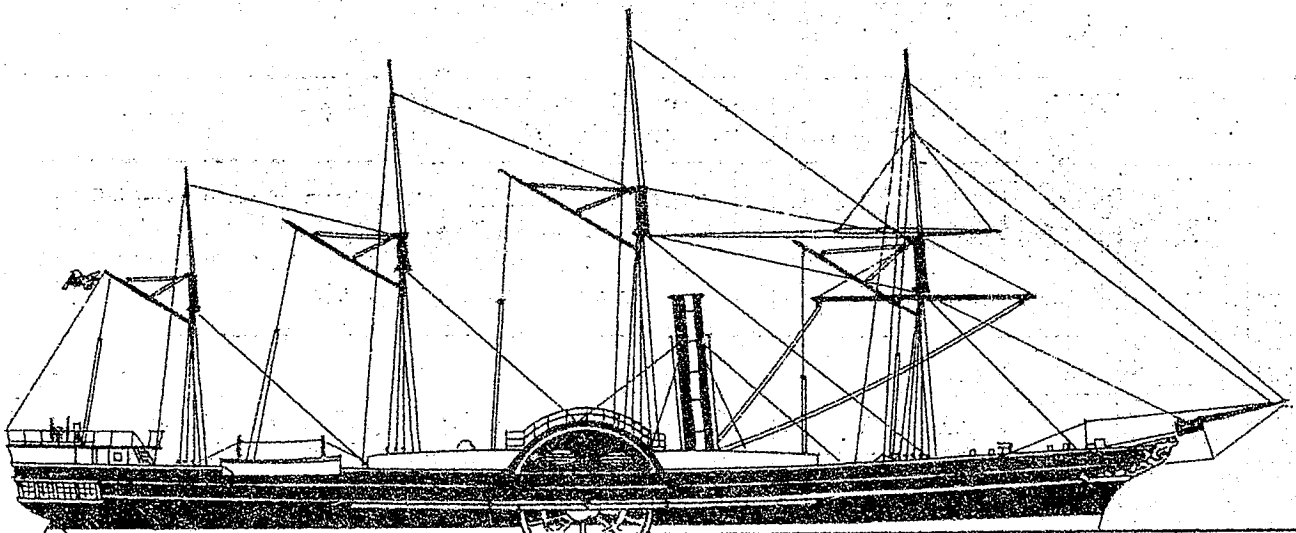
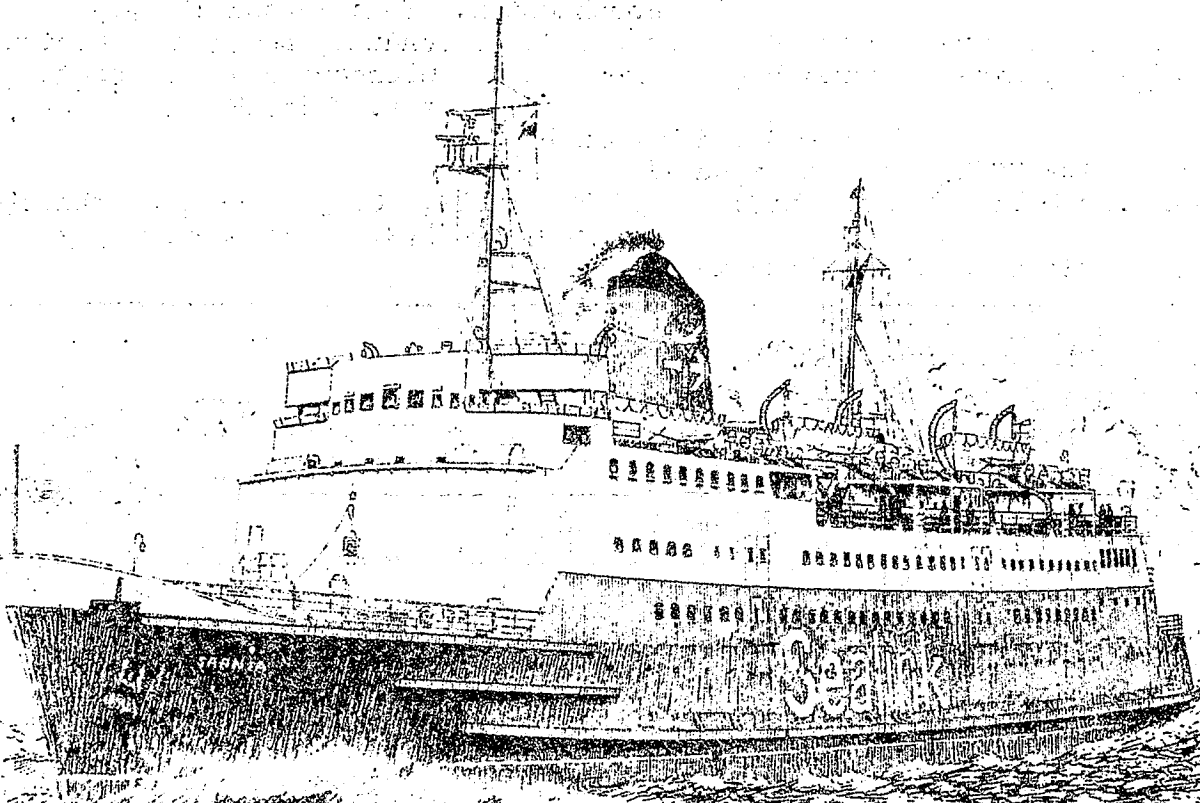
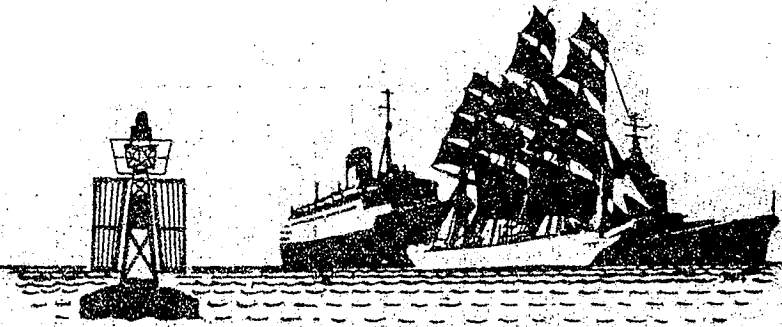


# BLACK JACK

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



Great Western (1837)

JOHN S. LINDSAY

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Published Quarterly by the Southampton Branch of the World Ship Society

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'Black Jack' is available on its own at 80p (including UK postage) for 4 issues

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#### SOUTHAMPTON BRANCH

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#### PROGRAMME OF MEETINGS October - December 1979

Unless advised otherwise all meetings are held in Lecture Room B, Nuffield Theatre Building, University of Southampton. Meetings commence at 7-30pm. All meetings are held on the second Tuesday of the month.

Tues 9 October Southampton Branch AGM  
 followed by "Coastal Cornwall" - Nigel Robinson

Tues 13 November The R N L I - latest developments

Tues 11 December A Quiz Evening - conducted by Bill Mitchell

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A G M - members will note from the programme above that the Branch AGM takes place at the October meeting. Nominations (proposed and seconded) for service on the committee are invited. They should be forwarded to the Secretary.

Mike Moloney would like to relinquish the post of Treasurer and therefore we would like someone to take his place. Would anyone who is willing to take over this very important post please contact the Secretary or any committee member.

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FOR SALE: "Shipping Wonders of the World" circa 1934, 46/50 parts.  
 ring Mr. Avent - Southampton 775979

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TUG NEWS: Alexandra Towing have moved two further tugs, from London, to to local fleet - Sun XXI (183g 1959) and Sun XXIV (120g 1962). North Loch (200g 1959) is in the process of sale to Italian owners and was seen on 2 September sporting a blue funnel with black top.

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#### COVER ILLUSTRATIONS:

Top: Sarnia (see page 8) drawing by Nigel V Robinson  
 Bottom: Great Western (see page 3) drawing by John S Lindsay

# old southampton callers

3

No 16 THE GREAT WESTERN (1838) by John S Lindsay

When that great engineer Isambard Kingdom Brunel turned his attention to the study of marine architecture his first outstanding result was the construction of the GREAT WESTERN, the first specially designed for the North Atlantic Crossing. At a committee meeting of the Great Western Railway company, in 1835 a heated discussion was taking place regarding the financial commitments and losses on their London to Bristol Line. Brunel was heard to say in a light-hearted way - "why not extend it to New York and be done with it?" - This jocular remark was taken seriously by one of the company's founders, Mr Thomas Guppy, meetings were arranged by him for Brunel to meet a shipping expert Lt. Christopher Claxton R.N. and after many discussions the Great Western Steamship Company was formed.

Brunel had for some years given a great amount of time to the study of naval architecture and when approached by the newly formed company to design its first steamship was able to give expression to his ideas of those formative years. He chose the yard of Patterson and Mercer, Wapping, Bristol to be the builders and in June 1836 her keel was laid. So quickly did the work proceed that the stern post was erected in early July of that year.

The ship which was to be named GREAT WESTERN, was designed as a wooden hull paddle steamer of some 1,340 tons with a length of 212ft and breadth 35.2ft. Great care was taken with her building to strengthen her against the rigours of the Atlantic Ocean, particular attention being given to her longitudinal strength. She was closely trussed with iron and wooden diagonals and shelf pieces, she also had four staggered rows of iron bolts, each with a diameter of 1 1/2 in and 24ft in length, which ran longitudinally through her bottom frames. As an added precaution her hull was copper sheathed below the water line.

On 19 July 1837, just over a year after her keel was laid, she was launched before a crowd of some 50,000 who had turned up for the ceremony. She was then sailed round the coast to London for the fitting of her machinery.

During the construction of the wooden hull at Bristol, the well known firm of engine builders Maudslay, Son and Field, of Blackwall, London had been manufacturing the machinery. This consisted of two sets of side lever engines of 225 nominal horse power each, with cylinders of 73.5in in diameter by 7ft stroke. Steam pressure of 5 lbs per sq in was generated by four iron return flue boilers, each having three furnaces. The bunkerage area catered for 800 tons of coal and was so arranged that when empty water ballast could be pumped in. The paddle wheels were of the cycloidal type designed by Joshua Field in 1833, each float consisted of four separate blades arranged on cycloidal curves so that they entered the water at an angle thus reducing the noise as made by the normal radial floats.

The accommodation of the GREAT WESTERN was for 128 first class passengers

and 20 second class, but in an emergency an additional 100 passengers could be carried. The crew consisted of 57 officers and men. The main saloon measured 82 ft in length and at its widest point 34 ft and was decorated in the Louis XIV style, with fifty painted panels.

For a breakaway design from the usual sailing vessel of the day, her profile was quite pleasing, with a clipper bow and figurehead, squared transomed stern with window gallery and a high poop which carried a double wheel and binacle. There were four one-stepped masts, square-rigged on the foremast only and all gaffed to carry fore and aft sails. She had one funnel just to the fore of the main mast which was topped with a graceful bell mouth. Her livery was mostly black. This applied to the funnel and hull, the boot-topping being covered with the copper sheathing. Her masts were white with the exception of the steps, yards and gaffs. Her lifeboats and davits were also in black.

On the 18 August 1837 the Great Western left Bristol for London for the installation of her machinery. This was completed by 24 March 1838 when her first steam trials were undertaken successfully. She sailed from London on 31 March for her home port of Bristol, but within an hour after passing Gravesend a fire was discovered in the boiler room but this was soon brought under control. There had been a great deal of confusion during the incident and the ship's captain, thinking the disaster was more serious than it turned out to be, had turned the ship's head towards Canvey Island where she grounded on a sandbank. Some of the stokers decided to leave the ship here and proceeded ashore without permission. The cause of the fire had been through someone leaving a box of tallow on one of the boilers and this had melted, which resulted in the felt lagging of the boiler becoming ignited. At this time tallow was used for the lubricating of bearings and stuffing boxes. The smell must be beyond description!

The Great Western eventually arrived safely at Kingroad near the mouth of the Bristol Avon at 6 pm on 2 April. It had been advertised that she would make her maiden voyage from Bristol to New York on 7 April 1838 but a heavy gale had sprung up in the Bristol Channel which delayed her sailing until 10 am on Sunday 8 April. The reports of the fire she had experienced on her voyage from London had been so grossly exaggerated that fifty of her fifty-seven booked passengers cancelled their sailings. The remaining seven sailed with the ship to have a fairweather and uneventful passage across the Atlantic, arriving at Pike Street Wharf, New York on 23 April, her passage having taken 15 days 10 $\frac{1}{4}$  hours. Her engines were only stopped twice on the voyage - once for two hours and once for only twenty minutes - to tighten various bolts on the paddle wheels. Her arrival was just three hours after that of the British and American Steam Navigation Co's paddle steamer Sirius, which had taken some 19 days to cross. The Great Western left New York on 7 May at 2 pm for her return journey carrying 68 passengers, arriving at Kingroad on 22 May at 11.15 am which, allowing for the difference in time, gave her a passage time of 14 days 16 hours 10 minutes at an average speed of 9.14 knots.

At the end of the 1838 season having made six round voyages she was docked at Bristol and underwent some minor alterations. The engineers' quarters, which had been adjacent to the main cabin, were moved to a position on deck, the poop deck being lengthened by 16ft to accommodate them. This increased the vessel's tonnage to 1,700.

Owing to the size of Great Western she had to lay off at moorings at Kingroad and be serviced by lighters. Even so the Bristol Dock Company insisted on charging heavy dues. Subsequently, in 1842, the Great Western Company decided to run her alternately from Bristol and Liverpool. The advantages Liverpool had over Bristol were soon apparent and in 1843 the company made Liverpool her terminal port. She continued to sail from this port until after her voyage 45 on 12 December 1846. She was then laid up at Bristol until the Spring of 1847 when she was purchased by the Royal Mail Steam

The "WINTER" class reefers of Salen  
by David Oldham

**New To The  
Port**

An improved version of the SNOW class, the **six** WINTER class ships, Winter Moon; Winter Sea, Winter Sun, Winter Wave, Winter Star and Winter Water (the latter called at Southampton in May) are all expected to be completed by Autumn 1979.

A unique feature is the 'open' design of the cargo holds with twin hatches in Nos 2, 3 & 4 and the one very large hatch in No. 1 with a total capacity of over 600,000cu ft which compared with the older reefer ships, (eg Ballade which was in the port recently as Cretan Reefer), represents an increase of over 150%.

Specially designed for palletised cargo the vessels can carry the usual refrigerated cargoes; vegetables, fruit, fish and meat but also 1000 cars or 250 containers.

The ships are fitted with four 16 ton cranes and have special side port openings on both sides for the loading/discharge of bananas by means of elevators. The refrigeration system is based on three screw compressors using Freon 22 and brine cooling. Each vessel has 102 hold fans to circulate the cooled air 90 times each hour and an additional 34 fans are employed to supply the holds with fresh air.

The bridge includes the usual types of navigation equipment with a new radar system based on the use of micro processors for 'true motion' indicators plus anti-collision systems.

Satellite navigational systems are fitted together with Decca Navigator, radio direction finding systems, an auto pilot for steering and even a telex system.

The main machinery comprises a six cylinder 2-stroke Burmeister and Wain diesel type 6K90GF with an output of 20,500 bhp at 114 rpm. controlled from the bridge or bridge wings. Each vessel is fitted with bow thrust and a controllable pitch propellor. Service speed is 21.9 knots.

The high standard of accomodation includes a swimming pool, sauna, dark room, library, cinema, games rooms, wash rooms and launderette.

Dimensions:-

11642 gross      6540 net      14600 dwt  
Length; 169.2 metres o.a.    Breadth; 25.7 metres    Draught; 10.1 m  
Crew 24

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Great Western - continued from page 4 .....

Packet Co for the sum of £24,750. During her service on the North Atlantic she had carried 4,318 westbound and 3,357 eastbound passengers.

For the next nine years she ran under the flag of Royal Mail on their West Indies service, using Southampton as her terminal and was considered one of their finest ships. She was requisitioned for service as a transport to the Crimea in 1855 and on her return was sold for breaking up at Vauxhall, London, as she was now unable to compete on a profitable basis with the newly built steamers that were coming into service.

By the time that you read this, it is almost certain that the launch will have taken place, and the name will be known of Yard Number 547.

#### NEW TUG FOR RED FUNNEL GROUP

Due for delivery towards the end of November, the tug is scheduled for launching from the Crown Works of Richards (Shipbuilders) Ltd at Lowestoft on 11 September, and on completion she will be the most powerful vessel of her type based at the port of Southampton.

This twin-funnelled multi-purpose vessel - built under Lloyds Special Survey to class +100 A.1. tug and DOT class 1X - has been designed not only for local berthing and fire-fighting, but also for wider afield coastal towage and oil-dispersal operations.

Twin Ruston type 6RKCM diesel engines producing a total of 2820 bhp at 750 rpm will give a bollard pull of 36 tonnes through the twin controllable pitch screws turning at 240 rpm within the Kort Nozzle rudders. A Britannia 40 tonne towing hook with remote release will be fitted, together with 730 metres of 44mm wire. Two Merryweather dual foam/water monitors will be mounted on the wheel-house top with a capacity of 1500 gallons per minute at 150 pounds square inch pressure. The rear starboardside of the boat/bridge deck will have a 10 man inflatable lifeboat, whilst the portside will be open for the stowage of oil dispersal equipment which will be capable of spraying 20 gallons per minute of water and dispersant from the 23 tonnes wing dispersant tanks at the stern of the tug.

The main details of the vessel are:-

length	33.24m (extreme)	32.50m (moulded)	29.00m (bp)
beam	9.75m (moulded)	10.28m (extreme)	
draft aft	4.70m (full load)	3.90m (moulded)	
bollard pull	36 tonnes		
horsepower	2820 bhp		
free running	12 $\frac{3}{4}$ knots		

Details and Drawing by D.Hornsby  
from information and plans supplied  
kindly by RED FUNNEL GROUP

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#### DEVELOPMENT OF THE CAR CARRIER BY THE MAIZURU SHIPYARD OF HITACHI ZOSEN

Amongst the many types of special ships calling at the Port, the most distinctive are the pure car/vehicle carriers which normally discharge or load at the southern part of the Eastern Docks.

One of the foremost shipbuilders of this type of vessel is the Japanese Hitachi Zosen, most of whose car carriers have now been seen in the Port. The development started with a series of Car/bulk carriers, which resulted in three classes of pure car carriers, details of which are set out below.

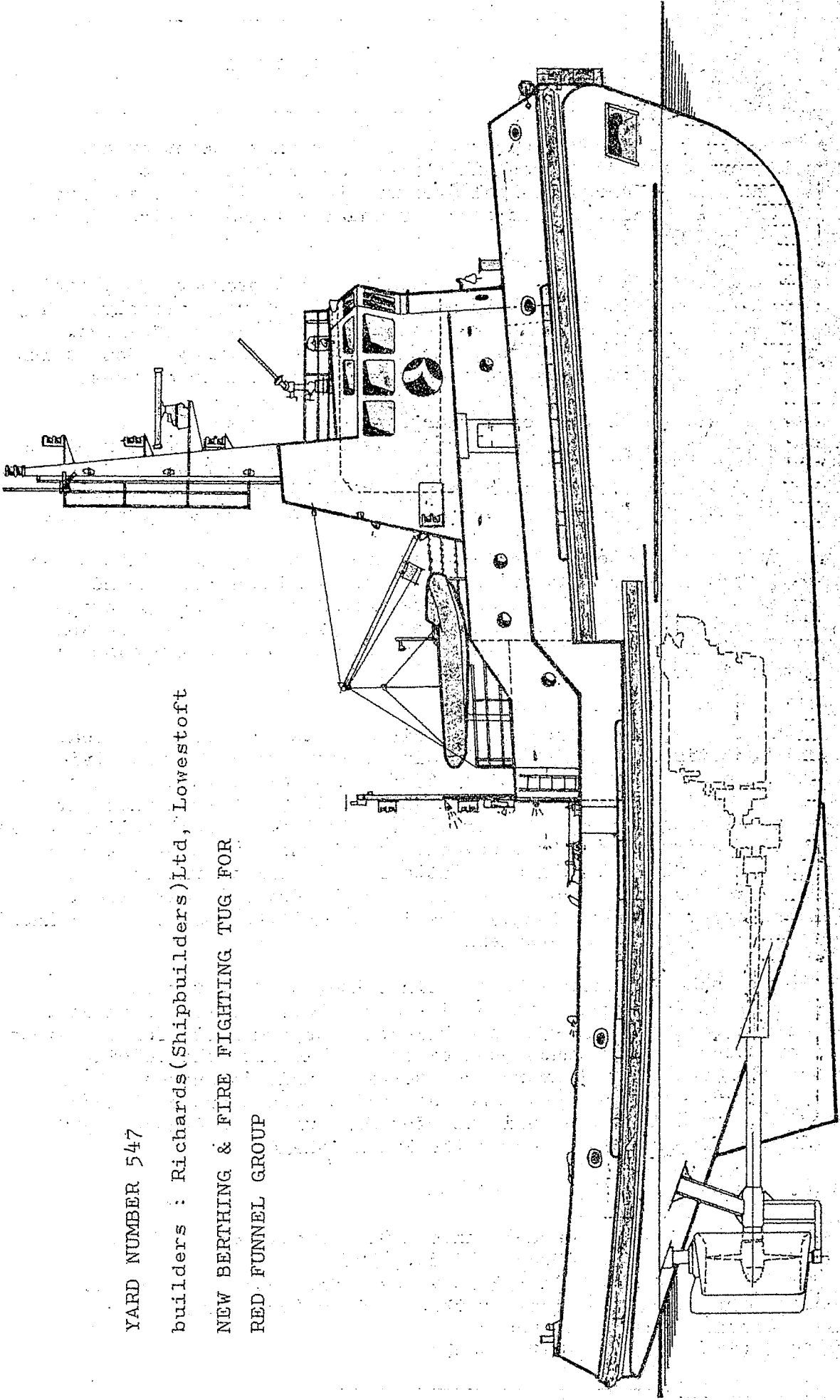
KANAGAWA MARU	} car/bulk carriers 17400 grt 27200 dwt 165.0 x 25.4 x 15.0 m 1900 cars delivered between March 1970 and March 1971.
NISSAN MARU	
HIRATSUKA MARU	
TOCHIGI MARU	
TAMA MARU	} pure car carriers 7000 grt 9250 dwt 165.0 x 25.4 x 19.0m depth 2500 cars delivered 1972
SURUGA MARU	
SAGAMI MARU	} pure car carriers 6800 grt 8700 dwt 164.0 x 25.6 x 21.1m depth 3000 cars delivered 1973
TSURUME MARU	
PRESIDENT	} pure car carriers 9250 grt 10550 dwt 180.0 x 28.0 x 25.2m depth 3800 cars delivered November 1977 and 1978.
NISSAN SILVIA	
YOUNG SPLENDOUR	

YARD NUMBER 547

builders : Richards (Shipbuilders) Ltd, Lowestoft

NEW BERTHING & FIRE FIGHTING TUG FOR

RED FUNNEL GROUP



Locally built

by Nigel V Robinson

CAESAREA and SARNIA

Ordered for the British Railways Weymouth-Channel Islands passenger and mail service these two vessels were built by J. Samuel White at Cowes; they were the first large cross-channel steamers to be built at this yard, and the first to be specially constructed for Channel Isles service since the Isle of Sark in 1930.

Caesarea was launched on 29 January 1960, Sarnia on 6 September 1960, making their maiden voyages on 2 December 1960 and 17 June 1961 respectively. They revived the names of earlier London & South Western Railway Co steamers. Caesarea was the Roman name for Jersey, Sarnia that of Guernsey. Both ships carried the coats of arms of the islands on their superstructure fronts.

When they entered service they were the largest to date operating the Channel Islands service and along with the refitted St Patrick they replaced five older ships (2 'Saints' and 3 'Isles'). Services were now based wholly on Weymouth rather than Southampton and Weymouth as hitherto. St Patrick only operated up until October 1963 when she was transferred to other routes.

Both Caesarea and Sarnia catered for 1400 passengers on day and night crossings. Two continuous decks (main and upper) were fitted and there was one hold forward. Passenger facilities included a restaurant for 110 and 3 lounges plus the usual duty-free shops etc. Machinery comprised double-reduction geared turbines driving twin-screws. A bow rudder was fitted and also Denny-Brown stabilizers.

Caesarea and Sarnia rarely deviated from their allotted run over the years although Sarnia deputised on the Dover-Calais "Golden Arrow" service (vice Canterbury) from November 1962 to January 1963 and Caesarea replaced Invicta on the same route during December 1966 and January 1967. Sarnia also put in an appearance at Folkestone at Easter 1967. Apart from short relief spells such as these both ships worked from Weymouth until the advent of the car ferry services to the Channel Islands. Latterly only Sarnia was left at her home port whilst Caesarea was transferred to the Dover Straits where she is still operating (for how long?). She is in fact the last of the 'classic' turbine cross-channel passenger steamers.

Sarnia in 1978 was sold to Channel Cruise Lines Ltd, of St Peter Port, Guernsey, was renamed Aquamart, painted with a red hull and yellow funnel, and entered service on 24 July 1978 as a "floating supermarket" for duty-free goods, based on Ostend. After much publicised trouble with the Belgian Customs authorities she was withdrawn from service early in August 1978 and laid up at West India Dock, London. She was sold to Greek interests and renamed Golden Star she left London in tow for Piraeus on 20 January 1979 no doubt ultimately for service amongst the Greek islands.

CAESAREA O.N. 302183 / SARNIA O.N. 302186

Completed: 11.1960/6.1961 by J Samuel White & Co, Cowes, Isle of Wight  
 3992 gross tons/3989g 2075net/2072n 571 dwt/575 d  
 322 ft oa (302 ft bp) x 53 ft 8 ins/52 ft 7 ins draught: 13 ft 7½ ins  
 2 x double-reduction geared turbines by the builders (9000 shp)  
 Twin-screws Service speed: 19½ knots  
 Passengers: 1400 (110 berth plus 1290 deck)



## POSITION OF SHIPS AT SOUTHAMPTON DOCKS

NOSTALGIA

ON WEDNESDAY 25 JULY 1956

No.8

Berth	Ship	bt/gt	owner	remarks
2	Whitstable	25/865	British Rail	
6	Isle of Sark	32/2333	British Rail	to Channel Islands
7	Isle of Jersey	32/2180	British Rail	from Channel Islands
9	Falaise	47/3710	British Rail	from St Malo to St Malo
10	HMS Creole		Admiralty	
11	HMS Crispin		Admiralty	
14	HMS Wessex		Admiralty	
	HMS Cavalier		Admiralty	
15	HMS Petard		Admiralty	
24-5	Corrales	30/5358	Elders & Fyffes	
26-7	Wave Conqueror	44/8128	Admiralty	
29	El Fateh		Egyptian Navy	
30-1	Dunera	37/12615	British India	(troopship)
32-3	Homeric	31/18563	Home Lines	to Quebec
34	San Miguel	31/2112	Cia Acoreanos	
35-6	Nevasa	56/20527	British India	Arrived from builder's yard 15 July.
40	Stratheden	37/23732	P & O SN	
43-4	Queen Elizabeth	40/83573	Cunard	
45	Karadeniz	56/8809	Denizcilik Bankasi	
46	Iberia	54/29614	P & O SN	
47	Neptunia	20/10474	Neptunia Sg Co (Greek Line)	fm Bremen for Quebec.
102	Carnarvon Castle	26/20148	Union-Castle	
103	Queen Mary	36/81237	Cunard	from New York.
104	Athlone Castle	36/25557	Union-Castle	
106	United States	52/53229	United States Lines	to New York

## Drydocks

3	Lord Warden	52/3333	British Rail
5	Mahronda	47/8537	T & J Brocklebank
6	Dilwara	36/12555	British India
	Tender Italia	28/16777	Home Lines from Hamburg for New York

The total tonnage of shipping in Southampton Docks was 496,000 g and included the three largest liners in the world. The British India SN Co's Nevasa had arrived on 15 July and had yet to make her maiden voyage. The Turkish ship Karadeniz was, in fact, on her maiden voyage but had been in collision with the Panamanian steamer Scotia 1942, 6907g and had arrived on 10 July for repairs.

Interesting liners in port were the Neptunia, lengthened in 1952 and well-known at Southampton before that as the Nederland Line's Johan de Witt; Home Line's Italia, formerly the John Ericsson (ex Swedish America Line's Kungsholm) and the same company's Homeric (ex Matson Line's Mariposa) purchased in 1953.

A feature of the list is the number of naval vessels in dock. The 'Cr'-class destroyers Creole and Crispin, both completed by J Samuel White at Cowes in 1945 were undergoing alteration for the Pakistan Navy for whom they were later renamed Alamgir and Jahangir. The El Fateh, ex Zenith ex Wessex, purchased by the Egyptian Government and converted by J Samuel White at Cowes was finishing her conversion at 29 berth whilst at 14 berth HMS Wessex ex Erne ('52) ex Petard - a frigate converted from a 'P'-class destroyer built by Vickers Armstrong on the Tyne in 1941 was in RNVR service.

In drydock was the Lord Warden, a roll-on, roll-off car ferry, built by Denny for the Dover-Boulogne service. Carrying capacity was 120 cars and 700 passengers in one class. The first railway car service was inaugurated by the Southern Railway in 1931 with the Autocarrier. She was to have been a 'Deal'-class cargo ship, but was altered on the stocks to be a car carrier.

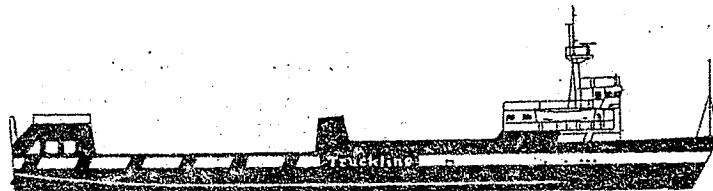
This company commenced operations in June 1973, under British registry. The service was from Poole where the company has negotiated exclusive use of the ferry terminal, to Cherbourg.

Two ships were employed in the original service, the Poole Antelope, so named after an ancient hotel in Poole High Street, and Dauphin de Cherbourg. Each ship had a capacity for 16 trailers. However, as the service grew, these vessels were replaced in 1975-6 with two larger ships carrying 25 trailers and 50 cars and the company became a French-flag concern, with Navale Worms, Ata-Walon and General Maritime as shareholders. Again, two larger ships had to be introduced in 1978, capable of carrying 46 trailers and 50 cars and with these, three crossings each way, each day can be made. All six ships were motor vessels

Poole Antelope	1,000g	Ch de Normandie, Grand-Quevilly 1973. 1976:Qormi (Sea Malta Co.Ltd)
Dauphin de Cherbourg	1,016g	Ch de Normandie, Grand-Quevilly 1974. 1976:(Worms & Cie)
Cotentin	999g	Rickmerswerft, Bremerhaven 1969 (ex Saäletal '74 ex Thule '71 (J.Reinecke) 1978:(Soc Francaise de Tpts)
Dorset	1,206g	Rickmerswerft, Bremerhaven 1970 (ex Ulster Sportsman '76 ex Donautal '74). 1978:(Belfast SS Co (P & O))
Coutances	2,696g	At & Ch du Havre, 1978.
Purbeck	2,696g	At & Ch du Havre, 1978

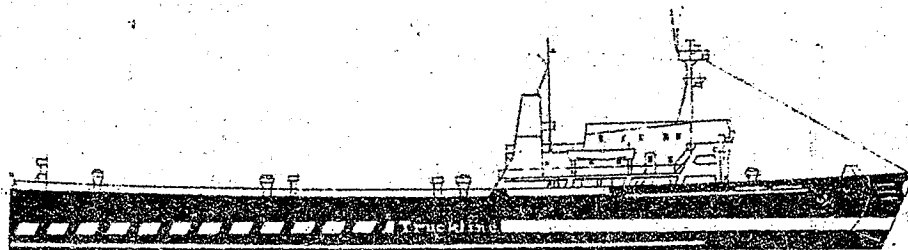
POOLE ANTELOPE

DAUPHIN DE CHERBOURG



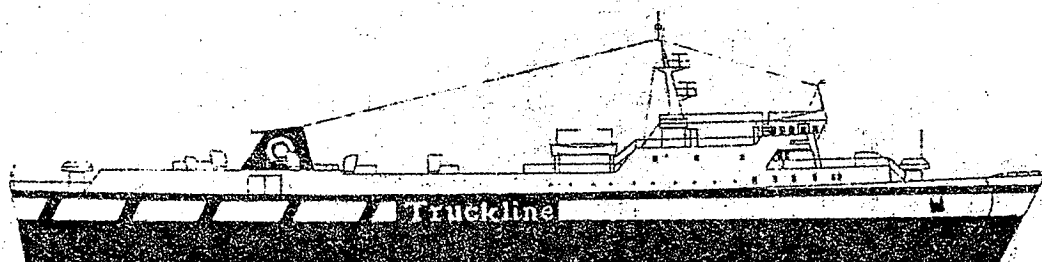
COTENTIN

DORSET



COUTANCES

PURBECK



After spending almost six months alongside berths 46-7 under arrest, Falcon (8896g 1974) was sold by her Greek owners, Transoceanic Transport Co, to the Skaarup Shipping Corp, of the USA and finally left the port bound for America with a Chinese delivery crew on 10 August under her new name of Cynthia G.

Two new services commenced during the quarter, one a conventional cargo service to the Philippines, on which to date two vessels from the Maritime Company of the Philippines have arrived, these being Philippine Antonio Luna (9904g 1960) (launched as Philippine Leyte) on 4 June and Philippine Bataan (9891g 1960) on 19 July. On 4 June Hansa Lines tanker Indio (499g 1964) berthed alongside Philippine Antonio Luna to discharge coconut oil from her. The other new service to commence started on 17 July with the arrival of the brand new Swedish registered Finneagle. This service is operated by Atlanticargo, a new company formed jointly by Johanssen of Sweden and Finn Lines of Finland to serve ports in the Gulf of Mexico by Ro-ro. Three vessels are being used on the service, Finneagle (14500dwt 1979), Finnrose (5466g 1978) ex Stena Transporter '79, ex Stena Trader '78) and Finnclipper (14500dwt 1979). The first and last named have an 850 teu capacity or alternatively 2600 lane metres. The capacity of the Finnrose is 600 teu or 1700 lane metres.

Upon her completion by Cockerill's yard (Hoboken) A B C Lines Antwerpen (24353g 1979) arrived at the port during her maiden voyage on 10 July. A sistership to Helen and Deloris which have called for A B C several times over the past year, she has seven holds all forward of her superstructure for the loading of bulk cargo, but is also designed to carry 1097 teu in her holds and on the weather deck.

Also arriving on 10 July was Norwegian America Lines Bergensfjord (8060g 1977) with containers of tea and sugar from Mauritius. The name Bergensfjord was last seen in Southampton in 1971 on the fine looking passenger liner, which has since then changed hands several times; she was De Grasse 1971-73, Rasa Sayang 1973-78, Golden Moon 1978-79 and now is being refitted to operate cruises under the Panamanian flag as the Prins Van Oranje.

Loading and discharging general containerised cargo on 23 July was Arghiris Nav Co's Alpha Express (1708g 1965) ex Roro Newfoundland '75, Apollo Newfoundland '72, Bess '71); she was a small ro-ro vessel fitted with a bow door and flying the Lebanese flag. (If memory serves correctly this vessel used to call at Southampton as Bess; she was then owned by Wallenius - Editor)

Several banana ships have been in evidence during the Summer quarter. These have included Ondine Shipping Corp's Orpheus (5532g 1967) ex Ahrensburg '78, the Panamanian registered United Reefer (3431g 1966) ex Pekari '79, the Japanese Ikoma Maru (8870g 1979) and on 21 July Rio Sulaco (3976g 1978). The latter was built in Poland for her Honduran owners and is of the Soviet B 437 type which were all Polish built and are seen regularly in Southampton discharging bananas.

Corrientes II, Santa Cruz II (both 12762g 1977) and Misiones II (12762g 1978) all made their inaugural calls at the port for E L M A during the quarter. All were built in Cadiz (Spain) and are of the same machinery aft design.

Also on the South American service came the Spanish vessel Mar Cantabrico (8319g 1967). As she was making her way up to berth 107 on 29 August she went out of control colliding with 102-3 berth, pushing one of the grain silos into the water and severely damaging the equipment on the quayside. Her bow was badly torn and holed. Two men who were working on the silo sadly lost their lives.

The new motorship Norwegian Crusader called for the second time on 20 August to discharge heavy road cranes from Japan. Owned by the Norwegian-Orient Line (Wiik & Steineger A/S) of Oslo she is one of three motorships - the others are Norwegian Challenger and Norwegian Conqueror (for completion January 1980). They will operate a specialised monthly ro-ro service from Hamburg, Bremen, Antwerp and Liverpool to Bombay, Colombo, Pusan, Singapore, Hong Kong and Japan.

Townsend Thoresen chartered the ro-ro cargo vessel Anu (1585g 1972) from Tejo Leasing (London) on 29 June to supplement their freight service through the peak summer months. She was bought by her present owners from Alander Shipping (West Germany) last year but didn't change her name; she has a capacity for 815 metres of freight.

The small purpose built car carrier Aquila (500g 1964) ex Anglia '73, ex Dyvi Anglia '71 arrived to load cars for Greece on 27 June. Now owned by the Italian Grimaldi Lines, she was once a regular caller to the port as Dyvi Anglia when she had what looked like coloured 'cartoon' cars painted on her superstructure.

Four first-time callers discharged cars during the quarter; they were Aug. Bolten's bulk-carrier Elisabeth Bolten (20437g 1970), the Liberian owned Golden Miranda (15744g 1969) ex Hoegh Miranda '78, Jan Erik-Dyvi's Dyvi Atlantic (1852g 1965) and the Panamanian vessel President (9247g). This last vessel was delivered by Hitachi Zosen to International Car Carriers in 1977 and has eleven car decks with No. 6 deck designed to carry large special vehicles, such as buses and earth moving equipment.

Of the vessels loading cars for the USA the following were making their debuts at the port; the bulk-carrier Soyo Maru (19392g 1971), the purpose built Japanese car carrier Jinmei Maru (19799g 1978), the Panamanian Oriental Pine (12324g 1978) and Wallenius Line's Don Carlos (14479g 1976) - she was another purpose built car carrier and can accommodate 4600 cars on twelve decks, and her 30 crew all have single cabins which are fitted-out with private facilities, telephone, radio and TV.

The Liberian registered United Spirit (6150g 1976) arrived 28 August to load British Leyland vehicles for Australia on 104 berth; she has a car capacity of 3000 and is of the same class as the 'Nissan' car carriers Sagami Maru, Tama Maru etc, which are seen here regularly.

Jadranska Lines Istra (5634g 1965) paid her first visit to the port during a European cruise on 14 June. A sister to the Dalmacija which has called in Southampton several times, they were both originally designed as car ferries and were to have operated between Venice and ports on the eastern Mediterranean.

Normally all the grain to move in Southampton is carried by small coasters; one exception to this was the arrival of Kelo on 102-3 berth on 10 August. She was built by Ast. Espanoles S A, of Seville in 1976 and has a gross tonnage of 16993. Her owners are Nielsen A/B of Helsinki.

Vessels to use Dibles over the last quarter have included Rosemary Everard (1599g 1964), the Dutch vessel Vikingbank (1596g 1978), the Spanish owned and built Fer Baltico (1600g 1976), Sylvia Delta (1600g 1978) - one of six vessels all built in 1978 - the Cypriot Corbank (2334g 1956) ex Cory Bros owned and sold without change of name in 1977, and last but not least, Katja (1594g). This ship was built on the Tyne in 1963 for Comben Longstaff as Chesterbrook and was bought by her present Panamanian owners in 1976. She flies the Greek flag.

A T2 tanker used Shell-Mex jetties in mid-July. She was the Texas Trader (15129g 1944) ex Texaco South Carolina '69 ex South Carolina '60 ex Diamond Island '48. Upon purchase by her present owners, American Trading Transportation in 1969 she was fitted with new forward and midships sections.