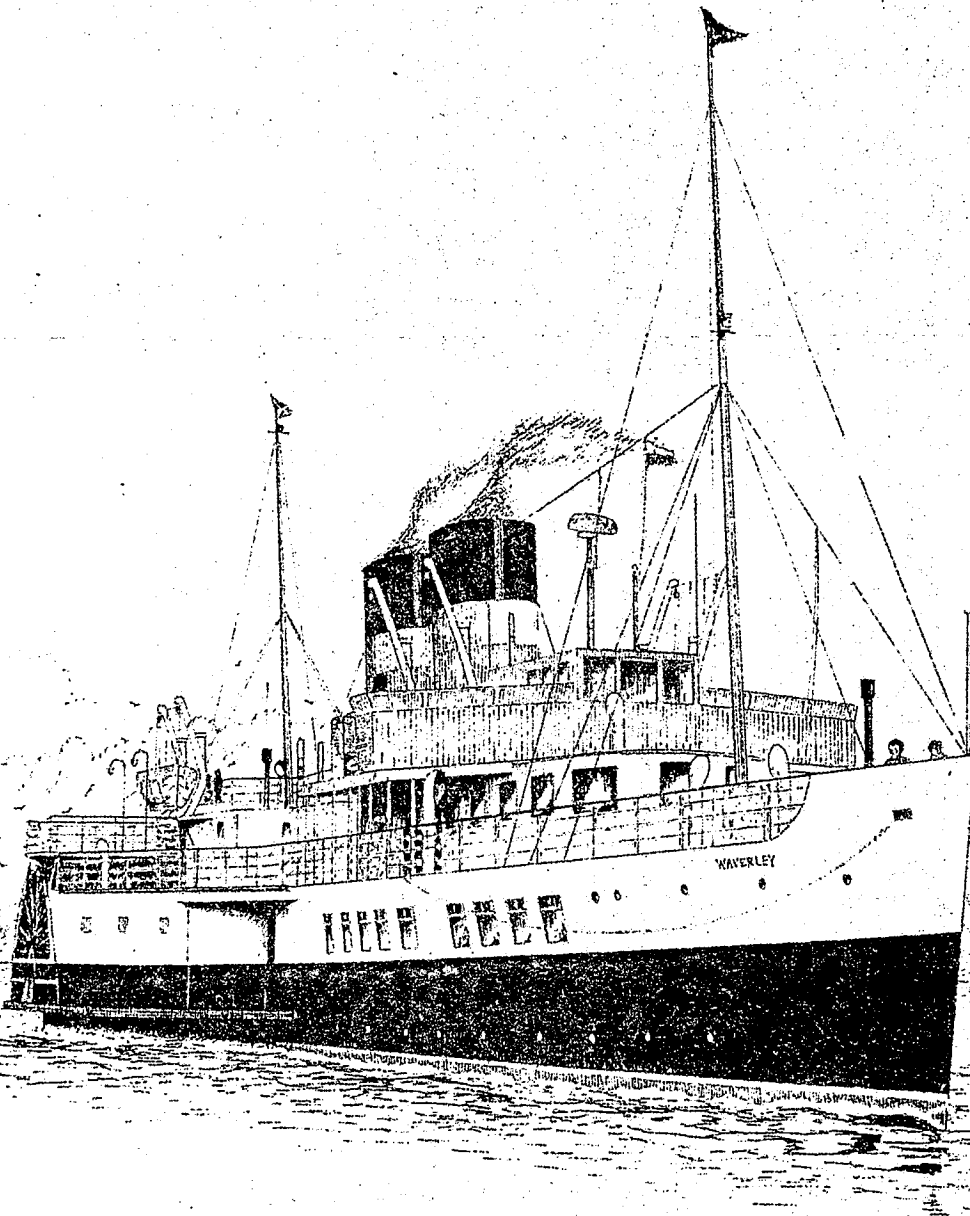
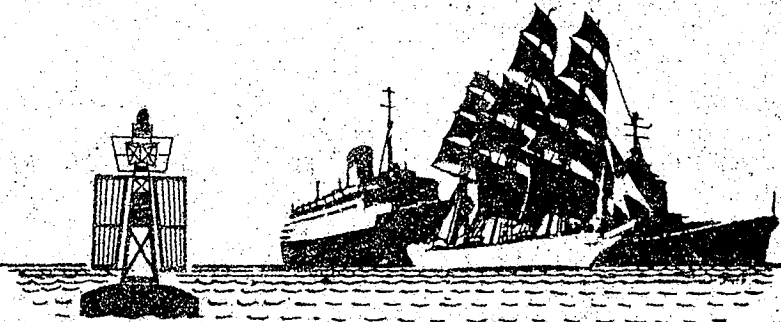


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



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PROGRAMME - JULY - SEPTEMBER 1978

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

Tuesday 11 July Frank Phillips - 'The Unusual and the Unexpected'

Tuesday 8 August Film Evening - 'Gothenburg' 'Gota Canal Journey'
'Captains Three'

Tuesday 12 September 'Wooden Walls' - Rowan Hackman

we also hope to hold an auction at this meeting

We have received an enquiry from Mr Cedric Thesiger, Flat 1, Swayres House, Winchester Street, Salisbury who is researching the firm of Coupland Bros of Liverpool. After reading 'Black Jack' in the Library and the article on Oswald, Mordaunt & Company he wonders if any reader has any more information on the sailing ships built by them for Coupland Bros - Victoria Regina, Leicester Castle, Britannia and Alexandra.

N.B. the articles on Oswald, Mordaunt appeared in 'Black Jack' Series 1, Nos 3, 4 and 5.

COVER ILLUSTRATION: ps WAVERLEY

drawing by Nigel V Robinson

This historic paddle steamer made her first visit (during May) to the South Coast from her home waters of the Clyde. During her all too brief series of cruises she was a splendid sight and evoked many memories - we hope this visit will be a prelude to many more. For the record some facts and figures about WAVERLEY appear below.

laid-down Jan 1946 launched 2 Oct 1946 by Lady Matthews (wife of LNER Chairman)
trials 5 June 1947 & completed by A & J Inglis, Pointhouse, Glasgow. Maiden voyage
- 16 June 1947

693 gross 327 net 126 dwt O.N. 169494

239ft 11ins loa beam 30ft 2ins (extreme breadth 57ft 3ins)

Machinery: 3-cyl Tr-exp diagonal engine (2100 ihp) by Rankin & Blackmore,
Greenock. service speed 15 knots.

Double-ended boiler - coal-fired (converted to oil firing 1957)

Passengers 1350 (max) Crew 33

Owners: 1947-48 London & North Eastern Railway; 1948-51 British Transport
Commission (Scottish Region); 1951-74 Caledonian S P Co later Caledonian-
Macbrayne; 1974- Waverley S N Co

 **
 ** STEPHENSON CLARKE SHIPPING **
 **
 ** one of Britains oldest **
 ** Shipping Companys **
 **

BY DAVID HORNSBY

Although the Company under its present style of name only dates from 1850, its history can be traced back to when the Clarke brothers from North Shields first became shipowners in 1730. After acting as ships masters, the first vessel purchased was the sailing vessel CLEVELAND of about 300 tons burthen, which was to make several transatlantic voyages in the early years.

Today the "silver banders" are principally seen in local waters with cargoes of grain and coal, and it is the latter trade that the Company made its name as Britains largest firm of collier owners and managers, carrying shipments of coal from the north-east coast ports to the distribution centres, power stations and gas works of the Thames Estuary and the South Coast.

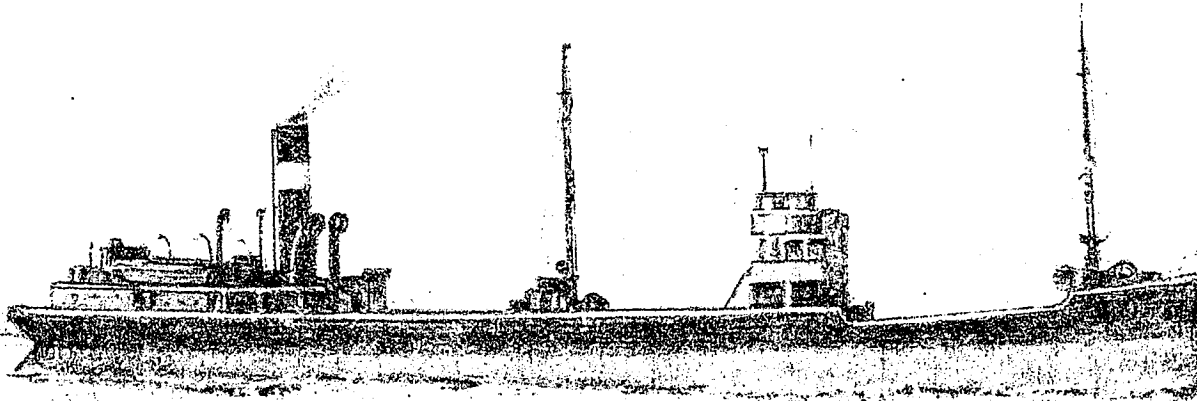
By 1876, the fleet comprised seven iron steam vessels the largest being of 923 gross tons, whilst another was the steam collier SHOREHAM (491 grt) the first of a vast number of vessels to be named after Sussex towns and villages. The last quarter of the 19th century saw little expansion and the majority of coal was still transported southwards by rail. However these years did see two larger vessels built for the Company, the 1394 grt GRACIE (1879) and the 1810 grt ANDALUCIA (1892), also the first steel steamers the 634 grt PORTSLADE (1888) and the 535 grt F.E.WEBB (1891), whilst the 1892 built ST. DUNSTAN became the first of a very long line of colliers to be built for the Company by S.P.Austin & Sons Ltd., of Sunderland.

The demand for coal rapidly increased at the turn of the century, and this increased the prosperity of the Company, particularly as the majority of coal was now being transported by sea. During the first decade of the new century nine new vessels were added to the fleet, whilst a further four were added prior to WW1, including the 2788 grt MINSTER and the 2030 grt CERNE both of which became war losses. Six further vessels were added during the war, whilst five other were acquired from the Shamrock Shg. Co. Ltd. of Larne to replace losses.

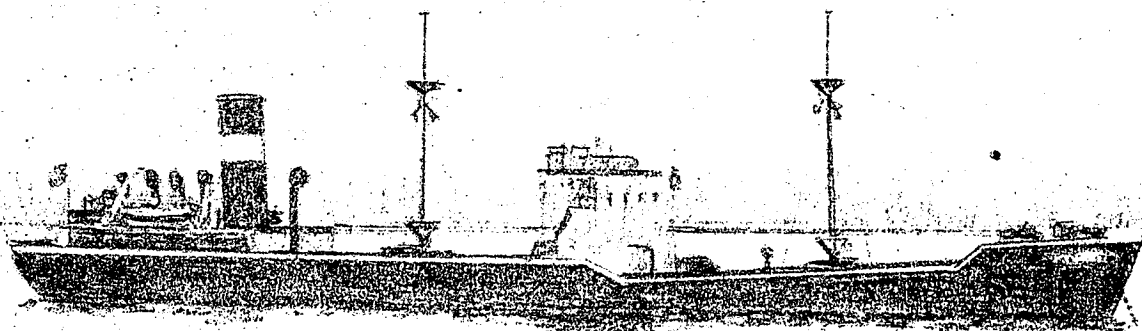
The Company were appointed managers in 1912 of the newly formed fleet of The Gas Light and Coke Co., who had several vessels built to serve the Beckton Works on the Thames, but only 5 of the 17 survived the war.

During 1915 Stephenson Clarke formed Normandy Shipping to carry coal to France for Powell Duffryn, but unfortunately both vessels built for the company were torpedoed in 1917. Further vessels were ordered at the end of the War, but before their delivery Normandy became a jointly owned Company with Powell Duffryn. A more major change took place in 1928 when the Company was totally acquired by Powell Duffryn in which organisation it is still a subsidiary today. At the time of the acquisition, Stephenson Clarke was the largest coal distribution Company in the country, not only owning and managing colliers, but also the largest fleet of privately owned railway wagons.

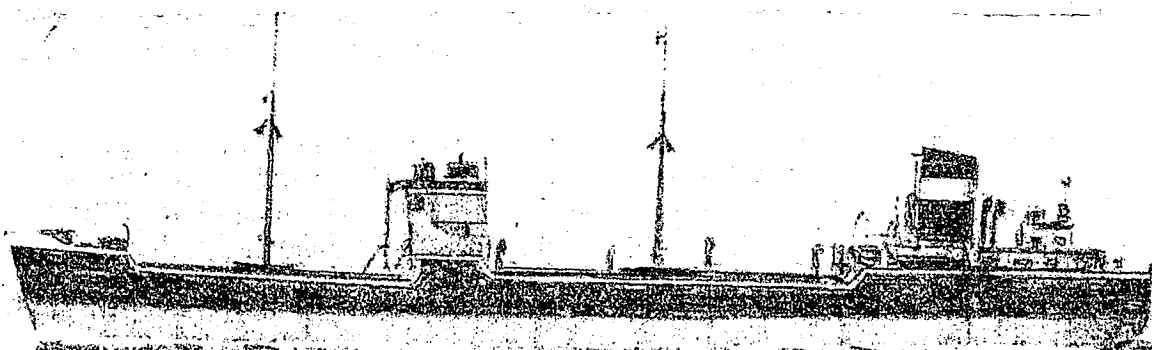
The managed fleet of the Gas Company was expanded by a further 8 colliers in the late 1920's, whilst the 1930's saw the formation of several new collier fleets of which the Company became managers.



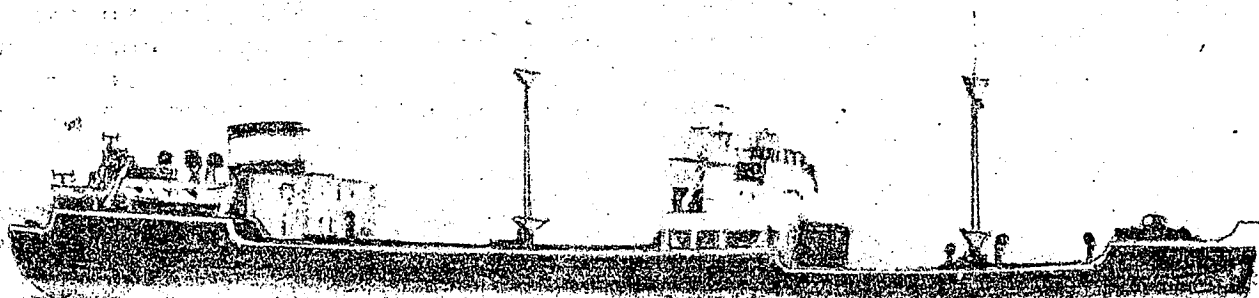
PORTSLADE - Acquired in 1939 as the NEPHRITE from William Robertson of Glasgow, this 1927 built vessel was not renamed until 1946; sold in 1954 to Ouse Steamship Co., but lost of Dunkirk in 1956.



KEYNES - Triple expansion powered vessel completed in March 1946 by S.P.Austin & Son Ltd; sold to Italian owners in 1962.



PORTSMOUTH - a 4 hold vessel of 1805 grt and 2540 dwt having been completed in May 1950 by J.Crown & Sons Ltd; sold in 1971; sister - EMSWORTH - built by Burntisland S.B. Co.



HAYLING - completed in February 1953 by S.P.Austin & Son Ltd., 1824 grt 2395 dwt; sold in 1970 to Cypriot flag, but became CTL in April 1972; sister without derricks was GOSPORT (1952-72)
drawings by Eric Law

Stephenson Clarke managed new colliers for the London Power Co. fleet in 1932/3, whilst four others were delivered before the start of the war. Five "flatiron" colliers were also delivered between 1936-1939 for the new Fulham Borough Council fleet managed by the Company, whilst two others were managed for Brighton Corporation. Prior to the war 15 other vessels were delivered or acquired bringing the owned fleet in 1939 to 20, with 36 managed for the power companies, but a total of 22 became war losses.

At the end of the war only 8 vessels remained in the fleet, and three of these had been built in the 1920's. However a new collier was delivered in 1946 the 2230 dwt KEYNES, whilst two Empire ships were acquired and renamed PULBOROUGH and ROGATE. The same year also saw the formation of Coastwise Colliers Ltd., jointly owned by the Company and France Fenwick, to charter colliers to the power undertakings, but the new Company was disbanded in 1949 following nationalisation.

When the British Electricity Authority was set up in 1948 the Company continued managing the 19 colliers from the former undertakings, whilst 18 more were planned or on order. The following year the North Thames Gas Board took over the 16 vessels formally owned by the Gas Light and Coke Co, with management being retained by Stephenson Clarke.

In the meantime the Company had taken delivery of its first oil engined collier the 1510 dwt SEAFORD, the forerunner of many motorships including BROADHURST (1948), HENFIELD (49), MINSTER, PORTSMOUTH, BEEDING, and EMSWORTH (all 1950), ARDINGLY (51), GOSPORT and TOTLAND (52), AMBERLEY and HAYLING (53), PORTSLADE and STEYNING (55) and SHOREHAM (56). Several other vessels were acquired from other owners, the ASHLEY from Fenwicks in 1947, and in 1952 from Tanfield S.S.Co. the triple-expansion LAMBTONIAN and LEA GRANGE, whilst 1953 saw the delivery of the last steam vessel built for the Company the BORDE (3401g).

The last years of the 50's saw a broadening of interests. Firstly, in 1957 the first tanker CHAILEY was delivered, followed by PETWORTH and STANSTED in 1958, FIRLE and FRISTON the following year, and three others in 1960/1. Secondly, also in 1958, the first tramp vessel the 12700 dwt CLEVELAND to be followed in 1961 by a sister BLANCLAND and the smaller 10430 dwt GILSLAND. However, tramping was not a great success and the first was sold in 1964 and the others in 1968.

The early 1960's also saw the acquisition of the steam colliers BRAMBER and HORSTED from Newbigin St Shg and Fenwicks respectively, and the motorship FINDON from Pelton S.S.Co. of Newcastle. Another new project was started in 1963 when a D.P. & L. coaster was acquired and converted into the gas tanker ABBAS. Sold in 1968, the Company never expanded this trade.

With the success of the large collier STORRINGTON, the MINSTER was lengthened in 1964, whilst the next year the 7788 dwt PULBOROUGH was delivered, followed two years later by the similar ROGATE. 1968 saw the lengthening of PORTSLADE, and 1969 similar work to SHOREHAM and LANCING.

Increased use of fuel-oil, natural gas and the closing of old coal-fired power stations resulted in a reduction in the undertakings fleets which had rapidly grown in the late 1950's. In 1966 the flatiron HORSHAM (49/2735 d) was acquired from the North Thames Gas Board, followed in successive years by KEYNES, BIRLING, and HARTING, whilst 4 more modern units were purchased from SEGB in 1970 being renamed CLIMPING, FLETCHING, TARRING and WORTHING. Further expansion occurred on 19/10/70 with the acquisition by Powell Duffryn of the Gem Line's eleven coasters which have retained their separate identity until incorporated into the main fleet at the start of 1978. Amongst the most recent additions have been the super-colliers DONNINGTON and DALLINGTON.

STEPHENSON CLARKE - present flæet list

built (acquired)	name	gross	dwt.	remarks
1957	Shoreham	1950	2798	lengthened 1969 by 20'
1959	Storrington	3809	5015	
1960	Midhurst	1473	2233	lengthened 1970 by 30' tanker
1961	Fernhurst	1473	2235	lengthened 1971 by 30' tanker
1961	Maplehurst	1476	2282	lengthened 1972 by 30' tanker
1961	Turquoise	1143	1674	until 1975 named Kylebank
1965	Pulborough	4995	7788	
1967	Rogate	4997	7834	
(1968)	Jevington	5330	7763	built 1959 as Macaulay for Chine Shg.
(1968)	Ashington	3894	5720	built 1957 as Tennyson for Chine Shg.
1969	Wilmington	5689	-	
1969	Ferring	1596	2878	
(1970)	Climping	1877	2880	built 1958 as Camberwell for SEGB
1970	Malling	1596	2878	
(1970)	Fletching	1877	2880	built 1958 as Ewell for SEGB
(1970)	Tarring	1877	2880	built as Lambeth for SEGB
(1970)	Wadhurst	3819	5470	built 1962 as Saphir (NO); tanker
1971	Beeding	1595	3220	
(1971)	Steyning	1594	2662	built 1965 as Glanton for Sharp S.S.
(1971)	Ashurst	3451	5416	built 1964 as Finse tanker
(1974)	Brightling	1600	3099	built 1972 as Birte Steen
1975	Dallington	7658	12140	
1975	Donnington	7658	12140) built in Holland
1977	Washington	6236	9008	built in Japan
1977	Birling	1584	3920	
1978	Aldrington	launched		
1978	Emerald	launched,		sister of Birling
1978	no name	sister of		Aldrington.

The following vessels were acquired in 1970 with the acquisition of the GEM LINE and are still in the fleet:

1956	Amber	1596	2449
1958	Amethyst	1548	2356
1958	Brilliant	1143	1465
1962	Topaz	1597	2469
1962	Tourmaline	1581	2469
1966	Sapphire	1286	1687
1969	Gem	1599	2967

Subsequently acquired was

(1974)	Jade	1498	2814	lengthened 1970; ex Gdansk, ex Fondal built 1967
--------	------	------	------	---

Other vessels in the Stephenson Clarke fleet include:

David Marley	63/730 g		
Adderstone	50/814 g	ex Springwood-72)
Falstone	34/359 g	ex Amsterdam VI-66) Hopper/
Megstone	46/988 g	ex Cargo Fleet 3-72) sludge vessels

Vessels sold in recent years include:

sold 1978	Petworth	58/1266 g	tanker
	Lancing	58/1765 g	
sold 1977	Portslade	55/1937 g	renamed Sassa (greek flag)
	Worthing	57/1873 g	renamed Worthy (cypriot)
	Cairngorm	73/1598 g	renamed Northridge (british)
sold 1976	Cowdray	59/1748 g	renamed Ballycastle
	Olivine	52/1430 g	renamed Liza (gk); since lost;
	Cameo	52/1597 g	renamed Mania (cy)

The Prince of Wales drydock - No 5 Drydock - in the Eastern Docks has almost been filled in. The Dock, one of the first major projects of the London & South Western Railway Company after they had acquired Southampton Docks, was built towards the end of the last century.

The first stone was laid in August 1893, the time for building being estimated at two years and old statistics relating to the project reveal the size of the task. Between 1,000 and 1,200 men were employed and mechanical aids included 85 locomotives and steam cranes, three dredgers, twenty-six barges and hoppers and five tugs and launches. Materials used in the construction included 100,000 yards of concrete and 45,000 yards of Cornish granite laid, 22,000 tons of Portland cement, 10,000 loads of timber, 20,000 feet of piling were driven and 6,000 yards of brickwork.

On Saturday 3 August 1895 the dock was ready for the opening by HRH The Prince of Wales (later King Edward VII) and the Chairman of the L & S.W. Railway handed him a small gold key which unfastened a padlock securing by a golden chain of cable pattern, the end of a brass chain which kept a lever in check. The padlock of gold, bore on one side the Prince of Wales' plumes, richly wrought in diamonds on a ground of crimson enamel and on the reverse the arms of the L & S.W. Railway Co. The padlocks was unfastened, a small lever was pulled and the sluice cover was lifted over the filling culvert of the dock.

The pumps could move 112,000 gallons or 500 tons of water per minute. A third 'Invincible' pump, which dealt with leakage, could move 3,000 gallons per minute. There were four 30 ft x 7 ft 6 in double-flued Lancashire Galloways, working at 120 lbs pressure. The dock could be emptied in $2\frac{1}{4}$ hours. There was also a 30 ton capacity steam rail crane on the west side of the dock.

Southampton was then undergoing a period of expansion. The Empress Dock, into which the Prince of Wales dock opened, had itself, only been opened in 1890 and the Prince of Wales Quay - Berths 34-36 - followed. It was hoped that the American Line steamers would use the new drydock and this they did - the New York, Paris (later Philadelphia), Berlin, Chester, St Louis and St Paul. Then there were the ever larger ships of the Union-Castle after the amalgamation of the Union Line and Castle Mail Packets Company in 1900 and the German liners Kaiser Wilhelm der Grosse and Kaiser Friedrich of the Norddeutscher Lloyd. For after all, this was the largest drydock in the world at the time of build. The length on the blocks was 672 feet with a depth over the blocks HWOSt of 32 ft 6 in. Overall, the length was 745 feet.

Now the dock is rapidly been filled in with 224,000 yards of rubble, for that is the amount of earth that was originally excavated and it is difficult to stand there on a January day of dripping leaden skies and imagine the pomp and ceremony and cheering crowds of that opening day, 83 years ago.

The caisson can still be seen, but the 30 ton electric crane which replaced the steam crane some thirty years back, has itself recently been dismantled, loaded to a pontoon and moved to the Thameside at Denton Wharf, Gravesend where it is hoped to be used for another quarter century.

The steam tug Goliath towing the pontoon was also of much interest. Built as the Empire Tessa by Wm Simons & Co., Renfrew in 1946, she was purchased by the Admiralty in 1947 and given the name Eminent, serving at Portsmouth and Faslane. She was sold in 1975 to the Medway Maritime Museum, Chatham, joining the tug collection which includes the steam paddle tug John H Amos (ex Hero) and the Cervia. These work under the name of International Towing Ltd., the operating company for the museum and the initials ITL appear on the funnel.

But the scene is changing. Gone are the sheds of 34, 35 and 36 berths on the old Prince of Wales Quay, home of the Union-Castle ships for so many years and soon there will be nothing but storage space for thousands of cars...

Old southampton callers

The HAVERFORD of the AMERICAN LINE

by John S. Lindsay

During the year of 1900 the American Line placed orders with John Brown, Clydebank, for two ships of some 16,000 tons gross each, with the intention of using them on the Southampton - New York service. The first to be launched, on May 4th 1901, was the HAVERFORD, yard No. 344. Her sistership MERION, yard No. 345 was launched later in the year on November 26th. Before the MERION was completed in February 1902 she was transferred to the Dominion Line and made her maiden voyage under their flag from Liverpool to Boston.

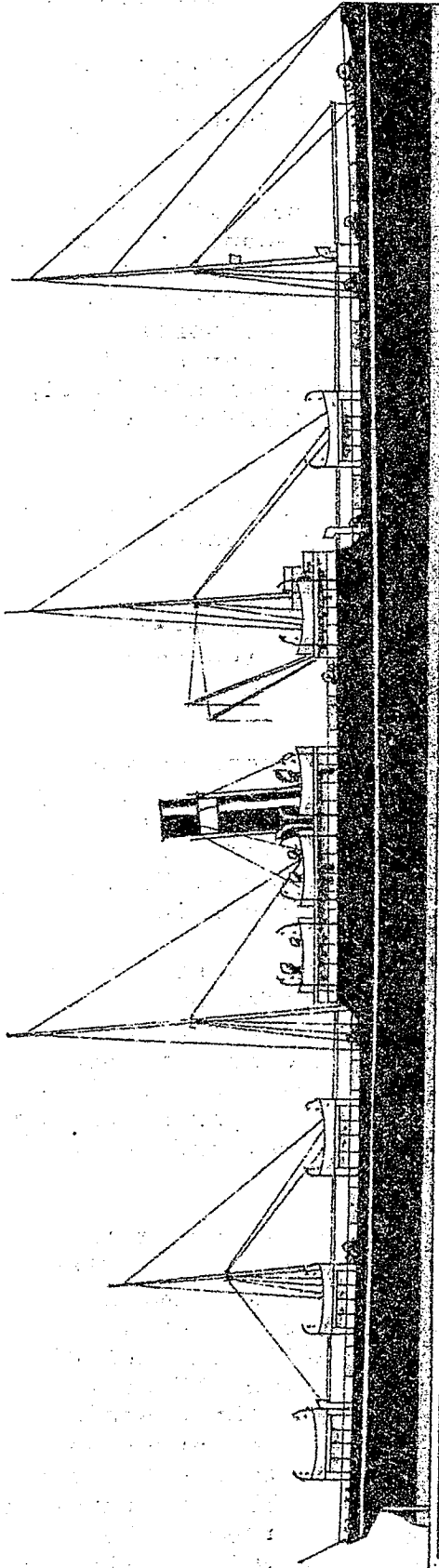
The HAVERFORD was completed in August 1901 and sailed on her maiden voyage from Southampton to New York on the 4th September. She completed two round voyages on this service before being transferred to Liverpool to join her sistership Merion - which had now been transferred back to the American Line - to run on the Liverpool - Philadelphia service in which the HAVERFORD made her first voyage in April 1902.

The HAVERFORD continued in this service until badly damaged by a torpedo attack off the Irish coast in 1917 resulting in the deaths of eleven people. She was under repair for several months before returning to service. In 1921 she was transferred to the White Star Line and made her first voyage under their flag on April 1st, sailing from Liverpool to Philadelphia. In 1922 she was moved to the Hamburg - New York service, again calling at Southampton. Owing to the declining traffic she was withdrawn from service and put up for sale. She was purchased in December 1924 by a firm of Italian shipbreakers and was finally broken up in 1925.

At the outbreak of the 1914-18 war her sistership MERION was taken over by the British Admiralty and rebuilt as the dummy battleship H.M.S. TIGER. On May 30th 1915 she was torpedoed and sunk in the Aegean Sea off Mudros by the German submarine U.38.

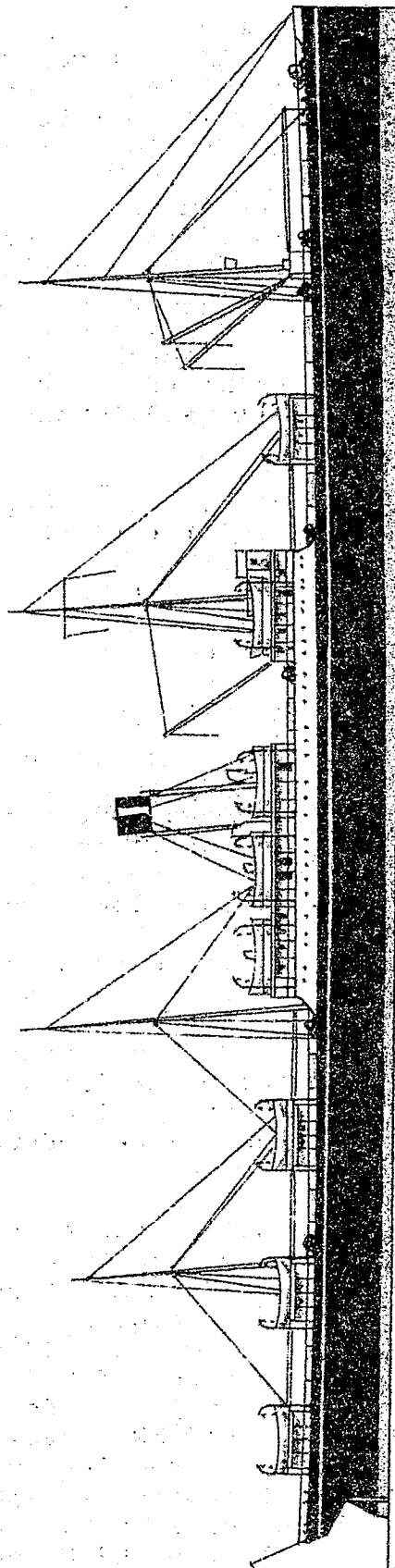
The profiles and particulars of these ships were almost identical except for the tonnage. The HAVERFORD had a tonnage of 11,635 tons gross and the MERION of 11,621 tons gross. Their lengths between perpendiculars was 531 feet and overall 550 feet, with a breadth of 59.2 feet. They were twin screw, driven by two sets of triple expansion surface condensing engines, which developed 5,000 indicated horse power giving a service speed of 14 knots. The accommodation catered for 150 second class and 1,700 steerage passengers. They were flush decked carrying a closed-in island superstructure amidships which supported an island bridge and open boat deck. Built at the turn of the century they carried the popular four mast rig and one funnel, straight stem and counter type stern, which presented the eye with a very pleasant profile.

The livery of the American was rather drab, the hull being painted in black, right up over the closed side of the superstructure, the rest being in white with the lifeboats. A thin red ribbon ran around the hull approximately five feet below the main deck level. The boot-topping was red. The funnel was black with a broad white band some twelve feet from the top. The masts were light brown. On changing to the White Star Line livery, the main hull was black with the ribbon changed to golden yellow, the superstructure was all white and the funnel changed to the golden yellow with a black top ... these colours brightened up the old ship.



HAVERFORD (AMERICAN LINE)

JOHN S. LINDSAY



HAVERFORD (WHITE STAR LINE)

JOHN S. LINDSAY

SOUTHERN
AFRICA
EUROPE
CONTAINER

SERVICE.....A LOOK AT THE NEW SERVICE FROM 206 BERTH

After a delay of almost a year, firstly whilst the berth was completed, and more recently whilst pay negotiations were completed, the first containership on the new SAECs service - CITY OF DURBAN - docked early on the morning of May 30th, ironically at 205 berth.

Since the run down in the Union-Castle mail service to South Africa, the change to containerisation first involved the use of semi-container cargo liners calling at Tilbury as their UK port, whilst since the advent of the new full containerships in July 1977 containers which would have been shipped from Southampton have been redirected to continental ports at a cost running in several £million.. The first vessel to enter service was the AFRICA of Lloyd Triestino, followed by Safmarines S.A.LANGEBERG, TABLE BAY of OCL, the S.A.HELDERBERG, Ellerman Harrisons CITY OF DURBAN and the EUROPE.

Although first planned in 1969, it was not until 1974 that the Conference lines announced the introduction of the fully containerised service. The lines involved were:-

Compagnie Generale Maritime	Compagnie Maritime Belge
Deutsche Afrika Linien	Comp. Mar. des Chargeurs Reunis
Ellerman Harrison Cont. Line	Lloyd Triestino di Navigazione
Nedlloyd Lines	Overseas Containers Ltd.
South African Marine Corp. Ltd.	

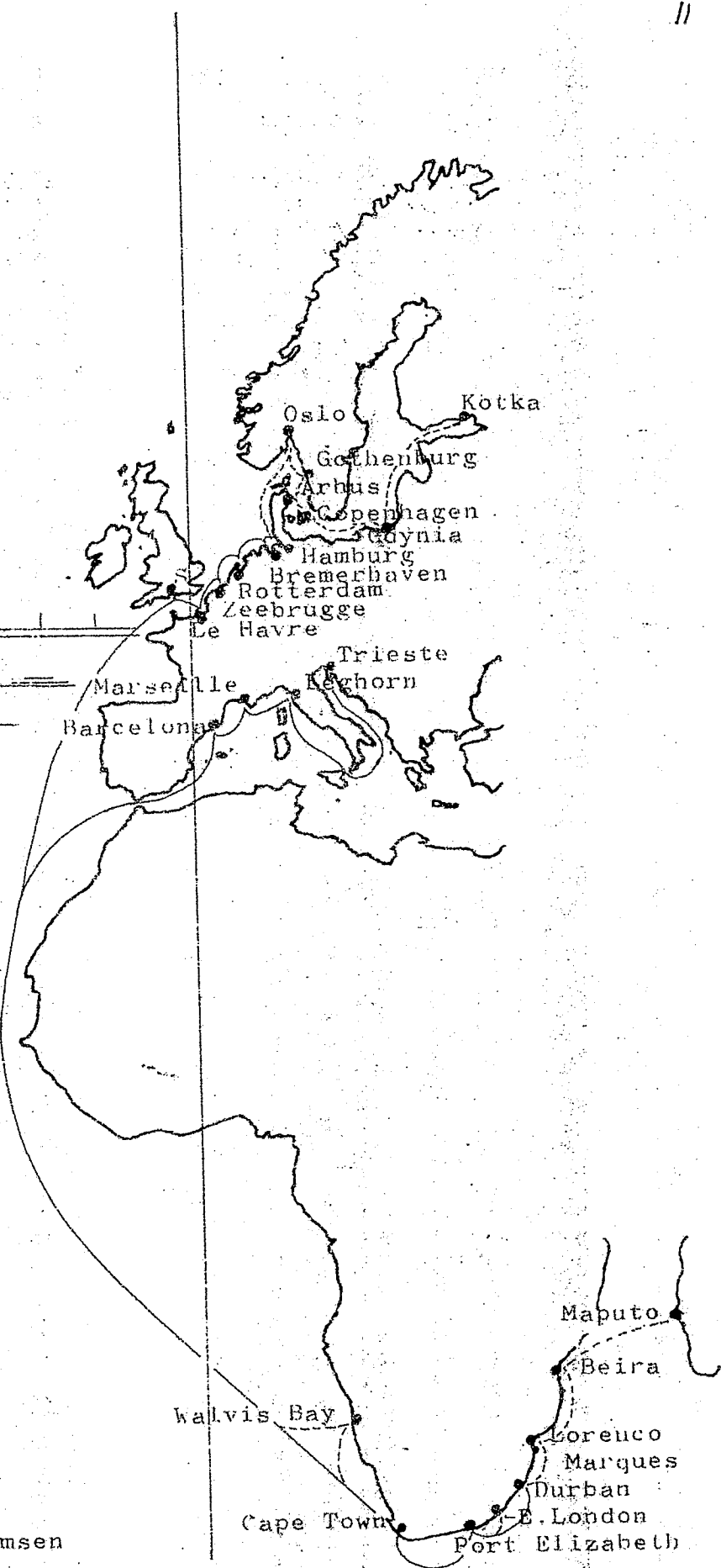
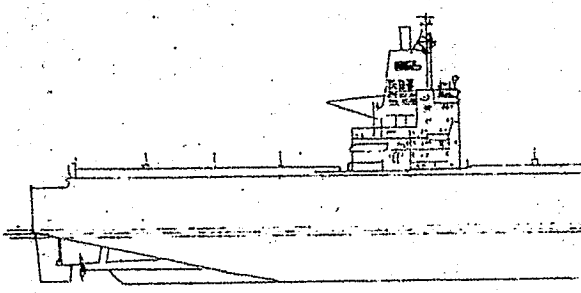
When details of the new service were first given, it was proposed that there would be two types of cellular lift-on, lift-off vessels, ten of a larger design to serve Northern European ports, and three of a smaller type to serve the Mediterranean area. The ports to be served were Southampton, Hamburg, Bremerhaven, Rotterdam, Zeebrugge, Havre, Barcelona, Leghorn, Trieste, Cape Town, Port Elizabeth, Durban and Marseille.

However, due to subsequent changes in cargo levels and the considerable imbalance between north and south bound cargo, it was decided only to construct nine of the larger vessels which were each to have a capacity of 2450 teu (twenty ft equivalent units). At a later date an approach was made by two Scandanavian owners - Transatlantic Rederi and Wilhelmsen - to provide a ro-ro service calling at a greater number of ports, and as a result two vessels were ordered by the Scandanavian owners, and two by CGM, CMC & DAL.

The larger vessels are all of a similar design, although differing in respect of machinery, accommodation and the various builders. The first ship delivered - TABLE BAY - has a loa of 258.5m, a lbp of 248.2m, a beam of 32.3m, with a depth of 24.16m giving a loaded draught of 13.02m. Tonnages are 53784 grt and 41340 dwt with capacity for 2450 teu including 180 fully refrigerated and 700 cooled fruit containers. Two MAN 8cyl oil engines of 51360 bhp give a service speed of 21 knots. The three smaller Mediterranean ships will occasionally change routes with the larger units depending upon space requirements. Each will have a capacity of 1309 teu in 6 holds, and tonnages of 27500 grt and 23950 dwt. Propelled by turbines at 21 knots, the loa is 208.1m, beam 30.56m and draught 10.39m. The ro-ro vessels will be of 22000 dwt and will have space for 5000 trailer metres and 1430 teu within a loa of 210m, beam 31m and draught 10.0m. Additional ports will include Walvis Bay, Maputo(Moz), East London, Beira, Gothenburg, Oslo, Copenhagen, Arhus, Kotka and Gdynia.

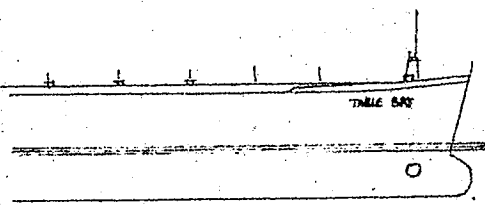
NORTH EUROPEAN

Table Bay	OCL
S.A.Helderberg	SAM
City of Durban	EHCL
Ortelius	CMB
S.A.Sederberg	SAM
Transvaal	DAL
S.A.Waterberg	SAM
S.A.Winterberg	SAM
Nedlloyd Hoorn	NED



MEDITERRANEAN

Africa	LT
S.A.Langeberg	SAM
Europe	LT



SAECS

ROLL-ON, ROLL-OFF

2 for Transatlantic/Wilhelmsen
 2 for CGM/CMGR/DAL

Probable route shown - - - -

POSITION OF SHIPS AT SOUTHAMPTON DOCKS

NOSTALGIA

No 7

Monday 9th July 1951

Berth

- 1 Hantonia 1560g/1912 (British Rail) sold to Eisen & Metall KG for breaking up and arrived at Bremerhaven 16 June 1954.
- 2 Brading 837/1948 (BR) Troopships were in abundance on the Test Quays with British India's Dilwara and two ex-German ships, Empire Trooper (ex Cap Norte (HSAL)) and Empire Fowey (ex NDL's Potsdam). There were also no less than four General Steam Navigation Co ships in the lists, whilst discharging grain at 102 berth was a Greek Liberty ship (ex Elwood Mead 1947). It may be noted that there was another Floating Crane in the port, much smaller however, than No 1. The Columbia was at the Ocean Terminal. A triple screw steamer, she was originally the Katoomba, owned by McIlwraith & McEacharn of Melbourne and sailed for many years in the interstate service between Sydney and Fremantle. She was sold in 1949 to become Columbia under Greek Line ownership (Cia Mar del Este). Registered at Panama she was in service from Bremen to Southampton, Cobh and Montreal. On 29 September 1959 she arrived at Nagasaki to be broken up.
- 4 Hampton Ferry 2839/1934 (BR)
- 6 Isle of Jersey 2143/1930 (BR)
- 9 Falaise 3710/1947 (BR)
- 10 Salvestor 1117/1942 (Admiralty)
- 11 Ashford 479/1943 (Gt Lakes Paper Co)
- 12 Empire Taw 1499/1921 (Min of Tpt)
- 13 Mahe (yacht)
- 14-15 HMS Wessex
- 15-16 HMS Vigilant Lightwell 265/1941
- 18 Calshot (Red Funnel)
- 19 Lamorna. Lady Alanda. (yachts)
- 20 Haslemere 756/1925 (BR)
- 22 Winchester 1149/1947 (BR)
- 23 Ringwood 754/1926 (BR)
- 24-25 Matina 6801/1946 (Fyffes)
- 26-27 Esso Bedford 11867/1930 (Esso)
- 27 Floating Crane No 1
- 29 HMS Onyx (Algering class ms)
- 30-31 Georgic 27469/1932 (Min of Tpt)
- 33 Cabo Branco 409/1949 (Soc Maritima)
- 34 Merak 498/1947 (J.Hartman, Holland)
- 35-36 Goldfinch 454/1937 (General SN)
- 38 Seamew 1220/1947 (GSN)
- 39 Empire Trooper 14106/1922 (MOT)
- 40 Empire Fowey 19121/1935 (MOT)
- 41 Petrel 921/1945 (GSN)
- 43-44 Columbia 9424/1913 (Mar del Este)
- 45 Corrales 5358/1930 (Fyffes)
- 46 Samaria 19848/1921 (Cunard)
- 48 Floating Crane No 2
- 49 Dilwara 12555/1936 (MOT)
- 50 Lexamine 129/1946 (Stanhope SS Co)
- 101 Carnarvon Castle 20141/1926 (UC)
- 102 Ioannis P Goulandris 7176/1944 (Goulandris)
- 104 Edinburgh Castle 28705/1948 (UC)
- 107 Himalaya 27955/1949 (P & O)
- 109 BrittMari 1016/1917 (Red Vanera)
- 110 Sand Skipper 313/1943 (Zinal SS)
- 3 DD Auk 1238/1949 (GSN)
- 4 DD HMS Volage (V-class destroyer)
- 6 DD Verona 8612/1950 (Anglo-Saxon)

There were a number of Admiralty ships in this day, including the destroyer Volage, built by J Samuel White at East Cowes in 1943, the Algerine-class Onyx and the ocean salvage ship Salvestor. The latter was one of thirteen King Salvor-class ocean salvage ships and was built by Simons of Renfrew in 1942.

Tankers included Anglo-Saxon's Verona and the Esso Bedford, originally Anglo American Oil Co's F.H. Bedford Jr. She was later

At 15-16 berth was an interesting, small diesel-electric ship, Lightwell. She was built as the Ohm by D.W.Kremer Sohn, Elmshorn in 1941 with Germany at war and at the end of the war was taken over and acquired by John I Thornycroft for use as an electric power plant, chiefly in the Inner Dock where many ships were under repair, and was renamed. She then had two 6 cylinder oil engines connected through two electric motors to a single screw. In 1966 she became the Bison and was re-engined when sold to Dutch buyers.

The 34 year old ship BrittMari was at 109 berth. Built by Holens Verk Larvik in 1917 as Rovaer, she had worn the names of Dorothea and Sjosproit by 1926, then Spero and in 1933 was Gaston Micard, still under the Norwegian flag. However, Erik Thunn of Sweden bought her in 1947 and she continued trading until 1959 when she was converted to a lighter.

Finally, at 50 berth was the Lexamine, owned by J.A.Billmeir & Co (Stanhope SS Co). Domiciled at the port for some years she was officially classed as a Cadet training ship for the Billmeir Company. She was of wood construction, built by Halls Engineering Co., Plymouth.

nautical notebook

by Dock Head Correspondent

In the early hours of Tuesday 30 May 1978, Ellerman-Harrison Line's City of Durban (1978, 53790g) arrived at berth 205 to open the Southampton end of the South African container service, after months of delay due to industrial problems in the port. To then the service had been running into continental ports and containers for the United Kingdom ferried across by feeder ships.

Another new service to commence on 30 May started with the arrival of the Atlantic Prospect (1978, 5466g). She will be operating a service to Canada with three other vessels. The Atlantic Prospect is under long term charter from Cunard Brocklebank to Atlantic Container Line, together with her sister ship, Atlantic Project, which will be one of the other vessels operating with her. The other two ships will be Svenska Amerika Linien's Mont Royal (1972, 4248g) and C.G.M's Mont Louis (1972, 4210g). These ships are identical ro-ro/container motorvessels, which both, in fact, called here to discharge containers in May.

On March 4th the newly-built Dart Canada (31800g) made her maiden appearance on Dart's North Atlantic service. Built by MAM Bremervulkan, she has capacity for 1510 TEVs and is capable of 24 knots. Although operated by Dart Container Line, she is owned by C.Y.Tung. With the arrival of this fourth Dart vessel, Dart ships will now be calling twice weekly in Southampton. On the same day, C.Y.Tung had another new vessel in Southampton. This was the container ship Oriental Researcher (20500g), built in France and one of four sister ships and Ace Group's ninth vessel.

After the maintenance mens six-week old strike ended in mid-May, several feeder ships arrived fully laden with containers. The largest of these was Zepatlantic (1976, 4247g ex Gulf Pioneer '78). She was built in Japan for H.Zeppenfeld and can accommodate 358 TEVs and has called here previously as the Gulf Pioneer.

Other small feeder ships to use the containerport recently have included the West German Levern (1977, 999g), the Moroccan Ouezzane (1975, 1536g) on the North-African service and Peter Dohle's (Hamburg) Eleonora (1973, 499g).

Over the past quarter, grain ships have been in evidence more than any other vessels, with the movement of grain on 102/3 berth, Dibles Wharf and 26/7 berth, the latter being a new service, loading grain. The only vessels touse 26/7 berth so far have been Everard's Suavity (1972, 1595g), which was, unfortunately, caught up in the strike and which was in port for two months and the Russian, Vostok 6 (1965, 4482g). She is one of a large class of Russian-built general cargo ships, many of which have now either been transferred to the Russian Navy, or converted into research vessels. At the time of going to press she is still loading and one other vessel, the Ettrick (1976, 1591g) of Turnbull, Scott & Co decided to sail from her lay-by berth as the grain berth was, apparently, not likely to be free for some time. There have been too many vessels loading and unloading grain cargoes at Dibles and 102/3 berth to be able to name all of them, but they have included two Peter Deilmann (West Germany) vessels, the Nordsaga (1964, 999g ex Inga Sabine '75) and Nordholm (1977, 999g), three Dutch coasters, Tibana (1967, 1244g), Munte (1971, 1198g ex Norimo '75) and Heerengracht (1970, 1519g ex Hilvanenbeek '74) and finally the Danish vessel Amigo Defender (1130g). She was built by V. Diepen of Groningen, Holland for Friendship Chartering of Copenhagen in 1977.

Car shipments have continued, not quite as large as have been, but with several new callers. The oldest was the Norwegian, machinery aft, general freighter Brynje (10,000g) built by Burmeister & Wain, Copenhagen in 1959 for G.Knudsen. She loaded vehicles on 46/7 berth for Halifax, NS. Vessels arriving with Datsun cars have included H.U.A.L's Hval Skagerak (73, 7274g ex Dyvi Kattegat '77) which discharged 677 cars, Leif Hoegh's general freighter Hoegh Miranda (1969, 15744g) and the newly-built Nissan Silvia (1978, 11096g). She was on her second voyage and became the first vessel touse 206 berth. Upon completion of discharge she departed for the continent and then returned to 35/6 berth later, to load cars for the U. S.A. Two other purpose-built car carriers have loaded for the U.S.A. The Japanese

Prince Maru No 7 (1973, 8537g) and Orange Ace (1977, 12304g). She was built by Samitomo Heavy Industries for her owners, Orange Car Carriers and flies the Panamanian flag. Finally, on the vehicle shipment scene, Grimaldi Line's Warrington (1956, 3685g) loaded a total of 520 cars and vehicles for East Mediterranean ports at 101 berth, becoming the first vessel for several years to move cargo from this berth. The Warrington was built for the French Line as Fort Sainte Pierre before being sold to Grimaldi in 1969 when French Line modified their fleet.

Good news was announced in May of two new services from Southampton. The first is a service for forestry products and containers, plus general cargo from the Far East. The first ship, on 15 May, was Aegis Baltic (1977, 12498g), Spanish-built, machinery aft and flying the Greek flag. She is scheduled to return at a later date. The second new business secured was that of the importation of newsprint and forestry products from North America and after discharging, the vessels will load export cars for the U.S.A. The ships involved are Laurentian Forest (1972, 16,380g) and Avon Forest (1973, 16,382g), both owned by Burnett SS Co.Ltd., Newcastle. Built in Canada both have been seen at Southampton in the last year or so.

By far the most interesting tug to call recently was the Nathalie Letzer. She arrived on 20 May with the module Hajos Turtle in tow. This standard-looking salvage tug, with her large twin funnels abreast of one another was built by John I Thornycroft, Woolston in 1953 and was no less than the old Red Funnel tug Hamtun. In 1970 she left Southampton for a four-year rebuilding programme for her new owners, Union de Remorquage et de Sauvetage of Antwerp and after being completely rebuilt from her waterline upwards, emerged as the Nathalie Letzer in 1974.

Whilst mentioning Red Funnel, their ferry Osborne Castle (1962, 736g) left Southampton in early May for her new life in Canadian waters, with Quebec as her new port of registry on her stern. Before she departed under her own power to Canada, her open car deck was closed off underneath the bridge as a precaution against the Atlantic swell.

The twelfth and thirteenth Sunderland-built new bulk carriers arrived in April and May for acceptance drydocking. They were the Benhope and Kordun (both 1978, 39500g). This ends this particular series of bulkers built on the River Tyne.

Three ships of interest put in for repairs during the quarter. British Rail's car ferry Lord Warden was built by Wm Denny, Dumbarton in 1952 and came for modifications to enable her to fit on the linkspan at Weymouth. On 18 March the Portuguese containership Mauricio de Oliveira (1970, 2913g) arrived for repairs on 37 berth and in early May, after spending a short time in Cowes Roads, the machinery-aft vessel Marcel M.F (9979g) entered the docks for repairs. Owned by Elias Frangos & Son of Greece she was built by Lithgows, Glasgow for K.Jebesen in 1962 as the Brunel, changing her name in 1969.

Due to oil pollution duties, Alexandra Towing have brought their Victoria (1972, 272g) from Swansea to replace the Romsey. When she returns, the Coburg will be sent back to Liverpool. The Alexandra tug Waterloo has also called at the port very recently to tow the dredger Asia, whilst the Dunston-built Sun London, also of the Alexandra fleet has also been here. Built in 1977 at Hessle, she has a 32 ton bollard pull and is similar to Sun Essex and Sun Kent. Differences are that she has a greater horsepower than the other two and has no firefighting equipment. On a voyage from Rotterdam to Algiers in mid-May the ocean-going tug Causeway Adventurer broke down and put into Husbands for repairs. She left her barge, Emergo, loaded with all manner of vehicles, pipes, boilers etc alongside 46/7 berth until a replacement tug - Wm Muller's Groenland (7,000 hp) arrived a few days later. The Groenland has two sister tugs, Schotland and Ijsland.

On the ro-ro berths, only three first time callers have appeared. Two were the sisterships Starmark (1971, 1552g) and Lalli (1971, 1584g), both Finnish-owned, freight-only ferries. Their owners, Rolf Alander of Helsinki has a total of five vessels of this type with Leila and Ilkka having called herein recent years. This leaves only the Anu as the only one of the class not yet seen here. The third ferry to call was the Italian-owned Espresso Toscana (1968, 2434g) in the West African run.

Finally, old memories were stirred on 12 May for a day or so as the last sea-going paddle steamer Waverley (1947, 700g) made several cruises from the Royal Pier.