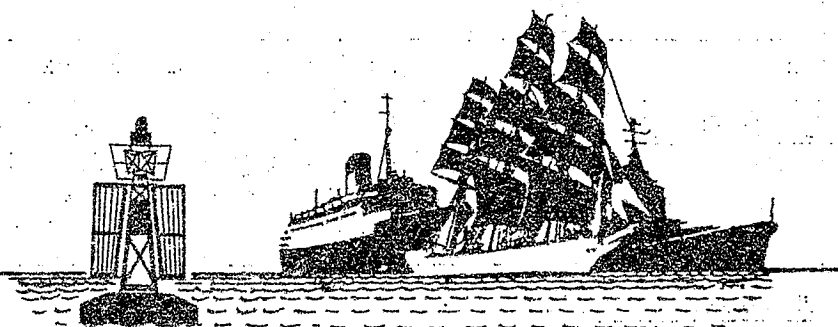
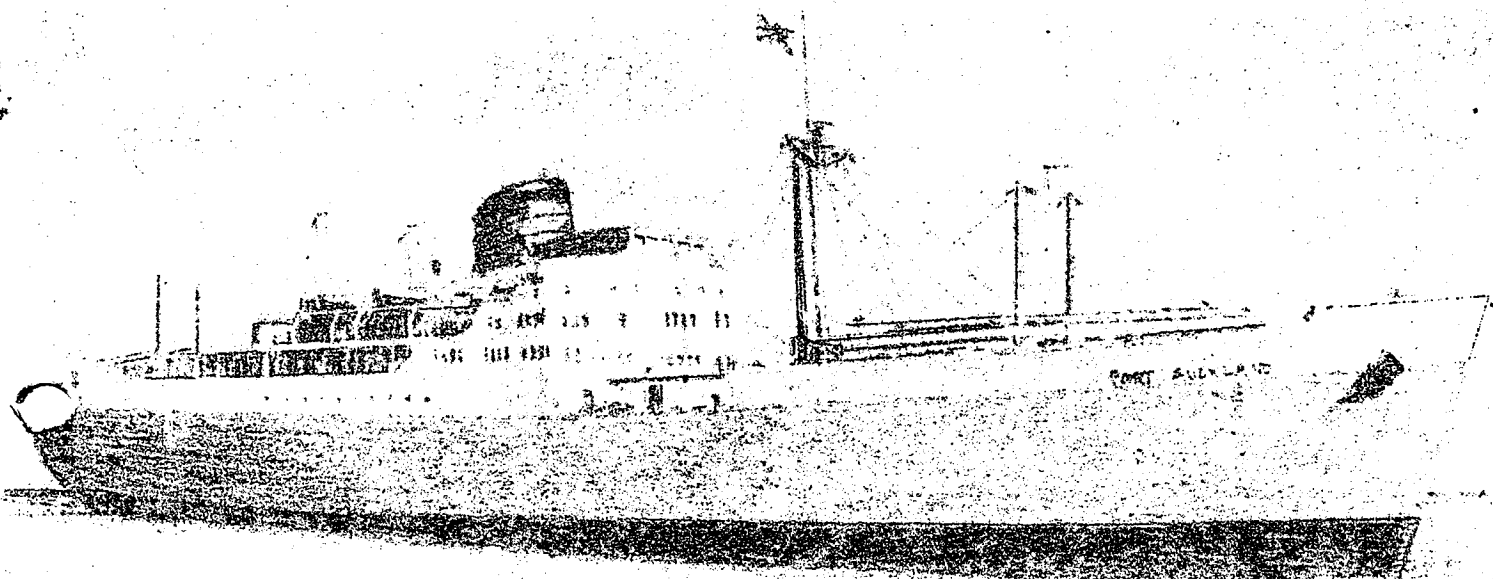


BLACK JACK



QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



FEATURES

WINTER 1979

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COAL BUNKERING
and the
COAL BARGE DOCK

by W.H. Mitchell

The face of dockland is constantly changing, but the changes usually go unrecorded. Sometimes, however, alterations are made which are linked with historical fact and which make for interesting reading.

During 1979 the Coal Barge Dock was filled in to make standing room for yet more vehicles. To the countless thousands of commuters that used the old Floating Bridges it could be seen adjacent to the townside hard, in the extreme northeast corner of the dock estate. But that is only part of the story.

Southampton's big step towards the status of a major port came in 1893. The Inman Line of Liverpool had transferred two of its liners to United State's registry and two more were laid down, all four to sail under American Line management, with Southampton as the eastern terminal. With the transfer to Southampton came R & J.H. Rea of Liverpool, coal carriers for the line, who opened a small office in the Docks, later moving to Empress Chambers and then, in 1899 to Canute Road.

Actual stevedoring of coal was commenced in 1895 when Rea's secured the Royal Mail Steam Packet contract and by 1900, both Union and Castle Lines were also using Reas.

Meanwhile the London & South Western Railway Company, then owners of the Docks, had contracted for a Coal Barge Dock and Coal Discharging Jetty to be built in connection with bunkering the immense amount of shipping that was being attracted to Southampton, but until these projects were ready, ships were being bunkered from colliers alongside and direct from quayside wagon.

On 3 October 1903 the Coal Barge Dock was opened for traffic. The discharging jetty, 360 feet long was built parallel to the quay of what was to become 28 Berth and was connected at the south end by a bridge. Two hydraulic cranes were provided to work the jetty and some years later these were replaced by four electric, 52 ft radius grab cranes. The colliers berthed on the river side of the jetty and were discharged to barges lying between jetty and quay. A 3,000 tons deadweight collier could be discharged in a day. As the barges were filled they were moved to the adjacent Coal Barge Dock to await towage to an outgoing vessel. The Dock had a barge deadweight capacity of 20,000 tons. The full barges were towed to the ship requiring bunkers and the coal lifted into the side ports of the vessel by baskets which were raised by whip winches mounted on a special barge alongside. Self discharging elevators were also used. In the Coal Barge Dock there was placed a grid where barges were set at high water for inspection at low water and there was also a rail coal wagon tip.

The business of R & J.H. Rea was incorporated with that of Wm Cory & Sons Ltd in 1918. Reas became agents for the Anglo Persian Oil Company in 1922 when ships were being changed to oil burning and the British Maple was moored in Southampton Water from which bunkers could be taken direct, or from barge.

The British Maple, 8,039 gt was completed as the Mount Royal in November 1898 by C.S. Swan & Hunter Ltd., Newcastle for the Beaver Line which came under Canadian Pacific ownership in 1903. In October 1914 she was fitted out as a dummy battleship, HMS Marlborough, then converted in 1915 to an oiler, Rangol, carrying oil in cylindrical tanks in her holds and was purchased by the Admiralty in 1916. In 1917 she went to Lane & Mac Andrews as the Mapleleaf; in November 1917 to the Shipping Controller and in October 1919 to the British Tanker Co as British Maple. She arrived in Southampton Water for service as a bunker depot ship and anchored off Hamble on 6 June 1922. In December 1932 she was sold for breaking up at Rosyth.

Diversification of the lighter business took place in the 1920s and 1930s with other cargo movements including grain, phosphates and, particularly, timber.

The first Rea tug at Southampton came when the Royal Mail Steam Packet contract was signed in 1895. This was the Cumbria, 74 gt, built at Lytham. She was renamed Hallgarth and began the long series of 'garth' names, although colliers owned by the Rea company bore the 'garth' nomenclature.

The Holmgarth followed in 1899 from the Woolston yard of J.G. Fay & Company. Both of these tugs were registered at Southampton. In 1915 the Graygarth (which continued to bear Southampton registry until 1953) was built and transferred to Liverpool after the war in 1920 and it is believed that her sistership, Danegarth was transferred from Bristol to Southampton for a while.

In the 1930s the Rector (106 gt) built at Wivenhoe in 1916 and later purchased by Rea was a feature of the dock scene, towing lighters to the timber yards of those days - Tagart, Morgan & Coles; Gabriel, Wade & English; Dolton, Bournes & Dolton and on up to Howard Brothers at Bitterne Manor, and to Eling Quay. Not only was timber discharged at the docks overside into lighters, but timber ships of many Scandinavian flags anchored off the Itchen Ferry hard and discharged overside.

Then came the Testgarth (60 gt) in 1937, built at Bristol in 1937 by Charles Hill & Sons for the Rea company and it is that tug that could be seen for so many years moored alongside the barges at the coal dock.

But the containers gradually took over in the timber trade and timber dischargers became scarce in the shipping lists. In the 1960s the old coal jetty and cranes were dismantled and in 1969 R & J.H. Rea finally closed down their lighterage facility to end a 75-year history in the port. The lighters were sold and the tug went to Itchen Marine Towage and is still to be seen.

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The loss of the Eurydice

On 6 March 1878, just over a century ago, HMS Eurydice left Bermuda bound for Portsmouth. She was a naval training ship and had an estimated 368 people aboard, including military officers, supernumeraries and invalids and had just completed a training cruise to the West Indies. She crossed the Atlantic unsighted and on Sunday 24 March was back of the Wight, under all plain sail and bearing for Spithead.

Then, in the afternoon a squall suddenly developed, with heavy snowfalls, fierce enough for orders to be given to reduce sail. But while this was in progress the Eurydice capsized, righting herself as she went down just before 4 o'clock off Dunnose Head. There were only two survivors.

At a later court martial it was declared that the ship's stability was not in question, but that the accident was due to exceptional pressure and heavy snow.

Seven seamen were washed ashore at Sandown and a collection was made for a monument of Portland stone which was erected a year later in Sandown churchyard and inscribed 'Sacred to the memory of seven brave seamen who lie buried here after having first found a watery grave on Sunday 24 March 1878 when HMS Eurydice foundered in a terrific squall off Sandown Bay'.

The Eurydice was originally a 26-gun sailing frigate, built at Portsmouth in 1843, of 921 tons, builders measurement. In 1861, after miscellaneous service, which included a spell in the White Sea during the Crimean War, she was reduced to four guns and converted for training purposes.

---oOo---

The Port Auckland

The twin screw motorship Port Auckland (front cover) was built for the Port Line by Hawthorn, Leslie & Co.Ltd., Newcastle in 1949. She had a large refrigerated capacity and a speed of 17 knots. In 1976 she was sold to the Gulf Fisheries Co., Kuwait, renamed Mashaalah and converted to carry livestock.

She still trades between Kuwait and Australia. (Drawing by Eric Law)

The

PORT LINE

The Port Line was first registered in 1914 under the name of the Commonwealth & Dominion Line Limited, a formation of four older companies, all family businesses:

by W.H. Mitchell.

Wm Milburn & Co's Anglo-Australasian S.N Co.Ltd., (registered 1883),
T.B. Royden & Co's Indra Line (registered 1888),
James P Corry & Co's Star Line Ltd (registered 1903) and the principal company, Tyser Line Ltd., founded in the 1880s. Indeed, it is the old Tyser company houseflag that is worn by the ships, a red vertical cross upon a blue diagonal cross on a white background.

In 1916, only two years after formation, the Commonwealth & Dominion Line was acquired by Cunard to become its Australasian service and the ships have since carried Cunard's red, black-ringed funnel colours. The ships were named after the ports of Australia and New Zealand. The main service was from London and the West coast of U.K. ports to Australia and New Zealand and a smaller service connected North America to those countries.

The ships were designed for general cargo outwards from the United Kingdom, but homewards brought the primary products of Australia and New Zealand - meat, butter, eggs etc., which demanded subdivision of refrigerated cargo space for different categories of care. Another cargo was wool. Most of the ships were given accommodation for twelve passengers and a four-months round voyage could be exceedingly pleasant.

By the mid-1920s the fleet numbered twenty-six ships, two of which were motor vessels. These were the Port Dunedin and Port Hobart, both 7,400 gross tons and built in 1925. All the fleet were in the 7,500-9,000 gross ton range.

In 1936 the title Port Line was adopted, but not until November 1937 was the registered title changed and the old name abandoned. During this period, up to the outbreak of war the ships were regular callers at Southampton, discharging meat and other perishable cargoes to the Cold Store, then at Berth No.40.

By the time war broke out the fleet numbered twenty-eight vessels, with another two nearing completion. All were refrigerated foodships and in the ensuing conflict, as with tankers, were quickly singled out for destruction. Twelve of the fleet that started in war were lost and another built during the war was also sunk. Four losses were recorded in the last ten days of November 1940. The company also managed nine ships for the Ministry of War Transport, one of these being lost at Bombay. Four ships were acquired by the Admiralty.

The ships lost were:

26.	9.1940	Port Denison		1918, 8043g	Torpedoed by aircraft, 6 miles North of Peterhead. 27.9.1940: Sank.
11.	10.1940	Port Gisborne	m.v.	1927, 10144g	Torpedoed by submarine, 56.38N 16.40W (North Atlantic).
21.	11.1940	Port Brisbane		1923, 10612g	Sunk by raider Penguin, 29.22S 95.36E, South Indian Ocean.
24.	11.1940	Port Hobart	m.v.	1925, 9430g	Sunk by raider Admiral Scheer, 24.44N 58.21W, North Atlantic.
27.	11.1940	Port Napier (HMS)	m.v.	1940; 9600g	Lost by explosion and fire, Loch Alsh, W.Scotland whilst serving as an Admiralty minelayer.

PORT LINE continued:

30.	11.1940	Port Wellington		1924, 10065g Sunk by raider Penguin 32.10S 75,00E, South Indian Ocean.
3.	3.1941	Port Townsville	m.v.	1935, 8661g Bombed, 52.05N 05.24W, Bristol Channel. 4.3.1941:sank.
28.	4.1941	Port Hardy		1923, 8897g Sunk by submarine torpedo, 60.14N 15.20W, North Atlantic.
10.	6.1942	Port Montreal	m.v.	1937, 5882g Sunk by submarine torpedo, 80.20W 12.17N, Caribbean Sea.
16.	6.1942	Port Nicholson		1919, 8402g Sunk by submarine torpedo, 42.11N 69.25W, North Atlantic
11.	7.1942	Port Hunter		1922, 10735g Sunk by submarine torpedo, 31N 24W (approx). Off the African coast.
17.	3.1943	Port Auckland		1922, 8789g Sunk by submarine torpedo, 52.25N 30.15W, North Atlantic.
30.	4.1943	Port Victor	m.v.	1942, 12411g Sunk by submarine torpedo, 47.49N 22.02W, North Atlantic.
14.	4.1944	Fort Stikine		Caught fire and blew up in Bombay Docks with massive destruction. A huge area of the docks and surrounding town were destroyed and eleven ships were lost.

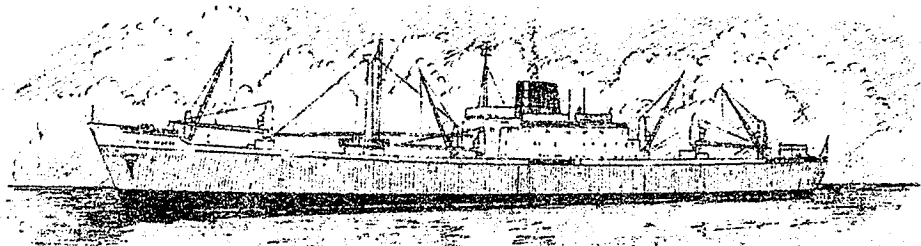
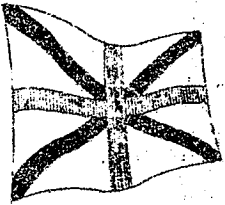
Of the four ships acquired by the Admiralty, HMS Port Napier was lost by fire whilst serving as a minelayer. HMS Port Quebec (renamed HMS Deer Sound) was also a minelayer. The other two were taken over on the stocks in 1942, the Port Vindex in Swan, Hunter's yard at Wallsend and a hull at John Brown's yard at Glydebank. Both were completed as aircraft escort carriers, carrying eighteen planes and named Vindex and Nairana.

At the end of the war the Port Line had nineteen ships, two of which were steamships and the rebuilding of the fleet commenced, five ships being ordered. In addition, the fast refrigerated war-built steamer Empire Wessex was acquired and became Port Hobart.

A twin screw, 17-knot motorship, the Port Hobart, of 12,200 tons deadweight, was launched in 1945 and her carrying capacity was fixed at 667,000 cu.ft of which 503,000 was insulated. She was designed to carry 128 passengers and could have been remodelled to the usual twelve. However, in order to contribute to the solution of the problem of transporting the many thousands awaiting passage to Australia her accommodation was completed to carry 36 Saloon and 92 Tourist class passengers.

Fleet List from 1945:

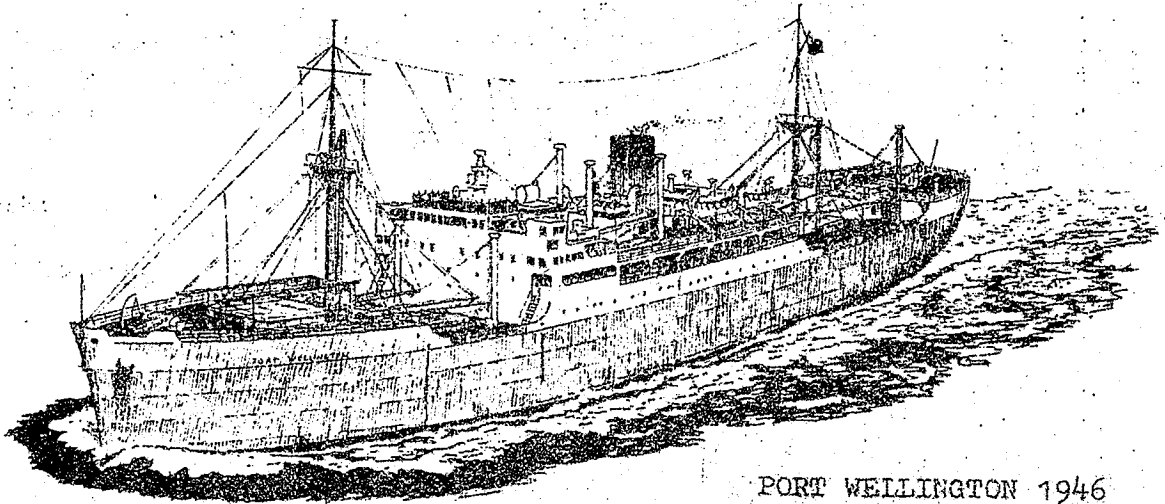
	gt	Built	
Port Melbourne	9142	1914	ex Star of Victoria (Corry) 1948:scrapped.
Port Sydney	9129	1914	ex Star of England (Corry) 1948:scrapped.
Port Darwin	8063	1918	1949: scrapped.
Port Adelaide	8515	1919	1949:scrapped Inverkeithing.
Port Caroline	8263	1919	1950:scrapped
Port Campbell	8932	1922	1953:scrapped
Port Dunedin	7527	1925	1962:scrapped Italy.
Port Fremantle	8553	1927	1960:scrapped Osaka.
Port Huon	8539	1927	1961:scrapped Yokosuka.
Port Alma	8434	1928	1964:scrapped Onomichi.
Port Fairy	8401	1928	1965: Taishikan (Greece) resold for breaking
Port Chalmers	8719	1933	1965:scrapped Kaohsiung. (up in Hong Kong
Port Wyndham	8702	1935	1967:scrapped Osaka.



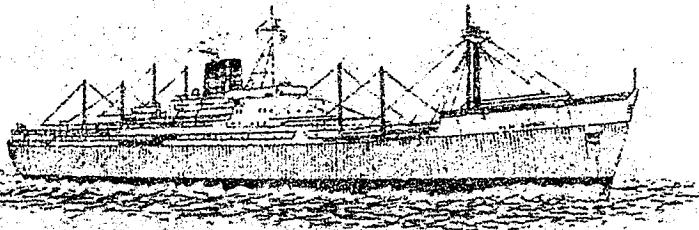
PORT ALBANY 1965

PORT LINE HOUSEFLAG:

white ground with blue saltire
and red cross.



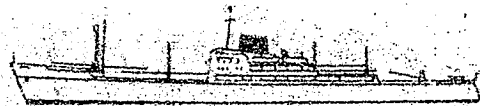
PORT WELLINGTON 1946



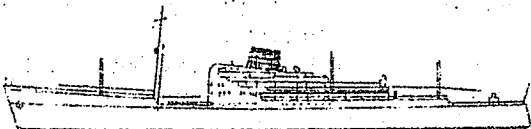
PORT ALFRED 1961



PORT CHALMERS 1933



PORT MONTREAL 1954



PORT AUCKLAND 1949



PORT NELSON 1951

DRAWINGS BY NIGEL V. ROBINSON

PORT LINE continued:

Port Halifax	5883	1937	1963:Ilena (Lebanese)
Port Jackson	9727	1937	1.1967:Legation (resold for scrapping in Japan).
Port Saint John	5790	1937	1962:Redestos (Greek)
Port Québec	6294	1939	19 HMS Deer Sound. 1968:Scrapped Kaohsiung.
Port Phillip	9936	1942	1971:Scrapped Shanghai.
Port Macquarie	7319	1944	1968:Scrapped Kaohsiung.

(postwar building and purchases):

Port Hobart	11877	1946	21.7.1970:Aground. 22nd:refloated. 1970:Scrapped Shanghai. (Launched as Empire Wessex).
Port Lincoln	7250	1946	1971:Scrapped Castellon.
Port Pirie	10561	1946	1972:Scrapped Castellon. (48 passengers)
Port Wellington	10644	1946	1971:Scrapped Valencia. (24 passengers)
Port Albany	7278	1943	ex Sampler '47, ex William C Lane. 1951:Teni(Pan).
Port Lyttelton	7413	1947	1972:Scrapped Faslane.
Port Napier	6824	1947	1970:Scrapped Kaohsiung.
Port Vindex	10489	1943	ex aux aircraft carrier Vindex '49. 71:Scr Kaohsiung.
Port Victor	10409	1943	ex aux aircraft carrier Nairana '48 ex Karel Doorman ex Nairana. 1969:(Cunard) 1971:Scrapped Faslane.
Port Auckland	11945	1949	1976:Mashaallah.
Port Brisbane	11942	1949	1975:Scrapped Hong Kong.
Port Adelaide	8106	1951	1972:Scrapped Kaohsiung.
Port Nelson	8375	1951	1972:Scrapped Castellon.
Port Montreal	8548	1954	1972:Puerto.Princesa (Liberia).
Port Melbourne	10470	1955	1972:Therisos Express (Greece).
Port Sydney	9992	1955	1972:Akrotiri Express (Greece).
Port Launceston	8957	1957	1977:United Vantage (Singapore).
Port Invercargill	8847	1958	5.6.1967:detained in Bitter Lakes in Five-day war. 6.1975:released. 1975:Kavo Kolones (Greece)
Port New Plymouth	13085	1960	1979:Plymouth (Pan)
Port Alfred	9044	1961	1975:(Cunard) 1978:Masirah
Port St Lawrence	9040	1961	1975:(Cunard) 1976:Matangi
Port Nicholson	14972	1962	
Port Burnie	8504	1966	1972:Angeliki (Greece)
Port Caroline	16283	1958	6.1979:laid up Falmouth
Port Chalmers	16283	1968	7.1979:laid up Falmouth
Port Albany	8362	1965	1972:Marietta (Greece)
Port Huon	8362	1965	1972:Julietta (Greece)

*In fleet August 1979.

*In fleet August 1979.

*In fleet August 1979.

Several ships were also taken up for time charter including Port Curtis, Port Hardy and Port Wanstead.

In 1950 the Southern Region of British Rail named the locomotive No 35027 PORT LINE.

In 1967 the Blue Star Line and Port Line came to an agreement to form joint management of their trades between the United Kingdom and Australia, New Zealand and South Africa which involved 56 ships, 28 from each company. The Blue Star Port Line (Management) Ltd., became legally effective on 15 March 1968.

The Port Invercargill was caught in the five-day Egyptian war and was detained in the Bitter Lake on 5 June 1967. The detention lasted nearly eight years and the ship was abandoned to the underwriters and placed in the ownership of the Invercargill Shipping Co.Ltd. In May 1975 she was released from the Lake and arrived at Port Said on the 24th. Then purchased by a Greek concern, she was towed to Piræus for a refit, reaching there on 6 September 1975.

Port Line ships continued to visit Southampton over the years, sometimes for drydocking, sometimes for discharging produce to the cold store, since the war at 109 berth, Western Docks, the old building having been lost by incendiary bombing in the early days of the war.

But as with so many shipping companies owning conventional ships, the containership

PORT LINE continued:

revolution was causing much reduction in the size of the fleet. Many ships were disposed of in 1972 including the Port Melbourne and Port Sydney which went to the Chion Group under the Greek flag as the Therisos Express and Akrotini Express, the latter being handed over at Southampton. By 1975 both had been transferred into the luxury cruise ships Danae and Daphne, conversion taking place at Kalkis, in Greece. New decks, additional bulkheads and luxury accommodation brought the carrying capacity to 400 passengers and when the Daphne made Southampton a port of call in 1976, the old Port Line ship was quite unrecognisable.

The last two Port Line ships, Port Chalmers and Port Caroline were, at the time of their completion, the world's largest refrigerated cargo ships. From the Upper Clyde Shipbuilders at Linthouse, they were twin screw vessels, capable of 21½ knots and of 19,710 tons deadweight. They were fitted to carry deck containers as well as unitised and palletised cargo. Accommodation was for the usual twelve passengers and the cruiser stern, raked stem and bulbous forefronted hull measured 612 ft oa (570 ft bp) x 81 ft.

The Port Line, together with Blue Star and Ellerman interests are controllers of Associated Container Transportation (Australia) Ltd., formed in 1971. The fleet comprises six 24,000 gross, 26,500 dw containerships, ACT 1 - ACT 6, the 43,992 gross, 39,710 dw ACT 7, and the 13,151 gross, 20,651 dw Dilkara.

* Late Note: Since the fleet list included in this article was compiled Port Nicholson of 1962 has been sold for breaking up at Kaohsiung.

The remaining two ships of the Port Line fleet, Port Caroline and Port Chalmers, remain laid up at Falmouth - Ed.

POUNDS SHIPBREAKERS : The following is an update on the article which
OF : appeared in Black Jack No 31, Summer 1979, page 12.
PORTSMOUTH : Errata: Vessels missing from list in East Yard -
by D Bateman : BOLD PATHFINDER, trawler LUNE VENTURE (partially
demolished during 1976). EIDSCHE was renamed
.....: HODIEDIAH.

December 1978: HJALPEREN moved to buoys off Tipner Range. Demolition of TIPTOE commenced. CONCHIGLIA moved to East Yard (ARSELLA moved sometime previously)

January 1979: HMS THAKENHAM arrived, berthed in West Yard. HJALPEREN left under tow for Marchwood. Crane barge arrived, work commenced on VOLAGE.

February: VOLAGE refloated and beached in East Yard. TIPTOE moved to East Yard and berthed alongside VOLAGE.

March: ARTEMIS berthed in West Yard and demolition commenced. Portuguese S. JORGE arrived from Stranraer, berthed in East Yard. Demolition of some HAM-class including stern of ARSELLA. ABBEVILLE moved to Marchwood.

May (approx): CONCHIGLIA and RACKHAM left (to Southend?)

July: More HAM-class hulls broken up including ARSELLA. Demolition of S. JORGE commences and continues into August.

Notes: No work has been done on VOLAGE since the move. Only a few weeks work done on ARTEMIS and TIPTOE. ARSELLA and CONCHIGLIA were used for filming in 1977. Disguised as the 'Norwegian Gunboats' KVAPP and TANA respectively; camera vessel was ex-PLA tug LORD RITCHIE, another Pounds acquisition.

TOWING WIZARD was sold to flag of convenience owners early in the year. DEMON is ex HMS HANDY (built Armstrongs 1883)

Small floating dock moored alongside RUSHEN CASTLE.

Sole occupant of Fareham Creek moorings is the hopper barge PAULL HOLME (built 1961, 900 gross) of Hull.

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REFLECTIONS ON WAVERLEY -- SOUTH OF THE BORDER

by Ron Adams

The gloom of the dark days of February 1979 was somewhat lightened by the receipt of advance details of ps Waverley's proposed spring programme in English and Welsh waters. Deciding to endeavour to cover as much of the coast as possible, it quickly became evident that for the enthusiast the old steamer heading "weather and other circumstances permitting" is replaced by "family, business and financial circumstances permitting".

I was fortunate to be on board Waverley on her first and last sailings south of the Border plus six other occasions between April 14 and June 3. Sailings took me from Tower Pier to Lizard Point with two gaps - Southend to Deal, and Weymouth to Torquay (both of which sections I had previously covered) and from Penarth to Lundy. During my time on board the steamer called at Tower Pier, Greenwich, Tilbury, Southend, Deal, Hastings, Eastbourne, Southsea, Southampton, Ryde, Sandown, Bournemouth, Weymouth, Torquay, Plymouth, Penarth, Ilfracombe and Lundy.

Easter Saturday, April 14, saw our party boarding at the Royal Pier for a trip Round the Island via The Solent, Needles and St Catharines for a short call at Sandown. A call was made at Ryde and Southsea both outwards and inwards. My memories of this day was how natural it was to be on board a paddle steamer again and how good to be going alongside Sandown Pier.

Easter Monday brought a glorious morning through the Solent with many early season yachts about and a crowded Sealink ferry greeting us off Yarmouth. The destination was a cruise to Portland Bill calling at Bournemouth and Weymouth. Memories of this day are of being greeted by the incoming Channel Island packet Caledonian Princess as we left Weymouth (both ships at one time being owned by the Caledonian Steam Packet group), of holidaymakers leaving their cars and rushing to the cliff top at Portland Bill for a closer look (and photographs) of this 'strange' ship, a bonus sail through Portland Harbour (shades of Empress and Consul), of passing the Sail Training Association schooner Malcolm Miller with appropriate salutes and the glorious Dorset Coast around Lulworth as a backdrop.

The Thames and Medway was the next sail on the paddler on Saturday May 5 from Tower Pier for a cruise up the River Medway to Rochester Bridge and calls at Greenwich and Southend. This day coincided with the Belgian mail-boat excursion from Ostend to Southend (to 'raid' Marks & Spencers etc). Having admired Captain Neill's skill in turning the ship in the Upper Pool (with tug assistance) we were given two more examples of this skill when we used the inside berth at Southend Pier (the 'classic' Belgian passenger ship Reine Astrid using the outside berth) and turning the ship off Rochester Bridge. We had called at Tilbury (unscheduled) but immediately cast off, possibly it was thought the River and Sea pilots would change there, but the exchange took place by pilot launch from Gravesend. Other memories of this day are of using the deep water approach to the Medway, Thames sailing barges, the last remains of the Isle of Man steamer King Orry at Strood and in darkness approaching a floodlit Tower Bridge and surrounding buildings (a hard man indeed who did not feel a twist of emotion at this)

Tuesday May 15 saw Reveille - 03.15, Departure 04.00 hrs in fog by hired car for Deal. Despite the fog we arrived at Deal for a second breakfast at 08.30 and when Waverley appeared out of the mist the hire car company was phoned and told where to collect their car. This day was in many ways the best - Waverley's destination board reading 'Cruise to Hastings & Eastbourne returning by coach, single trip to Southsea and Southampton'. I had the company of a Folkestone resident for the sail through the Straits of Dover - a great walker, he seemed to know every inch of the coast and was very appreciative of being able to view it all from seawards. Very knowledgeable

on cross channel shipping he proved to be. Sealink's French registered St Eloi was laying off Dover Western Entrance and on seeing Waverley, swung round and came up under our stern at full speed giving the most raucous greeting and then back to await entry to her berth. Although misty the visibility was clear enough to view Dover and Folkestone Harbours and their ships. So, after dropping a friendly pilot at Folkestone, on to Hastings and Eastbourne and the realisation that the chalk cliffs of Sussex from Beachy Head to Seven Sisters hold a beauty of their own. Unfortunately fog came down off Seaford, and off Brighton we had the peculiar effect of being able to see the tops of the pier buildings and traffic on the coast road, but no pier or beach.

Despite the fog the sun was shining and it was quite pleasant except for the watchkeepers who had the sun directly in their eyes. However gradually it thinned and we were able to increase speed a little and finally full speed to Southsea where we moored until sailing time. The final run up Southampton Water was a splendid finish to the day, as Netley Castle was ahead of us at Calshot and Waverley got to the Royal Pier first. If only we had had good visibility - but we could have got to Deal and found 'sailing cancelled' or some such disaster!

The next weekend was spent at Torquay and for me a new sailing area. I had sailed from Torquay on Kiloran and Princess Elizabeth, both eastwards towards Exmouth; on Waverley my sailings were westwards. Saturday May 19 was a cruise to Plymouth and around the Eddystone Lighthouse. As we approached Plymouth L'Amorique was seen speeding off to Roscoff. Despite it being Mayor's Day Celebrations at Plymouth, the Lord Mayor found time to come on board and inspect the steamer. It was a glorious day and great disappointment was felt when Torquay passengers were returned by coach as the return would have been glorious in the evening sun. The amendment was due to fuel shortage (and also the meagre Torquay support for the following day). A sound economic decision, but very disappointing. Sunday May 20 was the cruise to the Lizard, starting from Torquay by bus, and joining the paddler at Plymouth. As we got to the Lizard Point (a bit choppy here) bad weather could be seen coming up but it was only the last half-hour from Plymouth that we had rain. Two memories stand out this day - an elderly lady obviously delighted as my acquaintance on the 15th had been to see again her favourite coast from the sea - the Plymouth Silver Band donning plastic raincoats and continuing to give selections. Thus the weekend came to an end and the steamer had cruised close in past all the well known holiday resorts from Torquay to Plymouth and from Plymouth to the Lizard.

Spring Bank Holiday Saturday May 26 was my only sailing affected by weather - the itinerary was Ryde, Southsea to Bournemouth, outwards via St Catherines and homewards via the Solent. Leaving Southampton in pouring rain, it soon became evident as we approached Ryde and Southsea (in brighter weather) that we would not be sailing south of the Wight - the sea and strong wind were making the Sealink ferries toss about like corks. It was announced we would sail via the Solent and more or less see what happened. Off Highcliffe it was decided to turn back, and the 'bridge' contacted the Naval Authorities at Portsmouth and gained permission for Waverley to cruise through Portsmouth Harbour before putting her passengers ashore at Southsea until scheduled return departure time. A well-known former So'ton Branch member confessed he had not come down from London 'to paddle about in the Solent' (he did not quite use the same phrase!), but to the cross-channel and coastal passenger ship enthusiast only two Blue Funnel vessels were not sighted that day, all other units of the Wight area cross-channel and ferry fleets being seen. The highlight of the day was passing QE2 outward bound off Spithead and receiving the traditional three long blasts of greeting from the flagship of the British Merchant Navy. The day again ended by overtaking a Red Funnel ship in Southampton Water, this time Cowes Castle and arriving at the Royal Pier first.

Sunday June 3 was the occasion of another early start to be at Penarth for sailing at 10.15 for Ilfracombe and a cruise round Lundy. It proved to be a day of poor visibility and the glorious Somerset and North Devon coast was not seen to advantage, but what mattered - a paddle steamer was on the Bristol Channel again, with Capt P Power (ex ps Bristol Queen) piloting the vessel during her stay there. A great crowd of enthusiasts were aboard, the present crowd who had

followed Waverley around and many from the days of the White Funnel paddle steamers (all of us somewhat older!) Many greetings and talking about the good old days had to be delicately balanced with the demands of enjoying the sail. After we had called at Ilfracombe and en route to Lundy, activity on the star-board sponson was noticed. Rumour was, in this instance, confirmed as fact - the steamer anchoring at Lundy and taking aboard two launch loads of passengers for Ilfracombe at P&A Campbell's request. The landing beach at Lundy is unsafe in strong easterly winds and Balmoral had been unable to call as scheduled the day before, thus our call was to 'rescue' the marooned holidaymakers. Balmoral was already at anchor in Lundy Roads being on a charter sailing from Swansea and even the Lundy supply ship Polar Bear was there unusually servicing the island on a Sunday. Three ships at Lundy - oh to be ashore for a minute or two to capture this rare event by camera. After this Waverley cruised round Lundy and gave her passengers a taste of the Atlantic swell on a calm afternoon. So back to Ilfracombe and Penarth - approaching Penarth at low water very cautiously, and in the darkness farewell to ship and numerous friends and the long drive back home, while the crew of the Waverley prepared their ship for the journey back to Scotland.

At all the piers and vantage points crowds still seem to gather to see and photograph the ship. If the Waverley returns south in 1980 and some of these onlookers came aboard and actually sailed in the vessel, the financial success of the venture would be assured.

We all know that preservation of any mode of transport demands a tremendous amount of time, sheer hard work, adequate finance and enduring enthusiasm. To run a preserved paddle steamer (for some five seasons now) is even more of an achievement than a railway or bus preservation scheme. Numerous individuals, organisations and firms have helped Waverley but to me two gentlemen alone are mainly responsible for Waverley sailing again and continuing to sail - Mr Terry Sylvester, the dynamic chairman of Waverley SN Co Ltd and Capt David Neill, master of the ship. The steamer's normal Clyde schedules and now her visits outside Clyde waters show imagination and boldness to a high degree and surely deserve success. It should be remembered that the Directors of W S N Co Ltd are unpaid and follow their own professions and occupations and that Capt Neill has no large 'back-up' organisation when things go wrong, but has to deal with many matters himself which in larger companies would be left to the marine superintendent and shore staff. It has been good to notice the great improvement in the ship since 1975, especially in the engine-room since Chief Engineer Ken Blacklock and his colleagues took over in 1977. Another officer who is a master with Western Ferries Ltd has given Capt Neill much support, in fact Capt Jim Addison has been serving as Chief Officer on four of the five yearly periods of sailings I have made - I realise this is just a coincidence but it does show that professional seamen are willing to give of their spare time. It is to be hoped that grants may continue to be made by the area authorities to enable the steamer to continue sailing, her southern sailings being a first class tourist advertisement for Scotland.

Much fame is now attached to Waverley as the last sea-going paddle steamer and since the withdrawal of Queen Mary in 1977, as the last traditional Clyde steamer. I have not dealt with the dimensions of the ship because they were given in the Summer 1978 issue of 'Black Jack' together with one of Nigel Robinson's drawings. However her visits south of the Border to Liverpool in 1977, and the South Coast in 1978 and 1979 must give one or two more records to this steamer originally built for the sheltered Craigendoran - Arrochar route.

If one takes ports of call for a steamer on normal peacetime sailings under one ownership - Waverley must hold the record (or come close to it). Apart from the calls listed previously must be added, Clacton, Chatham, Newhaven, Worthing, Avonmouth, Llandudno, Liverpool, Fleetwood. Her refuelling stop in 1978 was Milford Haven and this year (a protracted journey in atrocious weather) Heysham, Fishguard and St Ives. Purfleet was used as a refuelling base on the Thames, while Dover Harbour saw her lay-off for a couple or so days. If one adds all the Clyde piers she has called at, Waverley has visited many places between Campbeltown and Clacton-on-Sea.

Again under the one house flag she has met a large number of other cross-channel and coastal passenger craft:-

Brittany Ferries	at Plymouth and Portsmouth
P&O Ferries	at Fleetwood, Liverpool, Southampton and Dover
European Ferries	at Southampton, Dover and Stranraer
Sealink (UK) Ltd	at Stranraer, Heysham, Fishguard, Weymouth, Lymington, Portsmouth, Newhaven, Folkestone, Dover & Tilbury
Sealink (SNCF)	at Newhaven and Dover
Sealink (RTM)	at Dover
Olau Line	at Sheerness
Woolwich Free Ferry	at Woolwich
Red Funnel Steamers	at Southampton
P&A Campbell Ltd	on Bristol Channel
Mersey Passenger Transport Authority	at Liverpool
British & Irish S P Co	at Liverpool

and many of the numerous smaller excursion ships and ferries plying the Thames, Solent, Torquay and Plymouth areas.

A few years ago the Coastal Cruising Association chartered the Balmoral for a sailing from Liverpool to Llandudno and Menai Bridge and the Balmoral flew the flag of the defunct Liverpool & North Wales Steam Ship Co Ltd at her mast head. On board Waverley in a nostalgic mood I thought of the various routes Waverley had sailed in the last three years, of the famous ships that had paddled these waters and of the various companies, past and present whose house flags could have adorned Waverley during her 'go anywhere' escapades. The following come to mind:-

Liverpool area	- Isle of Man S P Co Ltd, Liverpool & N Wales S S Co Ltd, Furness Railway Co, Corporation of Wallasey Ferries
Bristol Channel	- Edwards, Robertson & Co, John Gunn, W H Tucker & Co Ltd
South Devon	- Great Western Railway Co Ltd, Devon Dock Pier & Steamship Co Ltd, Cosens & Co Ltd
Dorset	- Cosens & Co Ltd, Red Funnel Steamers, Bournemouth & South Coast Steam Packets
The Solent	- Red Funnel Steamers, Cosens & Co Ltd, LSWR/LBSCR Joint Fleet, LSW Railway, Southern Railway Co, British Rail (Sealink), Port of Portsmouth & Ryde United S P Co Ltd
Sussex coast	- Brighton, Worthing & South Coast Steamboat Co Ltd, Hastings, St Leonards & Eastbourne Steamboat Co Ltd
Thames area	- Victoria Steamboat Co Ltd, New Palace Steamers Ltd, Belle Steamers, General Steam Navigation Co Ltd, New Medway S P Co Ltd

To end on an even more nostalgic note - Waverley could have hoisted the house flag of P & A Campbell Ltd and kept it at the masthead throughout her English and Welsh season, as the White Funnel Fleet has operated in all these areas, still provides a variety of Bristol Channel sailings and advertised Waverley's 1979 Bristol Channel sailings on their own bills. Peter and Alexander Campbell sold the Glasgow - Kilmun trade to the Caledonian S P Co Ltd when the Caledonian Railway began its Clyde steamer services, but retained one ship and moved to Bristol to establish one of the most famous excursion fleets - the name of the ship they brought to Bristol from Glasgow was Waverley!

Latest reports indicate that Waverley will be forsaking her native waters on the Clyde next year for her third Spring season on the South Coast. She will also visit the Thames Estuary and probably the Bristol Channel again as last year.

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During the last three months Dibles Wharf and the river berths have been busy as usual, the following being a selection of the callers - Pearl (1598g 1967) ex Somesbydyke 77, owned by Stephenson Clarke; Klondyke's Avondyke (1593g 1976) ex Skirbeck 78; Turnbull Scott's Baxtergate (1599g 1976); W E Dowd's Brandon (586g 1957); the Dutch Sylvia Epsilon (1600g 1978), Karin (1000g 1976) and Barendsz (1599g 1975); the large twin-screw Spanish mini-bulker San Francisco De Izaro (2158g 1978); and the Greek vessel Adamastos (1582g 1963) ex Kormoran 76.

On 21 November, Doulos (6822g), one of the oldest deep sea vessels still in operation, arrived at 101 berth, for a stay which will last until 3 January 1980, when she will leave to visit other British ports. She was built in 1914 at Newport News as the cargo ship Medina for the US-Gulf service of Clyde-Mallory Lines. In 1949 she was sold to Panamanian owners and rebuilt as a passenger vessel at Spezia and renamed Roma. In 1951 she passed to the Costa Line and became Franca C. Her present owners Operation Mobilisation and International Christian Youth Service saved her from the scrapyard by buying her in 1977 and now operate her as a missions ship, manned by a multi-national volunteer crew of 250. After all these years of service she is unrecognisable from her original profile. Her steam machinery was replaced in 1952 by a Fiat diesel which was itself replaced by a new 18-cylinder Fiat unit in 1970.

Whilst on the subject of passenger liners, the 15 November saw a first call at Southampton by the Russian liner Ivan Franko (20064g 1964) for a CTC Lines charter voyage to Australia. She was built by VEB Mathias Werft at Wismar and was the lead ship of the 'Writer' class.

Early next year we are due to see two further newcomers to the port in the shapes of Epirotiki Line's Jupiter (6306g 1961) ex Alexandros 70 ex Moledet 70 - departing for cruises on 18 Jan, 8 Feb, 29 Feb and 14 March - and La Perla (11068g 1952) ex Delphi 77 ex Ferdinand De Lesseps 69 - departing again for cruises on 4 & 16 Feb.

Amongst vessels to discharge fruit recently have been Winchester Universal (7952g 1965) ex Winchester Castle 79 ex Clan Ramsay 77, the Japanese Khalij Reefer (7701g 1979) and Cunard Line's Saxonia (12029g 1972) ex Gladiola 77 this being one of the former Maritime Fruit Carriers fleet.

Two more vessels on the Philippine service arrived during the quarter - Zamboanga (9641g 1960) and Manila (8246g 1959) both owned by the Maritime Co of the Philippines.

On 16 November the original British purpose-built ro-ro car ferry Lord Warden (3333g 1952) arrived for repairs and repainting for her new Saudi Arabian owners. At the time of writing she had just emerged from 7 dry-dock with the new name Al Zaher and sporting a white funnel with a broad blue band.

The first vessel to arrive during the last quarter was the Norwegian bulk-carrier Solholt (21388g 1965) on 1 September. She went straight into 6 dry-dock where she was surveyed before her sale to Greek owners. Another Norwegian vessel to arrive was the coaster Finno (434g 1970) which brought in about fifty boats which were to be exhibited at the Southampton Boat Show. Finno is owned by P Wilson of Bergen; she is one of a large fleet of vessels easily recognised by their sky-blue hulls.

Much wine has been flowing during the last couple of months, new vessels to be seen discharging have been the Greek owned Chemartemis (1596g 1970) ex Alchemist Berlin 79 and two French ships, CGM's Commandant Henry (1600g 1975) and Transcoup's Pointe Du Lesven (1598g 1975).

P&O Ferries Dragon (5720g 1967) had to undergo emergency repairs to her crumpled bow after she collided with Dock Head in thick fog on the morning of 1 November. After spending almost two years at the Corporation Wharf, Shieldhall (1792g 1955) was dry-docked in mid-November and now looks ready for work as a sludge carrier. She used to operate for Glasgow Corporation and even carried passengers on her voyages out into the Clyde estuary with sludge.

Tug news - Alexandra Towing Co's North Loch (200g 1959) left the port on 17 September bound for a new life as the Italian owned Gianni R. Making a brief call in mid-October was Alexandra's Formidable (406g 1978) - her outstanding feature is a specially designed wheelhouse which is extended aft on the port side only to give good all round visibility. Her sister Indomitable has visited Southampton previously. Largest tug in port during the quarter was Salviscourt (2040g 1971) now owned by Selco Salvage of Singapore but non other than our old friend Lloydsman of United Towing.