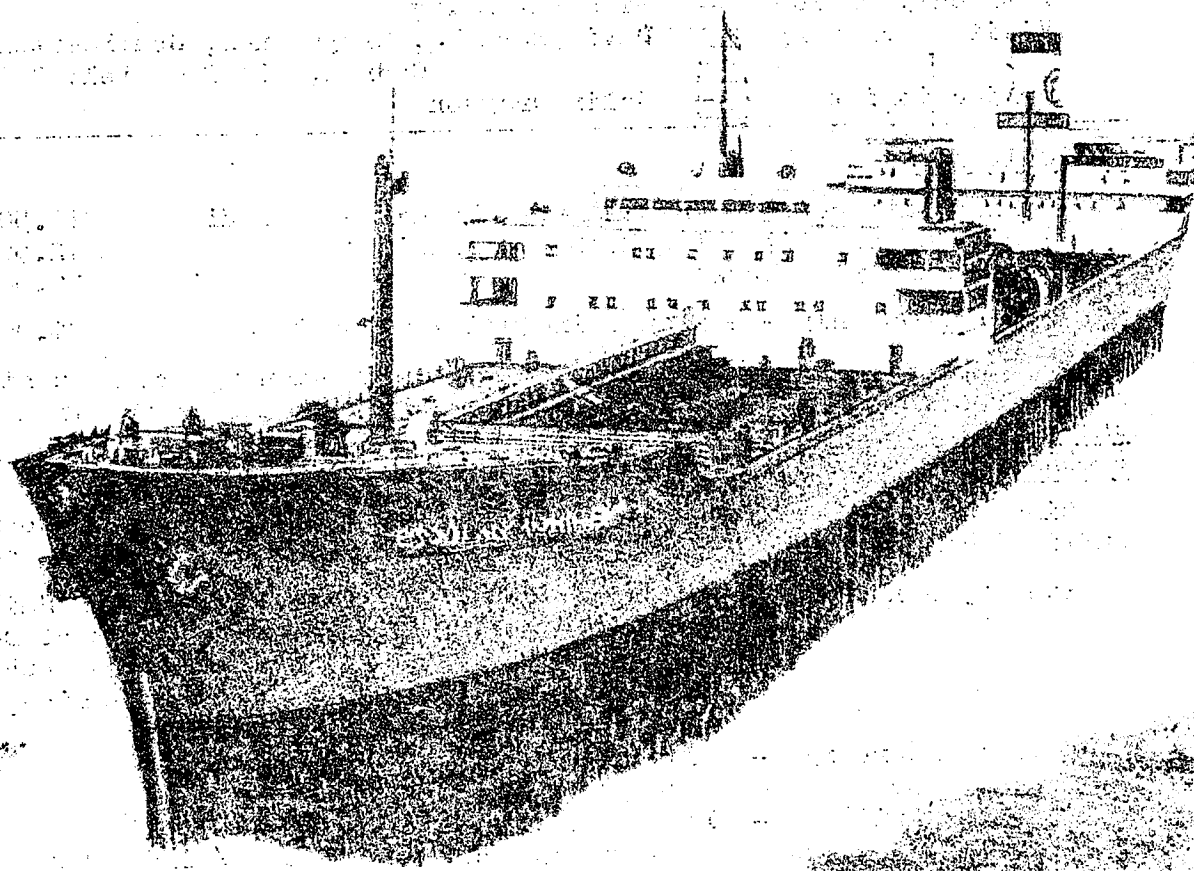
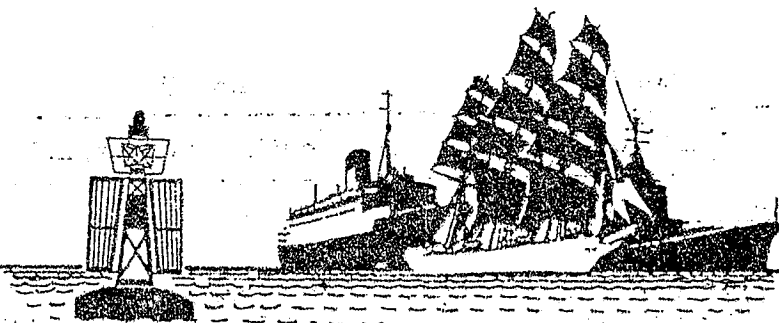


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



BLACK JACK number 37 WINTER 1980/1

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HAPPY
CHRISTMAS
TO ALL

Published Quarterly by the Southampton Branch of the World Ship Society

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Those members whose subscription falls due in January are requested to renew promptly and to make their payment through the Branch Treasurer by cheque please

PROGRAMME OF MEETINGS FOR 1981

Meetings are held on second Tuesday of every month in Lecture Room B, Nuffield Theatre Building, University of Southampton commencing at 7.30pm.

Tues 13 January	Old Southampton films presented by Les Smith "Ocean Terminal" (1951) 27mins; "Port of Destiny" (historical) 34mins; "Port of Achievement" (wartime) 25mins; "Southampton Docks" (c1965) 22mins; "Dock Briefing" (c1969) 10mins.
Tues 10 February	- Collectors Evening and Auction
Tues 10 March	- Members' Mini-talks
Tues 14 April	- "London Pilot" - Captain Norie
Tues 12 May	- U S Navy Surface Fleet - tape/slide show
Tues 9 June	- Return of the Chairman - John Havers with another evening of nostalgia
Tues 14 July	- Annual Branch Slide Competition
Tues 11 August	- Film Evening - details later
Tues 8 September	- Tyneside Branch tape/slide show
Tues 13 October	- Southampton Branch A G M plus supporting programme
Tues 10 November	- "Men, Memories and Memorials" - Mr A Leonard
Tues 8 December	- Quiz - Bill Mitchell with some more of his nautical teasers

WE WISH ALL OUR MEMBERS AND FRIENDS A VERY HAPPY CHRISTMAS AND NEW YEAR

COVER ILLUSTRATION: Esso Lancashire drawing by Eric Law
(see article bottom of page 12)

W H I T E S T A R A N D M E

by John Havers

Following on from the White Star Line booklet published with last quarter's BLACK JACK, our Chairman here puts on record some personal memories of this famous company

I have always found White Star ships a fascinating subject. Leafing through old newspapers in the local Library, I discovered a beautiful photograph of the White Star training ship MERSEY, the house flag clearly visible. She was the last sailing ship in the fleet and was purchased from Nourse in

1908. MERSEY (1829/94) made her first voyage for the company on 20.8.08 from Liverpool to Sydney, with 60 cadets. She was sold to Norway in 1915 and scrapped in 1923.

When stationed in Port Said in the last war, I always hoped the Turks would sail down the GULCEMAL to Egypt. Regretfully they never did. It was a big disappointment as she was the GERMANIC (5008/1875). What a thrill that would have been. She was not scrapped until 1950.

When in Cape Town in the fifties I was delighted to see the whale factory ship PELAGOS. She was originally the ATHENIC (12345/02) and had been sold to Norway in 1928. She was 60 years old when scrapped. Regretfully she did not look like her original self but most of the old hull was there.

IONIC (12352/02) - I visited this ship in the Ocean Dock on 4.9.36 when she was on the joint White Star-Shaw Savill service to New Zealand. She still had White Star colours and was on her last voyage before being sold to Japanese breakers in January 1937. Her public rooms were very simple and I can remember my surprise at seeing button upholstery sofas and seats hard up against the sides of her smoking room. She made 79 round trips to New Zealand. She carried Tourist class only at this stage. That same day I visited the EMPRESS OF BRITAIN (42348/31), which was quite a contrast to the old four-master. Anyway it was the oldest White Star liner I have visited, and on her last voyage, so she nearly got away!

Two Scouters and Guiders cruises were made in the thirties. A relative made one in the CALGARIC (16063/18) ex ORCA 127. She sailed from Southampton on 12.8.33 calling at Rotterdam, Kiel Canal, Gdynia, Zoppot, Memel, Riga, Reval, Helsingfors, Stockholm, Oslo, Oban and arriving at Liverpool on 28 August. The other cruise was made by a friend and WSS member in the ADRIATIC (24679/07) on 29.3.34 from Liverpool to Gibraltar, Villefranche, Malta, Algiers and Lisbon, returning to Liverpool on 15.4.34. Both ships were sold for scrapping after these cruises. How I should have loved a trip in the last of the "Big Four" !

On 6 October 1968 I did travel in a White Star ship. It seems a little late for such an event but our Branch made a trip to Cherbourg by ferry so that we could return by the QUEEN ELIZABETH. The QE was late and did not come alongside. At 10pm we embarked on the INGENIEUR MINARD, the Cunard White Star tender at Cherbourg and had a moonlight trip out to the QE in the outer harbour. This was a splendid bonus for the tender was built at Belfast for the White Star Line in 1911, I suppose quite near the giant OLYMPIC, and had a gross tonnage of 1273. Launched as the NOMADIC she was sold to French owners in 1927. I was delighted to find she still had big white stars on her porthole deadlights on the lower deck. Incidentally we had a conducted tour of the QE at the ungodly hour of 2 AM, which lasted a long time. We docked at 9.15am and I was at work by 10.10am - ouch!

On 9 January 1935 I visited the OLYMPIC (46439/11). The largest triple screw vessel, with four funnels each 81½ feet high. Known aboard as the "Old Reliable" she was a magnificent ship. She burnt 7000 tons of fuel per round voyage. To fully inspect her interior entailed a walk of 9 miles through 11 decks. She carried 2300 passengers in four classes and about 1000 crew.

Compared to the giant splendours of the IMPERATOR and BISMARCK, the OLYMPIC was quietly elegant. White Star called her the "ship magnificent".

In the First Class (all you normally saw) the lounge was not overfurnished and rather like a good club. The reading room was white and beautifully decorated. The writing room had wide curved windows and stately pillars. The smoking-room (used in all TITANIC movies) was made of rich mahogany decorated with mother-of-pearl. All these rooms had fire-places as well. The Verandah Cafe was a typical wickerwork and plant room. The restaurant was somewhat restrained but in walnut and gold. The dining saloon was a beautiful room with short pillars and a low curved but decorated ceiling plus a big dance floor. There was a reception room for evening coffee and adjoining the restaurant was a Parisian Garden Cafe. The Turkish baths were most elaborate but the swimming pool very ordinary indeed. There was a boat deck gymnasium complete with the usual bicycle and rowing machines.

There were some lovely period suites with large wooden beds and plaster and beam ceilings; the Queen Anne, Tudor, Colonial, Empire, Louis XIV, Louis XV, Louis XVI, Italian Renaissance etc. There was a special saloon for maids and valets. There was even an electric bathroom which sounds rather fatal! I only just made this ship in time too; she made her last voyage in March 1935 and was laid up at 108 berth in April. Before she went to Jarrow there was a big sale of her cutlery etc.

On 20 August 1936 I visited the CERAMIC (18495/13) in Liverpool. She had been the last White Star liner on the Australian run and had been with Shaw Savill since 1934. She had just been refitted and was a splendid vessel inside and out. The next day I went to Bidston Dock, Birkenhead for a first look at LAURENTIC (18724/27), which was laid up there. The last coal-fired reciprocating engined Atlantic liner. The loss of CERAMIC in the war was one of the greatest sea disasters. Torpedoed west of the Azores by U 515, there was only 1 survivor - 655 died.

On 18 April 1935 I visited the HOMERIC (34351/22) to see someone off on a cruise. Once again I only just caught this ship because she was laid up off Ryde on 25 September 1935. I saw her at anchor down there on 16 January 1936, from the tender GREETINGS en route to visit EUROPA of Nordd. Lloyd, which anchored close by. HOMERIC had been cruising a lot in 1934, prices for 14 days ranging from 23 guineas for an inside cabin to 90 for an outside with bath etc, up to 200 guineas for the suites. The 21 day, 6200 mile cruises to Turkey etc started at only 32 guineas. The Jubilee Naval Review aroused such interest that arrangements were made for the HOMERIC to make a special cruise for this event. Passengers embarked pm on 15 July 1935 and the ship anchored to watch the Review and the illuminations on the 16th. The ship would then anchor off the Isle of Wight and watch the Fleet, led by HMS NELSON with HM the King on board, proceed to sea on the 17th. HOMERIC followed them down Channel and returned to Southampton on 18 July. Cost between 7 and 30 guineas, with suites between 45 and 83 guineas.

The cruise I saw her off on was to the Riviera, Italy, Sicily, Algiers and Portugal - 16 days from 28 guineas. She had just returned from a 28 day cruise to Egypt and the Holy Land, with a stay in Port Said of 104 hours - 28 days from 48 guineas. White Star called her the "cruising ship of splendour" - they weren't far wrong. She was the largest triple expansion, twin screw liner in the world. Launched at Danzig in 1913, she was not completed until 1922. Her huge 492 seat dining saloon was two decks high, with no amidships pillars to spoil the sense of space. On the same deck was the cinema with 350 seats. A trip round the promenade deck was 900 feet. At the after end of this was the lido, with Laguna Bar, bathing pool, sun bathing area and deck tennis courts. On the Boat Deck was a massive array of public rooms. Facing forward and 176 ft from the bow was the Drawing Room, then proceeding aft was the reading and writing room, Marconi office and radio telephone, the huge lounge, again no pillars, with a pink and cream colouring and wickerwork and leather chairs, then the two long galleries leading to the card room (on either

side of the funnel uptakes) these were also in pink and cream, with lovely oval paintings on the inboard side; these galleries were one of the features of the ship one never forgets. The pictures depicted the four seasons, Age of Gallantry, and views of Italy, Spain and Africa. Aft of the card room was the smoking room and last of all the Verandah Bar. Finally, on the sun deck, was an observation deck forward, open promenades, sunbathing areas, deck quoits, shuffleboards, deck tennis, bull boards and right aft was the gymnasium and masseur. With the huge scale rooms in the HOMERIC and MAJESTIC, White Star always put in the biggest room the largest palms they could find. Their graceful curving branches enhanced the size and grace of the setting. Dignity was the theme. The card room had a marble fireplace with a mirrored mantel. The smoke room had a fireplace with a large huntsman painting above it. There were paintings over each doorway and carved wooden walls, leather sofas etc. Let us not forget that crowning it all were those two large White Star funnels!

On 13 January 1936 I visited MAJESTIC (56599/21), once again just in time because she was laid up at 108 berth in February. She seemed in perfect condition as far as the accommodation went. Certainly not fit for the scrappers. This giant of the Hamburg America Line, like HOMERIC, had taken 8 years from launching to completion. This ship, then the world's largest, was all her name implied.

The huge entrance hall between the Palm Court and the lounge was a sight on its own. Two decks high, a wide gentle staircase leading to a balcony, wrought iron gates led into the lounge with pictures of the King and Queen on either side of the gates. The lounge itself was 26 ft high, with a wrought glass dome of 3600 sq ft. It was full of panelling, paintings, lovely furniture and drapes; full of dignity. Forward of the lounge was the reading and writing room and aft of the main entrance hall was the Palm Court, joined by a short staircase to the a la carte restaurant. Last room on the promenade deck was the card room. The restaurant seated 133 and was an alternative to the Saloon. It was beautifully designed with tall Ionic pillars and had a view through the Palm Court. There were 748 chair positions on the promenade deck. All these rooms were two decks high except the reading room, so on the sun deck above there was just the smoking room above the reading room. The Dining Saloon on D deck seated 678 people. Soaring columns went right round the room, supporting a beautifully decorated dome. With reddish furniture and table lights, cream columns, green railings between the columns on the deck above, where the orchestra played, made this one of the finest rooms I have seen afloat. Perhaps surpassed by the sheer grandeur of the NORMANDIE but much more dignified. This dining saloon was three decks high. The swimming bath was also three decks high, from the bath bottom to the tops of its dozen or more giant fluted pillars. A truly Roman style bath - sheer grandeur and quite breathtaking. MAJESTIC had two regal suites. These were equivalent to two big cabins sharing a lounge and verandah which divided them. These suites had bell communication with two other cabins nearby, no doubt for valets etc. They were also connected to the ship's telephone exchange - apparently special in those days. In addition to the 750 First class, this mammoth crammed in 545 Second and 850 Third class passengers.

On 6 April 1936 the QUEEN MARY arrived in Southampton. On 11 April I boarded the ps SOUTHSEA and sailed round the QM in dock and also past the laid up MAJESTIC; we then followed the STIRLING CASTLE down-river on her maiden voyage.

It was at this time that the western docks were worth a "round the docks" trip. The ships from 101 to 108 berths read as follows:- EMPRESS OF BRITAIN, EUROPA, MONTROSE, ORONTES, STRATHMORE, BENCROUCHAN, BELLEROPHON (9019/06) and MAJESTIC.

On 12 October 1936, down at 108, I saw the MAJESTIC, renamed HMS CALEDONIA, with her funnels shortened so she could get under the Forth Bridge to Rosyth and her masts halved and the top halves on the quayside. On 10 December 1936 I saw her in the graving dock and on 20 December went down to see her leave.

the graving dock and berth port side to quay. Up early on 8 April 1937, to see AQUITANIA pass the pier bound for the graving dock and then HMS CALEDONIA sail from Southampton for the last time. She passed by with blinding clouds of smoke belching from her shortened funnels. She had a sort of fighting top with her name in red and also in gold letters on the aft end of the boat deck. Funnels were dark yellow. She had nets visible and semaphores.

On 1 September 1934 I visited the DORIC (16484/23), a ship destined to give only twelve years of service. She had just returned to Southampton from a scholar's cruise to Madeira, Las Palmas, Casablanca and Lisbon. The fare including excursions for this 13 day cruise was 10 guineas for schoolboys, 12 guineas for girls, 16 guineas for adults! Chauvanism there somewhere.

Never outdone the White Star called DORIC the largest liner making scholar's cruises! They advertised;- "Health, fun, good food, sound sleep, sunshine, games and a tuck shop. The dining saloon has comfortable chairs, snow white napery, spotless cutlery and above all the spaciousness of this huge compartment, all tend to increase the appetite gained up on deck. GAMES. This is the way to work off that surplus energy. Leap frog and mounted tug-of-war cannot be played unless you're young and healthy. It's hard to say who works harder - the mount or the jockey". Dear me!

May, June, July, September and October 1934, saw the DORIC cruising to the Med., Atlantic Isles, Northern capitals and the Fjords. All from about £1 a day. Carrying 600 Cabin class and 1700 Third, her accommodation was unexceptional but pleasant. I enjoyed seeing this type of two funnelled Harland & Wolff; PENNLAND, LAURENTIC etc.

On 19^{ship} April 1935 I visited the BRITANNIC (26943/30) - she had just been transferred from the Liverpool - Belfast - Glasgow - New York run to London - Southampton - New York. She was the first of the motorships, designed to save fuel costs. Her public rooms were in the classical style and her restaurant was an elegant Louis XIV style. In 1943 I had the privilege of a voyage in this ship from Suez to Liverpool via Port Said, Augusta and Algiers. It was a thirsty journey because troopships had gone dry due to the possibility of carrying American troops and withdrawal symptoms had set in by the time we saw Wallasey Town Hall. What was worse we stared at it for two days awaiting a berth on the stage. I shall always remember the ship astern in the convoy. Always very close giving a wonderful view and pitching up and down in a most satisfying manner. It was the US Army trooper FRANCES Y SLANGER, better known as the SATURNIA (24346/27), which had just sailed to join the Allies after the Italian capitulation. A most exciting convoy 'partner'.

On 1 May 1935 I visited the GEORGIC (27759/32). This was Britain's second pioneer Cabin class ship for the Atlantic. GEORGIC's interior was quite different to her sister and was in a modernistic theme. The rounded bridge front of GEORGIC permitted the inclusion of a palm court, which also acted as an observation room.

Whereas the smoking room in BRITANNIC was in Tudor style, in GEORGIC it was panelled in strips of black and red lacquer, in horizontal layers, interspaced with grey, like steel plating. Both ships had a 90 ft long gallery leading to the lounge. In BRITANNIC the lounge was like an 18th century room with mirrors let into the walls. In GEORGIC the lounge had a large dome with indirect lighting and pillars. BRITANNIC had splendid card room, like an old manor house might have, with fireplace, heraldic decoration and tapestries, all under an oak beamed ceiling.

On 13 July 1941 I was in Suez looking after troopers and had that day embarked in GEORGIC some civilians and some stretcher cases. The troops were to embark on the 14th. That night there was the usual air raid and the GEORGIC was hit by two bombs. If I remember correctly one went down a lift shaft. The vessel caught fire and the 'blowers' picked up all the smoke and 'fogged out' the interior of the ship making things look worse than ever. Lying near to the GEORGIC was a battleship advertising herself as ANSON and made to look very like her except for her ram bow. She was in fact the old target battleship CENTURION built in 1911. She had no shots to fire, so wasn't much help in the air raid, but may well have been a target. However she survived but GEORGIC

became unmanageable, collided with HMS GLENEARN and grounded on the reef of Falhar Kabireh, in the centre of Suez Bay. There she burnt for a week. The Western Desert was the only front we had on land with the Wehrmacht and a modern German tank had been captured intact. The Prime Minister wanted it sent urgently to the UK for examination. On the day before the bombing this tank had been loaded on the boat deck by the Army using the Suez floating sheerlegs, Not the easiest of jobs. Now they had the far more hazardous job of getting it off a blazing trooper before the fire destroyed it. Three officers and three men of the RES managed it, despite fire, smoke, heat and the ship's list. They were all awarded the George Medal.

It was touch and go whether GEORGIC would be salvaged and generally it was decided to leave her. However one of our officers was determined to salvage her and persuaded the top brass that it was feasible. On 15 September the Navy spared the salvage ship CONFEDERATE. GEORGIC's bow was repaired and the anchor raised. Minesweeping had to take place all night so divers could work in daylight. On 9 October pumps were started in the stern and by 27 October the ship was level and towed off the reef. The port side was repaired by a concrete box 50 ft long. On 29 December she was towed away to India. On 20 January 1943 she left Bombay for home and I remember the excitement when she sent us a signal saying she was doing 15 knots under her own power. I saw her several times after that and her hull still had twisted steel plates, visible evidence of her ordeal at Suez. She did some emigrant runs to Australia in the early fifties and I saw her pass my ship in the Red Sea, re-visiting the scene of her famous tow.

In September 1936 I saw LAURENTIC in Southampton to embark troops for Palestine and luckily saw her sail. Military bands played out seven troopers that month; DORSETSHIRE, NEVISA, NALDERA, NEURALIA, VANDYCK and CALIFORNIA were the other six. Blue Funnel's PROTOSILAUS and EURYADES took the stores.

On 30 December 1936 I went to the docks to see LAURENTIC again. This time she was disembarking wounded men into an Army Hospital train with red crosses on the carriages. Black coal smoke was pouring out of LAURENTIC's funnels. I tried to get a permit to visit her when she moved to 108 berth but she was laid up and no visits was the rule. On 21 December 1937 she was still there but had MONTCALM alongside her. She moved to Falmouth in April 1938.

Before and during the last war I visited the Bernstein Red Star liner PENNLAND which sailed as PITTSBURG for White Star in 1922; also WESTERLAND which sailed in White Star colours in 1925 as REGINA.

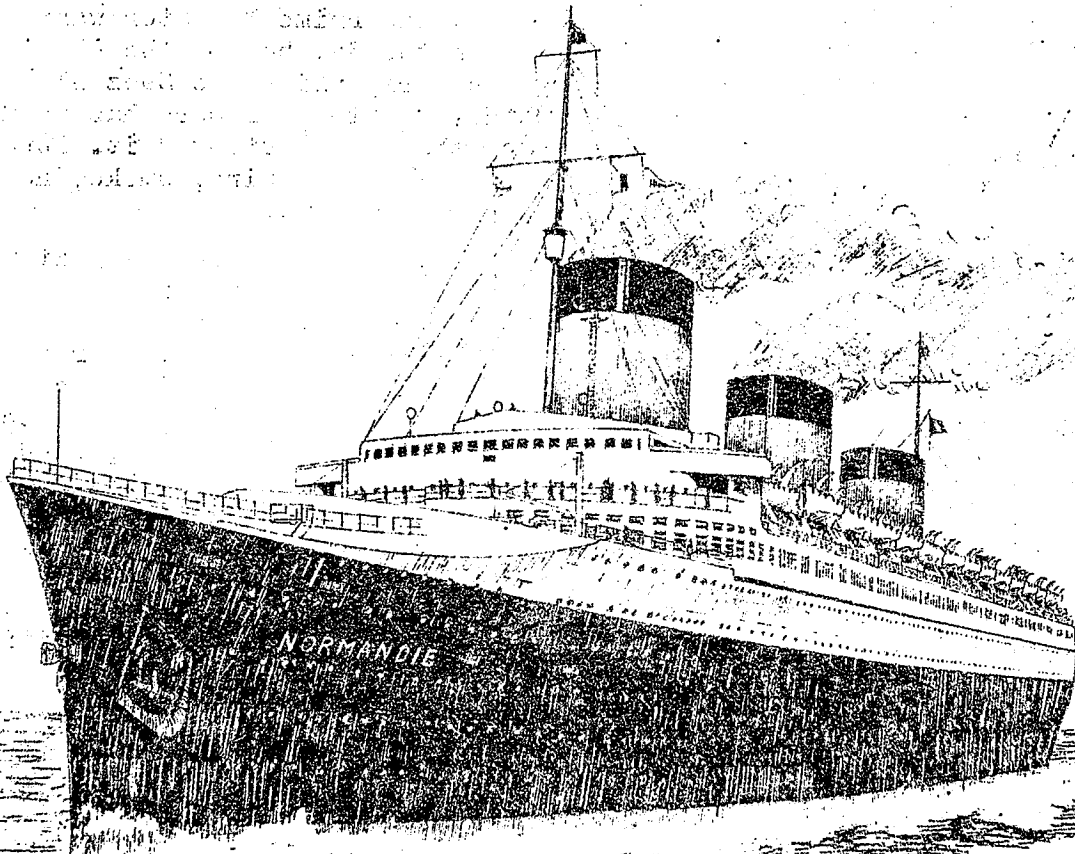
Not long ago I met an old crew member of the ALBERTIC (18940/19), who sailed in her when she was Royal Mail's OHIO. He told me they used to call her the O. H. TEN!

It is appropriate to finish with my last White Star experience which I expect many readers of this shared; this was Jacques Cousteau's dive on the sunken giant BRITANNIC (48158/15). The cameras followed the line of the enclosed promenade, familiar only in old photographs and then went down the main staircase which was reduced to two thin rusty strips of metal. Finally the divers entering the mine made hole in her side and bringing out a lump of coal. Quite fascinating, especially for the nurse he took with him in his submersible, to return her to the ship she had been in, on that fateful day in November 1916.

* * * * *

Since completing this article, BBC Nationwide interviewed a diver who showed artifacts and a brass propeller nut recovered from the wreck of OCEANIC (17272/99) on Foula Island.

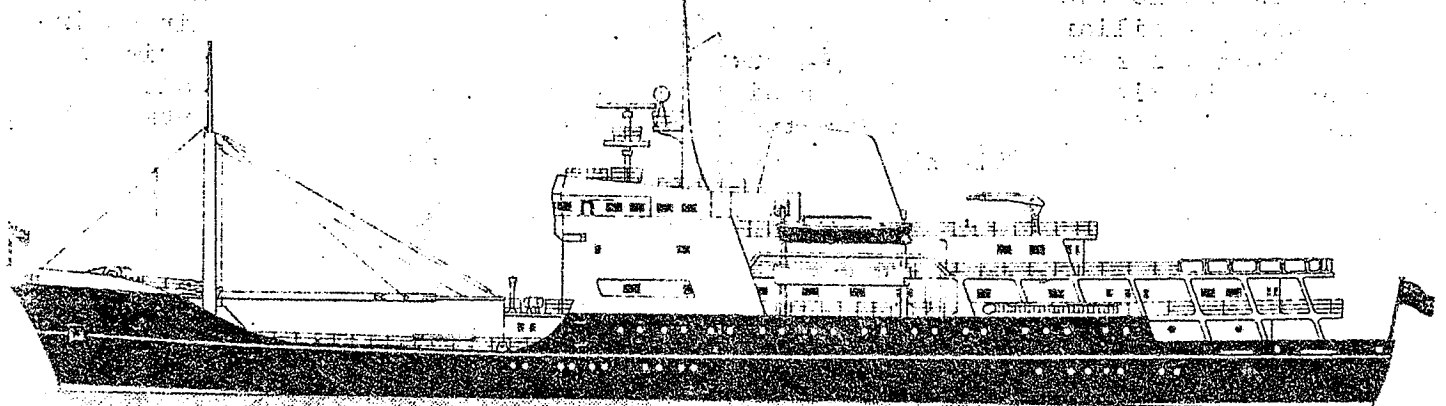
And the White Star story goes on with a new film about raising the TITANIC in which the model cost more than the original ship!



above: NORMANDIE
drawing by Nigel V Robinson

below: drawing of new Trinity House
tender being built by Robb-
Caledon at Leith and due for
delivery in November 1981

REPLACEMENT FOR
MV PATRICIA



THE NORMANDIE STORY

The largest and one of the most magnificent ships ever built and owned by the French nation, the Normandie's life was extremely short.

Launched on 29 October 1932 and completed in 1935, her active life lasted but five years and by 1943 her splendour was but a memory.

Originally intended to be named President Paul Doumer, the keel was laid down by Chantier et Ateliers de St Nazaire-Penhoet on 26 January 1931. The launching took place in the following year and fitting out took nearly three years, her maiden voyage commencing from Havre on 29 May 1935. She anchored off Mother Bank, Ryde that night where she was tendered and sailed in the early hours for New York.

Built to carry 1,950 passengers and 1,345 crew, she was the first ship to exceed 1,000 ft in length. Actual measurements were 1,029.4 ft oa, 981.4 ft bp and a breadth of 57.6 ft giving final tonnages of 83,423 gross, 36,985 net and a displacement of approximately 68,500 tons.

The hull, built on the entirely revolutionary Yourkevitch principle was evolved by long tank experiments. It contained no parallel section and the run started amidships. A tremendous flare forward necessitated a special platform being provided for anchoring purposes. She had a semi-turtle deck forecastle with a breakwater to throw the seas away from the bridge front. The deck was reinforced to stand the pounding of heavy seas and was devoid of any impedimenta such as capstans, etc. The Normandie had three huge funnels but only the two forward were uptakes. Turbo-electric machinery by Soc. Gen. Const. Elec & Mec. Als Thom, Belfort provided propulsion. There were four motors geared to quadruple screws each driven by current from four Zoelly turbo-alternators and generated by twenty-nine water tube boilers. The total shaft horsepower was 160,000, giving a speed of 30 knots.

Accommodation was provided in three classes - 848 in First, 670 Tourist and 454 Third. A magnificent ship she was indeed, the pride of the French Line (C.G.T.).

The Normandie immediately gained the Blue Riband and statistics of record voyages were:

		d	hr	min	- averaging knots
First westbound.	Southampton/New York	4	11	33	29.68
	Bishops Rock/Ambrose LV	4	3	2	29.68
First eastbound:	Ambrose LV/Plymouth	4	8	45	30.31
	Ambrose LV/Bishops Rock	4	3	25	30.31
East/West voyages:	1935 Beat record of Rex	4	3	14	28.22
	1936 Lost record to Queen Mary	4	0	27	29.03
	1937 Beat record of Queen Mary	3	23	2	29.46
	1938 Lost record to Queen Mary	3	21	48	29.85
West/East voyages:	1935 Beat record of Bremen	4	3	28	28.15
	1936 Lost record to Queen Mary	3	23	57	29.18
	1937 Beat record of Queen Mary	3	22	7	29.75
	1938 Lost record to Queen Mary	3	20	42	30.21

A few days before war broke out in Europe the Normandie was laid up at New York and was taken over by the United States Maritime Commission on 12 December 1941. Twelve days later she came under control of the US Navy as USS Lafayette (AP 53) and work was immediately started to transform her into a troopship to carry 10,000 men. This was at the French Line Pier (No 88, Hudson River) but just prior to the completion of the work, fire broke out on 9 February 1942 in the lounge where 1,000 bales of life preservers were stowed. Investigations indicated that the fire started when a workman's torch ignited a bale.

The New York City Fire Department took charge of operations but the debris on her decks clogged the scuppers and drains and the ship gradually took a list. At 02.45 10 February the Lafayette completely capsized.

When salvage operations were started between February and May 1942 the funnels and superstructure, weighing about 5,000 tons were cut away. Forty-five 10-inch salvage pumps had to be placed in various positions in the ship and suction and discharge pumping had to be connected to every pump. Seventy-three divers were

SCRAPBOOK FOR 1886 by W.H. Mitchell
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Southampton - nearly a century ago. Already an important port with world-wide links. A town of 60,000 people in six parishes. There was All Saints parish with 11,055 souls (of which 57 were in the Ordnance Survey Office), Holy Rood parish with 1,507; St Michael's 1,943; St Johns 613 and the tything of Portswood with 7,062. By far the largest was that of St Marys with 37,558 and that number included 13 persons in the drill-ship HMS Trincomalee, lying off the Town Pier and used as a training-ship for the Royal Naval Reserve.

The population lived around its work for, generally, the workman of the day had little choice other than to walk to his place of employment. The penny-farthing bicycles which had come into vogue about 1880 were costly. And so were horses. True, the railways were continually expanding and the South-Western had its terminus at the Docks whilst the West Station catered for trains westwards. The horse-drawn tramway ran two lines - from the Itchen Floating Bridge to Portswood and the Shirley line to and from the Terminus station.

The main work of the town was in shipping. Along Canute Road were the shipping offices - Royal Mail Steam Packet Company and Southampton & Isle of Wight Company - Escombe Brothers, shipbrokers, mingled with the lodging houses in Queens Terrace and the offices of Sandell Brothers were at the end of the High Street. The shipbuilders of the day were along the shores of the Itchen and along the town side of the River Test. The bigger yards were on the Itchen. Oswald, Mordaunt & Company had their yard at Woolston - a suburb of the town - Alfred Payne & Sons and Fay, Goodman & Company both built yachts at Millstone Point and Day, Summers & Company were at Princes Street. They, in fact, only a year before, had completed the Allemania of 2,500 gt for the Hamburg America Line. And along from West Quay, from Westgate Street to Simnel Street, were Edwin Moon and

THE NORMANDIE STORY (continued)

used clearing debris, dunnage and stores blocking the passageways, whilst 356 air ports, submerged an average of 60 ft below the surface and in 8 to 10 feet of mud had to be patched and braced with reinforced concrete to withstand the pressure which was to be exerted when pumping commenced. Staging that had been hanging on the side of the ship when she capsized was, in many cases, protruding at sharp angles through the ports. In some cases, mud, to a depth of 30 feet, had been squeezed in. Operators were further hampered by the emptying of sewage pipes near the pier which caused gases as the water was pumped from the hull. Because of the murky water all underwater operations were carried out in total darkness and divers worked by sense of touch alone. In the method adopted for the salvaging of the ship the relationship between the centre of gravity of the ship, including contained water, and the centre of buoyancy of the submerged hull had to be controlled to produce the required righting moment. The ship was subdivided into fourteen main watertight compartments.

In August 1943 she was afloat at high tide, with the main deck above water level. The salvage operations were finished in October at a total cost of five million dollars and on 3 November 1943 she was towed down the Hudson River to a drydock where her bottom was scraped and painted.

On 11 January 1944 she was towed across the bay to the Todd Shipbuilding Corporation where she was to be converted for the use of the United States Navy as a troopship at a cost of some twenty million dollars, the work to take about nine months.

However, it was thought that the war would be over before she could be used and the scheme was abandoned. Instead, she was struck from the Navy list in October 1945 and offered for sale to be broken up. A year later, in December 1946, the giant hulk was towed to Lipsett Industries, Port Newark NJ and scrapped.

SCRAPBOOK FOR 1886 continued:

Stockham & Pickett - boatbuilders, Haddon & Beavis - who kept manure stores and a steam toy factory owned by George Locke & Son. Further along the river shore at Millbrook were the Vulcan Ironworks.

The news was conveyed to the population via four newspapers, the Hampshire Advertiser and Hants Independent which both came out on Wednesdays and Saturdays and the Southampton Times & Hampshire Express and the Southampton Observer which printed each Saturday. But news must have spread quickly for public houses abounded in the town. In French Street alone there were five public houses and six beer retailers. This seemingly busy thoroughfare must have swarmed with people for there were also many shops and well as the Theatre and adjoining this, a Music Hall. There was also a Music Hall Above Bar, the Prince of Wales Royal Theatre in Ogle Road - opened three years previous and accommodating 1,400 persons - and the Royal Victoria Assembly Rooms at the bottom of Portland Terrace, "elegantly fitted up".

Steamships were now adding considerably to the importance of Southampton as a port and passengers moved through the town to embark in the regular services for the Mediterranean, the Peninsula (Spain and Portugal), Brazil, the River Plate, the West Indies, Dutch East Indies, Australia, the Pacific, New York and Bremen. Coastwise there were connections to the Isle of Wight, the Channel Islands, the Clyde, Dublin, Falmouth, London, Plymouth, St Malo, Cherbourg and Havre. Trade was particularly good with the Baltic, America, Portugal and to the Channel Islands with cattle. A new uniform buoyage system had been introduced at Southampton a year previous and new buoys had been placed.

The major shipping company of the port was the Royal Mail Steam Packet Company Ltd., which had gathered its first fleet of paddle steamers at Southampton in 1841 to begin the services to the West Indies and South America that were to continue for a century or more. The company was under contract with Her Majesty's Government for the conveyance of mails for the West Indies, Mexico, Central America, Panama, the Pacific, the Brazils and the River Plate. Steamships were appointed by Her Majesty's Government to leave Southampton at 2 pm on alternate Thursdays for the West Indies, South Pacific, Central America, Mexican-Pacific and North-Pacific ports and on the 9th of each month for Lisbon, Pernambuco, Bahia, Rio de Janeiro, Montevideo and Buenos Ayres. On the 24th of every month there was a sailing to Lisbon, St Vincent, Pernambuco, Maceio, Bahia, Rio de Janeiro, Montevideo and Buenos Ayres whilst another service started from London on the 3rd and from Southampton on the 5th with ship letters to Trinidad and cargo for Grenada, Trinidad, Carupano, La Guaira, Porto Cabello, Ciudad Bolivar, Savanilla, Carthageña, Colon, Limon and Greytown (San Juan) in Nicaragua.

By 1886 the RMSP ships were over the 4,000 gt mark in measurement tonnage, the Orinoco of that year measuring 4,581 gross. Royal Mail had adopted the screw in 1863 with the clipper-bow Douro and Rhone, 310 feet and carrying 250 First, 30 Second and 30 Third class passengers. The Elbe, Tagus and Moselle, 3,140gt, iron hull and brigantine-rigged came in the 1870s and the Don and Para, 387 ft and just over 4,000 tons. The Orinoco, 409 ft, was the last Royal Mail ship to cross yards and have a flush deck. Although the old clipper bow was retained, she was the first Royal Mail ship to be built of steel, to have triple expansion engines and electric light. These were the Royal Mail ships of the day using the docks.

The docks could then be said to be situated at the mouth of the River Itchen. They comprised an open dock of 16 acres with a depth of 18 feet at low water spring tides and a close dock of 10 acres. There were also four dry docks - Nos 1-4 the lengths of which, gate to head, were 400 ft, 201 ft, 523 ft and 478 ft respectively. The first three led from the open dock.

To South Africa sailed the Union Line which a ship leaving every alternate Thursday for Cape Town, Mossel Bay, Algoa Bay, East London and Natal with calls at Plymouth and Madeira. With a thirty-year connection at Southampton

SCRAPBOOK FOR 1886 continued:

the company had built its ships up to the 4,700 ton mark and there was the Moor, 3,700 gt, the Nubian, built by C Mitchell & Co., Newcastle in 1876 and purchased on the stocks, the 3-deck Mexican, 4,700 gt of 1883, the Tartar 4,400 gt by Aitken & Mansell, the Pretoria 1877 and German 1878, 3,000 gt built for the mail service Southampton-Cape Town in 19 days, by Denny and the iron-hulled Trojan of 1880.

The London & South Western Company had many cross-Channel links - Havre and Honfleur on Monday, Wednesday and Friday each week, sailing at 11.45 pm; St Malo direct on the same days; to Cherbourg Tuesdays, Thursdays and Saturdays at 10 pm and to Guernsey and Jersey every night except Saturday and Sunday, at 11.45 pm. In addition, a Jersey-direct ship left at 8.30 pm. For these services the company had quite a fleet and ships for Havre were the iron screw Griffin which had been purchased in 1865, the paddler Southampton (1860), Brittany 678 gt of 1864, the St Malo (1865) 318 gt, Diana 1877, iron and single screw and Honfleur of 1873. To Cherbourg went the Ella and Hilda (1851-2), 850 gt and Laura of 1885 (641 gt) whilst the South Western of 1874 and built at Blackwall, went to St Malo. The offices of the company were in Canute Road, the Engineering office in Belyvidere Road.

Foreign-flag services were from the Netherlands and Germany. The first linked Amsterdam with the Dutch East Indies, a steamer of the Nederland Stoom Maats., sailing every ten days from Niewediep and calling at Southampton. The Nederland Company was founded in 1870 when they ordered their first four ships and they began calling in 1871. By 1879 the service was regular and fortnightly, then reducing to ten days.

Earlier, in 1859, Norddeutscher Lloyd ships began calling, each Tuesday and Thursday carrying British mails to New York. In 1881 the Elbe established a new record from Southampton to New York in 8 days and this success was followed with four slightly larger ships of 5,100 gt - Werra, Fulda, Eider and Ems. In 1886, the new Aller, Trave and Saale, 5,400 gt all called on their maiden voyages.

From the Town Quay sailed the coastal liners. Every Monday and Thursday at noon ships of the Clyde Shipping Company sailed to Plymouth, Belfast, Greenock, Glasgow and Waterford. The service had started in 1868. All ships of the fleet were named after lighthouses, a practice started in 1860 and ships of the day included Ballycotton 844gt, Cumbrae 916 gt, Toward 936 gt and the new Eddystone 1,003 gt which came from W.B. Thompson's Dundee yard in 1886. Connections to Ireland were made by ships of the City of Cork SP Co every Monday to Cork and the British & Irish SP Co., Mondays and Thursdays at 2 pm to Portsmouth, Plymouth, Falmouth and Dublin and for London every Tuesday and Saturday morning. Opposite the Town Quay were the Corn Exchange buildings and several adjacent corn stores whilst eastwards was the Sun Bar, Platform Tavern, the Clyde Shipping Company offices, the Temperance Hotel (Platform House) and Shepard Bros., shipping agents.

Southampton - a century ago - growing fast and destined to become one of the major ports of the world.

The ESSO LANCASHIRE

The front cover drawing by Eric Law is of the Esso Lancashire, one of four 'County'-class tankers built for Esso in 1961-62. She came from Kockums yard at Malmo, Sweden in October 1962. These four ships (the other three were Esso Pembrokeshire, Esso Hampshire and Esso Warwickshire) were of 49,000 gt on measurements of 861 ft oa 820 ft bp x 113 ft breadth. The deadweight tonnage was 85,000 and two steam turbines developing 265000 shp gave 17 knots.

The Esso Lancashire was sold to John S. Latsis in 1975 and raised the Greek flag as Petrola XXVIII (later Petrola 28). She was laid up in the Piraeus district on 22 May 1975 until 14 January 1977 when she was sold for breaking up and was towed to Barcelona, arriving on 25 January.

FURTHER NOTES FROM POOLE

by Robin Hume

From the big ships of Southampton, perhaps it is time for another short and highly untechnical report of the small fry of Poole and to relate that on a recent morning visit there was certainly no shortage of activity.

In addition to the usual large fleet of yachts and cabin cruisers of British, Dutch, French, Belgian, German and Panamanian registry and the assortment of fishing boats and launches, some open, some enclosed, plus the Poole waterbus waiting to set off for Brownsea Island the so called five Dorset lakes and the 1½ hour cruise up river to Wareham, the German coaster KAAGSBURG of Itzehoe (486g 1963) ex Margret Catherina was unloading grain at the elevator on the Town Quay and sporting a garish funnel of yellow, red and blue with a shower of white stars and a large slim 'V'.

Over in the docks KENRIX of Hull (635g 1960) was unloading steel from Ijmuiden after one of her longer runs - 27 hours instead of the usual 16 hours to the Medway or slightly more to such East Coast ports as Kings Lynn. She calls on average once a month, as does JEMRIX (800g 1965), motors at rather more than 10 knots and carries a crew of 6.

Next in line, her blue hull contrasting with the green of KENRIX was ANHO (466g 1952) ex Jens Bracke, ex Johanna Katy of Lübeck with a house flag bearing a coat of arms and the word Poseidon; she appears to be owned by Johannes Hage & Sons. A grab crane was unloading grain direct into lorries; on completion of the operation she was to sail light to Par to load china clay. At the oil jetty was the small coaster UNI (350g 1963) owned by Rossmiddle Shipping of Singapore.

Up harbour towards the lift bridge SAND LARK of South Coast Shipping was unloading gravel to the Wessex Aggregates wharf and further up still at Railway Wharf Bowker and King's tanker BERKELEY (730g 1969) was just making fast, shortly to be followed in by one of Truckline's ferries on the midday arrival from Cherbourg at the ro-ro terminal. These two ships (COUTANCES and PURBECK) look remarkably large in the comparatively restricted channel from the harbour entrance and are in fact 2786 gross tons on measurements of 360 ft x 57 ft 4 ins.

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A BRIGHT FUTURE FOR POOLE

Poole which has seen a huge growth in its trade in the seventies is now set fair for a new era of expansion in the eighties.

The value of foreign trade through the port in 1968 was £3.5 million, which rose to £818 million in 1979. At the same time the port moved from 61st place to 20th in the league table of UK ports.

Much of this growth can of course be attributed to the Cherbourg service of Truckline Ferries which began operations in 1973 and in that year moved 4750 freight units - last year 47124 freight units and 52667 production cars were carried.

Now Poole is set to expand again, the Harbour Commissioners having announced an £8 million scheme to reclaim 35 acres of land from the sea. This will be used to enlarge the ro-ro terminal (built 1972-3) and for other commercial use.

In addition there is the prospect of the port becoming a base for supply ships connected with oil exploration in the Channel. It already has had some experience (for British Gas) in this field.

THE CUNARD S-S CO. LTD

FLEET LIST

Passenger ships: Year tons Builder and details

- 1) Queen Elizabeth 2 1969 67,140g Upper Clyde SB Ltd. 4 steam turbines, twin screws, 28½ knots.
- 2) Cunard Countess 1974-6 17,495 Burmeister & Wain, Copenhagen but completed by Industrie Nav Meccaniche, Spezia. Oil engines, twin screw, 21½ knots.
- 2) Cunard Princess 1974-6 17,495 as above. Launched as Cunard Conquest.

Cargo ships:

'A'-class General cargo carriers, refrigerated space. Oil engines, 23 knots.
All by Smiths Dock Co., Middlesbrough.

Alaunia 1973 6680/4938 ex Cardiff Clipper '76
Alsatia 1972 ex Edinburgh Clipper '76
Andania 1972 ex Glasgow Clipper '76

'C'-class General cargo carriers, refrigerated space. Oil engines, 20 knots.
Built by Nylands, Oslo.

Carinthia 1973 9740/7330 ex Cantaloup '76
Carmania 1972 ex Orange '76

'S'-class General cargo carriers, refrigerated space. Oil engines, 23½ knots.
All by Aalborg Vaerft, Denmark.

Samaria 1973 12059/8577 ex Chrysantema '76
Saxonia 1972 ex Gladiola '76
Scythia 1972 ex Iris Queen '76
Servia 1972 ex Orchidea '76

General cargo carriers, some refrigerated space. Oil engines, 17 knots.
Both by Harland & Wolff Ltd., Belfast.

Masirah 1961 10478/8297 ex Port Alfred '75
Matangi 1961 ex Port St Lawrence '75

General cargo carrier. Oil engines, 15 knots.

Markhor 1963 9120/6178 Alex Stephen, Glasgow.

Container - ro-ro ships operating in the Atlantic Container Line. Steam turbine, twin screws. Both by Swan Hunter, Newcastle.

Atlantic Causeway 14,946
1969

Atlantic Conveyor 14,946
1970

Tankships Oil engines, 14¾ knots

Lumiere 1972 14,925 Eriksberg, Gothenburg. 25,000 tdw
Luminetta 1972 14,925 Eriksberg, Gothenburg. 25,000 tdw

Oil engines, 15½ knots

Lucerna 1975 23,726 Davie SB Co., Lauzon. 40,000 tdw

Note: 1) Owned by Cunard Line Ltd; 2) Owned by Cunard Gruise, Ships Ltd; remainder managed by Cunard Shipping Services Ltd.

nautical notebook

by Dock Head Correspondent

Once again shipping during the last quarter was extremely quiet and with the car trade in recession Southampton only saw two new ro-ro ships. They were Nissan's Oppama Maru (17376g 1980) with Datsuns and Jarama (1600g 1980) owned by Transal Naviera of Spain with Renaults.

On the car-export side Ace Shippings Trotter (10895g 1960) ex Hual Trotter '80 ex Hoegh Trotter '77 ex Hoegh Transit '72 ex Arawa '71 ex Arlanza '69 loaded cars for the USA.

Cowes Roads saw the Greek tanker Swan Lake (20433g 1961) ex Calados '76. ex Svenord '72 ex Passy '71 spend several weeks at anchor awaiting orders during September. The West German Parnass (937g 1977) owned by H Koppleman called at Cowes Roads for repairs, while more recently the Arab Maritime Petroleum Company of Libya's Ajabaya (163173g 1977) called to take bunkers. Following her acquisition from French owners, the Salen Reefer vessel Juniper (4410g 1969) called for storing. She was a regular caller at Southampton as the Marsouin.

Tugs using the port included Titan (245g 1956) owned by N V Bureau Wijsmuller, Orinoco (700g 1964) owned by Smit International (Singapore) and Ardncil (300g 1953) ex Gruiser '69 owned by Carmet Tugs.

Bon Venture (449g 1965) ex Decca Mariner '80 ex Lady Laura '74 owned by Aventuris SA of Panama made several calls while attempting to raise the wreck of the Norwegian grain vessel Germa Geisha (2499g 1979) by a new method using liquid nitrogen to fill the sunken ship until it floats to the surface. Unfortunately the project ran out of funds and the attempt was postponed.

The French Abeille 30 (499g 1944) ex Abeille No 10 '72 ex Margaret Muller '51 ex LT538 owned by Les Abeilles Compagnie de Remorguages International called to tow Leon (3245g 1952) ex Box Hill '60 ex Leon '59 to shipbreakers during mid-September.

Fruit vessels included the Dutch Atlantic (1592g 1979) of Seatrado Groningen B V, Frigo Europe (3700g 1980) owned by Transmarina of Spain and the Belgian Pocahontas (7038g 1980) owned by Ahlers N.V.

Passenger ships are a rarity today but in September the Russian cruise ship Antonina Nezhdanova (3823g 1978) called with about 400 transit passengers aboard.

Calls at Fawley were made by the VLCC Amica (162030g 1975) owned by C H Sorensen & Son of Norway, Torill Knudsen (141873g 1973) also Norwegian owned by Knut Knutsen, Mobil Producer (18258g 1974) owned by Brilliant Transport Corp of Liberia, Shell's Limatula (160423g 1974) and Leonidas (26716g 1966) which was under the Greek flag. LPG tankers included the Russian Bold Uri (9060g 1976) originally launched as Robin Transoceanic II for Greek interests, Palva (11136g 1964) flying the Finnish flag and the Norwegian Heros (9069g 1978) of Helge H Myhre and Hardanger (6823g 1972) of Westfal-Larsen.

The RCT berths at Marchwood were visited by the British-India freighter Bacchus (4823g 1962) which is on long term charter to the MoD and the Danish freighter Pep Star (499g 1977) owned by Pep Nautica A/S. Another of their fleet Pep Atlantic (1599g 1976) ex Alice Steen '80 used 101 berth to load the floating pontoons which had been used for the Boat Show over the

years and will be used for a yacht marina in the Virgin Isles.

At Ranks Flour Mill grain vessels included Denholm's Mary Anderson (1599g 1976) and Mcidart (1599g 1972), Coc-Metcalf's Quickthorn (1598g 1967), Onesimus Dorey's Rocquaine (985g 1977) and London and Rochester's Ambience (380g 1969), which was towed in by Eminence (990g 1969).

An unusual cargo being shipped out from the Eastern Docks in October included 400 head of cattle and 60 tons of hay for Algeria aboard the Dutch livestock carrier Jersey Express (489g 1957) ex Beijerland '72 owned by Vroon B V. Scancarrier's Boogabilla (22324g 1978) discharged in record time a cargo of railway sleepers, while also in the Eastern Docks the Liberian registered Grand Faith (9101g 1980) loaded a cargo of second-hand vehicles for Colombo. Owned by Grand Kingdom Inc., she was an SD14 built at Sunderland. The small West German coaster Hanseat (379g 1950) discharged dredging equipment and in the Western Docks the Finnish coaster Basto (498g 1968) ex Frio Trader '73 loaded irrigation equipment for South America. She is owned by Gustaf Erikson of Mariehamn. The Western Docks also received two calls from the West German Herman Wosch (1757g 1971), owned by Jonny Wosch, during September.

Southampton's containerport saw for the first time Hapag-Lloyd's Alemania Express (27939g 1978), Bennattow (28362g 1980) (ex Zoelandia '80 of Koninklijke Nederlandsche Stroom Maats and CGM's Fort Fleur d'Epée (32670g 1980) which called on Trio Lines service while their own ships are being re-engined. The small feeder Rosite Maria (999g 1977) is making regular calls while at 201 links span Stena Line's Nordic Ferry (5466g 1978) ex Merzario Hispania '80 made two calls loading military equipment. Other vessels included Sloman Neptune's Sloman Runner (999g 1979) which discharged a mobile crane and L Johansson's Saudi Express (8708g 1978) ex Bandar Abbas Express '80 which now replaces their Finneagle (8708g 1979) which was severely damaged by fire off the Orkney Islands.

The common user berths were also used by the small British coaster Violet Mitchell (385g 1957) ex Aspera '71 of H R Mitchell and the Dutch coaster Egerda (399g 1980).

Dry-dockings during the last quarter included Townsend-Thorsen's new super-ferry Herald of Free Enterprise (7500g 1980) and their freight vessel European Trader (3500g 1975).

The river berths kept fairly active and at Eling Wharf the two East German timber ships Neubukow (299g 1971) and Trinwillershagen (299g 1970) called to discharge their cargo. What must be one of the last remaining Flat-irons discharged her cargo of coal; she was Stephenson Clarke's Tarring (1877g 1958) ex Lambeth '70 while another of their vessels Sapphire (1280g 1966) also used Dibles Wharf. Grain loading at Dibles included Osterturm (999g 1971) of Oste Schiff., of West Germany, the Danish registered Karen Danielsen (1599g 1975) of Otto Danielsen and the Polish Jaroslaw (1599g 1979).

At Pollock and Brown's scrap-loading berth coasters included the Danish Annette Dania (300g 1969) owned by Dania Shipping Association, Baco (300g 1965) ex Arinoda '75 owned by Nauta Schiff Claus Dieter Brockmeyer of West Germany, and more recently the Spanish Izarraitz (695g 1978) owned by Nav Pasai.
