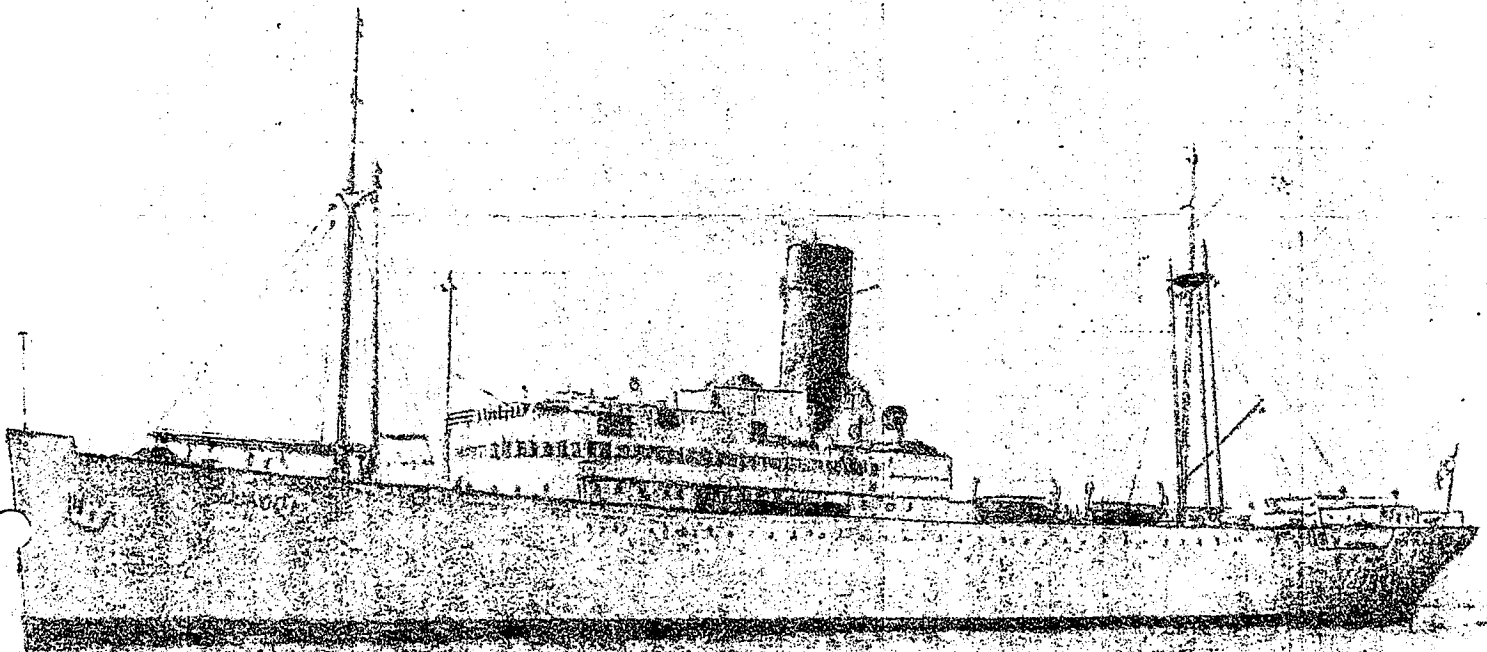
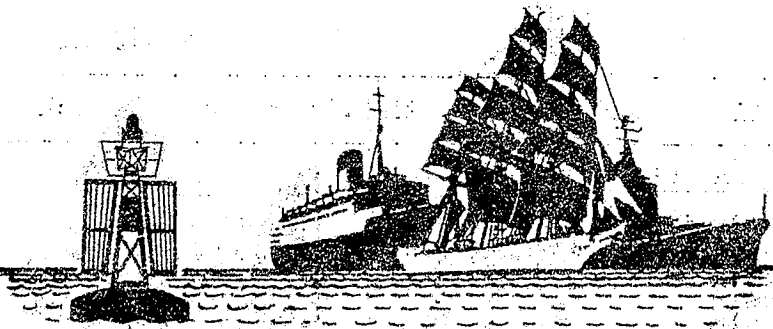


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



'BLACK JACK' CONTENTS

SPRING 1981

| | |
|---------|---|
| PAGE 3 | FRATELLI GRIMALDI |
| PAGE 5 | THE 'Sulaco' |
| PAGE 6 | OLD SOUTHAMPTON CALLERS - 'City of New York' 'City of Paris' |
| PAGE 10 | THE SOUTH AFRICAN CONTAINER SERVICE |
| PAGE 13 | THE NEW 'Europa' |
| PAGE 14 | NAUTICAL NOTEBOOK |

Published Quarterly by the Southampton Branch of the World Ship Society

BRANCH OFFICIALS

| | |
|-------------------|---|
| Chairman | John Havers |
| Vice-Chairman | John Lillywhite |
| Branch Secretary | Rod F. Baker, 29 Milbury Crescent, Bitterne, Southampton tel; So'ton 449972 |
| Branch Treasurer | Dave F Hutchings, 1 Westborn Road, Fareham, PO16 7DH |
| Magazine Editors | Nigel V. Robinson, 2 Glencarron Way, Bassett, Southampton, SO1 7EF |
| Publicity Officer | David Hornsby |
| Visits Secretary | Miss Pat Laing |
| Projectionist | David Hornsby, 'Greystones', Southampton Road, Cadnam, SO4 2NG tel; Cadnam 3704 |
| | Colin Drayson |

SUBSCRIPTIONS

| | |
|--|------------|
| World Ship Society & Southampton Branch Membership | £11.50 |
| Family Membership (eg Husband and wife) | £12.50 |
| Extra Family Members | £1.00 each |
| BLACK JACK only - 4 issues including UK postage | £1.00 |

1981 SUBS (for members who pay January) are now well overdue. Would anyone who has not yet paid and who wishes to continue membership please pay the Treasurer NOW.

PROGRAMME - April to June 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 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 |

HAVE YOU EVER WRITTEN AN ARTICLE FOR BLACK JACK?

If not, why not? Your Editors' job would be much easier if we had a large and varied stockpile of articles to select from when compiling each issue of the magazine.

There must be many Branch members with some special interest/knowledge of the local shipping scene. Why not put pen to paper and record it not only for the enjoyment and enlightenment of your fellow members but also for posterity!?

So don't leave all the work to the faithful few (to whom we are very grateful).

Thanking YOU for an increasingly varied Black Jack -- Your Editors

COVER ILLUSTRATION: SULACO - drawing by Eric Law (see bottom page 5)

Notes on the
Ships of
FRATELLI GRIMALDI
Armatori

by W.H.Mitchell

There are several subsidiary, or other companies associated with the Fratelli Grimaldi shipping business. One, Sicula Oceanica SA (SIOSA), formed in 1955, was featured in Black Jack (No 6) of Spring 1973 and included a fleet list to the end of 1972. This company traded from Genoa and the Mediterranean to the West Indies and from Southampton to the West Indies, the association with Southampton beginning on 7 December 1955 when the Ascania (9,536 gt) - the former French liner Florida - called to inaugurate a regular service. Other liners on the service included the Caribia (24,496 gt) formerly the Vulcania, the Venezuela, 18,769 gt, ex Empress of Australia ex De Grasse and Irpinia, 13,204 gt, built in 1924 by Swan, Hunter as the Campana for Soc Generale de Transport Maritimes, Paris.

Yet there are more Grimaldi links with Southampton today apart from the old liner routes and these lie with ro-ro ships in the bulk vehicle delivery trade. The following notes are of other companies under the Grimaldi listings (other than the SIOSA concern) and contain items regarding ships which have almost been forgotten in the passage of time as well as ships of the modern fleets.

The first and earliest company was registered in 1941 as Fratelli Grimaldi Armatori, but did not really begin to develop until 1947-48 when two 'Liberty'-type ships were acquired from the United States government and were renamed Orione and Fides, general traders particularly in the Hampton Roads - Mediterranean range. Then, in 1949 an interesting purchase from the old Ruahine of the New Zealand Shipping Company, 10,850 gt and built by Denny, Dumbarton in 1909 to carry 500 passengers in the London-Wellington service. In 1938 she became a cargo carrier only and then, after 40 years in the New Zealand trade, was purchased by Grimaldi, modernised - both internally and externally - to become an emigrant carrier in the Naples-South America run, but sometimes to Australia. Under the name Auriga she did this for eight years.

Also in 1949, Anchor Line's Castalia (6,768 gt) was acquired. Even older, she was built in 1906 by Barclay, Curle to carry 8,600 tdw of cargo and about 100 passengers in First class accommodation to India. During the 1914-18 war she was a transport for some 1,200 troops and was then went back to the India service, right through to November 1948 when she was sold to the Garibaldi company and became Marengo. In 1950 she joined the Grimaldi fleet as Urania II.

Four acquisitions were made in 1951, the largest being the City of Hong Kong, 9,607 gt and built by Earles Company, Hull in 1924 for Ellerman & Bucknall SS Company Ltd. She spent many years in the South African service and in those days had accommodation for 150 passengers. Later, she was managed by the City Line in the Indian trade. She was renamed Centauro by Grimaldi.

From the Trent Maritime Co Ltd (S.Livanos & Co.Ltd) of London came the Duke of Sparta, a triple expansion engined cargo ship, delivered from the Wm Gray yard in 1940 and was renamed Aquila. The Gray yard also turned out the war standard type ship Empire Peak in 1943 which, after two changes of name, joined the Grimaldi fleet in 1951 and was renamed Leone.

But, perhaps, the most interesting of the four was the Lucania, originally the Prince Robert, 6,723 gt, one of three sisterships built by Cammell, Laird & Co., Birkenhead in 1930 for the Canadian National Railways Pacific coast fleet. They were three-funnelled ships, about 6,900 gt, with six turbines driving twin screws to give 22 knots. Accommodation was for 400 passengers. The Prince Henry became the Empire Parkeston whilst Prince David and Prince Robert were sold at the end of the war to the Charlton SS Co Ltd., of London and became Charlton Sovereign and Charlton Monarch respectively. The Charlton Sovereign was then sold to the Compania Panama-Europea SA., Panama, but after a period of lay-up, was sold to Grimaldi and arrived at Genoa on 12 October 1951 for conversion to an emigrant ship. She lost one funnel but gained about 20 feet in hull length with a raked stem. Passengers (in three classes) totalled 700 and she was renamed

Grimaldi notes - continued:

Lucania, running between Genoa and La Guaira, Venezuela via the West Indies and Teneriffe.

The last ship for this company was the motorship Silverguava, 5,390 gt built at Laing's Sunderland yard in 1927 for T & J Thompson's Silver Line. She was acquired by Grimaldi in 1952. The fleet was as follows:

| Acq: | Name | Blt: | gt | |
|------|-----------|------|--------|--|
| 1947 | Orione | 1943 | 7,185 | ex Mary Wilkins Freeman 1961:(SIOSA) |
| 1948 | Fides | 1944 | 7,182 | ex James A Wilder. 20.1.1962:Aground, Grosser Vogelsand, River Elbe estuary. (Voyage: Corpus Christi/Gdynia - iron ore). |
| 1949 | Auriga | 1909 | 10,856 | ex Ruahine 1957:Scrapped Savona. |
| 1949 | Urania II | 1906 | 6,768 | ex Marengo ex Castalia. 1953:Scrapped Italy. |
| 1951 | Aquila | 1940 | 5,397 | ex Duke of Sparta. Damaged and sunk during Indonesian hostilities, 25 Apr-27 May 1958. |
| 1951 | Centauro | 1924 | 8,674 | ex City of Hong Kong. 14.1.1955: Dragged anchors and aground off St Georges, Bermuda (Voyage: Naples/Hampton Roads). 17.1.1955: Refloated, constructive total loss. Broken up. |
| 1951 | Leone | 1943 | 6,994 | ex London Mariner ex Charmouth Hill ex Empire Peak. 1960:('Aldebaran' Cia di Nav. SA) |
| 1951 | Lucania | 1930 | 6,723 | ex Charton Sovereign ex Prince Robert. 5.1958: Laid up Naples. |
| 1952 | Orsa | 1927 | 5,390 | ex Silverguava 1960:(Grimaldi Cia de Nav SA) (GRINAVI) |

Of this heterogeneous collection of old tonnage the only connection with Southampton was with the Auriga in her earlier days but, as can be seen, the fleet contained some very interesting ex-British flag ships during its fourteen years.

In 1960 the company was reformed under the name of Compagnia di Navigazione Grimaldi Spa (GRINAVI) of Palermo and it is the ships of this company that are seen at Southampton. The first ship of the new company was the Orsa, transferred from the old concern, but she did not last long and was sold in 1963, her name Orsa being perpetuated in 1964 with an ex-British ship, Megna from James Nourse Ltd.

Meanwhile, the company had laid down its largest ship yet, the Giovanni Grimaldi, the hull being launched at Trieste in April 1961. This bulk carrier, 16,058 gt 24,300 tdw was completed in February 1962. In 1970 the banana carrier, Fort Saint Pierre was purchased from the CGT (French Line). Built in 1956 she was altered in 1971 to become a car carrier. She has been to Southampton several times, as has the ro-ro ship Po, the Aquila and the general cargo/Containership Tiber. They are very distinguishable vessels, with orange hull, white upperworks, a blue funnel on which is the letter G. Below, marked * is the 1980 fleet.

| | | | | |
|--------|-------------------|------|--------|--|
| 1960 | Orsa | 1927 | | (ex F Grimaldi Arm). 1963:sold |
| * 1962 | Giovanni Grimaldi | 1962 | 16,058 | bulk carrier |
| 1964 | Orsa | 1944 | 6,438 | ex Enrico C ex Megna. |
| 1964 | Alga | 1943 | 7,163 | ex Charles E Smith (Liberty ship) 1969: Scrapped Spezia. |
| 1965 | Aquila | 1943 | 7,215 | ex Marinucci ex Coralli ex Abbot L-Mills (Liberty ship) 1971: Scrapped Spezia. |
| 1968 | Rigoletto | 1955 | 1,599 | ex Traviata 1968:(SIOSA) |
| * 1970 | Warrington | 1956 | 3,909 | ex Fort Saint Pierre |
| * 1971 | Tiber | 1970 | 2,998 | general cargo/containership |
| 1973 | Arnus | 1971 | 1,257 | ex Padus 1974:(SIOSA) |
| * 1974 | Po | 1974 | 3,460 | ro-ro ship |
| * 1975 | Aquila | 1964 | 500 | ex Anglia ex Dyvi Anglia |

Grimaldi notes - continued:

The Soc Grandi Traghetto Spa, Palermo was formed in 1968 and had two ro-ro vehicle ferries built for the Genoa-Palermo run, linking northern Italy with Sicily. They were named Freccia Blu (Blue Arrow) and Freccia Rossi (Red Arrow). Twin screw vessels, they could make the run in 20 hours at 21 knots. Freight carried was raw materials and semi-finished products from the north and industrial products and agricultural products from the south. A smaller ship followed in 1975 and in 1979 two more were acquired from the Adriatica Societa. Hull colouring is light orange, with white superstructure. The funnel is deeper orange with black top and letters GT. Some have been to Southampton in the new car delivery trade.

| Acq: | Name | blt: | grt: | |
|------|--------------------|------|-------|------------------------|
| 1970 | Freccia Blu | 1970 | 5,657 | |
| 1970 | Freccia Rossi | 1970 | 5,343 | |
| 1975 | Dora Baltea | 1975 | 3,456 | |
| 1979 | Freccia dell Nord | 1975 | 2,639 | ex Corriere dell Nord |
| 1979 | Freccia dell Ouest | 1975 | 2,635 | ex Corriere dell Ouest |

In 1974 another ferry was ordered and launched in April of the following year.

However, this ship was placed under a new company, Atlantic Spa di Nav which was registered in 1976. For some time she ran from Ellesmere Port, then Southampton in 1978 with cars to West Africa.

| | | | |
|------|--------------|------|-------|
| 1976 | Dora Riparia | 1976 | 3,987 |
|------|--------------|------|-------|

Finally, International Bulkiers Corporation of Monrovia was registered in 1976.

The ships involved were two steam driven VLCCs to trade between the Persian Gulf and Brazil.

The first, Brazilian Marina was the largest ever merchant ship to berth at Southampton. In August 1976 she put in to Southampton with steering gear trouble and spent some time berthed at the Ocean Terminal.

| | | | | |
|------------------|------|---------|--------------|-------------|
| Brazilian Marina | 1976 | 150,517 | steam tanker | 320,000 tdw |
| Brazilian Peace | 1976 | 150,517 | steam tanker | 320,000 tdw |

The SULACO
of 1926

The front cover drawing by Eric Law is of the Sulaco, a pre-war banana carrier of Elders & Fyffes Ltd.

She was one of nine similar ships turned out by Gammell Laird, Birkenhead between 1925-29 for Fyffes, beginning with the Aracataca and Casanave in 1925, Cristales, Tetela and Sulaco in 1926, Tilapa and Samala in 1928 and ending with the Mopan and Matina in 1929. Propelled by a triple expansion engine, she was a single screw steamer, 400 ft in length and a gross tonnage of 5,389, with accommodation for twelve passengers. Refrigerated space was set in 14 chambers.

In the early 1920s the United Kingdom discharge ports for Fyffes were Avonmouth, Garston and Hull. In 1925 a selling organisation started in Holland and in April 1926, Rotterdam became a terminal port for Fyffes. In the summer of that year an extended service to Bremerhaven began.

On 21 July 1931 the first consignment of Fyffe's bananas was discharged at Southampton and in the November Fyffe's ships on service between continental ports and the West Indies made Southampton a port of call for passengers. Thirty-five ships called at Southampton in 1932 but it was not until July 1939 that the Sulaco was seen at Southampton. She was an early war victim, torpedoed and sunk on 19 October 1940, south of Iceland, one of no less than fourteen Fyffe's ships sunk between February 1940 and March 1943.

old southampton callers

no 18

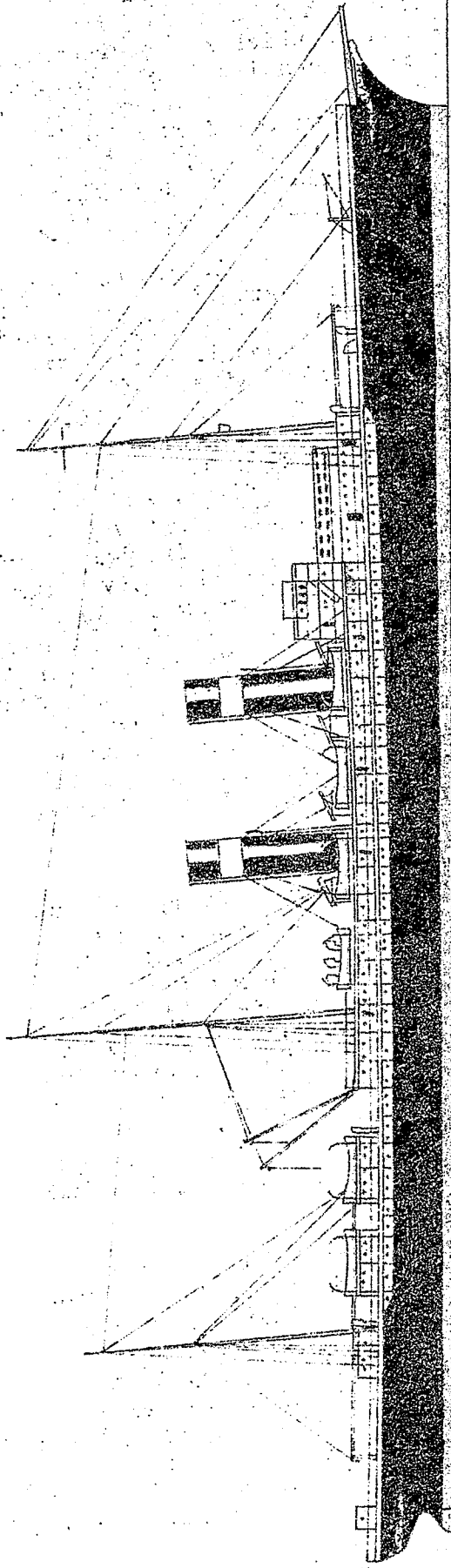
The Inman Liners CITY OF NEW YORK & CITY OF PARIS by John S Lindsay

The fortunes of the Inman Line were at a very low ebb during the mid-1880s; after six ships were sold during 1879-80 their fleet was reduced to six ships and the directors considered that the time had arrived to build new tonnage as replacements. In June 1881 the City of Rome was launched. She was a clipper-bowed, four-masted, barque-rigged vessel with three funnels. Her iron hull was driven by a single-screw turned by a six-cylinder compound engine giving a speed of 16 knots. Her accommodation catered for 520 Cabin and 810 Third class passengers. Unfortunately for her owners she did not measure up to expectations; her speed was low and her cargo capacity only 2,200 tons and not 3,800 as laid down in the specification. She was laid up for a period and alterations made to her machinery but still she did not satisfy her owners. Subsequently she was returned to her builders at Barrow. After a major dispute she returned to the Liverpool - New York service under the management of the Anchor Line.

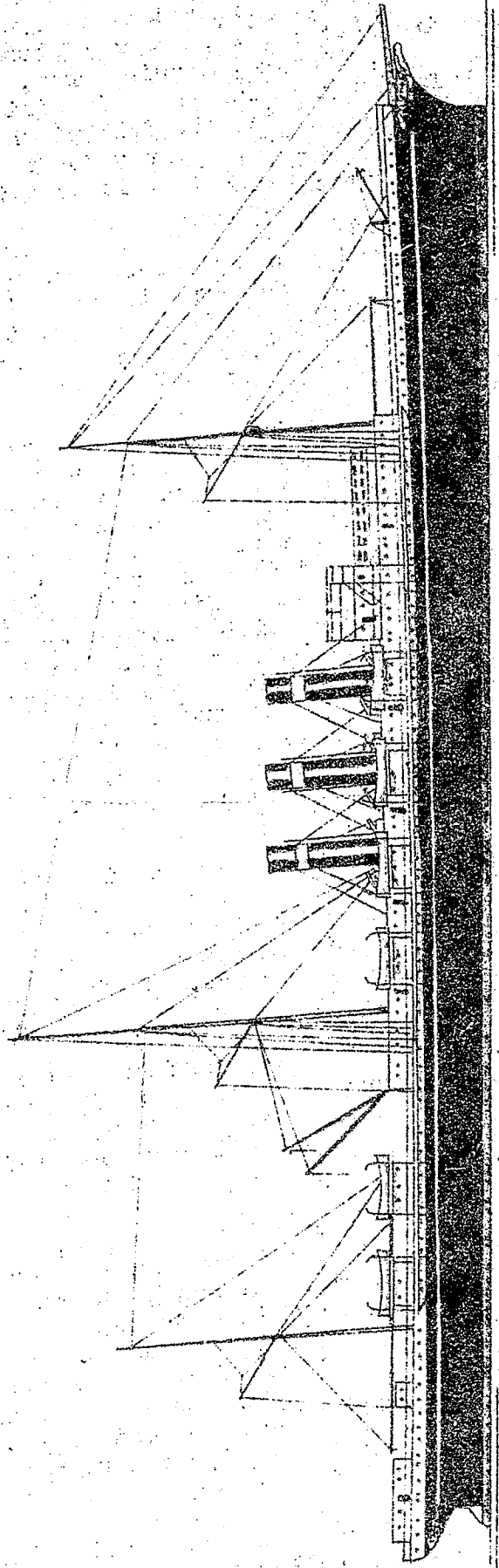
After this disappointment a further blow was received by the Inman Line when their City of Brussels was involved in a collision with the ss Kirby Hall near the mouth of the River Mersey and sank with the loss of ten lives. The company then purchased the Dominion Line's Vancouver, a vessel of 5,200 tons, which was under construction. She was renamed City of Chicago and her only claim to fame was in being the first steamer in the Inman fleet to have a straight stem.

By now the financial state of the company had reached a very low point and it was decided by the directors to try and raise capital by means of debentures, which proved a failure. At a meeting in 1886 the Board decided to put the company into voluntary liquidation. This proved to be a strategic move as negotiations were already in motion for the purchase of the company by the International Navigation Company which owned the American and Red Star lines. Negotiations were concluded and a new company formed under the name of the Inman and International Steamship Co Ltd. This new concern although primarily American still sailed their ships under the British flag and very few outward changes could be seen.

The new company at once placed orders for two new ships to be built by Thomson of Glasgow. With yard no 240 the first keel to be laid was that of the City of New York to be followed by City of Paris (yd no 241). The specification for the two vessels was identical, the steel hulls having a length of 560 ft oa, 527.6 ft registered, a beam of 63.2 ft and a depth of 39.2 ft. The hull had a graceful clipper bow and the stern was in the elliptical form of the period with the usual decorative scroll work. The gross tonnage was 10499, net 4650 and displacement 17270. There were three pole masts fitted with derricks and three narrow, closely-spaced funnels. The twin-screws were driven by two sets of triple-expansion engines; the HP cylinder was 45 inches diameter, IP - 71 inches and the LP 113 inches. The stroke was 5 feet. The power produced was 20000 ihp giving a service speed of 20 knots and a maximum of 21 knots. Steam was provided by nine double-ended cylindrical boilers in three separate boiler rooms each divided by watertight bulkheads. Bunkers were provided at the sides of each boiler room. Working pressure was 150 lbs psi. Cruising at full speed the coal consumption was about 300 tons a day. There were no cowl-topped ventilators and forced draught was brought down to closed stokeholds by fans. The engine room was subdivided by a longitudinal bulkhead.



PHILADELPHIA (1901) AMERICAN LINE



CITY OF NEW YORK (1888) INMAN LINE

The accommodation provided for 540 first, 200 second and 1000 third class passengers. The first class accommodation was the most luxurious seen on the North Atlantic at that time. Special provision had been made for ventilation and water supply. There were 14 suites which had bedrooms with iron bedsteads instead of bunks. The public rooms consisted of a smoking room, library, drawing room, children's dining room and a barbers shop. The finest room was the main dining saloon which was situated forward of the bridge and had the full width of the ship. It was covered by an immense dome measuring 52 ft x 25 ft and its top was 20 ft above the deck of the saloon. The windows it contained were glazed in richly coloured glass.

The City of New York was launched on 15 March 1888 and delivered on 19 July. On her trials she reached a speed of 20.1 knots. On 1 August she made her maiden voyage from Liverpool to New York. Unlike her sister, City of Paris she did not at first come up to expectations and took some time to settle in to her stride, but in August 1892 she gained the Blue Riband with a record voyage from Sandy Hook to Queenstown at an average speed of 20.11 knots.

On the 22 February 1893 she was transferred to the American Line and renamed New York. Her passenger accommodation was altered to 290 first, 250 second and 725 steerage; gross tonnage became 10508. She made her first voyage from Southampton to New York on the 11 March 1893, continuing in this service until the outbreak of the Spanish-American war in 1898 when she served for a brief period as an auxiliary cruiser under the name of Harvard. During 1901-3 she was refitted by Cramp of Philadelphia; new sets of triple expansion engines were fitted with four cylinders of 42, 66 $\frac{1}{2}$, 77 and 77 inches diameter. Stroke remained at 5 ft. New boilers were fitted, six double-ended and four single-ended with a working pressure of 175 lbs psi. Her three funnels were replaced by two larger and taller ones which improved her appearance and suited her graceful lines. This refit increased her tonnage to 10778 gross. In 1913 her passenger accommodation was again altered the first class being eliminated completely.

With the outbreak of war in 1914 she was transferred to the Liverpool route and in 1917 she was taken over by the United States Navy, her name was changed to Plattsburg and she served as an armed transport. At this time her mainmast was removed which spoilt her lines and gave her a very elongated appearance. In 1919 she was returned to the American Line and resumed her former name of New York making her first post-war voyage from New York to Southampton in 1920 in which service she continued until being withdrawn and laid up in November of that year. After this her career was brief; purchased by the Polish Navigation Co, New York in 1921, she made a voyage on 14 September from New York to Danzig. In 1922 she was placed on the New York - Mediterranean service and 1923 she was purchased by Italian breakers to be scrapped at Genoa.

The second ship, City of Paris, was launched on the 20 October 1888 and completed in March 1889 making her maiden voyage from Liverpool to New York on the 3 April. Although she was an identical twin her showing on trials was more outstanding than her sistership producing from her machinery 21.9 knots on an ihp of 20000. Whether there was some discrepancy in the manufacture of her sister's engines or the credit goes to City of Paris's engine-room staff may never be known. In May she gained the Blue Riband with a record voyage from Queenstown - Sandy Hook and an average speed of 19.75 knots and with a reciprocal voyage at 20.02 knots. Again she broke the west-bound record in September 1889 and again in 1892 with a speed of 20.07 knots.

On 20 March 1890 she was nearing the Irish coast at full speed when the starboard propeller shaft broke causing the engine to race and wreck both itself and the longitudinal engine-room bulkhead. The leaks resulting from this flooded to port engine-room and put that engine out of action. The main leaking came from the badly damaged sea connections. Fortunately there was

no loss of life or injuries but the watch keeping engineers and greasers must have had a very hazardous time. The ship was towed into Queenstown where temporary repairs were made. The ship was out of service for several months.

In February 1893 the City of Paris like her sister was transferred to the American Line and renamed Paris, her first voyage from Southampton to New York being on 21 March. Her passenger accommodation was altered to match that of her sister and her tonnage increased to 10508 gross. In 1898 she served briefly as an armed merchant cruiser during the Spanish-American war under the name of Yale. On 21 May 1899 the Paris ran aground on the Manacles Rocks off the Lizard peninsular, Cornwall. The Liverpool Salvage Association undertook to salvage the vessel and after unloading the cargo into lighters a temporary patch was applied to the damaged hull. After refloating she was towed into Falmouth. Provisional repairs were made at Falmouth and Milford Haven which lasted for the next nine months. She was then sent to the Harland & Wolff yard at Belfast where she was given a complete refit with new boilers and engines the same as her sister. Her profile was altered accordingly and her gross tonnage increased to 10786.

She returned to service on 31 August 1901 with the name Philadelphia; her passenger accommodation was altered in 1913 to bring her in line with that of her sister. With the outbreak of war she was transferred to the Liverpool-New York service. In 1917 she became the US Navy's armed transport Harrisburg until 1919. Her mainmast was also removed. She returned to the American Line under her old name Philadelphia and in March 1920 was back on the North Atlantic service until laying up in November. In 1922 she was sold to the New York - Naples S S Co, of New York. Her first voyage from New York to Naples was made on 1 July during which a mutiny broke out on board. The mutineers tried to sink the ship but were repelled by the officers who had been issued with the ship's arms. On arrival at Naples she was laid up to be sold Italian shipbreakers in Genoa; an unbecoming end for a vessel with such an adventurous career.

Both these ships had very graceful lines with their clipper bows, long sheer terminating at their counter sterns. Their beam was the greatest for any Atlantic liner of the time. When first built they carried three yards for square-sail on the foremast but this proved to be useless and an encumbrance and they were soon removed. Prior to the refits the lifeboats were swung inboard and housed on cradles. After the 1901 refit the boat deck was covered from the bridge to the mainmast.

The livery changed very little with each owner. Under the Inman Line the hulls were painted in black with a white strake to the fo'c'sle and poop; a white line was painted around the hull some 8 ft below the maindeck level. Under the American Line the fo'c'sle and poop were painted in black, the white ribband now being at maindeck level. This effect was to make the ships appear larger than they really were. (This ruse was applied in later years to the Royal Mail liners Alcantara and Austurias after their conversion from motor to steam when instead of taking the black hull upwards on the boot-topping it was taken downwards). The boot-topping of the Cities of New York and Paris was red, the masts and derricks brown, upperworks white, funnels black with white band some 12 feet or so from the top, and the lifeboats were white. The painted figureheads ran into golden scrollwork; the counter scrollwork was also picked out in gold, typical of an era of beauty in ships which has now long passed.

NAUTICAL NOTEBOOK - continued from page 14.

Containerships this quarter included the following German vessels- Twiehausen (999g 1971), Holger (988g 1979), Lyndaret (2649g 1971) ex-Marecloud '80, Togo Brewer (4778g 1980), Senta (8475g 1975) ex-Colombus Coromandel '80 and also the Greek Cathy (7232g 1971) ex-New England Hunter '80, ex-Fiery Cross Isle '73.

Tugs in the port included Somalian Port Auth. Guul Victory (203g 1978) towing the Egyptian barge Ibis Barge (4916g 1975) - the barge broke loose under tow and grounded at St Julians Bay, Malta - and the Panamanian reg. Sea Rover (470g 1949) ex-Neptunia '72, ex-Rodezee '66 owned by the Belgian Salvage Co.

The
SOUTH AFRICA
Container
Service
by W.H. Mitchell

The loading and discharge of ships remained a set procedure for centuries, with general (break/bulk) cargoes consisting of cases, cartons, bales, crates, barrels and other loose and extraordinary items too awkward to be packed.

For a number of years there was an awareness that ships were becoming very costly items in capital investment. No owner relishes the thought of his ships lying for long

periods in ports with labour charges and dues eroding profits and strenuous efforts in new ideas of mechanical handling of cargoes were continually made to urge faster and faster turn rounds of ships.

Then came a revision of the idea of containers, or 'boxes', uniform in size, carrying nearly every object that could be thought of and packed or unpacked well away from the dockside, but needing special ships that, in themselves, could carry 2,000 containers and more. The revolution came, the ships were built and the conventional cargo ships were steadily ousted from the trade routes they had known for so long.

It happened to the South African trade routes and in 1977 the service of the composite passenger/cargo liner that Southampton had tended for 125 years to and from South Africa came to an end.

It was in 1968 that the South African government had appointed a commission to investigate the containerisation of cargoes to and from Europe and South Africa, with strong representation from the Perishable Products Control Board, the Department of Commerce, the Conference Lines and the Railways & Harbours organisation. In 1974 the report was presented and accepted by the Government and in the March the Chairman of the Europe/South and East African Conference and the Chairman of the South African Shipping Board announced that a fully cellular container service was to be introduced between the UK/Continent and South African ports and that the target would be a 70% containerisation by the end of 1978.

Fourteen ships were, at first, envisaged for the service - ten for North West Europe and four for the Mediterranean. However, between 1975 and 1976 there was an unexpected downward trend in the pattern of trade with South Africa and it was put forward that the full impact of the multi-flag container fleet at the end of 1978 would reveal overtonnaging. Fear of having surplus tonnage caused the conference to revise the programme downwards and the tenth cellular vessel planned for North West Europe was cancelled, as was one ship planned for the Mediterranean. The cancelled larger ship was to have been under the French flag and from the Le Ciotat yard, jointly owned by Cie Generale Maritime and Chargeurs Reunis and in her place two ro-ro vessels of a modified 'Rodin'-type* ships of 1976 were planned, to be built by Chantières de la Ciotat, for delivery April/October 1979. These were considered for a complementary back-up service.

Meanwhile, plans had been continuing and immediately after the go-ahead decision of 1974 the South African Marine Corporation (Safmarine) invited tenders for the construction of four fully cellular ships. Later, it was established that Safmarine, in proportion of its seaborne trade, was to supply five ships of the re-planned thirteen-ship programme, four for the North West continent service and one of the three that were to operate from the Mediterranean to South Africa.

*The 'Rodin'-type ships of 1976 - Rodin, Rostand and Rousseau of Cie Generale Maritime were 13,900 gt motorships, 21,500 tdw and a capacity equivalent to 1,495 TEUs. They were flexible in that they could carry a mix of containers, wheeled cargo and vehicles and were fitted with a stern ramp.

The SOUTH AFRICA Container Service continued:

The thirteen-ship programme

But apart from Safmarine, some twenty companies had interests in the service and the planned building of the fleet was as follows:

- 3.1977 First of the Mediterranean ships for Lloyd Triestino.
- 6.1977 Second sistership of the Mediterranean ships for Safmarine.
- 9.1977 First of the 2,450 TEU ships. For British & Commonwealth Sg Co.
- 11.1977 The Ellerman/Harrison ship.
- 12.1977 For Safmarine. First of the 2,450 TEU ships for their fleet.
- 12.1977 Nedlloyd vessel.
- 6.1978 Second Safmarine ship.
- 6.1978 Second Lloyd Triestino Mediterranean ship.
- 6.1978 Cie Maritime Belge's contribution.
- 10.1978 Deutsche Afrika Linie vessel.
- 10.1978 Third Safmarine ship.
- 12.1978 Fourth Safmarine ship.
- 2.1979 Jointly owned Cie Mar Generale/Chargeurs Reunis ship. Cancelled.

The service

Until these vessels were ready, eight cargo ships, jumboised and carrying containers were to be used.

But not only were there ships to consider. New quays for the giants had to be built and stacking areas for thousands of containers had to be provided, not only at seaports but at railway termini, far inland.

The South African 10th Ocean Freight Agreement ended on 31 December 1976 and new arrangements were introduced from 1 January 1977 between the Perishable Products Control Board and the Europe/South & East Africa Conference Lines that the Conference Lines would progressively replace cargo services by conventional ships with a fully containerised service to be operated by vessels equipped to carry general and perishable cargoes. It was announced that on 1 July 1977, South Africa's main ports would officially open to unlimited container traffic.

The North West Europe service was arranged to take in Hamburg, Bremerhaven, Rotterdam, Zeebrugge, Southampton and Havre before the long haul to the Cape. Southbound ships discharge at Cape Town, then sail on to Port Elizabeth and Durban where, at both ports, discharging and loading takes place. From Durban the ship sails to Cape Town for loading on the northbound leg.

The itinerary of the three Mediterranean ships was arranged from Trieste, taking in Leghorn, Marseilles and Barcelona en route to South Africa.

The fleet forms

The first ship completed was the Africa, in January 1977, followed by the SA Langeberg in August. These ships assisted at the beginning in the North West Europe service. The Europa was completed in 1978.

The first ship of the North West Europe service, the Table Bay, was due in October but developed technical trouble during trials and left Continental ports in November 1977. However, owing to industrial troubles at Southampton Docks, the port was omitted from her itinerary.

Then, during the night of 23-24th January 1978, considerable damage was caused when fire broke out on the Nedlloyd Hoorn, under construction at Rozenburg. The fire broke out aft and spread to the engine room and superstructure. She was to have been the third ship to enter service. Safmarine's SA Helderberg, completed

The SOUTH AFRICA Container service continued:

in December 1977 was the next ship and was followed by the City of Durban with her maiden voyage from Bremerhaven on 23 February 1978, but again omitting Southampton. But, eventually, it was this ship which arrived at Southampton on 30 May 1978 which inaugurated the entry of the port into the itinerary of the service. The City of Durban was quickly followed then by the Table Bay, Africa and SA Sederberg in the following month.

The ships

The North West Europe fleet are all twin screw motorships. They are 258m in length and 50m in breadth and some details of the City of Durban will serve to represent the ships of the fleet. The design of the City of Durban is said to represent a breakthrough in containership technology. A major innovation in hull geometry allows containers to be stowed ten wide below decks. The underdeck capacity of the vessel is 638 20 ft general containers, plus 128 40 ft containers, with an extra 656 TEUs stacked two-high on deck. In addition there are 886 TEUs available for either temperature controlled or general cargo. The result is carrying capacity of 2,436 TEUs. A computer on board continuously monitors the refrigeration plant and maintains different temperatures in different containers.

Other features include the Redifon satellite navigation system and an electrical generating capacity of nine megawatts - enough to supply a small town. The engine can be remotely controlled either from the bridge, or from the engine room. The City of Durban has a service speed of 21 knots and will have a transit time between the last port of call in Europe and Cape Town of 12½ days.

| Name | grt | Builder/Owners/detail |
|----------------|--------|---|
| Table Bay | 53,784 | A.G.Weser, Bremen for Overseas Containers Ltd (British & Commonwealth Sg Co Ltd). 7.4.1977:launched. 10.1977: delivered. 3.1979: renamed Barcelona and t/f service. |
| Nedlloyd Hoorn | 52,562 | Verolme Dok & Scheeps. Nederlandsche Dok & Scheeps Amsterdam for Nedlloyd Lijnen BV. 25.1.1978: On fire whilst building at Rozenburg. 12.1978: completed. |
| SA Helderberg | 53,023 | AT & Ch de Dunkerque & Bordeaux, Dunkerque. 5.5.1977: launched. 1.1978: delivered. |
| City of Durban | 53,790 | AG Weser, Bremen for Charente SS Co Ltd (T & J Harrison) and Ellerman Lines Ltd. 16.9.1977:launched. 2.1978: delivered. |
| SA Sederberg | 53,023 | At & Ch de Dunkerque et Bordeaux, Dunkerque for Safmarine. 10.1.1978:launched 6.1978:delivered. |
| SA Waterberg | 53,050 | Cie Nav de la Ciotat for Sarmarine. 31.1.1978:launched 9.1978:delivered. |
| Transvaal | 52,811 | Howaldswerke, Kiel for Deutsche Afrika Linien GmbH 17.3.1978:launched 9.1978:delivered. |
| Ortelius | 52,444 | NV Boelwerf-Tamise for Cie Maritime Belge. 31.3.1978: launched 10.1978:delivered. |
| SA Winterberg | 53,050 | Ch de l'Atlantique, St Nazaire for Safmarine. 195.1978; launched 11.1978:delivered. |

The Mediterranean ships

The three ships for the Mediterranean - South Africa service were ordered in 1974, the work being entrusted to Italcantieri Spa of Genoa. They are steamships, with two steam turbines geared to a single shaft giving 23 knots cruising speed. Measurements of the hull are 208.12m in length, 30.5m breadth and the deadweight tonnage is 23,600, with a carrying capacity of 1,309 TEUs. Until the bigger

The SOUTH AFRICA Container service continued:

North West Europe ships came out the first two of these three were used in the North West Europe service, enabling the service to start earlier than was planned. In fact, it was the Africa that inaugurated the UK/Continent-South Africa full container service on 7 July 1977.

| Name | grt | Owners/detail |
|--------------|--------|--|
| Africa | 27,835 | Lloyd Triestino 12.6.1976:launched 1.1977:delivered. |
| SA Langeberg | 28,259 | Safmarine 12.12.1976:launched 7.1977:delivered. |
| Europa | 27,839 | Lloyd Triestino 9.9.1977:launched 3.1978:delivered. |

The names

The names given to the ships are, of course, peculiar to their owners. Table Bay is the bay on which Cape Town sits. The Nedlloyd Hoorn is named after one of the Zuider Zee ports from where ships of the Duth East India Company sailed in convoy to India some 300 years ago. The Safmarine ships are named after mountains and place names of South Africa and Ortelius - the Belgian-flag ship - is the name of a German cartographer who worked in Belgium. The German-flag Transvaal and City of Durban need no explanation, although of added interest is that the City of Durban was a jubilee year order and carries a jubilee crown in her keel. Neither do the Lloyd Triestino ships Africa and Europa need comment except to mention that they perpetuate the names of two beautiful 11,400 gt passenger motorships which were completed in 1952 for the Genoa-Mombasa-Cape Town service.

HAPAG-LLOYD has launched its first passenger ship since World War II. She is the 35,000 gt Europa building at the Bremer Vulkan yard at Bremen.

The new Europa

The Europa will have twin diesel propulsion, each engine of 14,460 hp generating a speed of about 21 knots. There will be accommodation for 600 passengers and a crew of 275. The average size of the double cabins is 225 sq ft. Her engine room will be constructed to operate 24 hours per day on a remote control basis. She is expected to be ready for world cruising at the end of 1981.

In both the Hamburg Amerika Line and Norddeutscher Lloyd, which amalgamated to form Hapag-Lloyd in 1970, the name Europa has been used many times, all ships having links with Southampton.

The Norddeutscher Lloyd had a vessel laid down as Europa (2,873 gt) by Caird & Co Greenock in 1864, but she was launched as Hermann, with her maiden voyage on 17 December 1865 from Bremen and Southampton to New York. In 1872 her engines were compounded by Day, Summers & Co., Southampton.

The Hamburg company had a 1,532 ton ship built by C Mitchell, Glasgow in 1879, sold out of the fleet in 1893 and in 1904 the same company ordered a ship from Vulkan, Stettin, to be named Europa. However, she was named Kaiserin Auguste Victoria in 1905 and went on to become Canadian Pacific's Empress of Scotland in 1921.

Undoubtedly, the most well-known Europa was the giant 50,000 gt blue riband holder, launched on 15 August 1928, to run as a consort to the Bremen. The two, huge ships were regular callers at Southampton. On her maiden voyage in March 1930, the Europa took the westbound record at 27.91 knots. In 1939 she was laid up at Bremerhaven and was seized by the Allies in 1945. In 1950 she became the French Line's Liberte and sailed between Havre and New York until late 1961.

The current Europa was originally the Swedish America's Kungsholm, built in Holland in 1952. She joined the Norddeutscher Lloyd fleet in 1966 as the Europa and was frequently seen at Southampton. She is now a popular cruise ship and is seen at Southampton from time to time.

It is almost a decade since a ship of the United States Lines called at Southampton to load but earlier this year their American Racer (11202g 1964) loaded six American tugs from the US Army base at Hythe.

Again this quarter we have been visited by another Russian cruise liner. Their Dmitry Shostakovich (9878g 1980) used 38-9 berth while 200 passengers went on sightseeing excursions. Later the Russian tanker Fiord (1922g 1967) called at 101 berth to take on freshwater.

Tankers at Fawley included P&O's Garbeta (15481g 1975) and the Japanese LPG tanker Maria Maru (3228g 1980). Other LPG coastal tankers have also called under new names - Kosan Tankers' Thor (3604g 1969) is now Bettina Tholstrup while the two Unigas ships Bucklaw (974g 1977) and Durward (884g 1971) called as Boture and Duress respectively.

The Maritime Co. of the Phillipines has also been busy changing ships names. Their Manila (8246g 1959) which called early in the quarter sailed as Manila 1 in order to make way for a new Manila (10586g 1971) which was formerly Hansa's Stolzenfels. In February the new Zamboanga (10644g 1972) ex-Strahlenfels called while their older Zamboanga (9641g 1960) is still trading with no change of name.

ELMA ships included Salta (9236g 1976) and more recently the chartered Swan (5404g 1963) ex-Karukera '80, under the Greek flag, used 108 berth.

Visitors to Rank's flour mills included Calamos (2299g 1956) ex-Titsa '71, ex-Alexia '76, ex-Phebe '70 owned by Crisolito Sh Co of Cyprus, Jubilece (475g 1975) of London & Rochester, Everard's Mairi Everard (1599g 1974) and the Danish Atlantic Pioneer (1600g 1977) owned by Knud Larsen.

Livestock vessels included the two Dutch vessels Jersey Express (479g 1957) ex-Beijerland '72 and Shorthorn Express (477g 1957) ex-Hontestroom '69. Both vessels are owned by Vroon B V and loaded sheep and cattle for Tunisia.

Coasters to the river wharves included three East German timber ships - Marlow (299g 1971), Zurow (299g 1971) and Zussow (299g 1971). Other ships included the Spanish Myriam Del Toro (790g 1972), the Dutch Pechudo (999g 1978) owned by Wagenborg Scheep., William J Everard (1589g 1963), Hoomoss (399g 1969) ex-Kosmoss '79 of Laphorns, Cairncarrier (1592g 1976) of Shaw Savill, the German Reint (272g 1967) of Schulte & Bruns, and finally the Cypriot Bulk Pioneer (1599g 1964) ex-Ixia '80, ex-Garorm '74, ex-Irene '73, ex-Nicholas X '72, ex-Sagahorn '71 owned by Phokis Maritime Co Ltd.

Banana ships included the Belgian reefer Pocantico (7038g 1979) of Ahlers & Co, the East German Theodor Storm (4976g 1966) and the Greek Asteri (6151g 1965) ex-Hood River Valley '71 owned by Afromar Inc.

Ro-ro ships included the latest addition to the Norwegian Ugland Car Carriers fleet - Lisita (14155g 1980) with a capacity of 5500 cars. Treccia del Nord (2639g 1975) ex-Corriere del Nord '80 loaded cars for the Mediterranean, Sancho Panza (700g 1980) loaded trailers for Spain, Catherine Schiaffino (1583g 1971) loaded Landrovers for Algeria and second-hand vehicles were loaded for Colombo aboard the Greek SD 14 Taxiarchis (9078g 1971).

Following the accidental demolition of No 5 Jetty at Ezzo by the bulbous bow of the VLCC Ezzo Wilhelmshaven (113752g 1970) the Dutch tug Antonie Junior (135g 1971) towed in Smit-Lloyds crane-barge Taklift 2 which was used to raise the wreckage of the jetty.

Calling for repairs in Cowes Roads was the Liberian African Pioneer (9161g 1971) ex Guadalupe '80 while the docks saw the Norwegian Irene (199g 1971) ex-Lundoy '80 and the Singapore registered Belle Isle (5920g 1973).