karageorgis Line's Navarino (ex Gripsholm '75) is to make a voyage from Southampton (departing 12 January 1979) to South Africa via Las Palmas and St Helena. Whilst in South Africa she will undertake a 16 day cruise to Mauritius and The Seychelles and will return to Southampton from Cape Town arriving on 6 March.

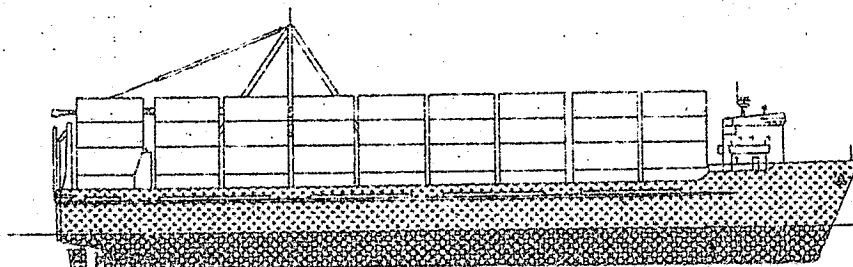
EXPORT BARLEY: - Since early January Dibles Wharf has been busy exporting 55 000 tons of barley - ships which have called to date are Delta (Ge.72.1583g), Argo Hope (Gr.77.1587g), Sentence (Br.74.992g), Mercandian Sky (Da.75.1599g), Marion Bosma (Antillian.77.1600g), Ladoga 7 (Ru.73.1568g), Hindoustan (Pa.65.1926g) ex Hwapyung Diana '78 ex Shinpo Maru '73, Germa Girl (No.72.1599g), Rodon (Cy.68.1232g) ex Jodonna '76 - now at Husbands under arrest! - Giorgis (Gr.53.1892g) ex Aigeorgis '76 ex Corburn '72, and Hop (No.73.1598g) - she will also take the cargo which the Rodon had already loaded prior to her arrest. In addition 250 000 tons of barley are to be exported through berth 26-7 in the Empress Dock. By the time this is read the first vessel should have arrived; due to the draught restriction of 23 ft we should see a good number of ships loading.



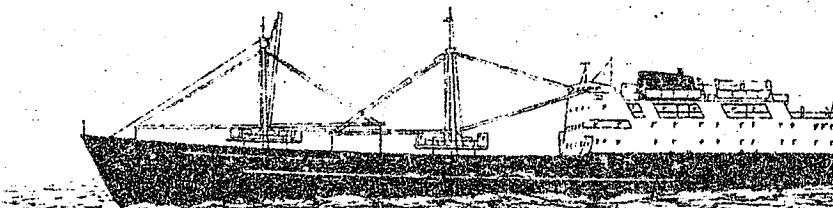
PEKARI (1966. 4917g) of F Laeisz
sisters - PERSIMMON; PICA; PIRCL
see article on page 3



DORSET (1970. 999g) ex ULSTER SPORTSMAN 75 ex DONAUVIAL 74
P&O ro-ro freighter which helped out
Normandy Ferries during their recent
troubles with LEOPARD



DECKSHIP ARABELLA (1975. 1599g) owned by Sea Containers Ltd,
she put in for repairs over
the Christmas/New Year period



ST HELENA (1963. 3150g) ex NORTHLAND PRINCE 177
refitting in Southampton for service
from Avonmouth to St Helena, Ascension
and Cape Town for Curnow Shg Co.

old southampton callers

The LAFAYETTE and
CHAMPLAIN of the
'thirties.

by John H. Lindsay

The Cie Generale Transatlantique (French Line) after the 1914-18 war began plans to build a modern post-war fleet to trade from their home port of Le Havre. Although their African and West Indian routes were being modernised, their main plan was for the North Atlantic route. The France, 23,666gt of 1912 had been joined by the 34,569gt Paris, built in 1921. Their first cabin-class liner De Grasse (17,707gt) entered service in 1924, to be followed in 1927 by the Ile de France of 43,753gt, which was so popular that she carried more First class passengers than any other North Atlantic liner at the time. In 1929 the company launched their first motorship, Lafayette of 25,178gt, to be followed by the steam turbine driven ship Champlain, 28,124gt in 1931. Both these ships carried Cabin and Tourist class and proved very successful on the route.

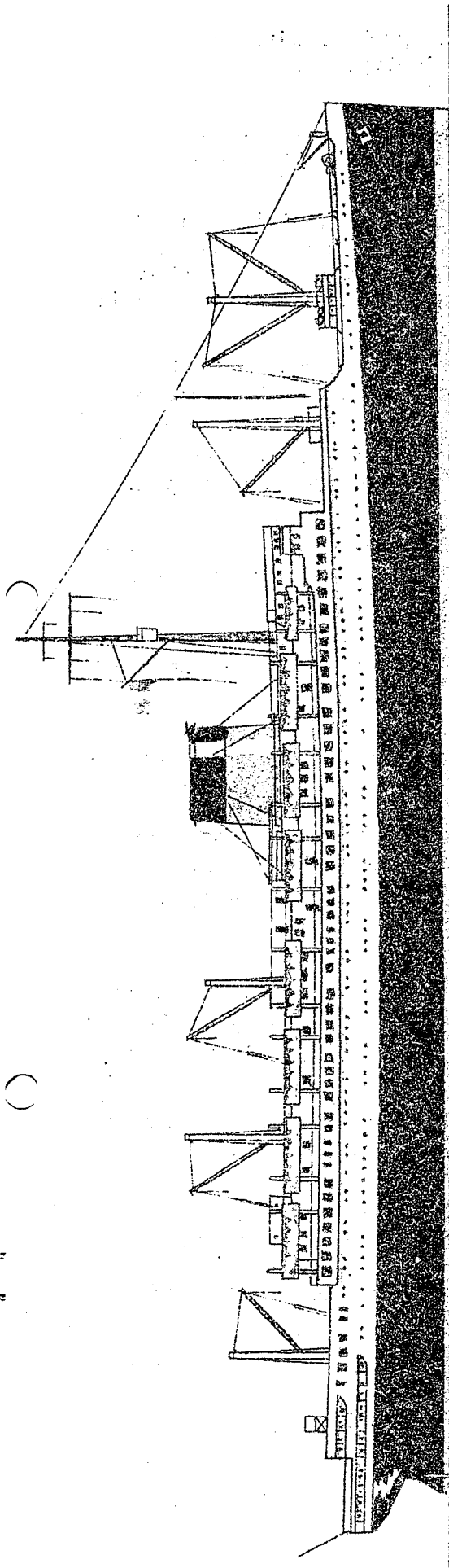
The rivals on the British side were White Star Line's cabin-class motorships Britannic (26,943gt) and Georgic (27,759gt), both vessels built by Harland & Wolff, Belfast and launched in 1929 and 1931 respectively. The American answer were the Manhattan and Washington (24,289gt) of the United States Lines, launched 1931 and 1932 respectively. All these ships were known at the time as economy liners, the shipping depression then being at its height and the large luxury liners experiencing a decline in passenger traffic. But the new ships still maintained a high standard of travel with a fair turn of speed and an economic fare.

The Lafayette was built at the Penhoet Yard, St Nazaire. Her dimensions were 577 ft bp, 613 ft oa, breadth 78.4ft. She had quadruple screws propelled by four sets of 2 stroke-cycle diesel engines. These developed 18,000 brake hp at 150 revolutions per minute giving a service speed of 17 knots and a maximum of 18 knots. Accommodation was for 583 Cabin class, 388 Tourist class and 108 Third class passengers with a crew of 472. Completed in March 1930, she made her maiden voyage on 17 May from Havre via Plymouth to New York. She continued calling at Plymouth until 1935 when she was then transferred to Southampton. In 1938, during an overhaul at Havre, she caught fire on 8 May and was completely gutted. Her hulk was sold and she was towed to Rotterdam for breaking up.

The Lafayette's profile was very modern, the stem was slightly raked, the counter stern favoured by French designers still retained. One large, dumpy funnel was amidships, one mast was aft of the bridge house. The lifeboats were raised in gravity davits. Her six holds were serviced by king posts and pole derricks worked by electric winches. She had nine complete decks. The main promenade deck was completely enclosed by glass windows and had a three feet overhang each side which gave a breadth of 84 ft. The open air sports deck, aft of the funnel, had three deck tennis courts. Modern elevators were at the convenience of passengers day and night. The public rooms were finished to top hotel standards.

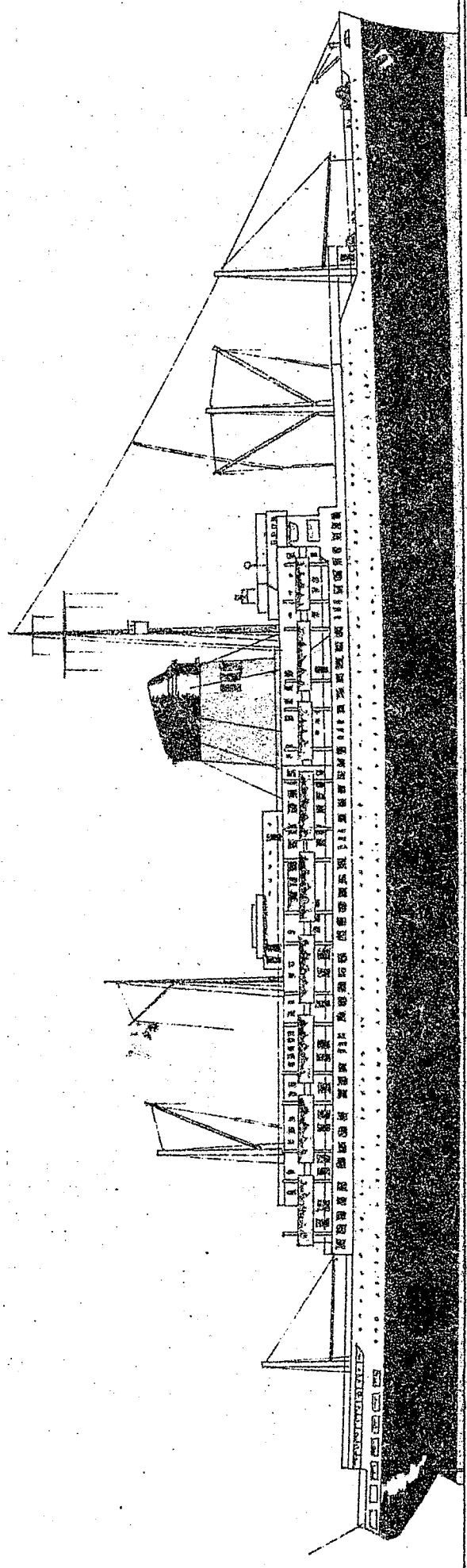
Her consort, the Champlain came from the same yard but was slightly larger - 606 ft bp, 641 ft oa in length, 83 ft breadth. Twin screws were driven by geared turbines developing 25,500 shaft hp. Service speed was 19 knots. Accommodation was for 623 Cabin, 308 Tourist and 122 Third class passengers with a crew of 575. Launched on 15 August 1931 she was completed the following May, her maiden voyage being from Havre to New York on 18 June. In 1935 she transferred her Plymouth calls to Southampton. She was used for cruising when the Atlantic services were curtailed during the winter months. She met an untimely end in World War II. Whilst sailing off La Pallice on 17 June 1940 she struck a magnetic mine, heeling over and sinking in shallow water with the loss of 330 lives. By 1964 her remains had been scrapped on the spot.

Her profile was similar to the Lafayette, but she had a curved stem. Masts were fore and aft of a pear-shaped funnel which was heightened owing to smoke nuisance. Aft of the funnel was a large sports deck with four tennis courts, but could be used for concerts. Her promenade deck was some 350 ft long, again with an overhang port and starboard to increase the breadth and was enclosed with opening glass windows. The Champlain was a popular ship probably due to her splendid style of French decor and a superb catering service.



JOHN S. LINDSAY

LAFAYETTE



JOHN S. LINDSAY

CHAMPLAIN

SOUTHAMPTON BUILT -
SCILLONIAN of 1956

article and drawing by
Nigel V Robinson

As is well known by now, the Scillonian has just started a new lease of life as an excursion vessel after 21 years of sterling service on the exposed Penzance - Isles of Scilly run.

The crossing from Penzance to St Mary's is only 40 miles, but is one of the most exposed sea routes in British waters. It follows from this that when the Isles of Scilly Steamship Co Ltd ordered a new vessel in April 1953 they required a sturdy, all-weather ship to maintain their year-round mail, passenger and cargo sailings.

J I Thornycroft & Co Ltd of Woolston were awarded the contract and the Scillonian was launched on 15 November 1955 by HRH Duchess of Gloucester.

Scillonian had tonnages of 921 gross and 201 dwt on dimensions of 209ft 7ins length overall and 32ft 10ins beam; laden draught was 9ft 6 $\frac{3}{4}$ ins. Her machinery consisted of two 6-cylinder Ruston & Hornsby diesels driving twin screws to give a service speed of 15 $\frac{1}{2}$ knots.

Cargo capacity totalled 26 000 cu ft in two holds and tween decks. She held a passenger certificate for 600 day passengers in the summer months reduced to 500 in wintertime. Her total cost was £250 000.

Scillonian made her maiden voyage from Penzance on 28 March 1956, replacing the old Scillonian (blt 1926), which had been renamed Peninnis to free her name for the new ship.

Over the years the Scillonian served the Scilly Isles well, through fair weather and foul. During the latter she was occasionally delayed or diverted; on one voyage for instance, she was unable to make either Penzance or its near neighbour Newlyn and she had to run on to Falmouth the voyage lasting 5 hours instead of the scheduled 2 $\frac{3}{4}$. This particular episode almost succeeded in moving the mainland terminal to Falmouth but Penzance won the day.

In the early spring each year she used her cargo capacity to the full in bringing flowers to the mainland markets. From time to time she was seen in Southampton when she returned for overhaul.

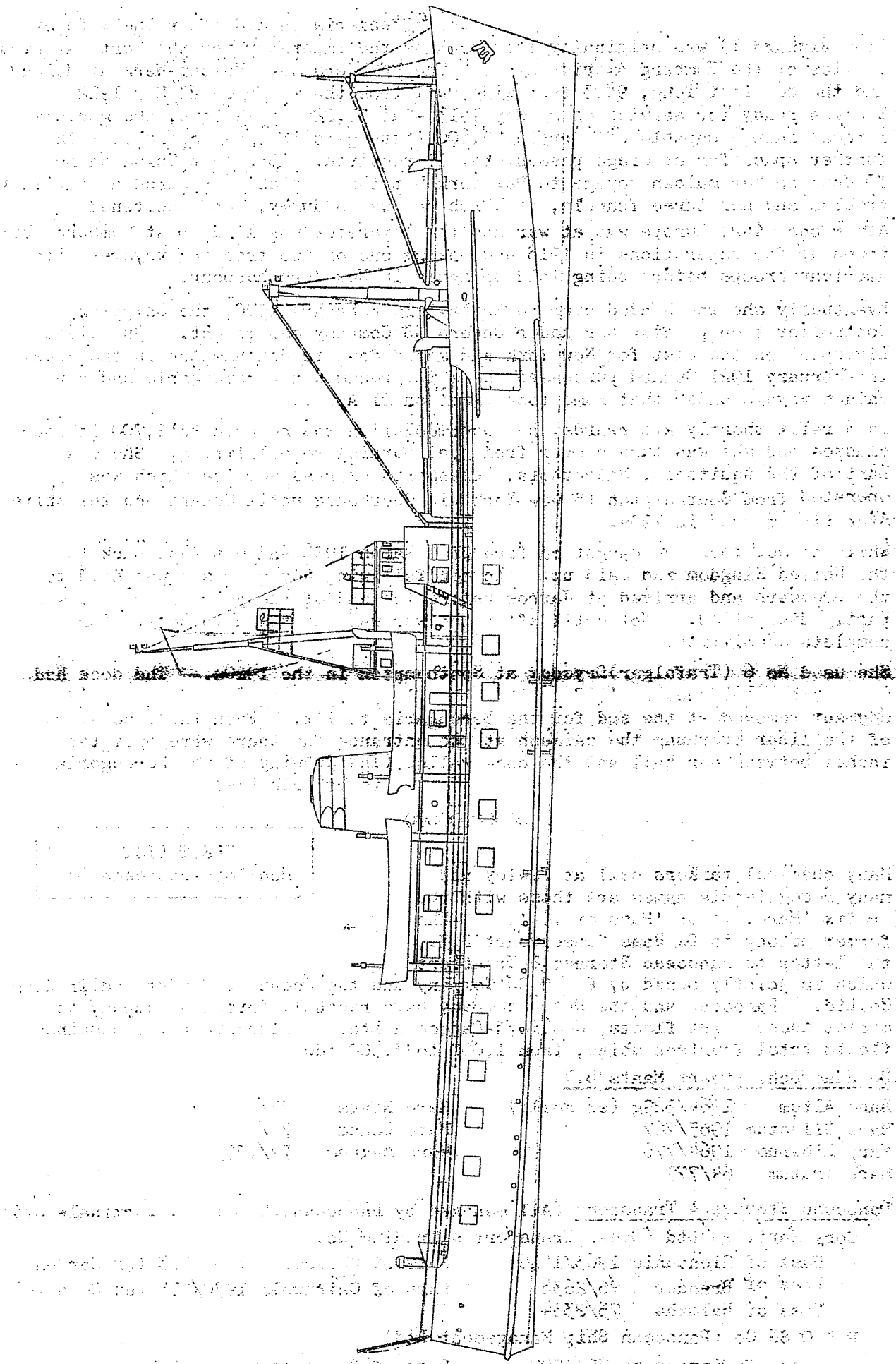
In May 1977 she made her last Scilly Isles crossings and was then replaced by Scillonian III (built by Appledore Shipbuilders Ltd). On her withdrawal she was purchased by P & A Campbell Ltd and carried out and ferry work in the Bristol Channel. She actually carried out some of these early sailings still under her old name, but was eventually renamed Devonian. Then, in a surprise move, she operated cruises from Tower Pier down the Thames via Greenwich to Southend. This was after plans to operate her on the south coast had fallen through.

This coming season, after laying up at Dartmouth with the other Campbell vessel Balmoral (also, of course, Thornycroft-built), Devonian is to operate the West Country services whilst Balmoral with her greater passenger capacity and more suitable sheltered water design is to operate the Thames excursions. ***

DEVONIAN ex SCILLONIAN '77 *** late note: there is now some doubt about Campbell's 1978 plans!

3.1956 by J I Thornycroft & Co Ltd, Southampton
921 gross 504 net 201dwt O.N. 183944
209ft 7ins x 32ft 10ins draught 9ft 6 $\frac{3}{4}$ ins call sign MWMQ
2 x 4SA 6-cyl diesels by Ruston & Hornsby - each 720bhp.
Twin-screw 15 $\frac{1}{2}$ knots
2 holds 2 winches derricks: 1 x 6 ton, 1 x 3 ton bunkers - 30 tons

SCILLONIAN III
5.1977 by Appledore Shipbuilders Ltd
1255 tonnes
220ft oa x 38ft 11ins draught 9ft 6ins
2 diesels by Mirlees Blackstone - 1220 bhp.each
Twin screw 15 $\frac{1}{2}$ knots bow thrust unit and stabilizers fitted 600 passengers
Scillonian III was named by HRH Prince Charles on 17 May 1977.



THE DEPARTMENT OF THE ARMY
 OFFICE OF THE CHIEF OF BUREAU OF SHIP REPAIRS
 WASHINGTON, D. C.

The BERENGARIA - one of the giants

The Berengaria (named after the wife of King Richard I) was originally laid down as the Emperor for the North American service of the Hamburg Amerika Line. The builders were Vulcan-Werk at Hamburg and the 884 feet long, 98.3 feet wide hull took the water on 23 May 1912. She was ready for service on 23 May 1913 - at 52,226 gross tons, the world's largest ship - capable of carrying 2,800 passengers in three classes, with further space for steerage passengers, if required. She left Cuxhaven on 10 June on her maiden voyage to New York but there quickly appeared a stability problem and her three funnels, of which one was a dummy, were shortened. After one year, Europe was at war and the Emperor was laid up at Hamburg, being taken up for reparations in 1918 and making one or two trooping voyages with American troops before being laid up again in New York harbour.

Eventually she was handed over to Britain in February 1920, the Shipping Controller then placing her under Cunard SS Company management. She left Liverpool on the 21st for New York and moved down to Southampton in the June. In February 1921 Cunard purchased the ship, renamed her Berengaria and her maiden voyage under that name took place on 21 April.

In a refit shortly afterwards, her accommodation was reduced to 2,700 in four classes and she was turned over from coal burning to oil firing. She was part of the Aquitania, Mauretania, Berengaria express service which was operated from Southampton to New York via Cherbourg until Cunard and the White Star Line merged in 1934.

While at New York she caught on fire on 3 March 1938 and was sent back to the United Kingdom and laid up. In the following November she was sold to the breakers and arrived at Jarrow before the end of the year, where she was partly dismantled. Not until after the war was she towed to Rosyth for complete demolition.

She used No 6 (Trafalgar) Drydock at Southampton in the 1920s. The dock had already been widened in 1912 to take the Olympic but now had to have a 'V' segment removed at the end for the Berengaria to fit. Even then the stern of the liner overhung the caisson at the entrance and there were only ten inches between her hull and the dock walls. (The drawing of the Berengaria is by Eric Law)

000000000000

<p>FLEET LIST Nedlloyd-Panocean Lt</p>
--

Many chemical tankers call at Fawley and many recognisable names are those with the prefix 'Mare...' or 'Pass of ...'. The former belong to De Haas Scheepvaart B.V., the latter to Panocean Storage & Transport which is jointly owned by P & O SN Company and the Ocean Transport and Trading Co. Ltd. Panocean and the Dutch company have recently formed a company to market these joint fleets, Nedlloyd-Panocean Ltd. Altogether the combined fleets total fourteen ships, from 1,000 to 3,500 tdw.

De Haas Scheepvaart Maats B.V.

Mare Altum	1964/529g (ex Rollo)	Mare Novum	77/
Mare Silentum	1965/767	Mare Bonum	77/
Mare Liberum	1964/776	Mare Magnum	77/1595
Mare Iratum	64/777		

Panocean Storage & Transport (All managed by Panocean Shipping & Terminals Ltd)

Cory Maritime Ltd (Ocean Transport & Trading Co.)

Pass of Glencunie	1963/1416	Pass of Chisholm	1970/918 (ex Cordene)
Pass of Brander	76/2638	Pass of Cairnwell	1970/918 (ex Cordale)
Pass of Balmaha	75/2334		

P & O SN Co (Panocean Ship Management Ltd)

Pass of Dirriemore	75/1599	Pass of Drumochter	74/1597
--------------------	---------	--------------------	---------

The Bulk Oil SS Co Ltd, formed in 1921 by J.W.Cook & Co. Ltd., operated a fleet of small coastal tankers all named 'Pass of ...' and names have been perpetuated. The company was taken over by Wm Cory & Sons in the late 1950s and became Cory Maritime Ltd.

At the end of February the last two regular Cape ships, Southampton Castle and Good Hope Castle finally left the port renamed Franca C and Paola C respectively. Both were bought by the Italian Costa Line for use on their refrigerated cargo service between Italy and South America. Franca C should have departed in Costa Line colours, but due to a workers dispute, left the port in her familiar livery.

With the new South African container service still not in operation from Southampton, more general cargo ships have discharged cargo from the Cape. The largest of these was the Quellin (1977, 15,500g) owned by Cie Maritime Belge, Antwerp, with machinery and square-shaped superstructure aft. In contrast, at the beginning of the year, Ellerman Line's City of Auckland (8,181g) arrived from the Cape. Built by Vickers Armstrong on the Tyne in 1958, her unusually tall funnel and elegant lines were a change to see in this day and age, but as she was in port her sale was announced to London owners. Also from the Cape came the Balmoral Castle, the Liberian-owned Hallaren (1960, 6725g) with fruit and the small Dutch reefer, Adriatic (1968, 1227g) also discharging fruit at 41 berth at the end of January. Built in France for Lars R. Johansen of Oslo, she was bought by Seatrade Groningen BV in 1975.

More fruit came from Israel in two ships. The first was Cunard's Scythia (12,059g) which arrived in mid-January, one of ten reefers bought from Maritime Fruit Carriers in 1976. Built by Aalborg Vaerft A/S in 1972 as Iris Queen, she is now the fourth Cunard vessel to be named Scythia, the first one dating back to 1875. The second ship, with oranges arrived in mid-February. This was the Bate Bridge (1971, 6317g) She flies the Singapore flag for the Bate Shipping Co of Liberia, one of Robert Bornhofen group ships. She was indeed, built as the Hans Bornhofen, but changed her name in 1973 to Adviser before becoming Bate Bridge in 1975.

In an attempt to fill the gap left when Union-Castle ceased their passenger service is the small motor vessel St Helena (3,150g). At present she is undergoing a refit in the Empress Dock before commencing an eight-weekly service from Bristol to the Ascension Islands and St Helena to Cape Town with a maximum of 80 passengers. She was built in Vancouver for Northland Shipping Co. Ltd as the Northland Prince and then became St Helena in 1977 when purchased by the Curnow Shipping Co.

An interesting heavy-lift ship, the Dutch, Gloria Virentium (1977, 1599g) arrived on February 14th at the Town Quay. Her accommodation and two, 4-legged masts are situated on the starboard side, leaving a clear wide main deck along the port side for her cargo to be either lifted on by her two derricks, each capable of 400 tons, or rolled on over the stern ramp, which can handle up to 1,000 tons. The vessel has a very shallow draft and can even discharge her cargo onto a beach. She is owned by Holscher Shipping BV., Rotterdam.

Again, shiprepairing in the port has brought in several interesting vessels. Three of them arrived over the Christmas holiday. Firstly, requiring purifier repairs and fuel oil was the Fetu Moana (1,330g). She was on her delivery voyage from Norway to New Zealand after being recently purchased by a New Zealand company who intend to use her to support the Pacific Islands under New Zealand's jurisdiction. Next was Zim Israel Line's containership Tilia (1976, 4,790g) en route between London and Haifa and lastly, after encountering heavy weather damage, Sea Container's Deckship Arabella (1976, 1,599g) (ex Arabella '77). She was a strange looking ship, with all her accommodation well forward, leaving a clear deck for containers which on her visit here, were fully stacked up to the height of her superstructure. The first vessel to arrive for repairs this year was the West German feeder containership, Bokrus (1976, 499g), on 13 January. Whilst on a voyage between Rotterdam - Le Havre and Dublin, she hit a heavy storm and one of her containers laden with steel coils, broke loose, damaging other containers and holing the ship forward. She arrived in the early hours of the 13th, with a substantial list. And on 16 February, the United States Line's containership American Argosy (1953, 15864g)

(ex Pioneer Main '70 ex Cotton Mariner '56) arrived for a four days stay in the winter storms and snow on 35-6 berth for repairs. She is a converted 'Mariner'-class conventional freighter and can now carry approximately 480 TEUs.

After spending many years moored deep inside Portsmouth Harbour, off Portchester Castle, the old British Rail coaster Isle of Ely (58' 866g) arrived at Vosper's at Northam in late February. At the time of going to press her future is not known but evidently she will be starting to trade somewhere again.

Only two first time callers have arrived in addition to the fairly regular banana boat traffic. Both were Russian - type B437 - ships built in Poland, Pavel Parenago and Vasiliiy Struve (1975, 6400g).

E.L.M.A vessels have been in evidence fairly constantly over the quarter in the South American service and have included Buenos Aires II (1977, 10076g), Rio de la Plata (1971, 10400g), Rio Cincel (1973, 9059g), Rio Colorado (1962, 8482g) and finally, departing on her maiden voyage on December 30th after loading general cargo, part of which included heavy lifts was the Entre Rio II (1977, 12500g). She was built in Cadiz and is of a different design to the regular E.L.M.A callers, with her superstructure complete at the stern.

Traffic has been very busy at Dibles Wharf recently, with many vessels up to 1,900 tons loading and unloading grain and salt, but two larger vessels both discharged grain at 102-3 berth in mid-January. The first was the British vessel Ringnes (1975, 3645g), one of seven mini-bulk carriers ordered by Jebsens (UK) and Turnbull Scott Management to be built by Appeldore Shipbuilders and has two distinctive features - one, of large square twin funnels aft and the other, a combined chartroom and wheelhouse which gives almost 360° of vision. The second vessel was the Norwegian Rafnes (1976, 3843g) of a very similar appearance to the Ringnes. She is owned by Jebsen, K of Bergen and was one of nine of her type ordered to be built in Norway.

At the containerport there have been one or two rare callers. The Manchester Venture (17500g) came from Canada on December 8th. She was built by Smith Dock Company on Teesside and completed in 1977 as was her sistership Manchester Vanguard. An interesting point about these vessels is the installation of heeling tanks to port and starboard which are connected to an automatic pumping set and used to counteract heel during loading and unloading of containers. Both vessels are of 160m in length and can carry approximately 842 TEUs. Since her call, Manchester Venture has been chartered and renamed Seatrain Bennington.

Due to congestion at Tilbury, the CP Trader (1971, 15680g) made her first call at the containerport in early January. Built by Cammell Laird at Birkenhead, she is ice-strengthened and can accommodate 707 TEUs at six tiers in four holds, plus two additional tiers on pontoon hatch covers. Two other vessels moving containers were Svenska Orient Line's Balticland (1975, 5569g), loading/discharging ACL boxes and Zim Israel Line's Sigal (1977, 6170g) moving boxes from Haifa for the first time here.

Bowker & Kings, Brook has been sold to Egypt. Dating back to 1947, she was built by J. Harker, Knottingley as the Westerndale H (220g) for their own fleet and moved in 1968 to the Southern Tanker & Bunkering Co., being constantly seen in the Docks on bunkering work. She was sold in 1975 with the rest of the bunkering ships to Bowker & King Ltd. (See also Black Jack Nos 11 and 14 (1st series). Incidentally, another Bowker & King ship based at Southampton is the Bursledon. This should, of course, be Bursledon but it is understood that a mistake was made in her register when she was sold. So she remains Bursledon.

The following cruise liners are scheduled to arrive at the port:

On 5 June - Achille Lauro (1947, 23629g), Europa (1953 21514g) on 1 September, World Discoverer (1975, 3945g) provisional 16 August and ps Waverley (1947, 693g) provisional 13 May. The call of the Italia (1967, 12219) on 7 June has been cancelled.