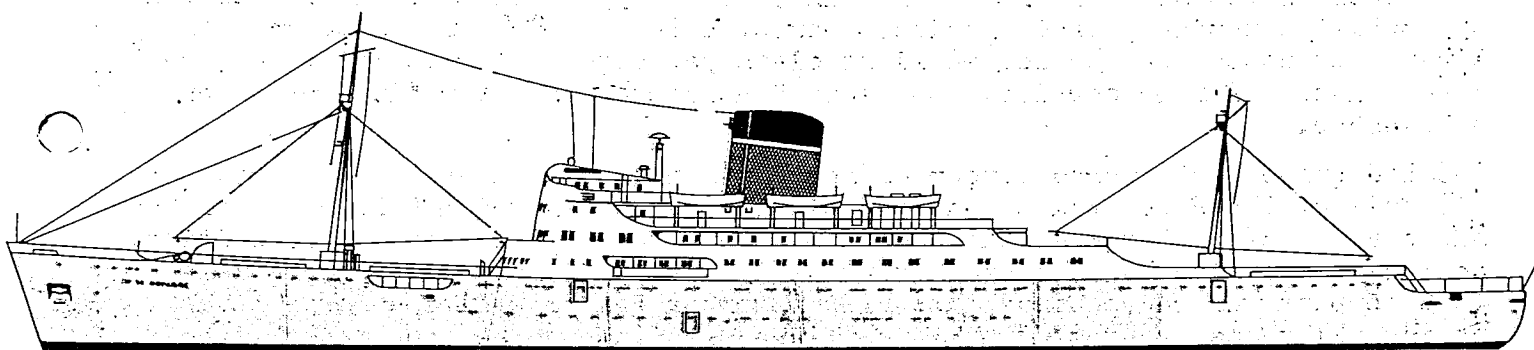
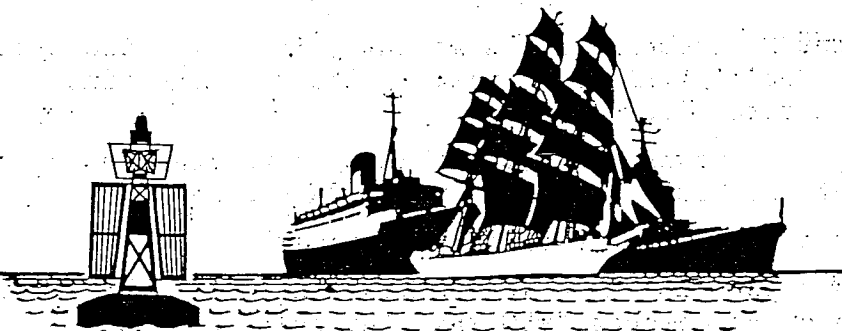


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



'17 DE OCTUBRE'

N.V. Robinson

BLACK JACK

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Fri. 10 October

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SPECIAL EXTRA MEETING

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Tues. 11 November
Tues. 9 December

"The Great Liners" & "Ships of the Sea" - Wm. Miller, Jrn.
Branch Annual General Meeting & Supporting programme
"Marine Art of WSS Members" - slide/tape show
"The Sun & Ships" - Pat Laing & Rod Baker

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by Rod Baker

"About 20 members of the recently formed Southampton Branch of the World Ship Society this week visited the new Argentine liner 17 DE OCTUBRE at Southampton Docks.

They were taken round the ship by a representative of Wainwright Bros, port agents at Southampton for the Dodero Line.

It was the branch's first ship visit"

This report appeared in the Echo and tells the story of our first ship visit made on 31 October 1950 when the ship was alongside Berth 32.

17 DE OCTUBRE may not be a very familiar name to many of our members, especially those of tender years so I thought you might be interested to be reminded of, or introduced to, this ship that played a part in the history of the Branch.

She had been built that very year by Vickers Armstrong at Barrow-in-Furness to the order of the Argentinian Dodero Line. Of 12,653 gross tons she was driven by double reduction geared turbines connected to twin screws. A cargo-passenger liner with accommodation for 96 first class passengers she was built for the River Plate - London service. She left Southampton on her maiden voyage on 4 November.

She had quite a chequered career as regards names and companies. In 1955, after the fall of the Peron regime in Argentina, she was renamed LIBERTAD and in 1959 she changed ownership when the Dodero Line was nationalised and the resulting company was called FANU (Flota Argentina de Nav. Ultramar). Two years later this company was reorganised into ELMA (Empresa Lineas Maritimas Argentinas). During all these changes LIBERTAD continued trading on the same route, from 1963-4 carrying 400 tourist class passengers only.

She was laid up at the end of 1973 and was scrapped in 1975 at Campana, Argentina.

As a footnote to this article I feel that you might like some explanation of her original name. On the 17 October 1945 General Peron (as he then was) was called back from exile to control a mass rally of followers and workers which had threatened to get out of hand. He was nominated as President and hence the date had particular significance for the Peronist regime, firmly in power when the ship was built.

for further information on Dodero Line see next article.

for further information on ELMA see Black Jack No 20 - Autumn 1976

Another point of nostalgia from 30 years ago - what ships would members have also seen in the Docks on 31 October 1950?

Berth		Berth	
1	Brittany 1522g/1933 (British Rlys)	23	Haslemere 756/1925 (BR)
3	Southsea 837/1948 (BR)	29	Shepperton Ferry 2996/1935 (BR)
6	Falaise 3710/1947 (BR)	32-3	17 de Octubre 12653/1950 (Dodero)
7	Floating Crane No 2	35-6	Sutherland
10	Longton, Empire John 479/1943	38-9	Capetown Castle 27002/1938 (UC)
	Empire Aid 479/1944	40	Empire Trooper 14106/1922 (MOT)
11	Ashford 479/1943 (Risdon Beazley)	43-4	Queen Elizabeth 83673/1940 (Cunard)
	Lifeline 769/1944	46	Isle of Sark 2188/1932 (BR)
12	Empire Taw 1499/1921	48	Floating Crane No 1
	Twyford 1136/1945 (R.Beazley)	102	Marpesia
	Crownmoor, Arrowhead	103	Cromarty Firth 538/1937 (G & Blair)
13	Patrona, Poco Cito,	103-4	Pretoria Castle 28705/1948 (UC)
	Mahe (yacht)	105	Washington 29650/1933 (US Lines)
14	HMS Derg (River-class frigate)	109	Charlton Star 8178/1921
	ML's P2220, 2248, 2901 & 2595		Dry Docks:-
15	Hythe 844/1925 (BR)		New Australia 20256/1931 (MOT)
16	Wootton 149/1928 (BR)		Empire Orwell 17362/1936 (MOT)
17	Sandown (ps) 684/1934 (BR)		
18	Lady Alanda, Lamorna (yachts)		and other smaller vessels
	MFV Bien		

D O D E R O L I N E A T S O U T H A M P T O N

The company's activities at Southampton started on 20 August 1947 with the Cordoba which called from Amsterdam, bound for Buenos Aires and which was followed by the Entre Rios which called on 4 September. These were the two ships placed on the service, with a call about every 4-5 weeks. Both were 'Victory' ships, 7,604 gross tons, built by the Bethlehem Company at Baltimore in 1945 and were ex N Y U Victory and Rock Hill Victory respectively. From Buenos Aires to Amsterdam calls were made at Santos, Rio de Janeiro, Las Palmas, Lisbon, Vigo returning from Amsterdam to Hamburg, Southampton, Bilbao, Vigo, Lisbon, Rio and Buenos Aires. Between them they made about twenty calls southbound before the service was phased out.

In 1949 the Dodero Line accepted the first of three twin-screw, turbine-driven passenger-cargo ships which they had ordered for the London(Tilbury), Boulogne, Lisbon, Rio and Buenos Aires service. Of 12, 500 gt, the Presidente Peron could carry 74 first class passengers in single and double staterooms and she also had refrigerated space for some 6000 tons of cargo, mainly meat. The ship arrived at 30 berth, Southampton on 12 July from her builders and after being handed over, sailed from Southampton on her maiden voyage on 20 July to Lisbon, Rio and Buenos Aires.

All three ships came from Vickers Armstrongs Ltd, Barrow, the second ship, Eva Peron commencing her maiden voyage from London on 9 May 1950 and the last, 17 de Octubre also making her maiden voyage from Southampton where she arrived on 22 October 1950 and sailed on 4 November 1950. Capable of 18-19 knots, these ships could make the London-South America voyage in 16 days. The two later ships had passenger accommodation for 96.

Presidente Peron 1955: renamed Argentina 1966: cargo only
 1973: scrapped Campana

Eva Peron 1955: renamed Uruguay 1967: cargo only
 1973: scrapped San Pedro

17 de Octubre 1955: renamed Libertad 1964: converted to carry
 400 tourist class passengers 1975: scrapped Campana

* * * * *

NAUTICAL NOTEBOOK - continued from page 4

The flag of F T Everard was also seen at Dibles Wharf where their vessel Sincerity (1996g 1971) called in early August to discharge a cargo of salt. Other vessels calling at Dibles included Stephenson Clarke's Steyning (1594g 1965) ex Glanton '71, and Stewart Enterprise (492g 1964) ex Carda Queen '75 ex Schleswig Holstein '73 of Samuel Stewart Shipping. Also on the Itchen at Pollock and Brown were the British coasters Mountcrest (770g 1972) ex Anzoras '76 of Cove Shipping of Sark, Wilks Shipping's Wib (500g 1978).

Other vessels in the Docks included the purpose-built log-carrier Grand Felicity (8583g 1974) which called en-route to Colombo to load a deck cargo of second-hand vehicles, and the Panamanian coaster Walvis (399g 1963) ex Ellen Bagge '79 ex Kondi Stoffer '74 ex Villa Andreasen '73.

At the containerport Regine (1599g 1976) of P Dohle on the MacAndrews Spanish service.....the Liberian Cathy (6717g 1971) ex New England Hunter '80 ex Fiery Cross Isle '73..... Finnrose (5466g 1978) returning to her original name of Stena Transporter and replaced on Antlanticargo service by new Finnrose (10800g 1980).....Largs Bay (52562g 1977) ex Nedlloyd Houtman '80 chartered by OCL for 18 months whilst their vessels are being re-engined in Japan.

FOR SALE - Sea Breezes bound Jan 1956 - June 1962, loose July 1962 - April 1963

March 1965 - May 1970, July-Sept 1970, March-June-Aug 1973:

Ships Illustrated April 1966 - Dec 1967: Marine News Sept - Dec 1969,
Jan 1970 - Dec 1974 (except Nov 74) Jan/Feb 1975. Offers: M Smith

Tel: Hamble 3607

nautical notebook

by Dock Head Correspondent

Although shipping in the Docks has been rather quiet this quarter other sections of the Port have seen a few interesting vessels. One of these was the American tanker Council Grove (15254g 1945) owned by International Ocean Transport. She called into Hamble Jetty in late June and although her forward and aft sections were constructed in 1945 her cargo section was added as recently as 1967.

Opposite Hamble, Fawley received a regular supply of VLCCs which included A/S Mosvolds' Moscliff (140509g 1975), Moller's Regina Maersk (143686g 1971), the Liberian World Bermuda (117775g 1974) and Shell's Donovanian (39042g 1966) and Dione (39135g 1976). Gas tankers this quarter included Houlder Bros' Joule (8666g 1965).

The ever increasing collection of gas tankers at Shamrock Quay now includes Kosan Tankers' Signe Tholstrup (391g 1957) and Helle Tholstrup (500g 1963), while another one of their fleet Regitze Tholstrup (300g 1963) made several coastwise trips to Fawley since running aground north of Larne during stormy weather 21.1.80 where she spent several days before being refloated.

The Docks also received a few tankers which recently included the Portuguese Quimico Leixoes (4097g 1977). Owned by Cia Nacional de Nav she loaded a cargo of slurry at 49 berth direct from road vehicles. Just a few berths away lies the Liberian tanker Unicorn Michael (566g 1968) ex Onabi '77 which has been laid up for just over a month. She made several voyages to Eling Wharf prior to laying up.

Following their acquisition by Selco Salvage of Singapore from Norwegian owners the two supply ships/salvage tugs Selco 1 (493g 1975) ex Ibis 5 and Selco 2 (493g 1975) ex Ibis 6 arrived at the Docks in early June for storing.

Cowes Roads had its fair share of shipping which included the Greek bulk-carrier Elias Angelakos (14591g 1959) ex Emma Johanna '76. This vessel has been fitted with hanging decks enabling cars to be carried from Japan to the Continent. Banglar Doot (8885g 1962) ex Vishva Prem owned by the Bangladesh Shipping Corporation called for repairs while the Panamanian SD 14 Silaga (9076g 1972) ex Asian Liner '80 also spent a week at the anchorage following her purchase by Comonave Nav.

Normandy Ferries latest 'animal' Jaguar (1591g 1971) ex Penda '76 ex ASD Meteor '74 ex Holmia '73 arrived on 6 June to supplement their freight services.

The Maritime Co of the Phillipines provided two vessels loading both general cargo and containers - Zamboanga (8971g 1960) and Palawan (8838g 1968) ex Ville de Reims '76.

ELMA's Mendoza (10232g 1977) discharged 200 empty containers at the containerport while their Rio Los Sauces (8558g 1973) and Dr. Atilio Malvagni (9100g 1980) loaded general cargo at the Western Docks. The latter vessel is an SD 14 built under licence and was only launched at Rio Santiago on 19 January.

Vessels discharging bananas during the quarter included Frigo America (3700g 1980) one of a class of six built in Spain for Nav Transmarina, Messageries Maritimes' Aquilon (4413g 1968) and Pointe San Soucci (6506g 1973) of CGM.

One section of the Docks that has been busy is the grain berth where for a change the blue funnelled Dutch Beck coasters have been absent and a good selection of British coasters have been active bringing transshipment grain from Tilbury. The vessels included Hoopride (460g 1957) ex Berend N '74, ex Martenshoek '70, Spring Lass (432g 1966) ex Ordning '74 ex Jo '69, Regents Park (1600g 1972) managed by Turnbull Scott, Firethorn (1041g 1967) of Coe Metcalf Shipping, Rocquaine (985g 1977) of Onesimus Dorey, Solentbrook (1597g 1972) owned by Comben Longstaff who have now been taken over by F T Everard, whose own vessels included Ethel Everard (1599g 1966), Rosemary Everard (1599g 1964), Commodity (582g 1975) and Actuality (698g 1966).

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