

Black Jack
summer 1972

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Branch Dates for your Diary

On Saturday 15th July a visit will be made to the Southampton Yard of Westminster Dredging Ltd. Details will be announced on the 11th July at the Meeting. Members who could not attend the meeting and wish to join the party should contact the Secretary immediately by telephone at West End 3501.

The party will gather at the Belvidere Road, Northam, entrance to the Yard at 9-55am and a conducted tour of the installations will be made. From 11-30am to 1-30pm the party will be taken by launch to see dredgers at work in the Port.

On Saturday 23rd September it is intended that together with the Isle of Wight Branch we make our first venture overseas to the port of Le Havre, which is France's second port as well as being the fifth largest in Europe. The newly formed Normandy Branch has been contacted and we hope to meet a number of their members.

Details are as follows:-

Friday 22nd September - Report at 22.00 hours at the Townsend-Thoresen Car Ferry Terminal No 6 berth, Eastern Docks.

Depart for Le Havre 23.00 arriving 07.00.

Saturday 23rd September - Launch tour of Le Havre Harbour from 09.00 to 12.00. Lunch will be taken at 12.15 and afterwards an extensive coach tour of the Docks will be made, taking in all points of interest, terminating at approximately 16.00. There will be some time for individual pursuits of members, and a dinner will be arranged for 19.30. The party will then return on the 23.00 hours sailing from Le Havre arriving back in Southampton at 07.00 on Sunday 24th September.

The cost will be £9.50 per person and includes return cross-channel fare, launch trip, coach tour, lunch and dinner. Bookings and payment should be made to the Secretary by Thursday 31st August.

Townsend-Thoresen have informed us that sleeping accommodation is limited on both crossings. Outward, reclining seats, couchettes and berths are available at 50p, £1.20 and £1.75 respectively. Inward, reclining seats only are available. If members require accommodation they should advise the Secretary at the time of booking but payment should NOT be made at that time - if available they will be invoiced direct by Townsend-Thoresen.

Passports are not required for the excursion, but those members who hold valid passports should use them. Identity Cards will be supplied to non-passport holders who should obtain a small passport-type photograph prior to the day of sailing.

for continuation of this please turn to back page....

Cover Photographs: Top: Franconia (Cunard Line) seen leaving Southampton on 14th May 1972, to continue her lay-up in the River Fal.
 photo: D. T. Hornsby.
 Bottom: Shota Rustaveli (Baltic S.S. Co) leaving Southampton.
 photo: D. M. Oldham.

Part II is the story of the IMPLACABLE which, with the FOUAROYANT, formed the establishment in Portsmouth Harbour during World War II

The
FOUAROYANT
Establishment
Part II

by W.H.Mitchell

(See Black Jack No.1 (Xmas 1971) for Part I - the FOUAROYANT)

The IMPLACABLE was launched in 1793 as the 74-gun ship Duguay Trouin. The launching took place at Rochefort and she was then moved to Toulon for fitting-out. When Hood and the French Royalists took Toulon in the December she was regarded as an admirable acquisition as a future ship of the Royal Navy but Toulon had to be abandoned and although she was set on fire, she was saved by the Republicans before a great deal of damage was done. Not until 1800 - another seven years - was she completed.

In the Battle of Trafalgar on 21 October 1805, she was fifth in the line, abaft the French flagship Formidable, a position not prominent in that it gave her a chance to slip away when the battle was seen to be lost. With three other ships she sailed towards Finisterre but on 2 November the small British frigate Phoenix sighted them and skilfully manoeuvred them towards a British squadron under Captain Sir Richard Strachan, off Ferrol. All the French ships were captured with severe loss of life and taken to Plymouth. There the Duguay Trouin was repaired and refitted for service in the Royal Navy as the Implacable.

In 1808 she captured a Russian 74-gun ship and the following year, with three other Royal Navy ships, captured twelve merchantmen and six escorting gunships. She joined the Mediterranean Fleet and in 1842 returned with the Golden Cock at her masthead - the honour of being the smartest ship on the station.

The Navy's difficulties in the Crimean war caused the Admiralty to re-shape their policy of relying on mercantile seamen for the manning of the lower decks of the Fleet and the IMPLACABLE, in 1855, then laid-up, was recommissioned as a training ship for boys joining the Royal Navy for long service. She went to Devonport and in 1871 was joined by HMS Lion, the two ships becoming the Lion Training Establishment. In 1908 she was replaced and offered for sale. Wheatley Cobb, interested in preserving her, gathered signatures from many prominent personalities and petitioned the Admiralty to lend her for preservation. This they agreed to do in 1912 and he moved her to Falmouth, maintaining her at his own expense.

A public appeal was made in 1925 for funds to alter her to a holiday training ship for scouts and other boys' organisations. In June 1932 she was moved to Portsmouth and joined later by the Foudroyant, they became the Implacable Holiday Training Establishment.

This Establishment was taken over by the Admiralty in 1939 to become the Foudroyant Establishment, the name IMPLACABLE being required for an aircraft carrier then to be built. Shortly after the war, in which she had sustained some air raid damage, it was proposed that the IMPLACABLE should be permanently drydocked at Greenwich but inspection showed that she had deteriorated so badly that it was thought she could not make the trip. In October 1949 it was stated that fittings, figurehead and carved woodwork would be removed to the National Maritime Museum at Greenwich and that the ship was to be scuttled in the Hurd Deep, off Alderney. Stripping was completed in November and in full naval honours befitting of her long naval career, she was towed by the tugs Alligator and Excluder from Portsmouth on the afternoon of 2 December 1949, in company of the destroyer Finisterre, flying the flag of the C-in-C, Portsmouth, the Radar ship Boxer carrying spectators, the minesweeper Edpole and the ML P.6002 carrying the detonating party. Four charges, each 25 lbs of high explosive were detonated. She had been ballasted with 550 tons of pig iron and the Navy had allowed her 10/20 minutes to sink, but not until 4.53 pm did she disappear in 36 fathoms, 9 miles S.E of Selsey Bill - then only after having been rammed by the tug Alligator. Her hull had been considered too bad for the tow to Hurd Deep.

Wreckage, including a staircase was subsequently washed up near Dunkerque.

BULGARIA -- the only Bulgarian vessel to be seen in Southampton in recent years has been the cruise liner Varna of 13,500 gross tons.

This vessel was constructed for Furness Bermuda Lines by Vickers Armstrong and was launched on 27 July 1950 as the Ocean Monarch; a replacement for the Monarch of Bermuda (19,000 gross tons) built in 1927. Under Furness management she sailed on cruises from New York to Bermuda and the West Indies. She won the gold medal of the United States Academy of Design during the 1950s.

In late 1967 the vessel was purchased by Balkanturist of Sofia and was renamed Varna. A twin-screw steamer, the Varna is fully air-conditioned and provides accommodation for 438 passengers. She has made several voyages to Southampton, her first being on 27 August 1968 when she called at berth 38-9.

EAST GERMANY is represented by vessels of the Deutsche Seereederei of Rostock and their funnel colours consist of a black top over a yellow base on which is wide red band between two narrow blue bands.

The Ahrenshoop used 20-1 berth on 7 July 1969 to discharge Baltic timber. Of 426 gross tons she was built in 1956 and is one of twelve sister ships, of which the Prerow has also used the the Port to discharge timber.

The Atair of 617 gross is one of 22 sister ships completed for Deutsche Seereederei during 1957-58. The Gemma of a similar design used berth 68 on the Town Quay during 1967.

After spending several days at berth 37, the Kormoran finally moved to 20-1 berth following a Russian vessel, the Abagurles. The Kormoran of 983 gross tons was built in 1963 and used the Port during the latter half of September 1968.

The Sellin built in 1965 called at the Town Quay in 1966 and has since been to Eling Wharf to unload timber. One of her sisters the Lietzow of 298 gross was accommodated at Drivers Wharf on the Itchen just below Northam Bridge during 1969.

The largest East German ship to use the Port to date is the Fritz Heckert of 8,100 gross tons. She spent a day at berth 106 a few years back. This was her only call at the Docks for since then her cruises have included a stop at Guernsey where her passengers are ferried ashore whilst she anchors off.

The Saale of 3,500 gross tons made an unexpected call during 1967. She used No 4 dry-dock after a fire had caused extensive damage when she was 8 miles off Beachy Head on a voyage from Alexandria to Wismar. Most of her cargo of cotton was destroyed by the fire which also caused serious damage to the vessel notably on the starboard side, and superstructure. The fire occurred on 7 January 1967 and the ship was beached prior to her move to Southampton. Since then she has had another mishap; this time she was aground on Cephalonia Island on the 4 October 1970 during a voyage from the Black Sea to Wismar, but she was refloated five days later.

The 299 gross ton coaster Baabe discharged timber at the Town Quay during 1971.

POLAND -- Poland has two shipping companies; the Polish Steamship Company whose vessels have a black funnel with a red and white band upon which is carried the Polish coat of arms. Most of their ships are coasters while the Polish Ocean Lines operate freighters with the exception of one passenger liner. Their vessels carry the same type of design on their funnels save that the funnel is yellow.

The two funnelled passenger liner Batory of 14,000 gross tons built in 1936, called at Southampton many times up until 1968 when she was withdrawn and laid-up (now since scrapped) and the company purchased the Maasdam.

The Maasdam was launched for the Holland America Line on 5 April 1952 at the Wilton Fijenoord yard at Schiedam. On her sale to the Polish Ocean Lines she was given the name Stefan Batory (the name of a 15th Century Polish King).

The Stefan Batory of 15,000 gross tons, carries 900 passengers and a crew of 300. In addition she has 15,472 cu. ft. of cargo space for refrigerated cargo on top of 167,815 cu. ft. of general cargo space. She has a length of 503 ft and a beam of 69 ft. Her machinery comprises of a General Electric steam turbine driving a single screw giving a service speed of 18 knots. She operates from Gdynia to Montreal via Tilbury or Southampton.

Most of the Polish coasters use Eling Wharf where they discharge Baltic timber

mainly from Finnish ports or the Polish ports of Gdynia and Gdansk. The Sola, Pilica Boginka and the Ner have all used the wharf recently. These single-screw motorships are of engines aft design. The Odra and Orla called at Eling within a few months of each other in 1971, and have a gross tonnage of 484 and 473 respectively.

The Ina is notable for having run aground off the Western Docks Extension on the 9 April 1971 after taking the wrong side of the channel but has since called at Drivers Wharf without mishap!

The Krutynia, Korita and Dunajec have all been seen on the Town Quay, the latter ship having also called at Vancouver Wharf where she too managed to run aground drifting onto a sandbank!

The Puck of 1,000 gross tons used the Docks to unload timber during 1968, and the Olszstyn of 1,877 gross was accommodated for several weeks on the Town Quay. She was built in 1944 and will be better known under her original name of Empire Gantry. During December 1971 she was sold to Spanish shipbreakers for £22,525.

RUMANIA -- two vessels under this flag have used 102-3 berth, discharging grain from Constanza; the Galati has been to the Port twice while the Baia Mare of similar type made only one visit. Both vessels have a gross tonnage of 3,150 and were built in 1960 and 1965 respectively.

RUSSIA -- the largest representative of East European shipping in the Port.

The pride of the Russian fleet is the Alexandr Pushkin, a twin-screw vessel of 19,861 gross tons built in 1965. She has only called at the Port once but she is the leader of a class of passenger liners now well known in the Docks. The Taras Schevchenko has also made one call, at the Western Docks, but the most frequent visitor is the Shota Rustveli which called at the Eastern Docks on her maiden voyage to Australia and New Zealand. She was the first Russian liner to visit those waters and was on charter to the Charter Travel Company. She will be making several more voyages as the charter has been renewed. The latest of the Class the Mikhail Lermontov is scheduled to carry out a cruise season from Tilbury but she will also put in a couple of appearances at Southampton during 1972. She was launched on the 29 December 1970 at Wismar and like the remainder of the class she is a twin screw motor ship of 19,500 gross tons.

(Part II dealing with the Russian cargo vessels in the Port will appear in a future issue)

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Introducing a newcomer to the Port.....

.....AUREOL of Elder Dempster Lines

On the greying spring evening of 27 April 1972 at 18.00 hours the yacht-like Aureol pulled away from 38-9 berth on her first outward-bound sailing from Southampton, on the UK - West Africa service of Elder Dempsters, following her transfer from Liverpool. She is programmed to make ten voyages a year from here.

Built in 1951 by Alexander Stephen, of Linthouse, Glasgow, she was designed as a consort for the Accra (1947. 11,599 gross) and Apapa (1948. 11,607 gross). After running trials in October 1951 she settled down, as flagship of the line, on the Liverpool, Las Palmas, Freetown, Takoradi and Lagos (Apapa) service, maintaining a fortnightly schedule with the Accra and Apapa. In 1962 Tema replaced Takoradi south-bound and Monrovia was added to the run in both directions; on some voyages Bathurst is substituted for Las Palmas.

Following the withdrawal of the two older vessels in 1968, Aureol carried on by herself from Liverpool until earlier this year when it was announced that she was to move to Southampton in the Spring.

Aureol has accommodation for 253 first class passengers, plus 42 cots, and 76 cabin class; 24 interchangeable. Of 14,083 gross tons, 7,689 net and 7,025 deadweight, she has an overall length of 537 feet, along with a beam of 70 feet and a draught of 25 foot 1 inch. Propulsion is by Doxford diesels driving twin-screws, giving a service speed of 16 knots.

It certainly makes a change to be able to introduce a new liner to the Port, rather than comment on the continuing spate of withdrawals. Let's hope Southampton's new arrival is here to stay!

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No longer a Southampton caller
 RANDFONTEIN of Holland-Africa Line
 also JAGERSFONTEIN & ORANJEFONTEIN

by Nigel V. Robinson

The United Netherlands S.S. Co., (Holland-Africa Line) service from Amsterdam by way of Southampton, Las Palmas, Cape Town, Fort Elizabeth, East London and Durban to Laurencio Marques is now no more, as far as passenger liners are concerned, following the withdrawal last year of the remaining cargo-passenger vessel, the Randfontein. Three fine motorships will be remembered in connection with the final years of the service, the Jagersfontein and Oranjefontein, plus the already mentioned Randfontein. Jagersfontein was laid-down by De-Schelde of Flushing in 1939 as the Rietfontein, being renamed whilst still on the stocks as the Elandsfontein and launched on 30th March 1940. Seized by the Germans she was eventually found after the War in the estuary of the Wistula near Danzig (now Gdansk), partly sunk and with her machinery unassembled. She was restored to her owners and was completed to a more modern design, entering her intended service in the March of 1950 as virtually a new ship under her third name of Jagersfontein.

Oranjefontein was completed in December 1940 by P. Smit, Jn., at Rotterdam, but it was not until after the War that she, too, could enter into the Europe - Africa run. Of 10,500 gross tons they were handsome, functional vessels on a length of just over 520 feet. Propulsion was by diesels driving twin-screws; "Jagers" had Sulzer units whilst "Oranje" had two 5 $\frac{1}{2}$ cylinder Burmeister and Wain type motors. Service speed was 17 knots. Both vessels could accommodate 100 1st class and 60 'Economy' class passengers.

When a decision to build new tonnage was made in the mid-50s, to supplement the service the order went to the Wilton-Fijenoord yard at Schiedam, for a twin-screw, motor cargo-passenger ship. On a length of 584 feet and a beam of 70 feet, the 13,700 gross ton Randfontein was a superb example of how to make what was basically a functional cargo liner with passenger accommodation into one of the most handsome vessels afloat. The hull was given a good sheer, whilst 'up-top' a modern super-structure and a neat, tapered and domed funnel were set off by 'typically' Dutch upright masts. All this gave an impression of sturdiness and a well thought-out design, enhanced by the restrained, but attractive United Netherlands S.S. Co's colours -- black hull, white top strake; white upperworks and rich brown masts and derricks, crowned by the black funnel with a deep orange band. Back to facts and figures, Randfontein had six hatches (4 holds), part of her cargo space being refrigerated, and also deep tanks for the carriage of vegetable oils. Passengers up to 290 in two classes were catered for. Machinery consisted of two MAN-type diesels driving twin-screws giving a service speed of 18 knots. Built in a graving dock, she was 'Christened' and floated out on 28th June 1958, opening her career in the January of 1959.

Jagersfontein, Oranjefontein and the Randfontein maintained the service steadily up until 1967 when a falling off in traffic forced the older vessels into retirement in the summer of that year. The Jagersfontein was sold to the Greeks and renamed Devon for a one-way voyage to the Far East where she was resold for breaking-up. In December 1967, the Oranjefontein under the shortened name of Fontein sailed from Rotterdam to Spain to end her days in a breaker's yard.

Randfontein was left on her own to carry on the service, but her days were numbered too, and in 1970 it was announced by her owners (by then a part of the Nedlloyd organisation) that 1971 would be her last year as a Holland-Africa liner. She put into Cowes Roads on 3rd September 1971 on her last visit to the Port and on her arrival in Holland she was renamed Nieuw Holland and left for service in the Southern Hemisphere under the ownership of another associated company, the Royal InterOcean Lines for service in the South Atlantic and Indian Ocean and Far East services of that company.

A pity that we shall not see her again in Southampton, for few ships are so good looking - I for one miss her calls - but then I am biased as she is my favourite ship!

RANDFONTEIN

Built: 1958 by Wilton-Fijenoord N.V., Schiedam.
 Tonnages: 13,694 gross. 7,971 net. 11,953 deadweight.
 Length: 584 ft 6ins. Beam: 70ft 2ins. Draught: 30ft 1in.
 Machinery: 2 MAN-type diesels (9-cylinder) - 15,400 b.h.p.
 Twin-screw, 18 knots service speed.
 Passengers: 123, 1st class. 166 tourist class (interchangeable)
 Cargo capacity: 518,000 cu.ft. (grain) (42,000 cu.ft. insulated)

sold 1971 to Koninklijke Java-China-Paketaart Lijnen N.V., Amsterdam,
 (Royal Interocean Lines) -- renamed Nieuw Holland.

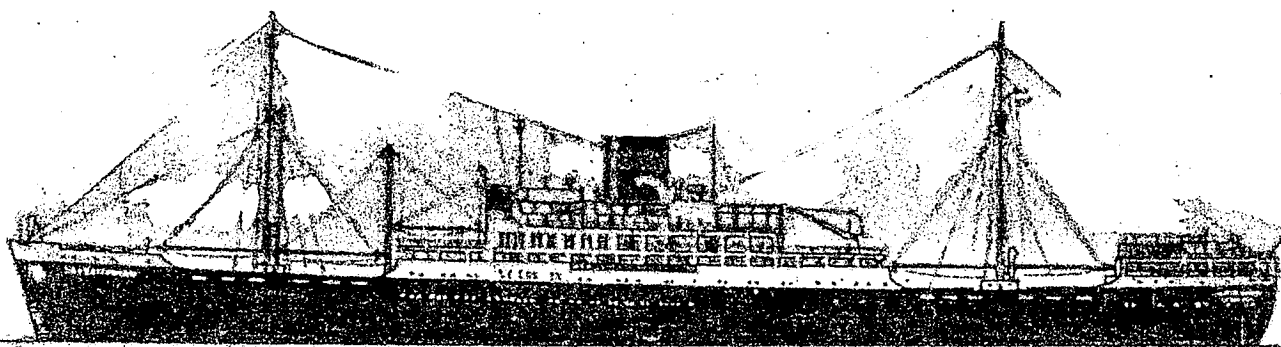
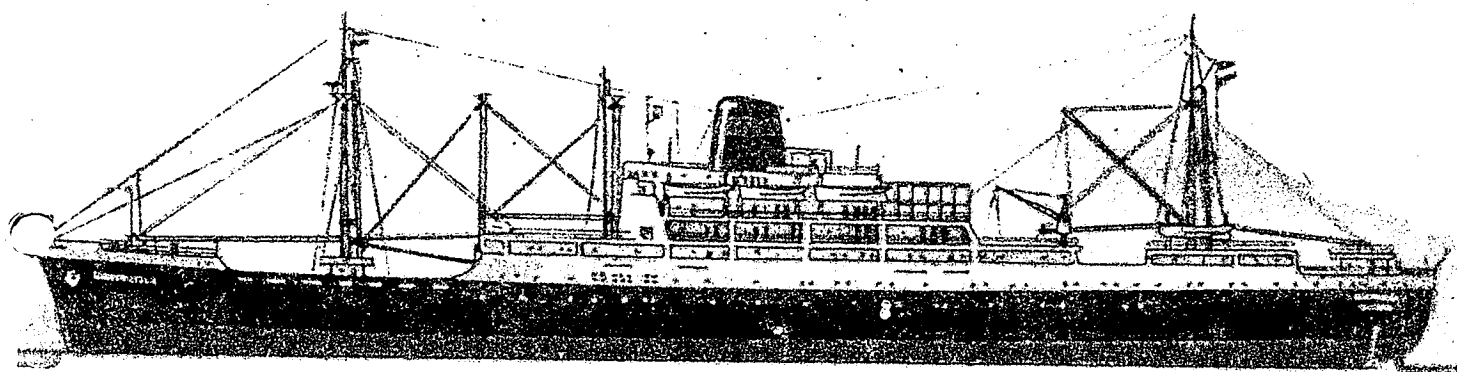
JAGERSFONTEIN / ORANJEFONTEIN

Built: "Jagers" - 1950 by F. Schichau, Danzig, after launching 3/40 by
 De Schelde, Flushing. (laid down 1939)
 "Oranje" - 1940 by P. Smit, Jr., Rotterdam. (completed 1950)
 Note: Jagersfontein, ex Elandsfontein '48, ex Rietfontein whilst on
 stocks.

Tonnages: 10,574 / 10,579 gross. 6,308 / 6,301 net. 10,321/9,798 dwt.
 Length: 528 ft/527 ft. Beam: (both) 63 ft. Draught: (both) 30 ft 3ins.
 Machinery: 2 by 5-cylinder diesels. "Jagers" - Sulzer type.
 "Oranje" - Burmeister and Wain type.
 Twin-screw, 17 knots service speed.

Passengers: 100, 1st class. 60 'economy' class.

Both broken up 1967; "Jagers" as Devon; "Oranje" as Fountain.



Drawings:

Top - RANDFONTEIN

Bottom - JAGERSFONTEIN

from line drawings by Nigel V. MacIntosh

Ships have been built at Woolston for nearly one hundred years. The first yard was opened by T.R. Oswald and owner ship passed to the Southampton Naval Works, then to J & G Fay and then Mordey, Carney & Co., before J.I. Thornycroft & Company moved to Woolston in 1904.

These notes and records relate to the Oswald era of shipbuilding at Woolston. They do not claim to give a total picture, indeed, not all of the 104 ships built are listed.

It may be that other readers have further details and these would be very welcome. Yard numbers have been shown where possible, the remainder of the ships being placed in chronological order between the known numbers.

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The building of ships commenced at Woolston in 1875 when the shipbuilding yard of T.R. Oswald (The Southampton Shipbuilding, Engineering and Repair Works) was opened.

Thomas Ridley Oswald was new to this part of Britain but was certainly not unknown on Teesside for Oswald, born in 1836 was the nephew of the Sunderland shipbuilder James Laing and indeed, entered his uncle's yard at the age of 16 to acquire the knowledge of the building of ships. He moved on to the Thames to help construct the Great Eastern, then building at Millwall, but at the age of 21 he was back again at Sunderland, there opening his own yard at Pallion where he confined his building to iron sailing ships and barques in the 500/600 ton range, a business for which he had been well trained. In the mid-sixties the yard became known as T.R. Oswald & Company and some 150 ships, including a few steamers were built there. But although sailing ships had increased in size, so too were steamers increasing in size and in order to expand his business to not only build hulls but also the engines and boilers which propelled them, he moved south, to Woolston at the turn of the decade, there opening the T.R. Oswald yard in 1875. Woolston was then a tithing with a population of 3,000. Orders came very quickly, for Oswald had a good reputation from his East coast buildings and the first ship laid down - the barque Aberfoyle, actually had her frames brought from Sunderland already bent to shape. She was completed in 1876. A new customer was Lamport & Holt for whom he turned out a 1700-ton steamer, also in 1876. The next year the firm became known as Oswald, Mordaunt & Co., when he took a partner into the business. Oswald lived locally, although not quite on top of his work, for a contemporary directory shows his address as New Place House, Bedford Place, Southampton. Mordaunt preferred the eastern side at Midanbury.

Orders for sailing ships still came, a large number being built for Liverpool owners - R.W. Leyland & Co., E. Bates & Son, T.R. Williams & Co., H. Fernie & Sons and J. Coupland's India trade - for the company had built up a reputation for iron sailing tramp ships which were efficient deadweight carriers - these only could bring profits in the declining years of sail. The Leyland ships, generally named after districts of Liverpool were painted with white masts and yards, black topsides and white painted ports and red boot-topping. At one time Leylands had six ships building or on order at Woolston. When order books were not full the Company also built on their own account and then chartered or sold the ships. These vessels were evidently given local names - Bitterne, Test etc.

The first steel ship, Benita, was launched in 1887 and very few iron ships were constructed after that.

THE WOOLSTON SHIPS

(THE OSWALD ERA)

by

W.H. Mitchell

PART I

Of particular interest was the building of several small vessels for the Nile expedition for the relief of General Gordon and British forces. Gordon's home, incidentally, was just around the corner from that of Oswald - in Rockstone Place.

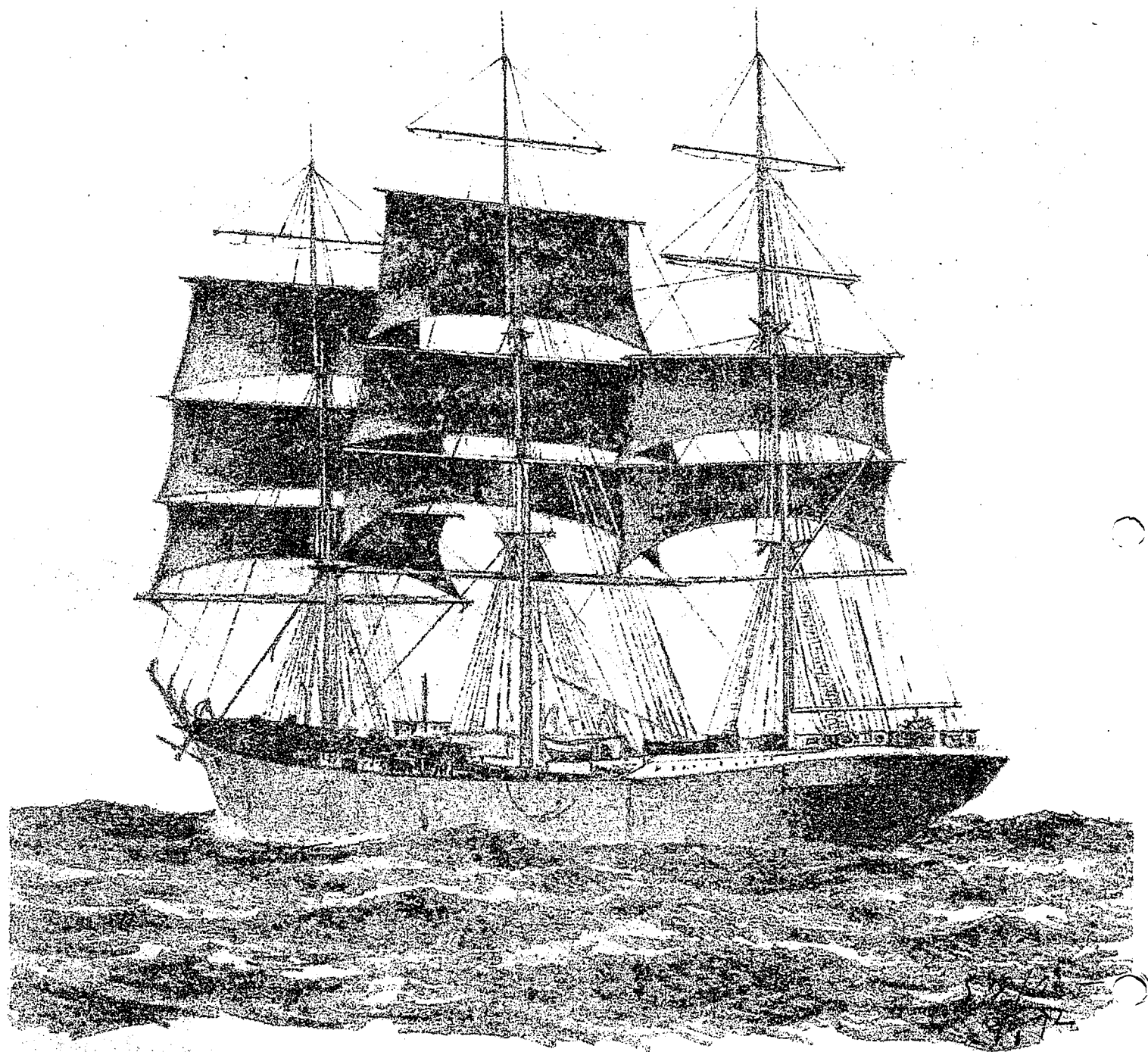
Two tankers were also built - one steam, one sail.

In 1889 Oswald moved again, this time westwards to Milford Haven where he opened yet another yard in the name of T.R.Oswald & Company and continued to build fine ships including Leyland's three masters, Speke and Ditton.

The Oswald, Mordaunt concern at Woolston was dissolved and the yard taken over by the Southampton Naval Works Ltd., in 1890. Altogether, 104 ships were constructed in the thirteen years of the Oswald era of Woolston ships.

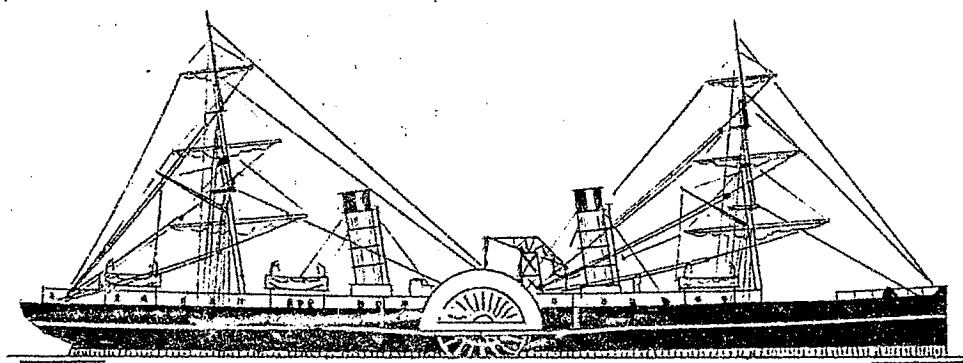
Yard No:		<u>Built by T.R.Oswald</u>
150	Aberfoyle	1876 Barque. 835 gross tons. 191' length. For Burgess & Shadrick, Swansea. Later owned by B.R.Hennessy, Swansea.
	Cambrian Prince	10.1876 Sailing ship for T.R.Williams & Co.Liverpool. 1397g 228' x 37'. Became Llanquihue.
152	Cambrian Monarch	7.1876 Iron sailing ship for T.R.Williams & Co. 1227g 216' x 37'
	Cambrian Princess	3.1877 Iron sailing ship for T.R.Williams & Co. 1397g 225' x 37'
154	Argomene	4.1877 Iron sailing ship for H.Fernie & Sons, Liverpool. 1538g 241' x 39'. Became Hampton, then Bianchetto.
155	Cleomene	10.1877 Iron sailing ship for H.Fernie & Sons. 1794g 251' x 39'. Became Mincio.
	Horrox	1876 Iron screw barque rigged steamer for Lamport & Holt Ltd. 1707g 281' x 34'. Engs: 2 cyl. 1877/8:operated by Soc.Royal Belge Sud-Americaine. 1904:Scrapped Naples under the Italian flag.
	Boyne	8.1877 Iron sailing ship for J.Nourse, Liverpool. 1416g 226' x 37'
	Sierra Nevada	9.1877 Iron sailing ship for Thompson, Anderson & Co. 1474g 233' x 38'. 9.May 1900:wrecked on Point Napan,Melbourne on voyage Liverpool/Melbourne.
	Albert Edward	1878 Paddle steamer for London & South Western Railway Co. 269g 169' x 20'.Engs: 2 cyl. 120 hp.
		<u>Built by Oswald Mordaunt and Company</u>
	Herat	11.1877 Iron sailing ship for E.Bates & Sons, Liverpool. 1442g 233' x 37'
	Genoese	1.1878 Iron screw, single deck steamer for Atlantic & Eastern SS Co (J.Glynn & Co.Liverpool) 834g 232' x 28'. Engs: C2cyl.
	Alfonso	3.1878 Iron screw, brig-rigged steamer for Strong, Reid & Page Ltd. 1325g Well deck.Engs C2cyl.
172	Cypromene	9.1878 Iron barquentine for Henry Fernie & Sons. 1904:sold to Matson Nav Co., renamed Monterey. Later converted to tanker for Associated Oil Co.,San Francisco.Later to Charles Nelson & Co.Inc., San Francisco. 1854g 260' x 40'. 1934:scrapped.

(to be continued)



The Woolston-built FULWOOD of 1885

by Eric Law



a line drawing of VANDERBIIT (1855)

by John S. Lindsay

The
Paddle Steamer
VANDERBILT
and the
Vanderbilt Line

by John S. Lindsay.

I was standing on the Dock Head on a pleasant evening in May. The Channel ferry from Southampton to Le Havre had just passed by and was slowly disappearing down the Water towards Fawley Refinery. Off Netley, swinging on her anchor was a Stephenson Clarke collier, awaiting the tide to rise high enough to enable her to proceed up the River Itchen to her berth at Northam. In the distance, at the approaches to Southampton Water, the liner France was making her turn off Calshot, on her way to the Ocean Terminal where she would embark passengers and mail for the United States. As I watched the France grow larger, four tugs made their way to escort the liner to her berth. This beautiful ship, 66,348 gross tons and 1,035 feet overall length, the longest ship in the world at her time of building in 1961, sailed gently by Dock Head, her superstructure towering above the few bystanders watching her progress. I thought of the ships that sailed these waters some 160 years or so ago when the domain of the sailing ship was being invaded by the steamer.

Steam propulsion had established itself, the most popular type of engine being the side lever, with twin cylinders. These were usually installed in wooden sailing ship hulls adapted for the purpose, although a few specifically designed steamers were then appearing. The accepted method of moving the ship in the water was by transferring the motion of the engine to paddle wheels on each side of the hull, these in turn conveying the engine's power through the paddle floats to the water, pushing it backwards and at the same time moving the ship's hull forward on the same principle as a rower. The Americans, at this time, had a number of vessels on the North Atlantic which were propelled by this method, the only variation being the beams of the engines which were overhead and not at the side of the cylinders. One of the most outstanding vessels driven by this method was the paddle steamer Vanderbilt of the Vanderbilt Line.

An American shipowner, the self-styled Commodore Cornelius Vanderbilt (who had once been skipper of a Hudson River ferry) had contemplated running a service to Europe. In May 1853, with his wife, family and some friends, he sailed from New York and arrived at Southampton aboard the 2,100 ton wooden paddle steamer North Star. In the press of the day a report of the voyage conveyed that it had been made for pleasure, however, it seems fairly conclusive that the Commodore was putting into practice his ideas for starting a steamer service on the North Atlantic. Early in 1855 he submitted to the United State's authorities his proposals to run a fortnightly service between New York and Liverpool to alternate with the services of the Collins Line. This was met with opposition in Congress and after a debate of long duration, his proposals were turned down.

Undaunted by this decision Commodore Vanderbilt, in the summer of the same year, commenced a service between New York, Southampton and Le Havre under the heading of the Vanderbilt Line, using the wooden paddle steamer North Star and the slightly smaller but similar paddler Ariel of 2,000 tons. The Commodore thought that having established a service, the authorities might be persuaded to grant him a subsidy. Unfortunately this was not the case and the service had to be withdrawn. During the summer of 1856 the North Star made one or two voyages under the title of the Vanderbilt European Line so as to differentiate it from the other Vanderbilt steamship enterprises.

During the following year, 1857, Commodore Vanderbilt contracted with the United State's Postmaster General to make thirteen round voyages in one year between New York and Bremen to carry mails. The first sailing was made from New York in April 1857 by the paddle steamer Ariel for Southampton, Le Havre and Bremen. This was followed by the paddle steamer Vanderbilt which terminated at Le Havre, calling at Southampton en route, the mail being then taken to Bremen, presumably by the North Star which, at that time, was on the European side of the Atlantic.

The paddle steamer Vanderbilt was one of the largest wooden paddlers to be built. Her builder was Jeremiah Simonson of New York, the nephew of Commodore Vanderbilt. The launching took place on the 17th December 1855. Her rig was that of a two masted brig with two funnels fore and abaft the paddle boxes and were very distinguishable by three sets of ribbed bands on them. She had more or less a flat bottom, her bottom timbers and frames were of white oak, the former being 21" x 15" and bolted together with iron bolts 7 feet in length with a 1 $\frac{1}{4}$ " diameter and

running lengthways of the ship. The latter were closely spaced and fastened by diagonal wrought iron straps. The 6" planking, also of oak, was copper sheathed below the water line. Instead of the usual clipper bow of the period she was given a straight stem without bowsprit; her stern was elliptical and rounded. Some 370 passengers could be accommodated and for their safety, six lifeboats were carried. These were positioned each side of the vessel, two between the foremast and first funnel, two between the second funnel and mainmast and two abaft the mainmast.

One of the most interesting and fascinating features of this vessel was the method of propulsion. This was done by overhead beam engines of about 950 nominal hp. These were constructed by Secor & Braisted at the Allaire Works, New York and had two vertical cylinders 90" diameter by 144" stroke, developing a total of 2800 indicated hp. The twin beams, latticed for lightness, rose some 8' above the paddle boxes and must have attracted considerable attention when in motion. Four tubular boilers, 28' in length, 13' wide and 14' high, with a heating surface of 20,000 sq. ft supplied steam at a pressure of 18 lbs per sq. in. These were positioned two forward and two abaft of the engine room, one pair to each funnel of 14' dia. The bunker capacity was 1400 tons and the daily coal consumption averaged 112 tons. The paddle wheels were of wrought iron, 42' dia., each with three flanges and radial floats, 11' long and made about 15 revolutions per minute, giving a speed of 13 knots.

The principal measurements of the Vanderbilt were - Gross register 3360 tons, Displacement 5270 tons, length overall 335', length between perpendiculars 328', breadth of hull 47½', breadth over paddle boxes 74', depth of hold 31', mean draught 19.6'.

The Vanderbilt entered service on the North Atlantic in 1857, making her first voyage to Southampton. Two years later, in May 1859, she created a sensation by making a record run from the Needles to New York, a distance of 3115 nautical miles, in 9 days 9 hours and 26 minutes, averaging 13.8 knots. This was only slightly slower than the record passage of the Cunard paddle steamer Persia from New York to Liverpool, but established a record for the Southampton route. She continued to serve on the New York, Southampton and Le Havre route until November 1860. At the outbreak of the American Civil War in 1861 Commodore Vanderbilt presented her to the United States Government where she served as an armed merchantman and troopship until the end of hostilities. She was then laid up for a period until sold at Mare Island Navy Yard in 1873 to Howe Bros., who removed her engines and converted her into the well known three masted clipper ship Three Brothers. In 1885 she was sold again, this time to the Anchor Line of Glasgow, who used her as a coal hulk at Gibraltar where she remained until sold to shipbreakers in September 1930.

Unfortunately for the Commodore the affairs of the Vanderbilt Line were on the wane. In 1859 the 2700 tons wooden paddler Ocean Queen had joined the Vanderbilt and Ariel all terminating at Le Havre on their Eastbound voyages. The North Star was transferred to the New York and Panama service to be joined later by the Ocean Queen and Ariel. The 2100 ton wooden paddle steamer Illinois joined the Vanderbilt to maintain the North Atlantic service to Europe. The future of the line was now very precarious, the payments for the mails carried averaged only about £25,000 per annum which was less than half the estimated value. In June 1860 Commodore Vanderbilt announced that he refused to carry any further mails but continued the passenger service with the Vanderbilt until November 1860 and the Illinois until the outbreak of the American Civil War in 1861, both vessels then seeing service with the Federal Government. After the cessation of hostilities the European services were never revived, which was most probably a wise decision, as the wooden paddle steamer was now out of date and the United States Government did little to help or encourage American owned transatlantic shipping services.

The livery of the Vanderbilt Line on the North Atlantic was, in the main, hulls black, copper sheathing below the water line, upperworks and paddle boxes white, mast and yards natural and funnels red with black top. The house flag was white with a red "V".

Other details:

North Star	Built 1852 by Simonson, New York.	2100 t 270' x 38'	Wood. Paddle.
Ariel	Built 1853 by Simonson, New York.	2000 t 252' x 33'	Wood. Paddle.
Ocean Queen	Built 1857 Westervelt & McKay, N.Y.	2700 t 327' x 42'	Wood. Paddle.
Illinois	Built 1851 Smith & Dimon, N.Y.	2100 t 255' x 40'	Wood. Paddle.

(References: Transatlantic Paddle Steamers (Spratt) North Atlantic Seaway (Bonsor).

THE OTHER WOOLSTON SHIPS.....

.....for the Iranian Navy

by David T. Hornsby

Prior to the 1966 merger between John I. Thornycroft & Co. Ltd., and Vosper Ltd., the former had been working on two new frigate / destroyer designs which would be small, simple and fast, yet cheaper than similarly armed warships. In 1965, an enquiry had been received from the Iranian Government for the smaller Mark 5 design, and shortly after the merger, on 25 August 1966, the new group announced an order for four 'destroyers'. Two of these vessels were to be built at the group's Woolston yard, and two by Vickers Ltd., at Barrow and Newcastle.

At about the same time as these orders were announced, the Imperial Iranian Navy also acquired a British 'Battle' class destroyer for conversion to the fleet flagship. This warship was handed over at Southampton on 26 January 1967 and for the following three years was almost a fixture at 45 berth at the head of the Ocean Dock, where Vosper-Thornycroft carried out most of the reconstruction.

I.I.S. ARTEMIS (pendant no. D5) was originally built for the Royal Navy as H.M.S. SLUYS (D60) being launched by Cammell Laird & Co. Ltd., at Birkenhead on 28 February 1945, and completed in September 1946. With a standard displacement of 2,325 tons (fully armed and stored), the destroyer was typical of many similar vessels built for the Royal Navy between the early 40's and early 50's. With an overall length of 379 feet, and a beam of 40 ft 6 ins, she is powered by Parsons geared turbines developing 50,000 s.h.p. to two shafts, which propel the vessel at a sustained 31 knots, with a maximum of 35.5 knots. Following rebuilding, the armament comprised four 4½ inch dual purpose guns on two twin mounts forward, eight 40mm Bofors anti-aircraft guns, a quadruple 'Seacat' anti-aircraft missile launcher aft, a triple barrelled 'Squid' anti-submarine mortar, and ten 21 inch torpedo tubes. Under normal conditions a crew of 270 would be carried.

I.I.S. SAAM (DE 12), the first of the four Mark 5 destroyers was launched at Woolston on 25 July 1968, having been commenced in May 1967, and was finally handed over in February 1971. The second of the Woolston built vessels I.I.S. FARAMARZ (DE 18) was laid down in July 1968, launched on 30 July 1969, and handed over on 10 March 1972. Despite a major fire which gutted two decks on 10 May 1970 the Faramarz was handed over only days after the originally scheduled completion date. The two remaining Vickers built vessels I.I.S. ZAAL and I.I.S. ROSTAN were completed in March 1971 and March 1972 respectively, the latter being launched at Newcastle and then towed to Barrow for final fitting-out. The original project was to produce a 1,000 ton vessel of 280 feet overall, however alterations took place raising the standard displacement to 1,110 tons, with a full load displacement of 1,290 tons, the length increasing to 310 feet overall, and the beam remaining unaltered at 34 feet. Power is provided by two 24,000 b.h.p. Rolls-Royce Olympus TM2A gas turbines for high speed, whilst there are two Paxman Ventura 16-cylinder diesels each rated at 1,900 b.h.p. for cruising. The maximum speeds for the alternative forms of propulsion are 40 knots and 18 knots respectively, with a maximum range of 5,000 miles at 15 knots. Another advantage of the new design is the facility for navies to choose their own form of armament.

The Iranian vessels are fitted-out as multi-purpose warships with one Mark 8, 4½ inch Vickers gun forward, and a twin 35mm Oerlikon anti-aircraft gun positioned aft. Two types of missile are carried, a triple 'Seacat' anti-aircraft launcher and a quadruple 'Seakiller' surface to surface launcher. The high-speed of these vessels will normally be their best form of defence, particularly against submarine attack, but two three-barrelled 'Limbo' mortars are carried to give adequate anti-submarine capabilities.

When ordered, the Vosper-Thornycroft Mark 5 design cost about £6½ million each, this being some two-thirds of the price of craft fitted with similar weapons systems. A major saving was achieved because of a considerable reduction in crew, brought about by a modern fire control system, automatic weapons and simple machinery layout. An even greater saving resulted in the vessel being designed for the smaller powers which would not require long range cruising, thereby reducing the amount of onboard maintenance.

Branch Dates for your Diary...(continued from page 2)

Le Havre Excursion - in order to run the Excursion economically we must have a minimum of thirty participants (including Isle of Wight members) therefore please come to Le Havre and see some real shipping in a major cargo port!!

The Annual Quiz between Southampton and Isle of Wight Branches will take place on Saturday October 21st at the Missions to Seamen, Queen's Terrace, Southampton. Further details will be announced in the Autumn issue of 'Black Jack'.

The Committee are now in the process of arranging next years programme of meetings and if any members have any ideas regarding possible guest speakers or if they wish to show a slide or 8mm film programme would they please contact the Chairman or Secretary.

The Southampton Branch is very pleased to extend a very warm welcome to new members, Mr A. J. Larkin, Mr F. H. E. Phillips and Mr I. Stockbridge.

IMPORTANT: Would all members please note that all future meetings will now commence at 7 pm sharp, at the usual venue, Missions to Seamen, Queen's Terrace, Southampton.

Nautical Notebook --- a look at the current shipping scene.

The withdrawal of passenger liners is a topic always in the news, but just of late the pace seems to have quickened -- 'Fyffes CAMITO is the latest to come out of service and she is now laid-up at 101 berth - will she follow her sister to the scrapyard? As will already be known IBERIA of P & O has gone for breaking up and CHUSAN, ORCADES and ORONSAY come up for disposal next year. The Royal Netherlands S.S. Co are at the moment in the process of withdrawing ORANJE NASSAU and PRINS DER NEDERLANDEN, whilst the fates of SOUTHERN CROSS, FRANCONIA and CARMANIA all now in the River Fal in Cornwall, are still not decided. The list seems endless for one could mention yet another R&O liner CANBERRA leaving the port for permanent cruising, Sitmar's FAIRSKY laid up in Ocean Dock and that old favourite Shaw Savill's CERAMIC which left here for the breakers just a few weeks ago.....

One bright moment in all this 'gloom' was provided by the REGINA MAGNA of Chandris which made a surprise call early in June. Better known as the Nordd. Lloyd's BREMEN ex-PASTEUR she makes a fine if somewhat slabsided ship in Chandris colours.

An unusual visitor to the Port which is worth a lengthy mention was the ocean-going tug LLOYDSMAN, owned by United Towing Ltd., of Hull.

Notable as Britains most powerful tug, Lloydsman was launched on the 16th February 1971 by the Leith Division of Robb Caledon Shipbuilders. She has a gross tonnage of 2,041 on a length of 262 feet and a beam of 46 ft 6 ins. 11,000 b.h.p. is obtained from two Crossley-Pielstick PC2V oil engines. She has a maximum bollard pull of 150 tons whilst she can maintain a steady pull of 135 tons.

The two diesels drive through a twin-input, single-output Richardsons Westgarth gearbox to a controllable pitch propellor. In addition she has a Towmaster propulsion nozzle with quintuple rudders.

Towing equipment comprises of two Shephard hydraulic winches; one of a 100 ton pull and the other 50 tons. She is also fitted with fire fighting monitors on the fore-mast and wheelhouse top. A 10 ton derrick aft of the twin funnels is fitted to handle stores and salvage equipment.

Another interesting caller was the US registered SLATE OF MAINE, 1939. 9978 gross, a passenger liner now under the ownership of the US Department of Commerce, but which started life as the ANCON of the Panama Line lasting in that role up until 1962.

Other arrivals in the Port have included the Greek tanker STABENKO 1970. 17,840 gross in No 6 dry-dock where in fact she still is at the time of writing; R. S. Dalgleish's bulk-carrier TAMWORTH 1968. 11,126 gross, which discharged grain at 102-3 berth; and the maiden appearance of OCL's LIVERPOOL BAY on the Trio Lines Far East container service.