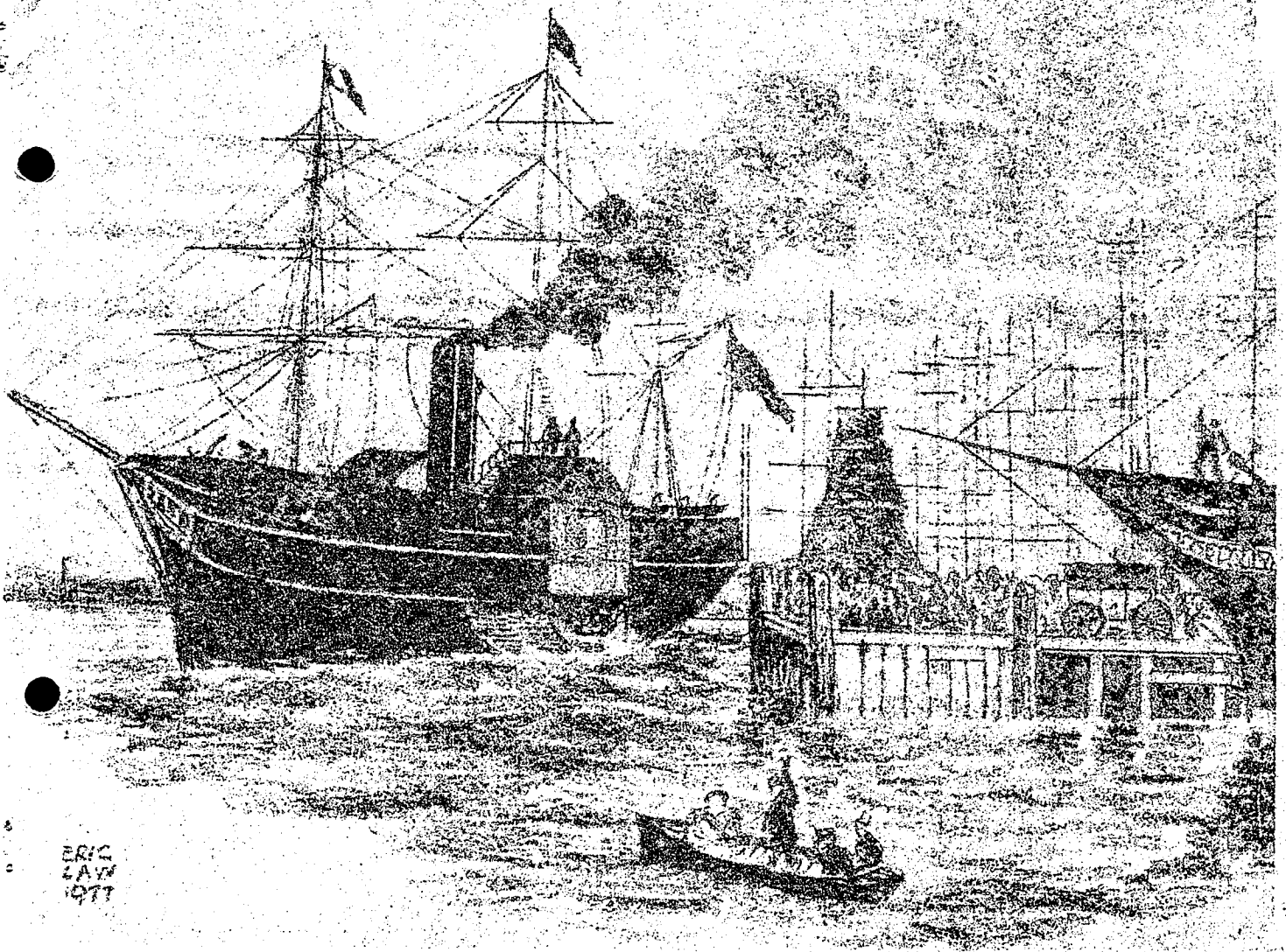
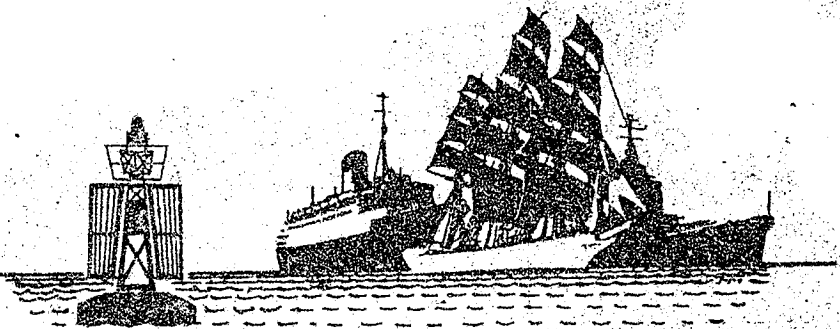


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



ERIC
LAW
1977

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NEW VENUE FOR BRANCH MEETINGS * * * * *

From the next meeting (October) we shall be holding our meetings in LECTURE ROOM B, in the NUFFIELD THEATRE BUILDING, University of Southampton; just around the corner from our old meeting place in the Murray Building. We are hoping that the new room will prove to be more suitable to our needs.

All meetings will continue to be held on the second Tuesday of every month commencing at 7.30 pm.

PROGRAMME -- OCTOBER - DECEMBER 1978

Tues 10 October Annual General Meeting of the Southampton Branch
 followed by "South Wales '78" - Nigel Smith

Tues 14 November Japanese Branch Slide Show

Tues 12 December "Rotterdam"
 Rod Baker - David Hornsby - Nigel Smith

WANTED: Any unwanted books by A C Hardy - state terms to Dick de Kerbrech
Tel: Stubbington 61150

Please don't forget that articles for 'Black Jack' are always welcome - long articles, short ones, snippets of information - the more we receive the more variety we can put into the magazine and in doing so we can make it a valuable source of reference on the shipping scene in the Southampton area. Don't leave it to just a few to write articles - we may run out of ideas!

This quarters cover:

Franklin of the New York & Havre S N Co leaving New York on her inaugural sailing on 5 October 1850 (see article, bottom page 7)
drawing by Eric Law

THE CLYDE SHIPPING COMPANY LIMITED

by W H Mitchell

Up until the 1960s and the era of the road juggernaut, Southampton played an important part in coastwise shipping, not only in the transshipment of cargo to and from ocean-going ships, but as a collecting and distributing centre for a large area of Southern England. Although several coaster companies used the Docks, it is correct to say that the Town Quay was regarded as the centre of coastwise activity. Not only was it the main loading point for cargo to the Isle of Wight carried in its several fleets of motor barges, but was also used by the major coasting companies - Coast Lines Ltd., the British & Irish Steam Packet Company and the Clyde Shipping Company and it is the latter company which is the subject of this article.

The Clyde Shipping Company was established in 1815 and has always claimed to be the oldest shipping company in existence. It was formed by merchants and other shipowners in Glasgow to provide a lighterage service for cargo to Glasgow from ships discharging at Greenock. The original steamers, Trusty and Industry, also carried passengers. The towing side of the business developed and today there are ten tugs operating under 'Flying' names on the River Clyde.

With the deepening and widening of the Clyde a coasting division was started in 1856 under the name of the Glasgow Screw Steamship Company. The 245 gt Vivandiere was built and although originally intended to carry wine from France she was, on delivery, sailed from Glasgow to Waterford and Cork; thus becoming the forerunner of the coasting fleet.

From the 1860s the company adopted two separate nomenclatures for their ships - the prefix 'Flying' for their tugs and names of lighthouses for their coasters, the first such name, Tuskar, appearing in 1860. In 1881, with twenty-two coasting ships having been owned, the name of the Glasgow Screw SS Company was abandoned and merged with the parent company.

Another division was commenced in 1888 when the first foreign-going tramp ship was built. By 1910, eleven ocean-going tramps had been in the fleet.

The Clyde Shipping Company service to the south coast of England was started in 1868 when the interests in a Clyde-Plymouth service which M. Langland & Sons had been operating for some years was purchased. With services from Scotland to Ireland and Scotland to England the remaining connection from Ireland to England was sought and Malcolmson Bros., who ran a service from Belfast to Waterford, Plymouth and London was acquired. However, this service was, at first, shortened, ships calling at Southampton where an office had been opened at Clyde Buildings, Town Quay. Cargo discharged was carried by the London & South Western Railway to London. The sea extension to London came in January 1884 with calls at Newhaven and Dover.

During the 1914-18 war eight coasting steamers were lost as well as six ocean-going tramps and the postwar rebuilding programme called for five coasters between 1920 and 1923. Newhaven and Dover were abandoned as ports of call. Also abandoned was the tramping division. The fleet, by 1930, consisted of fourteen steamers, twelve of these having accommodation for up to 45 passengers and the return accommodation fare London-Glasgow-Belfast-London was £5 with breakfast and high tea at 3 shillings and dinner at 4/6d. All the ships of this period had the same general outline with conspicuous deck cranes. Hulls, funnels and lifeboats were black and unique and pleasant features of these ships were the brown, grained deckhouses and ventilators. The insides of the ventilators were painted red.

The second world war came and all ships were requisitioned by the Government. The south coast offices of the company at Plymouth and Southampton were closed. Seven ships were fitted out as Convoy Rescue Ships and were based on the Clyde. Refitting included bigger bunker capacity, accommodation for survivors and medical facilities, armament, and equipment for the launching of small rescue boats. The Beachy was lost by bombs on 11 January 1941 whilst operating 500

miles west of Ireland and the Toward on 7 February 1943 by submarine (U.402) torpedo in position 55.13N 26.22W in the North Atlantic. The Goodwin, under the White Ensign was first an armed boarding ship; then an anti-aircraft guardship; then auxiliary patrol vessel before working as a Convoy Rescue Ship. She returned to the Clyde Shipping Co., in 1945.

The coming of peace saw new policies in the company. The first was the decision to discontinue carrying passengers; the second was the introduction of the motorship into the fleet, whilst it was decided that the company offices at Plymouth and Southampton would not be re-opened but that agents would be appointed and at Southampton the Dundee, Perth & London Shipping Company was chosen. Four ships were ordered from the Caledon yard at Dundee - a yard that had built many ships for the company - and delivered in 1947-8. They were for the twice weekly run between Belfast and London. The first, Toward, delivered in 1947 was the first motorship of the fleet. Then followed Beachy, Copeland and Goodwin. All were propelled by twin-screws and at 13 knots could carry 1,500 tdw plus 6,000 cu ft of refrigerated cargo.

In 1950 the Sanda and Pladda were delivered from Caledon. They were powered by a 7-cylinder diesel giving 12 knots and they could carry 1,150 tons of cargo as well as 170 head of cattle. At this time the Rockabill and Rathlin were on the Glasgow-Dublin-Waterford-Cork service and the Sanda replaced the Rathlin on the Cork service. A little later the Pladda joined the Eddystone on the Glasgow-Belfast-Southampton-London run.

In 1952 a fully refrigerated ship was purchased for a new meat trade from Waterford. Hitherto, cattle shipments were regular but the new trade for home slaughter necessitated the purchase of a ship designed for the carriage of chilled meat. The service commenced to London but was quickly changed to Bristol, the meat being oncarried by rail to London.

A departure in 1958 was the construction of an ore carrier, the largest ship ever owned by the company and the first ocean-going ship since 1910. She was named Needles and had a deadweight capacity of 9,250 tons. In 1960 she moved to Denholm Line Steamers Ltd., until she was sold for breaking up in 1973.

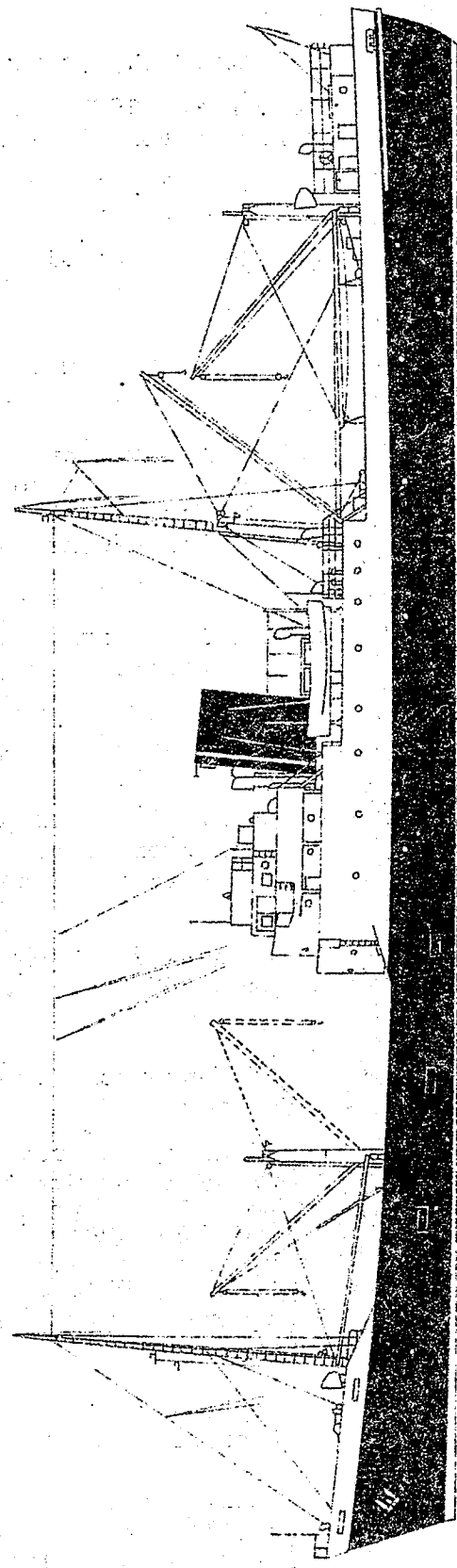
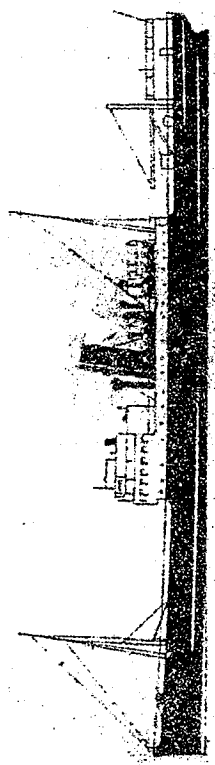
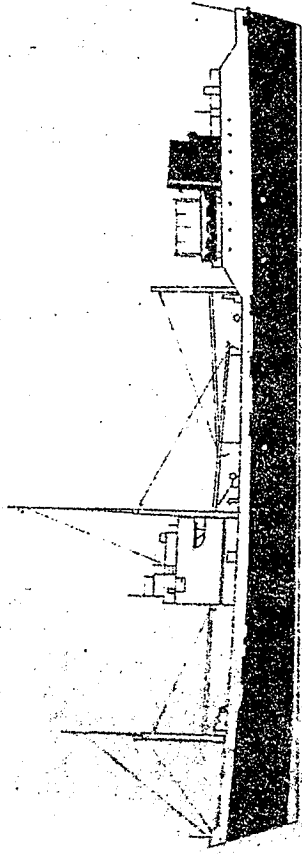
With the introduction of ro-ro and container ships in the 1960s the Clyde Shipping Company was ousted, as with so many other companies, from the conventional services. Gradually the services were run down and the ships sold. The last vessel built was the Tuskar in 1962 - a cattle-cargo-container ship, directly replacing the old Rockabill, the last Clyde Shipping Company steamer to carry passengers, which went to the breakers in the same year. The Tuskar lasted until 1968 and was then sold to Yugoslavia.

Surprisingly, another vessel was purchased in 1974. She was the Toward, operated by the Glenlight Shipping Ltd and was used in conjunction with the building of oil rigs in the carrying of construction materials. She was sold in 1976.

Today the holding company in the name of the Clyde Shipping Company is for a broadly based transport group, the principal companies being Clyde Shipping Tugs Ltd., R L Alpine Ltd and Glenlight Shipping Ltd. This latter company, formed in 1968 by an amalgamation of the West of Scotland coastal companies, has bulk cargo services from the Clyde to the West Highlands and Islands with small coasters.

The coastwise fleet from 1926. The first fifteen ships are the fleet in that year:

Arklow (II)	1886	940g	London & Glasgow SB Co. 1912: purchased as Dunbrody from Waterford SS Co. 1931: to T W Ward Ltd for scrap.
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top left: RATHLIN (III) 1936 top right: SANDA (IV) 1950

lower drawing: TOWARD (V) 1947

house flag: blue ground, white lighthouse and lettering

drawings by Nigel V. Robinson



Saltees (III)	1899	1218g	Caledon. 1929: Stormont (Belfast, Mersey & Manchester SS Co). 20.11.1946: in collision with Empire Brent, Pluckington Bank, R Mersey (Belfast/Liverpool - cattle and general)
Dungeness	1892	1182	Gourlay Bros, Dundee. 1926: Inebolou (Turkey)
Sheerness	1903	1273	Caledon. 2.1927: wrecked, Tuskar Rock.
Rathlin (II)	1905	1320	Beardmore. 1927: Greypoint (B, M & M SS Co) 1950: scrapped Port Glasgow.
Pladda (III)	1907	1333	Scotts. 1936: Mountstewart (B, M & M SS Co) 1951: scrapped Preston.
Ballycotton (II)	1911	1273	Caledon. 1936: City of Limerick (Saorstat & Continental SS Co) 15.7.1940: Bombed and sunk 48.39N 07.12W.
Sanda (III)	1911	1027	Caledon. 1946: Macau 1948: Teh Hu (Teh Hu SS Co)
Longships (II)	1917	1555	Caledon. 1939: wrecked on Sevenstones.
Goodwin	1917	1563	Caledon. Taken over by Admiralty as Q ship, HMS Underwing. 1919: to owners. 1946: North Tipperary (North Continental Sg Co, Belfast). 1947: City of Cork (Saor & Continental). 1955: scrapped Dublin.
Tuskar (IV)	1920	1193	Caledon. 1937: Lola (R Jensen, Denmark)
Aranmore (IV)	1920	1135	Hawthorns, Leith. 1949: Clarina (Limerick SS Co) 1956: scrapped Holland.
Skerries (II)	1921	1258	Caledon. 1946: City of Waterford (Saor & Continental) 14.4.1949: in collision, 50.39N 07.30W in fog. (Antwerp/Cork - general). Sank.
Copeland (III)	1923	1660	Caledon. 1946: North Down (N.Continental Sg Co). 1954: Drover (Union International Coldstore) 1954: Ulster Herdsman (Belfast SS Co). 1965: scrapped Cork.
Toward (IV)	1923	1500	A Stephen. 7.2.1943: sunk by submarine (U 402) torpedo 55.13N 26.22W.
Eddystone (III)	1927	1550	D & W Henderson. 1948: Brookmount (B, M & M SS Co) 1959: scrapped Barrow.
Fastnet (IV)	1928	1415	Caledon. 1950: Greypoint (B, M & M SS Co) 1957: scrapped Preston.
Rockabill (II)	1931	1392	D & W Henderson. 1962: broken up Passage West.
Rathlin (III)	1936	1600	A Stephen. 1953: Lairdscrag (Burns & Laird). 1956: Glengarrif (City of Cork). 12.1963: scrapped Passage West.
Beachy (III)	1936	1600	A Stephen. 11.1.1941: bombed and sunk, 500 miles west of Ireland in North Atlantic.
Arklow (III)	1937	1573	Caledon. Purchased as Aboyne from Aberdeen, Newcastle & Hull SS Co in 1946. 1947: Fair Head (Ulster SS Co, Belfast) 1954: City of Hamburg (Palgrave Murphy) 1958: Liguria (Hellenic Mediterranean Lines).
Toward (V)	1947	1271	Caledon. 1962: Epiros (Ionian(Greek)).

Beachy (III)	1947	1257g	Caledon. 1959: Snjezwik (Yugoslavia)
Copeland (IV)	1948	1255	Caledon. 1960: Risnjak 1967: Orlec (Yugoslavia)
Goodwin (IV)	1948	1255	Caledon. 1962: Hardenberg (Vinke (Holland)) 1968: Patrician (Patrician Marine Ltd).
Pladda (IV)	1950	854	Caledon. 1963: Radja Mas 1964: Chopin 1965: Akassa 1966: Chopin 1966: King Fish 1969: Kim Guan (Guan Guan Co, Singapore).
Sanda (IV)	1950	854	Caledon. 1963: Sumur Mas 1964: Zola 1965: Bonny 1966: Zola 1967: King City 1968: Golden Well (Guan Guan SS).
Arklow (IV)	1948	600	Kalmar Varv. Built as Westhor (N Westerborg). 1950: Frosti (Westhor Sg) 1952: purchased by Clyde Sg Co and renamed Arklow. 1957: San Martin 1964: Glacier 1966: Ross Eastern Leader (Ross Corp, Panama)
Eddystone (IV)	1954	968	Grangemouth Dyd. 1956: Woodwren (GSN) 1969: Lovran (Yugoslavia).
Needles	1958	6859	Austin & Pickersgill, Sunderland. Ore carrier, oil engines, machinery aft. 1960: Wellpark (Denholm Line of Steamers Ltd). 2.1973: scrapped Faslane.
Tuskar (V)	1962	1598	C Connell, Glasgow. 1968: Brioni (Yugoslavia)
Toward (VI)	1960	1323	J Lamont, Glasgow. Built as Tolsta (Chr Salvesen) 1971: Yewglen (J Stewart). Purchased in 1974 by Clyde Sg Co, and renamed Toward. 1976: Mary D (Panama).

NEW YORK AND HAVRE STEAM NAVIGATION COMPANY

The Franklin was the first of two wooden paddle steamers laid down for the New York & Havre SN Company and was completed in 1850. She was of 2184 tons and 264 feet in length. Her consort was the Humboldt, completed in 1851 and they sailed between New York and Havre, calling at Southampton (Cowes) for passengers. The best time achieved by the Franklin from New York to Cowes was 10 days 15 hours, in July 1852. She was lost on 17 July 1854 when she went ashore near Montauk Point, Long Island and broke up in three days.

The company was wound up in 1867 and by then had owned four ships, all wooden paddlers. Over the years, six more ships had been chartered to help in the service.

Fleet:	Franklin	built by West ^F vevelt & Mackay, New York 1850
	Humboldt	built by Westvevelt & Mackay, New York 1851. 2350 tons 6.12.1853: wrecked, Halifax NS.
	Arago	built by Westvevelt & Mackay, New York 1855. 2300 tons 1869: sold Peru.
	Fulton	built by Smith & Dimon, New York 1856. Broken up 1870.

(Eric Law's front cover drawing shows the Franklin leaving New York on her inaugural sailing on 5 October 1850)

see also Black Jack, 1st Series, No 7 (Summer 1973), page 4

I recently came across an 1886 edition of Kellys Directory of Southampton and browsing through it, came to Canute Road. My interest aroused, I then began to compare the names of the occupiers of the buildings with the current ones. Only the north side of Canute Road was listed for, as of now, all buildings on the south side were within the dock boundary and belonged to the dock authority. In 1886 this was the Southampton Dock Company, then struggling financially.

The first building listed was the South Western Hotel without, of course, the extension. The advertisement on the back page records it as handsome and commodious, facing the docks and adjoining the railway station and with magnificent Coffee, Reading, Drawing and Billiard Rooms. Now, it is the home of Cunard. Next was the London & South Western Railway terminus and with Refreshment Rooms, covered the area to St Lawrence Road.

No.1 Canute Road (South Western Chambers) on the corner with St Lawrence Road was, and still is a four-storey building. Then it was the offices of the Railway Co's Steam Packet Department, managing the then new Laura (640gt) of 1885 - the first L.S.W.R vessel to be built of steel - and the larger Hilda (849gt) on the St Malo service, the Ella (850gt) to Cherbourg and the Channel Islands ships. In 1925 the consul for Bolivia was established in the building. Recently, Halpins, then the turf accountants Ladbroke's were occupants with various haulage company offices in top floors.

Nos 2,4 and 6 were occupied by Miller & Sons, Naval tailors, Yacht outfits, Slop Chests and Apprentices outfitters and also local agents for Dr Jaeger's Sanitary wool clothing - whatever that was! Above No.2 was John Wilson, shipping agent, while No 3's occupants were Hughes & Co - chemists. Many changes have occurred over the years to these premises. In the early 1920s the Dundee, Perth & London Shipping Company had Nos 2 and 3 and then in 3 and 4 the United States Lines; the old-established shipbrokers, Sandell Brothers were in No 6 in the 'twenties - J.H and G.W Sandell being consuls for Belgium, Esthonia, Latvia, Finland and Norway. After the last war, Dawson Brothers were there for a time - then Cunard's Freight office. Today, all these offices are rented out to 1-2 room freight haulers or shipping and forwarding agents.

'The Ship' public house was No.5, kept by a Mrs Ann Bicknell. The advertisement London and Dublin Stout House still shows faintly well above the current title, Terry's Cafe.

Nos 7 and 8 were offices of the Royal Mail Steam Packet Company, one of the major shipping companies of the port. In the fleet were the 4,500 gt Orinoco of 1884, the Avon, Eden, Esk, Don, Dee and others - all 'rolling down to Rio'.....

No.9 was the office of the Southampton, Isle of Wight and South of England RMSP Company, and above was Thos Blount, a ship chandler. The 'white funnel' fleet of those days included the paddlers Lord Elgin, the Carisbrook, Prince Leopold, Princess Beatrice, Princess Helena and Her Majesty.

Shipping and general agents for the RMSP Company were Geo Dunlop & Co and they occupied No.10. The last building before Royal Crescent was the Canute Hotel and still is, and if your look up, a plaque records:

NEAR THIS SPOT, AD 1028

CANUTE

REPROVED HIS COURTLERS

Oriental Place was the name of the continuation of Canute Road to Itchen Bridge Road and all buildings were closely connected with the shipping of the port and it must be remembered that in those days the docks consisted of the Outer and Inner docks and four drydocks, with an extension of berths - now Nos 30-32 - to be built along the River Itchen.

No.1 Oriental Place was apparently a Coffee Tavern, run by a John Dorling and there were several shipping agencies, the largest being Keller, Wallis & Co who

looked after the Norddeutscher Lloyd's Bremen-Southampton-New York steamers of the day. These included the Kronprinz Friedrich Wilhelm (2,387g), the 4,500 ton Elbe and her sistership Trave and the Saale (5,380g). Francis Keller was consul for Germany.

Next door were the registered offices of the Union Line, forerunners of the Union-Castle Line and whose steamers sailed regularly to the Cape in fierce competition with the Castle Packets Company. John Francourt, a messenger to the Union SS Company, resided in No.3 whilst Nos 4,5 and 6 were agents whose names have survived over the years - J.F.Obree & Company and vice-consul for Brazil, Ottoman and Russia; Smith, Sundius & Company, agents for the Castle Packets Company and Hamburg America Line, and Dawson Brothers. Nos 7 and 8 were the residence of George Henry Hoffman, mine host of the Dock Hotel. Agents, Hickie, Borman & Company shared No 9 with Lloyds Register of Shipping and next door were the Queensland Emigration Office and 'Times' correspondent and consul for Bolivia - a J.H. Wolff. No 12 was again shared, between the Peruvian/Costa Rican consul and the district agent for the London & North Western Railway Company whilst a gentleman of similar status for the Swindon, Marlborough & Andover Railway Company shared the next offices with C.H. Permain & Company - shipping agents. The last building was the Sailors Home.

Opposite, on the south side of Canute Road, stood Dock House but with no entrance in Canute Road - since 1964 renamed Car Ferry House and the home of Thoresen Car Ferries. But the big-ship companies had not yet arrived at the port. Canute Chambers, later to be linked with the American Line, White Star and the United States Lines was in the future. So was the big building Maritime Chambers and Cunard Line and Wight House with towage and the coal bunkering business of R & J.H. Rea. Indeed, on this site stood the house of the Docks Engineer.

Far west in Canute Road was the Custom House, taken over from the Southampton Dock Company in 1847 and occupied as such until 1892. Then it became the headquarters of the Union Line and then Union-Castle at the turn of the century.

So this is a look at Canute Road - Southampton's business centre of shipping of nearly a century ago. Today, many of the old buildings have gone, some demolished through age and some by the bombs of the 1940s. But if you look up when walking along the road you can still see the ornamental moulding encircling the initials LSWR at the top of DarbLine's offices - the old Maritime Chambers - and another elaborate moulding is above the southern entrance of the South Western Hotel. And directly opposite stands a small office that was previously used by Western Union whose business was cablegrams in the heyday of the big liners. The company has now left and a recent removal of their nameboard revealed the title Wilts & Dorset Bank Established 1835.

Between this small building and the modern Dock House structure - site of the old Canadian Pacific Steamship Company offices - the trains still cross the road in the antiquated fashion they have done for so many years, although they are far less in number. And where they enter the docks there can still be seen the remainder of an old, yellow-painted, wall with a message that reminds us that "Canadian Pacific spans the world". But that is another story.....

---oooOooo---

ARGONAUT

The Argonaut of the Epirotiki SS Navigation Company made Southampton a port-of-call for her cruises in June. She is unique in that she is nearly half-a-century old, having been built in 1929 by Frd.Krupp, Kiel as a schooner-rigged, twin-screw, yacht Orion for a New York owner. She was purchased by the U.S.Navy in November 1940 and became a patrol vessel, later being renamed Vixen (Pennant PG 53).

In January 1947 she was disposed of to the Alaska SS Co., who placed her under a one-ship company, Pacific Cruise Lines Ltd (Panama flag) and had her converted for cruising under her original name. Then in 1954, she was purchased by the McCormick Shipping Company for cruising out of Miami until late 1963 when she was bought by her present owners. Rebuilt by Kruppwerke, she made her first cruise under the Greek flag on 7 April 1965. She carries 230 passengers all in outer cabins, has six public rooms and two swimming pools - one outdoors, one indoor.

Details: 4007 gt Measurements: 335 ft oa length x 47 ft. Twin diesels. 16 knots.

old southampton callers

No 13

The
 EMPRESS OF FRANCE
 1919
 by John S Lindsay

Owing to the build-up in trade and the maintaining of their mail contract to Canada, the Allan Line chartered the Canadian Pacific liner Lake Erie in 1910, and made that company their sub-contractors for the mail contract. Prior to this the Allan Line had been contemplating for several years the building of two 20,000 gt liners for this service, but another year was to elapse before orders were placed.

The first ship to be launched was the Alsatian (Yard No 509) on 23 March 1913 at the yard of Beardmore, Glasgow. Her gross tonnage was 18,485, with a length of 571 feet between perpendiculars, 600 feet overall and a breadth of 72.2 feet. She had four screws, propelled by Beardmore-built Parsons turbines, developing 21,400 shaft hp, giving a service speed of 18 knots and a maximum speed of 20. Accommodation was for 263 First, 506 Second and 976 Third class passengers. Crew numbered 500. She had the distinction of being the first cruiser-stern liner on the North Atlantic. Completed in the following December, she made her maiden voyage from Liverpool to Halifax and St John on 17 January 1914. With the outbreak of war she was taken up for service as an armed merchant cruiser and joined the 10th Cruiser Squadron, becoming flagship of the Squadron in December.

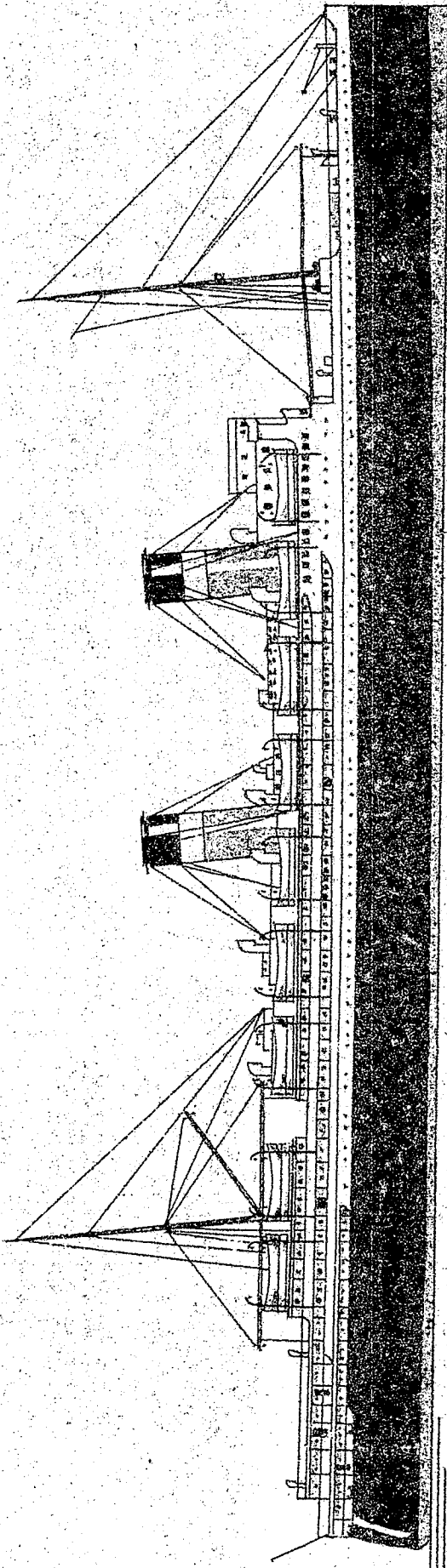
In 1915 it was announced that Canadian Pacific was to absorb the Allan Line, but before the necessary action was taken, a new company known as Canadian Pacific Ocean Services Ltd., was formed to manage both fleets and the merger was formally completed on 16 July 1917. Owing to the war, little publicity was given to this.

When war ended, the Alsatian went back to Beardmores in February 1919 for refit and on 4 April of that year was renamed Empress of France, as such, making her first voyage from Liverpool to Quebec on 26 September. In 1920 she made a record passage between these ports of 5 days 20 hours and 6 minutes, averaging 18.8 knots. In 1923 she was chartered to make a world cruise.

Early in 1924 she again returned to Beardmore's yard to be converted from coal burning to oil-firing, returning to the Canadian service from Liverpool. Later, in 1924 she was transferred from Liverpool to Southampton to run with the Empress of Scotland (the former German liner Kaiserin Auguste Victoria) to inaugurate a new express service from Southampton, via Cherbourg to Quebec. On the homeward voyage the Empress of France continued from Southampton to Hamburg and for many years both ships made this port their terminal. The Empress of France made another record passage in July 1924, this time from Southampton to Quebec in 5 days 8 hours 51 minutes, averaging 20.49 knots, justifying the expense of her conversion to oil-firing. She continued in the Hamburg-Quebec service until 1927, then made Southampton her terminal port again. On 31 October 1928 she moved to a transpacific service from Vancouver, but returned to the Southampton-Quebec run after one year.

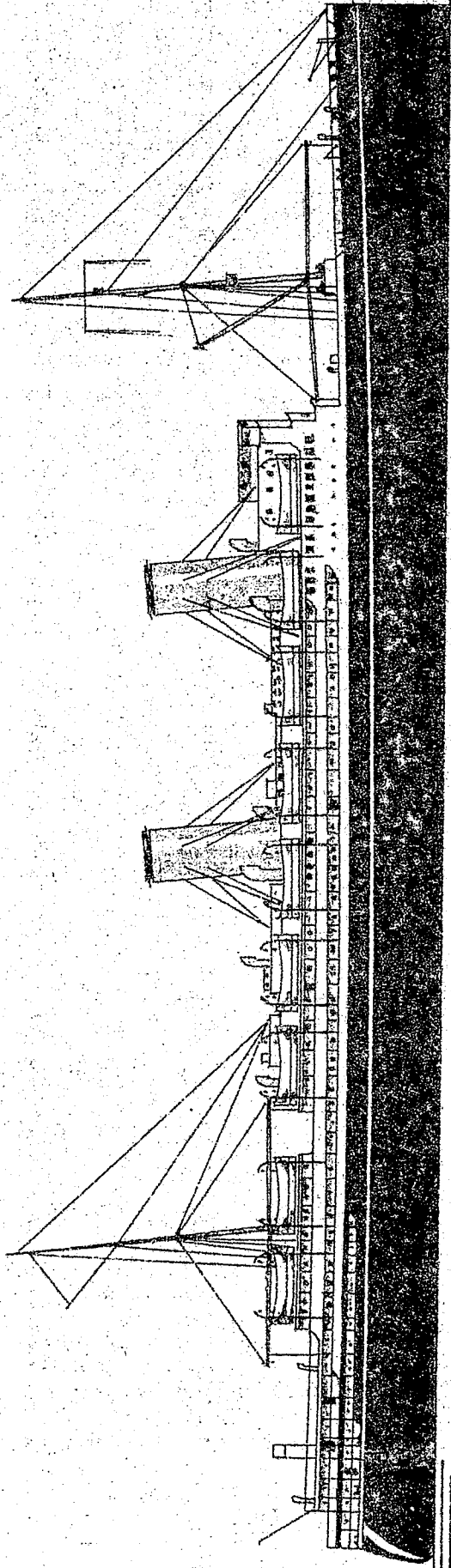
With the new Empress of Britain (1931) entering service, it had been planned that the Empress of France, Empress of Australia (ex Tirpitz) and the new arrival would maintain an express service from Southampton to Quebec until a sistership to the Empress of Britain could be built. Unfortunately, owing to the world depression, this plan had to be abandoned. On 28 September 1931 the Empress of France was withdrawn from service, to be laid up on the Clyde, where she remained until sold to shipbreakers, W.H. Arnott Young & Company, Dalmyir where she arrived on 24 November. As a Canadian Pacific liner her hull was painted black to main deck level, white upperworks, white ribbon around the hull with green boot-topping. Her funnels were buff. In 1929 all 'Empress' liners were given white hulls, dark blue ribbon around the hull, but still retained the green boot-topping and buff funnels.

As the Allan liner Alsatian she wore a black hull with white strake and upperworks with red boot-topping. Her funnels, with Admiralty dowl tops, were paired with black topping band, broad white band and red below.



ALSATIAN (1914)

JOHN S. LINDSAY



EMPRESS OF FRANCE (1919)

JOHN S. LINDSAY

ESSO TANKSCHIFF REEDEREI G.m.b.H., Hamburg

The company is the carrying company for the products of Esso A.G., Germany. It was formed in 1928 as the Waried Tankschiff Reederei, then carrying for the Deutsche-Amerikanische Petroleum Ges. Waried, controlled by the Standard Oil Company of New Jersey (ESSO), took its name from W.A. Riedemann, one of the founders of the petroleum company and one of the pioneers of German tanker ownership.

The ships are not regular callers at Fawley but are occasionally seen. The fleet list covers the last two decades. * = present fleet.

Esso Frankfurt	AG Weser	1955	1973:Exxon Frankfurt 1975:Scrapped Santander.
Esso Hamburg	Deutsche Werft	1955	1974:Esso Hannover 1975:Scrapped Kaohsiung.
Esso Munchen	Deutsche Werft	1955	1975:Petrola XXIV (Latsis,Greece)

Measurements: 632 ft oa 82.5 ft breadth, 18040 gt 27850 tdw
Steam turbine, 17 knots.

Esso Bremerhaven Husumer Schiff 1958

Measurements: 165 ft x 32 ft 605g 866 dw. Oil engines. Coaster.

Esso Berlin	Deutsche Werft	1958	1970: (Esso (Liberian flag)1978:Scr Busan.
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Esso Nurnberg	Deutsche Werft	1960	1970: (Esso (Liberian flag)
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Esso Hannover	Deutsche Werft	1960	1969: Petromar Cordoba (Esso, Argentina)
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Measurements: 693ft oa x 90 ft 24500g 38270 dw. Steam turbine, 17 knots.

Esso Emden	D.W.Kremer	1959	1972:Rio Tar (Rio Golfo; Panama).
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Measurements: 225 ft x 36 ft 998g 1570 dw Oil engine. Coaster.

Esso Bremen	A.G.Weser	1958	1976: Scrapped Kaohsiung.
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Esso Stuttgart	Howaldtswerke	1959	1976: Scrapped Kaohsiung.
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Esso Essen	A.G.Weser	1960	1978: Scrapped Kaohsiung.
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*Esso Koln	Howaldtswerke	1961	
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Measurements: 743 ft oa x 102 ft 32030g 50900 dw Steam turbine 17 knots

Esso Deutschland	Howaldtswerke	1963	1976: Scrapped Kaohsiung.
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Esso Bayern	Howaldtswerke	1964	1976: Scrapped Kaohsiung.
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Measurements: 861½ft oa x 125 ft 54440g 94650 dw Steam turbine 17 knots

*Esso Europa	A.G.Weser	1969	(ex Esso Tpt Co.Panama 1970)
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Measurements: 1141 ft oa x 170 ft 126300g 250000 dw Steam turbine 16 knots

*Esso Bonn	A.G.Weser	1974	(laid down as Esso Bilbao)
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*Esso Hamburg	A.G.Weser	1974	
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Measurements: 1141 ft oa x 170 ft 126200g 252600 dw Steam turbine 16 knots

*Esso Deutschland	Kawasaki	1976	
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Measurements: 378m x 69 m 203,900g 415000 dw Steam turbine 16 knots

RUSSIAN REFRIGERATED SHIPS (B437)

Southampton shows a fair number of Russian ships in its arrival lists and one particular trade is that of bananas. These are brought in refrigerated ships, Type B437 - Polish built and number eight. Of 6,400 gt they are 458 ft in length x 61 ft breadth, have Sulzer engines and a speed of 21-22 knots. All were built by Stocznia Gdańska. Most of the type have called.

Built 1974:	Mikhail Lomonosov	Nikolay Kopernik	Pavel Shternberg
	Vasiliy Fesenkov		
1975:	Aristarkh Belopolskiy	Fedor Bredikhin	Pavel Parenago
	Vasiliy Struve		

After a busy June and early July, movements in the docks tailed off at the end of July and early August. By far the biggest service to bring new tonnage was the South African container service, with no fewer than seven vessels making their first appearances in the port - all between 6 June and 28 July. The first to arrive was O.C.I.'s Table Bay ('77, 53784g), followed by three others scheduled to maintain the North Europe-South Africa service in the future - Safmarine's sisterships SA Helderberg (77, 53023g) and SA Sederberg ('78, 52000g), the latter being launched at Dunkirk on January 10th this year. Both these ships looked very distinctive in their all-white appearance. Arriving on her maiden voyage on 22 July was the Deutsche Afrika Linien's twin-funnelled vessel Transvaal ('78, 52608g), launched on 17 March at Kiel. To complete the seven South African containerships were three sister vessels, all scheduled (when the fleet on the North Europe-South Africa route is complete) to maintain the Mediterranean-South Africa service. They were Lloyd Triestino's Europa ('78, 27500g) and Africa ('77, 27500g) and Safmarine's SA Langeberg ('77, 28259g). All three are twin-funnelled vessels with an enclosed garage aft of the superstructure for the stowage of refrigerated containers. They are capable of carrying 1309 TEU's. One other very frequent visitor to the containerport has been the German-owned feeder vessel Jan Kahrs ('77, 999g), moving containers on the Bugsier service to Europe and Ireland, together with Teutonia and Weser.

The new Norasia Far East service has continued with the arrival of four more ships. On 19 June the Lok Vinay ('75, 12726g), a machinery-aft low-profile, general cargo carrier owned by the Mogul Line of Bombay. One week later the Belval ('69, 13020g of NV Bocimar, Antwerp; the West German Esteblick ('78, 6470g) on her delivery voyage (she had been launched on 21 February this year at Ishinomaki, Japan) and on 26 July Aegis Athenic ('76, 12498g) with containers and general, mainly forestry products. She was built as a 'Santa Fe' type vessel by Espanoles SA of Bilbao for her Liberian owners, Athenic Shipping Company but flies the Greek flag.

Two vessels discharged tobacco from Brazil on berth 46 during the last quarter, the Lloydbras ('73, 9112g) and Lloyd Hamburgo ('74, 9111g). Both are S.D.14-type ships and are owned by Cia de Mav Lloyd Brasileiro.

Fruit ships included U-C's Dover Castle (ex Clan Ranald '77) on 8 June with South African fruit, followed by the Rio on 4 July, also from South Africa. The Rio has always worn Salen colours but has had three other names, Antigua until 1972, Antilla for the next five years and finally Antartide. She was renamed Rio the day before she arrived at Southampton. One other fruit ship was the Soviet reefer Vasiliy Fesekov ('74, 6400g), on 2 July, with bananas, one of a class of eight built in Poland.

Car shipments to the U.S.A have been few and only two first-time callers have been included in the inward Datsun movements, the motor bulk carrier Marianne Bolten ('71, 20425g) (ex Hermann Schulte '78) of Aug. Bolten and the superstructure-aft Nissan Maru ('70, 17414g), owned by Showa Kaiun KK of Tokyo.

Time goes quickly but it was astonishing to realise that when the Achille Lauro (23, 112g) called 5 June on a cruise she had not been seen here for eight years. She was laid down in 1939 for Rotterdam Lloyd and her unfinished hull remained on the stocks at Flushing throughout the war. She was eventually completed in 1947 as the Willem Ruys. In 1964-5 she was bought, rebuilt and overhauled by her present owners.

Ships for repair have included K.Olsen's Hidlefjord ('60, 5788) on 13 July and Elder Dempster Line's Degema ('59, 8153g), completed in 1959 by Wm Gray & Co of Hartlepool. Normally on Elder Dempster's Tilbury-West Africa service she underwent repairs in No 7 Drydock. Another Elder Dempster ship, Clearway (ex Speedway) (70, 1160g) has been at 101 berth for a week or so, having been sold to O'Shea (Dublin) Ltd. She has been given a blue hull, white funnel and named O'Shea Express.

A car transporter, placed under the Mountwood Shipping Co.Ltd., she made a voyage or so in 1970 from Southampton before moving to Poole where she has been running cars to West Africa.

On 31 July, Falmouth Towing Co's St Mawes (364g) arrived for a short stay on 47 berth. She was built in 1951 for the British India S.N. Co as the Arusha and was used for towing lighters up and down the East African coast which picked up produce in the backwaters and rivers for transshipping at Mombasa and Dar es Salaam. She was sold to her present owners in 1959.

Pleasing news is that there is to be a link with Australia when Antwerp Bulk Carriers commence lifting containers in September for the main Australian ports. Four ships are building at Cockerill's Hoboken yard for the service which is Europe-Australia with containers and then bulk shipments of mineral sands from Geraldton, Western Australia to the U.S. Gulf in a 15-year contract with the U.S. Du Pont chemical company. The ships will have three specially strengthened bulk holds for the container/bulk service. The first due is the Helen and in the following month, the Deloris.

On 16 August the small cruise ship World Discoverer (3,153g) called at 38 berth. Launched in 1973 by Schicau-Unterweser, Bremerhaven, she was named Bewa Discoverer but the name was changed to World Discoverer before she started cruising for Discovery-Cruises A/S of Copenhagen and as such she was here in January 1976. She was sold in March 1976 to de Vries of Hamburg and was re-registered at Singapore. She is employed in 'off-beat' discovery cruises.

The Alexandria Towing Co's small tug Ower (55g) is at Wilments Yard in the River Itchen being broken up. She was built as TID 78 for the Ministry of War Transport, one of a large class of standard pre-fabricated tugs built during the war. After the war she was sold to the Sirespa Building Co and renamed President Breward until acquired by the Alexandra Towing Company in 1967. She moved to Willments in July.

Among the more interesting tankers to visit Fawley have been three Soviet ships. On 11 June the new Kuzbass ('78, 88692g) arrived. She is a 'Krym'-type supertanker, fitted with thwartship propellers, both fore and aft. She was followed by two older tankers, the Komsomolets Kubana ('66, 31817g) and George Georgui Dezh ('66, 31817g) exact 'Sofia'-type sisterships, both built at Leningrad as part of a class of twenty-two similar tankers.

On 28 June, the twin-funnelled steam tanker Norseman arrived at Fawley. Owned by Odd Godager, Oslo, she was built by Uddevallavarvet in 1976 and with a deadweight tonnage of 233,000 is in the VLCC class. The company of Odd Godager was formed in 1932. All ships are prefixed 'Norse' and the fleet currently consists of the VLCCs Norse Queen (74), Norse King (70) and Norseman. All built in Sweden, 114,000g 233,000 tdw. There are also four bulk carriers - Norse Captain and Norse River, both built in Sweden, 14,724g, Norse Duke ('74, 35869) built in Japan and Norse Transporter ('66, 16885g) built in Norway.

A caller in the Solent during the period was the heavy lift ship Transcolorado which discharged two landing craft for the US Army base at Hythe. A C4 war standard ship, she was constructed by the Kaiser Company, Richmond, California in 1945 as the Marine Adder (12,410g) to carry 3,500 troops. She was transferred to the US Navy in 1950, went into reserve at Astoria, Wash., in 1958 and in 1967 was converted to a dry cargo ship at Savannah and then fitted with 3 x 120 ton Stulcken derricks to move heavy military equipment, locomotives, tanks etc (tonnage: 10,014g). She was purchased by Hudson Waterways Company in 1967 and was given her present name.

Other interesting ships to anchor in the Solent have included the Cie Maritime Belge motor ore carrier Mineral Gent ('67, 40304g), and the newly completed Tabuk ('78, 15446g). She is owned by the United Arab Shipping Company of Kuwait and discharged two yachts on 8 July. She was followed by the Japanese-owned Fairmont ('78, 6900g). During her short time spent bunkering in the roads she had an oil spillage. Another VLCC, the British Trident ('74, 275333 tdw) anchored for stores, bunkers and crew change on 21 July.

The Reardon Smith motor bulker Orient City (39,236g) which was only drydocked at Southampton in March 1977 on her delivery voyage from Sunderland has been sold to China.