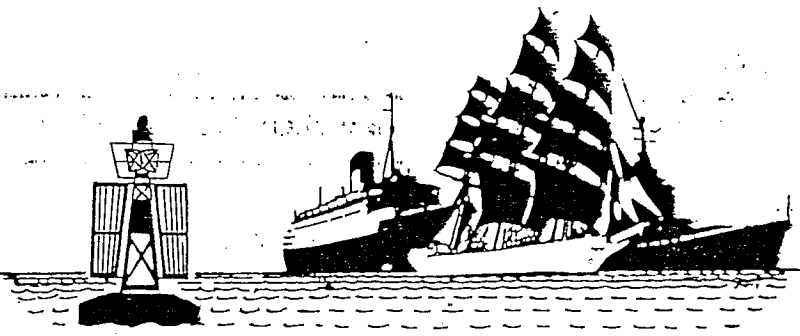
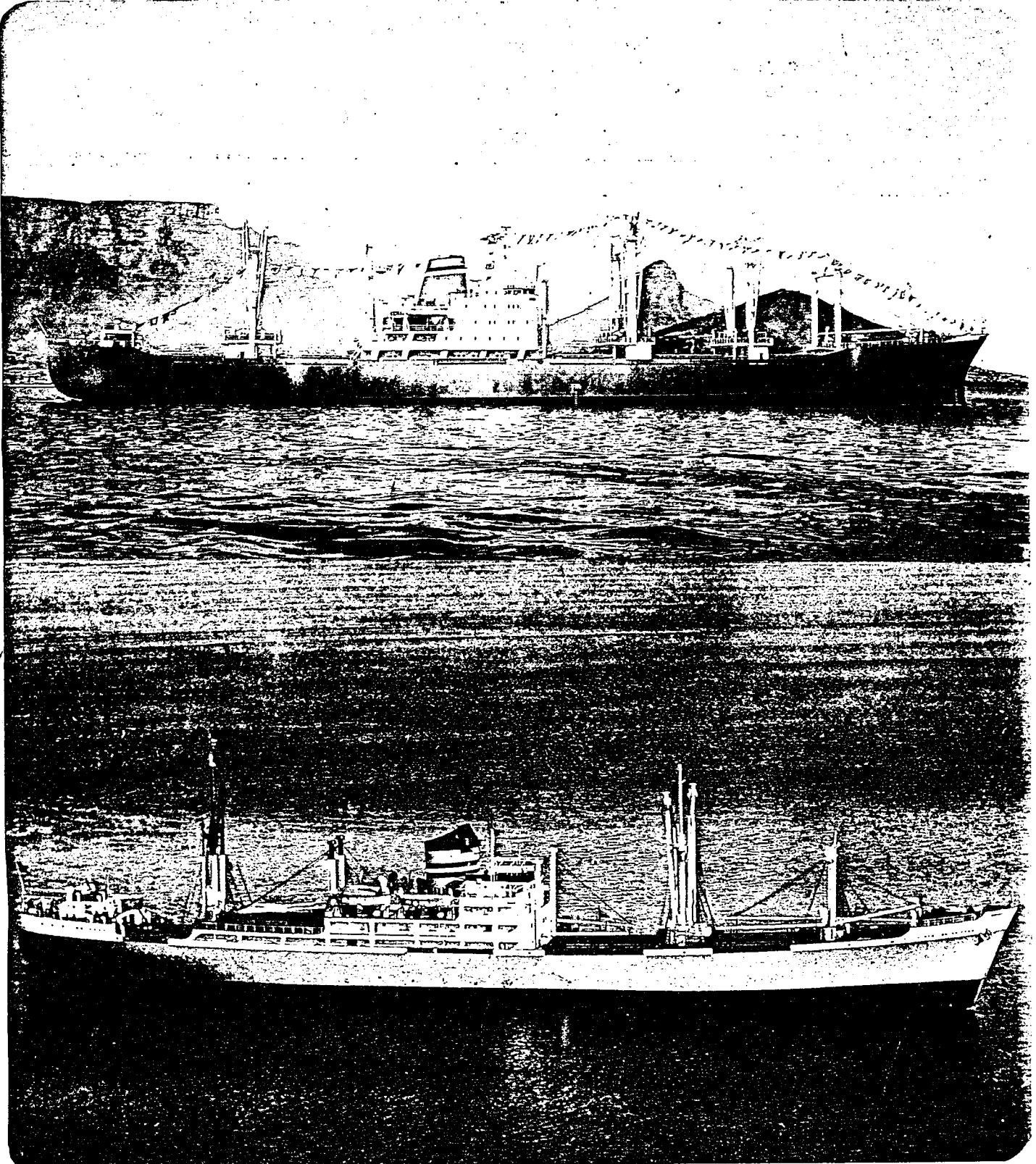


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



No. 39 Summer 1981



Safmarine History

Cover

Top
Bottom

S.A. HUGUENOT
SOUTH AFRICAN SHIPPER

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 & Wife)	£12.50
Extra Family Members	£1.00 each
BLACK JACK only - 4 issues including UK postage	£1.00

PROGRAMME - July to September 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 July - Annual Branch Slide Competition - 1980 slides

Tues 11 August - Film Evening:- Slaughterhouse for Ships
Oceanographic Research
Ship to Shore

Tues 8 Sept - Tyne & Tide - Tyneside Branch tape/slide show

* SPECIAL EXTRA MEETING - to be confirmed *
* Friday 11 September A return visit by Bill Miller of New York *
* usual place & time NOT to be missed!! *

WANTED: "100 Years History of the P&O" - by Boyd Cable - 1937
Tel: Stubbington 61150

PROJECTOR: Would anyone who knows the whereabouts of a 16mm projector for loan or hire please contact Rod Baker as soon as possible.

AUCTION SALE OF SHIPPING & OTHER TRANSPORT ITEMS

Following the success of the recent sale and mini-auction, it has been decided to hold a full auction at a meeting early in 1982.

Rather than purely donations of small items members are encouraged to submit better quality lots from the den/attic. Provided that there is a satisfactory response, a catalogue will be prepared for inclusion in December's BLACK JACK, thereby enabling members not able to attend the meeting to submit written bids.

Members are invited to submit details of items for inclusion giving an indication of condition and any reserve price to David Hornsby (address above)

The Branch will charge a commission of 20% of the sale price subject to a minimum of 25p.

DIG OUT THOSE UNUSED ITEMS AND SEND THEM TO AUCTION - OBTAIN A GOOD PRICE FROM COLLECTORS.

THE WOOLSTON SHIPS

3

In Black Jack Nos 2 and 3 (1st Series) there appeared notes of the Oswald, Mordaunt & Company era of shipbuilding at Woolston between the years 1876-1889. The notes in this issue cover the period at the turn of the century - from 1890 to 1903 - the year when John I Thornycroft & Company moved from Chiswick to Woolston. During those fourteen years three different companies occupied the yard, each turning out a number of small ships.

The notes are incomplete but they are, at least, some record of those old Southampton shipbuilders.

The Southampton Naval Works

As Oswald, Mordaunt & Company moved out in 1889 the Southampton Naval Works began building in 1890. But the company was to last only some 3 - 4 years, turning out eighteen vessels during that period.

In the Spring of 1891 the steamer Faunus of 832 gt was delivered to Rederi Concordia and the smaller ships Rosendale (448 gt) and Cassel (489 gt) were completed. The first named of these became the Prinkips Georgios, the other the Alejandro. In June/July the Jatoba and Apore, both 634 gt came out.

Sailing ships built included the Dalgonar, delivered February 1892, 296 feet in length, for Gracie, Beazley & Company of Liverpool and four months later the Crocodile, 288 feet, a four-masted barque was delivered for Peel, Macalister & Company, also of Liverpool.

An interesting production was the paddle steamer Windsor Castle, 794 gt, completed in December 1891 for the Bournemouth, Swanage & Poole S.P. Co. At the time she was one of the fastest holiday steamers afloat and was the first to be fitted with a three-crank triple-diagonal engine. But she was not successful at Bournemouth and moved to Scotland where, renamed Culzean Castle, she ran excursions between Ayr and Campbeltown, on the Firth of Clyde. But breakdowns became more frequent

THE TURN OF THE CENTURY

by

W.H. Mitchell

and she was resold to a Glasgow owner who renamed her Carrick Castle and ran her between Broomlielaw and Lochgoilhead. This lasted until 1898 when she was again sold, this time to the Chinese Eastern Railway for coastal service at Dalny and she took the name Nagadan. In 1905-6 she was reconditioned and moved on to Japan under the name Tenri Maru. In 1937 she was still listed under the ownership of Ao Kisen Goshi Kaisha.

But the paddler Prince of Wales, built for the Southampton, Isle of Wight and South of England Company is, unquestionably, the most well remembered. Designed by Sir John Biles, manager of the yard, she was a completely straight ship, with a 'hogged' keel. This was an attempt to prevent the tendency to sag that was so prevalent as paddle steamers began to age. It was expected that the weight of the engines would depress the keel a little, but this never happened and the ship had the peculiarity all her life. The Prince of Wales had measurements 185 ft and 22 feet beam; a draught of 6 feet and was 280 ft. She was mostly on the Cowes service, carrying 535 passengers when full and did 47 years service, lasting through five reigns. But in 1938 she was worn out and left Southampton on 18 March in tow of the Rea tug Plumgarth, bound for the yard of Rees & Co., Llanelly, for demolition.

The Southampton Naval Works also turned out the steamers Schwarzenbek, 1,877gt and Albis in 1892 before closing down in 1893.

Yard numbers of the ships mentioned:

257 Faunus	272 (or 273)
259 Rosendale	Crocodile
260 Cassel	272 (or 273)
264 Jatoba	Albis
265 Apore	274 Windsor Castle
266 Dalgonar	
270 Schwarzenbek	
271 Prince of Wales	/over

THE WOOLSTON SHIPS - The turn of the century (continued)

J.G. Fay & Company

The yard remained closed for four years after the Southampton Naval Works closed down, then John Goodman Fay & Company opened its doors in 1897 for the remaining years of the century.

Fay's principal work was in the building of wooden yachts and for this they had a small yard at Millstone Point, Northam. The Woolston yard was merely an extension of the main yard at Northam and occupancy was only for a matter of four years - from 1897 to 1900.

The output during these years included a number of steel-Thames sailing barges, tugs, pontoons and machinery for six ships built at the Northam yard.

The barges included the Zeeland (153 tons), the Sunshine (Yard 391), Eastham (Yard 392), Sunrise (393), Partington (394) - all 103 tons and the auxiliary, Saxon, 105 tons. In 1898 the Albert, 175 gt and 116 ft long was built and served the Newhaven Harbour Company until the late 1920s.

The last ship built was the Gloria, another steel sailing barge for the Thames. Her yard number was 402.

Mordey, Carney & Co. Ltd.

Mordey, Carney & Company purchased the yard in 1900 and of their construction the most well-known ship must be the paddle steamer Solent.

However, there were actually two ships of that name. The first of the name was a steel, paddle steamer, built as a consort for the Lymington in the London & South Western Railway Co's cross-Solent service. Her measurements were 120 ft in length, 18.5 ft breadth and she was propelled by 2 cylinder compound oscillating engines, also built at Woolston. But although completed in August 1900, she never sailed for the London & South Western Company and was sold, even before registration to the Metropolitan Asylums Board, London for use on the Thames.

The London & South Western Railway Company immediately ordered another steel paddle steamer to be named Solent (Yard 425). Of 136 ft in

length, 20 ft in breadth and 161 gt, she was almost the same size but her engines were of the 2 cylinder compound diagonal type. She was completed in 1902 and began plodding back and forth from Lymington to Yarmouth, sometimes towing a string of lighters. In 1923 she came under Southern Railway ownership with the re-grouping of the railways and continued on the same route until 1938 when the Denny-built Lymington with Voith-Schneider propulsion came out. She was then placed into reserve but was used during the war between Portsmouth and Ryde. In 1948, when the British Transport Commission was formed, she was found too old and went to H.G. Pounds of Portsmouth for demolition.

Yard No 403 was a Floating Bridge for the Itchen ferry and No 404 was the tug Java of 154 gt delivered in 1900. She became the Unterweser 15 and later, the Tralleborg SJ of the Svenska Statens Jernsk. Another tug, 155 gt, built in 1901 for the Portugese Government was the Capitania.

A small steel screw coaster, Julia, with engines aft came out in 1904 for the Somerset & Dorset Joint Railway.

Registered at Bridgewater, she was 105 ft in length and was driven by 2 cylinder compound engines. There had been four sailing ketches in the company's first cargo service from Highbridge across the Bristol Channel and the Julia took the place of a sailing ship of the same name until 1934 when the Southern & LMS Railways ceased the Somerset & Dorset services.

Altogether, Mordey, Carney & Company turned out thirty-four vessels during their short occupation of the Woolston shipyard, including tugs, barges, coasters and the steam yacht Chimaera.

The largest ship built by them was the Hankow (Yard No 412), a twin screw, single deck steamer of 540 gt and 190 ft in length. She was completed in 1900 and later became the Min of the Sarawak Oilfields Ltd., and registered at Singapore. She had 6 cylinder triple expansion engines.

The Thornycroft yard at Woolston started in 1904 with an accompanying run-down of the works at Chiswick. Yard No 379 was the first on the Woolston Register - a small motor launch named Albion. With it a new era had begun.

THE
ATLANTICARGO
SERVICE

In 1979 the Swedish-Finnish companies Lars Johansson and O.Y. Finnlines began a fortnightly service between Gothenburg, Bremen, Rotterdam and Southampton to Port Everglades, Houston, New Orleans, Mobile and Vera Cruz. This was the first ever regular ro-ro/container service to Southern United States and the Mexican Gulf. The allotted marketing name was Atlanticargo.

The first ship, Finneagle, arrived at Southampton from Rotterdam on 14 July 1979 on her maiden voyage, the first of three motorships allocated to the service:

	gt	bt	
Finneagle	8,759	1979	15,000 tdw 850 teu or 2600 lane metres
Finnclipper	8,759	1979	15,500 tdw 600 teu or 1700 lane metres ex Gulf Express
Finnrose	5,466	1978	Hyundai SB & Heavy Ind., Ulsan. 8,110 tdw twin screw. 850 teu 2600 lane metres ex Stena Transporter (Sten A Olsson) '79 1980:Stena Transporter.

On 1 October 1980 the Finneagle was in heavy seas on a voyage from Mexico to Kotka with trucks and chemicals when a heavy explosion occurred, followed by a fire. The position of the ship was 59.14N 04.18W and with the vessel holed and drifting and with a list to starboard, a helicopter was called to rescue the crew. Later, the fire was extinguished and the Finnrose was towed to Lerwick by the Bugsier tug Caribic (1977, 995g). She was then towed on to Walsham where cargo was discharged, and then on to Gothenburg for repairs.

In 1980 it was decided that larger ships were to be employed in the service and the twin screw motorships Finnhawk and Finnrose were introduced with another ship for delivery in 1981

Finnrose	13,376	1980	AB Oskarhamn	194m x 27m
			Two stern ramps	1160 TEU containers or 890
Finnhawk	13,341	1980	as above	containers and 800 cars
Finneagle	15,952	1981	Kockums, Malmo	

With these ships Atlanticargo was able to capitalise on the pioneering work of the smaller ro-ro ships first used. The new ships are more suited to the large numbers of 20 ft and 40 ft containers carried and there is scope for wheeled cargo and other items outside the scope of containers.

Of the three ships displaced, the Finnrose (1978) returned to her owners, the other two - Finnclipper and Finneagle being transferred to Mideastcargo, another joint service dating from March 1980 when Finnline's independent Middle East service and Johansson's Express Line merged. They joined the ro-ro ships Emirates Express, Saudi Express and Quatar Express which, in turn, displaced the multi-purpose motor 'superliners' Finn-America (1971, 19693g), Finnbuilder (1971, 16964) and Finnsailor (1972, 16964g).

As well as Atlanticargo and Mideastcargo there is also part ownership and involvement with Finn-carriers and Scanscot services.

old southampton callers

no 19

The LAPLAND of 1908

by John S Lindsay

With the entry of the Lapland to the Antwerp - New York service she portrayed the ultimate in elegance reached by the lines on the Western Ocean at the time. Her Belgian owners whose official title was the Societe Anonyme de Navigation Belge-Americaine commonly known as the Red Star Line owed their existence to United States capital the subscriber being the International Navigation Company, which in turn was part of the International Mercantile Marine group (United States).

The Lapland was a ship without sisters, but with a profile of four masts and two funnels did suggest some relationship to the White Star Line's big four Celtic, Cedric, Baltic and Adriatic and the Hamburg-America Line's Amerika. Apart from the number of funnels and her raised fo'c'sle her design and size corresponded closely with that of the Holland-America Line's Nieuw Amsterdam of 1907. The competition between the Holland-America Line and the Red Star Line was very keen.

The Lapland was laid down in 1907 at Harland & Wolff, Belfast as yd no 393. She was launched on 27 June 1908. She left Belfast on the 27 March 1909 for trials and then proceeded to Southampton for dry-docking. She then sailed to her home port of Antwerp from where she made her maiden voyage on the 10 April calling at Dover on her way to New York.

At the time of launching in 1908 she was the largest vessel sailing under the Belgian flag, her main particulars being:- length 620 ft oa, 605.8ft bp; breadth 70.4ft; load draught 32.1 ft. Tonnage was 17 540 gross (raised later to 18 866) 13 360 dwt. Machinery was twin-screw quadruple expansion engines developing 14 500 ihp giving a service speed of 17 knots. There were eight double-ended boilers with a working pressure of 215 lbs psi. Like many of her contemporaries her reciprocating engines were arranged on the balanced system. The bunker capacity was for 3 876 tons of coal, of which she consumed about 240 tons per day at normal service speed. She had nine decks, six cargo holds and ten watertight compartments. Her passenger accommodation provided for some 450 first class, 400 second and approximately 1500 third. The two upper decks housed the first class staterooms of which over sixty were single berthed. During her career the passenger accommodation varied; in the early twenties her capacity was given as 389 first, 362 second and 1376 third and in the later twenties as 481/440/1008.

Her instant success on the North Atlantic route and the increasing competition from the Holland-America Line decided her owners to place a further order with Harland & Wolff for an even larger ship. This was Belgenland (27 132 gt) which was launched on 31 December 1914.

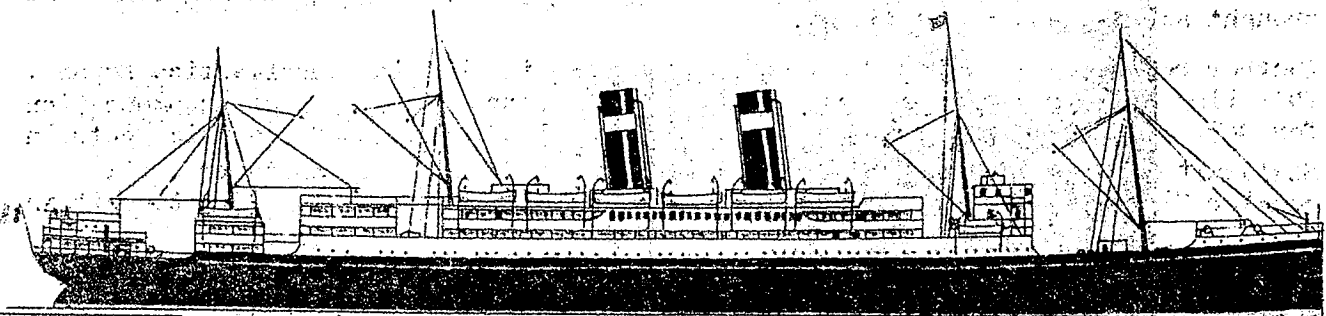
The Lapland continued on the Antwerp-New York route until the outbreak of war in 1914, making her last voyage on 4 July. With the rapid advance of the German troops through Belgium in August 1914 and the threat to Antwerp, the company diverted their ships to Liverpool making that port their terminal for the time being. The Lapland made her first voyage from Liverpool to New York on the 1 September. She was then dispatched to Canada to join a convoy of 31 ships in which the first Canadian Expeditionary Force sailed on 3 October. On arrival she was transferred from the Belgian flag to operate under the Red Ensign. She was re-registered at Liverpool under the ownership of the International Navigation Co. On 29 October 1914 she made her first voyage from Liverpool to New York under White Star management

continuing in this service until mined off the Mersey Bar Lightship in April 1917. Fortunately she sailed safely into Liverpool. After repairs were completed, in June 1917 she was requisitioned under the Liner Requisition Scheme to become a troopship.

After the Armistice she made her first voyage on 23 November 1918 for the White Star Line from Liverpool to New York, for which she did six return voyages the last being on 2 August 1919. Still under White Star she was transferred to Southampton from where she made her first voyage on 16 September to New York. After three round voyages, the last being on 27 November 1919 she reverted to Red Star, Liverpool and resumed Antwerp-Southampton-New York sailings on 3 February 1920. Still under the British flag her tonnage was now 18 565 gross. On the homeward trips she called at Plymouth and Cherbourg. On the outward journey she sometimes called at Halifax, N S. In 1926 the third class passenger accommodation was reduced to 540 and in April, 1927 she was again altered to carry Cabin, Tourist and Third class passengers only.

In 1929 she was transferred to F Leyland & Co, another member of the I M M. She made her last voyage from Antwerp to Southampton, Havre and New York arriving on 8 May and sailing on 11 June for Cobh and Antwerp. After this she was engaged on cruising from London to the Mediterranean until October 1933. Owing to the mounting operating costs which killed any hope of profit - a sign of the times then as today - she was withdrawn from service and sold to Japanese shipbreakers. Sailing on 19 November 1933 she made her last long voyage to Japan via the Cape. She was cut up for scrap metal at Osaka in 1934.

To those of us who can remember the Lapland sailing proudly up Southampton Water to the Ocean Dock will recall her colouring which only changed to battleship grey during her war service. The beauty of the Harland & Wolff symmetrical lines were emphasize by her black hull, white upperworks, red boot-topping, thin red line around the hull, four chocolate pole masts and attendant derricks and two black funnels with white bands. She seemed massive to the small boy who saw her first arrival at this port in 1920, his Dad's ship, the Avon, being 11 073 gross!



LAPLAND (1908)

John Lindsay

A fire casualty -
 the loss of the Marcel Bayard

Cable ships are frequent visitors to Southampton and occasionally, one can be seen wearing a foreign flag. The French-flag cable-layer Marcel Bayard was one of these ships and, indeed, has spent long spells in the port, usually at 37 berth, awaiting orders or the loading of cable.

Unfortunately, on 6 January 1981 she caught on fire during welding work in the engine-room on a bulkhead near the oil pipe. At the time the ship was berthed at the Quai des Cabliers, La Seyne. The fire spread through the ship and caused so much damage that the vessel was considered a constructive total loss. The fire was thought to have been extinguished but further outbreaks occurred on 8 January and next day the ship sank at her moorings.

The Marcel Bayard was owned by the Government of France (Posts and Telecommunications Department) and was loaded for a voyage. Of 4,502 gt, she was constructed by Ch & At Aug-Normand, Le Havre in 1961 and was fitted with diesel-electric machinery - four oil engines driving four generators connected to four electric motors and to twin screws.

Another smaller cable-layer, Ampere (2,248 gt) belonging to the same department is based on Mediterranean ports.

The Begona of the Compania
 Trasatlantica Espanola S.A.

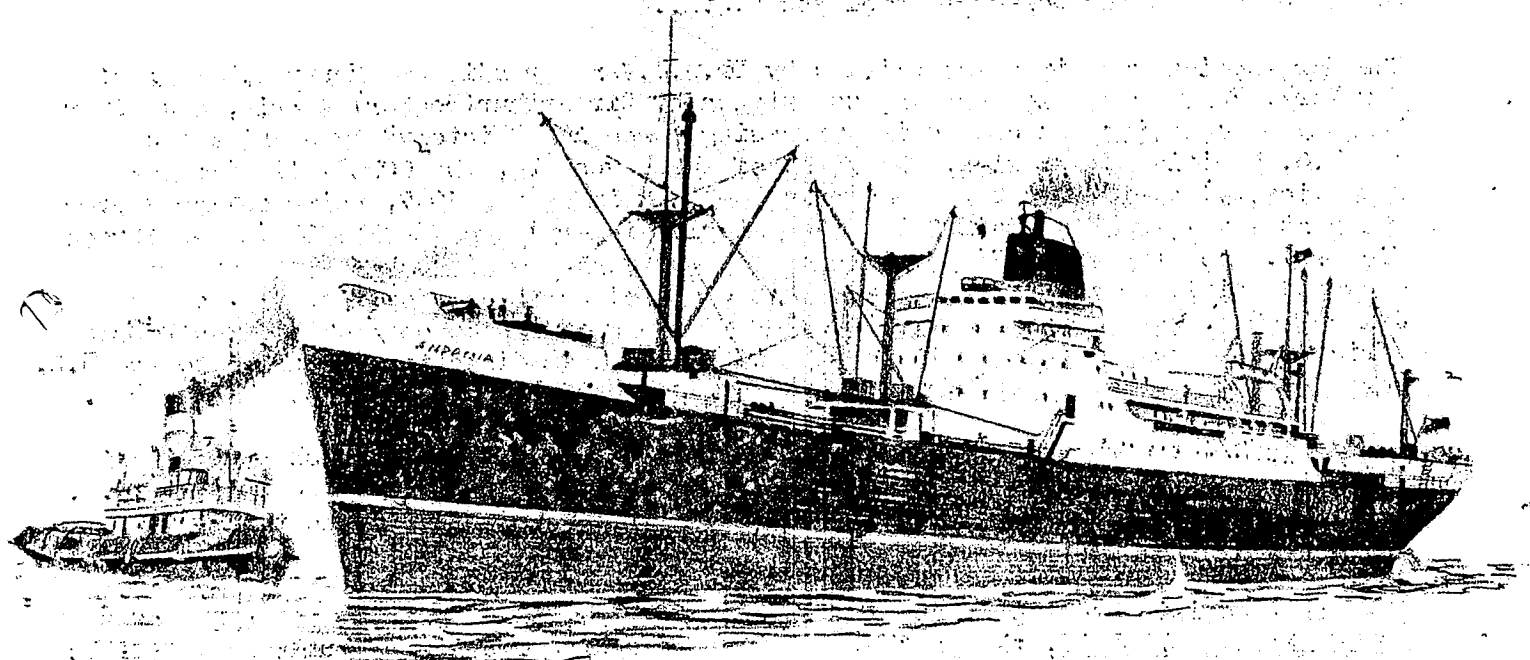
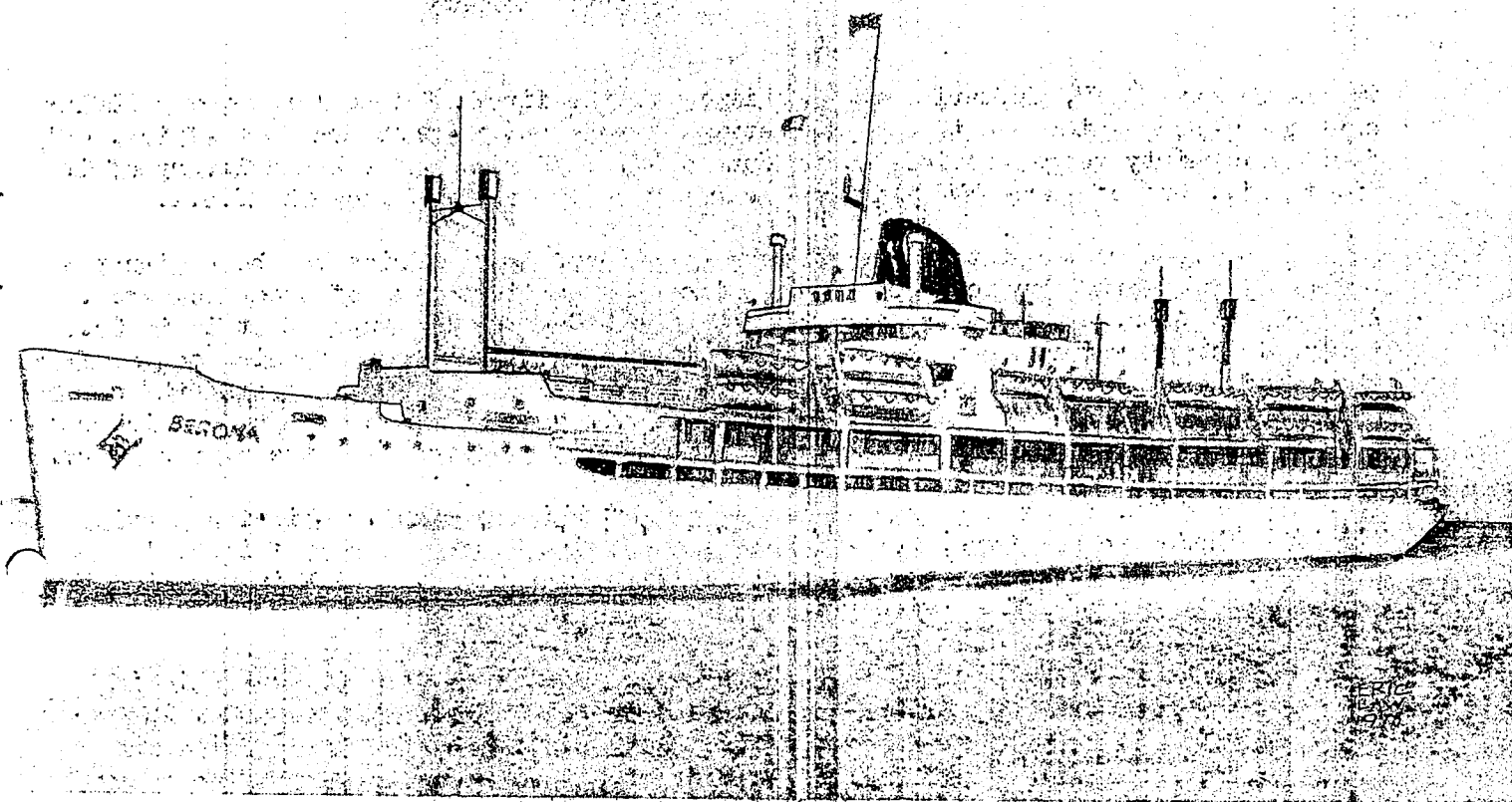
The Spanish ship Begona was a regular caller at Southampton in the 1960s. Built under the United States Maritime Commission programme, she was a 'Victory'-type ship, completed in May 1945 as the transport Vassar Victory (7,604 gt) for operation by the United States War Shipping Administration. When war ended, a number of the Victory ships were disposed of to foreign flags and in 1947 she became the Italian-flag Castelbianco of the Sitmar Line. In 1952 she was converted at Trieste to an emigrant ship for 480 Third Class passengers and (slightly) renamed to Castel Bianco. She began sailing from Genoa to the Caribbean and South America in the Spring of 1953. The subsequent remeasurement brought her tonnage to 10,053 gt.

Another refit was made in 1957 when she was sold to the Cia Trasatlantica Espana. This time all her dormitory accommodation was replaced by passenger accommodation for 940. She took the name Begona (10,139 gt) and inaugurated a service between Southampton, Spain and the West Indies in April 1958 with the Montserrat (ex Wooster Victory) as a consort, bringing over large number of emigrants to Britain.

On 3 October 1974, on a voyage from Southampton to the West Indies, she put into Tenerife with engine trouble. This was repaired and next day she sailed again, then once more broke down in the Atlantic. For a day or so the Begona drifted helplessly and was then towed into Bridgetown by the German Bugsier Line tug Oceanic (1969, 2047gt), arriving there on 17 October. Almost thirty years old, repairs were considered uneconomic and she was sold for breaking up, arriving at Castellon on Xmas Eve 1974.

The consort, Montserrat was not quite the same as the Begona, having been given one less deck when converted. She was built at the California Shipbuilding Corporation's yard at Los Angeles whereas the Begona was constructed by the Bethlehem-Fairfield yard at Baltimore.

She was also in the Italian Sitmar fleet for a time with the name Castel Verde, joining the Spanish company in 1957 as the Montserrat. After a refit she joined the Southampton-Span-West Indies service in August 1958. The Montserrat was eventually broken up at Castellon in March 1973.



6/12
1974

Top: BEGONA see article bottom of page 8 drawing by Eric Lav

Bottom: ANDANIA (7004g 1960) of the Cunard Line - another vessel at one time very familiar in Southampton.

drawing by Nigel V Robinson

FROM "VICTORY" TRAMPS

.....TO CONTAINER SHIPS

A brief history of SAFMARINE
by David Hornsby

On the 29 July 1977, Safmarine took delivery of the first of five large new cellular container ships which are to operate between Europe and South/South East Africa. Only just over thirty years previously, in June 1947, Safmarine had taken delivery of its first ship, one of three WW2 "Victory" cargo vessels acquired from the U.S.A.

At the southern most point of the African continent, South Africa has been situated on one of the worlds busiest sea routes since the earliest days of ocean commerce. As early as 1652, a settlement was founded at the Cape by the Dutch East India Co., to supply fresh water, meat and vegetables to the sailing vessels trading to and from the mystic East. Gradually, the continent was opened up and it was during the second half of the 19th century that the discovery of diamonds and gold was made, which was to have such a major impact on the prosperity of South Africa over the next century.

As early as 1815, an attempt had been made to establish a regular shipping service from the Thames to the Cape, but this and several later schemes soon failed. It was not until 1857 that the turning point was reached when the s.s. DANE inaugurated the passenger and cargo/mail service which was to last for 120 years.

During WW2, South Africa became aware of the urgent need to form its own shipping line to carry its exports and imports to and from the markets of the world. In June 1946, shortly after the end of the War, the South African Marine Corporation was incorporated as a private company, being converted into a public company on 6 May 1947. Unfortunately, only about 8% of the 650,000 shares were taken up, the balance being taken by the underwriters which resulted in about 40% of the equity being held by the States Marine Corporation of the U.S.A..

The Corporation was first established by Dr.H.J.Van der Bjil and Henry D.Merser of New York. Further development was undertaken by Sir Arthur (Bomber) Harris, who after lengthy negotiations succeeded in purchasing three AP2 "Victory" type ships from the U.S. Maritime Commission. The first of these vessels, the CONSTANTIA (ex New Bern Victory) arrived at Cape Town from New York in August 1947, being followed over the next few months by MORGENSTER (ex Westery Victory) and VERGELEGEN (ex Westbrook Victory). For the first 2½ years these vessels together with chartered tonnage operated mainly from the Cape to the east coast of North America. However, on 12 January 1950, the Company was admitted as a member of the Europe/South & South-East Africa Conference, being permitted 12 sailings in each direction per annum to the U.K. west coast and continental ports. On 18 May, the VERGELEGEN crossed the Mersey Bar.

During 1950/1 the two underwriters who had taken the balance of the shareholding in 1947 disposed of their interest. The control of the Company transferred to the U.S.A. as States Marine Corp. increased their holding to 54%, with Clan Line taking 18% and the remainder being held by about 150 South Africans.

The first addition to the fleet was made in mid 1955, when delivery was taken of the SOUTH AFRICAN MERCHANT, the last of a series of four cargo liners built by Fairfield Shipbuilding & Engineering Co.Ltd of Glasgow. When launched on 14 December 1954, the vessel was the first ocean going cargo vessel launched for South African owners. Three earlier sister ships were acquired in 1957/8 from the Norwegian owner Gorrissen & Klaveness A/S - another company in which States Marine held a controlling interest - the 1952-built SOUTH AFRICAN PIONEER (ex Sira), the 1953-built SOUTH AFRICAN TRANSPORTER (ex Simoa) and the 1954-built SOUTH AFRICAN TRADER (ex Sjoa).

Early in 1959, the U.S.Government announced that it was to assist U.S. owners with building and operating subsidies in order to boost the 'Ship American' campaign. A major condition was that any line wishing to qualify should not have a financial

cont.....

FROM VICTORY TRAMPS TO CONTAINER SHIPS...cont

interest in any foreign shipping line operating in opposition to U.S. subsidised lines. As Safmarine were operating in competition with at least three such lines, States Marine cabled Cape Town on 1 April 1959 stating "now unexpectedly find..must sell our Safmarine stock..promptly..am sure you agree essential stock to remain in friendly South African hands for protection of Safmarine future".

States Marine had only 60 days in which to dispose of their Safmarine interest, with the South African economy not buoyant and world shipping in marked depression there was a real and threatening danger of control passing to unsympathetic interests. An approach was made to the Industrial Development Corporation to acquire the 1,699,300 shares (53.1%) and Rand 2.3m debt against the 'Merchant' class ships. It was quickly reported "this is probably the last foreseeable opportunity for South Africa to acquire a controlling interest in a South African based shipping Company. If this opportunity is not taken now, it is unlikely to come again". After negotiations, the I.D.C. took over control of Safmarine, to be followed by two years reorganisation.

Only two years after again becoming South African controlled, a further major development took place in the form of a merger with the Springbok Shipping Company. A few years previously in 1955, the British & Commonwealth Shipping Company had been formed following the merger of Clan and Union-Castle Lines. Amongst the Union-Castle subsidiaries was the long established Bullard King Line whose ships, sailing rights and equity had been transferred to a newly established South African company - Springbok Line - in 1959.

On 19 March 1961, senior executives of B & C and I.D.C. met to discuss the possibility of a merger to form a stronger, fully South African controlled shipping line to serve the routes between Europe, North America and South Africa. The outcome was that only nine days after the first meeting the proposals had been agreed by both parties. It was further agreed that expansion should take place as soon as economically justifiable, that control must lie and must seem to lie in South African ownership, and South Africa would undertake to provide its share of all further finance.

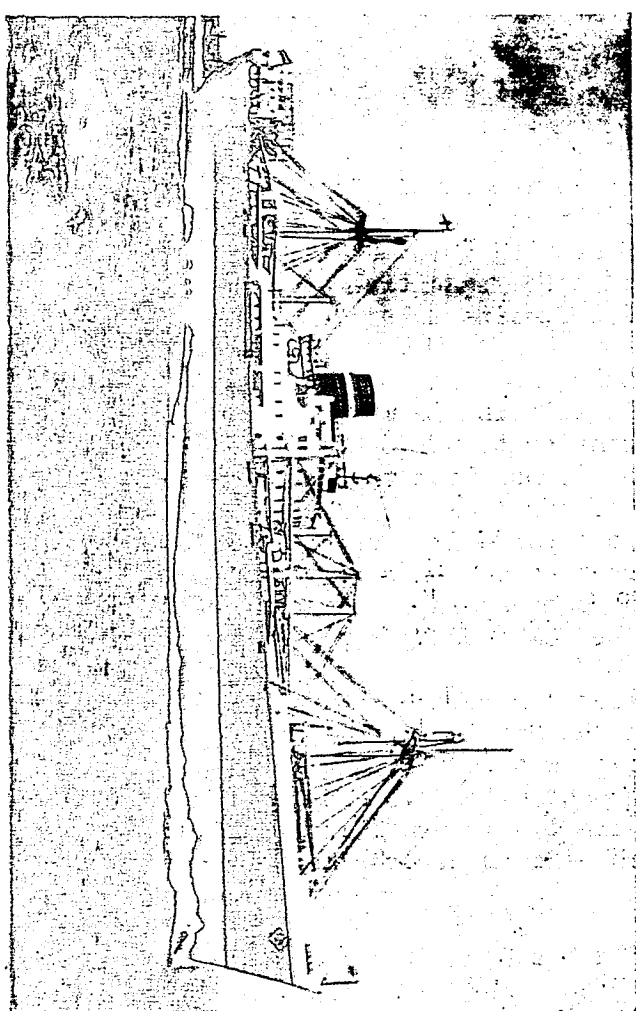
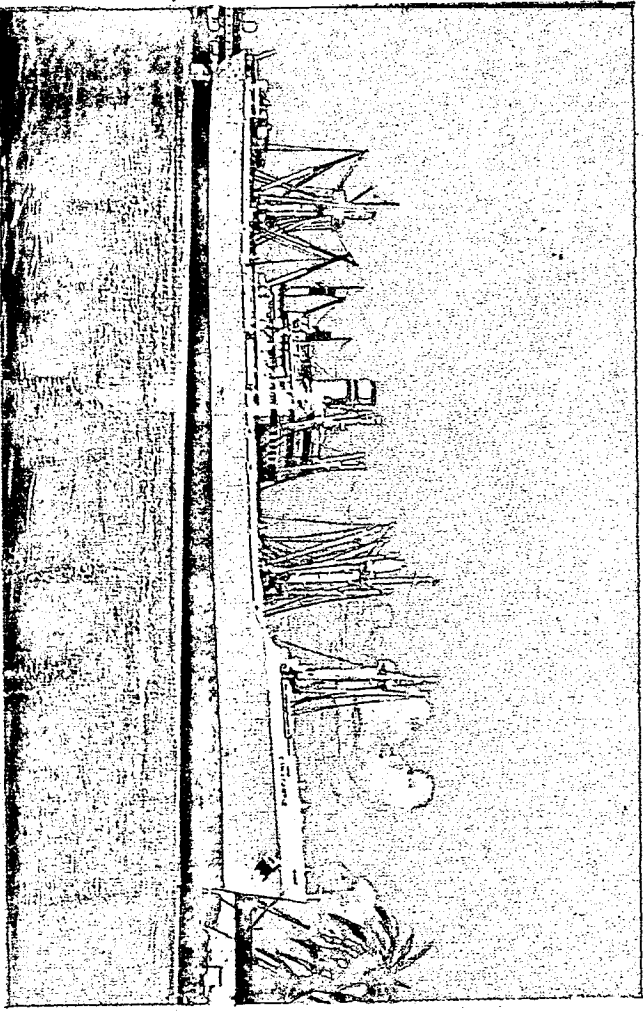
Of the seven ships taken over at the time of the merger, the CLAN STEWART and CLAN ROSS were renamed SOUTH AFRICAN SCULPTOR and SOUTH AFRICAN SCIENTIST, but were considered unsuitable for Safmarine services and were resold to their original owners. The five Bullard King ships taken over included the 1940-built SOUTH AFRICAN FARMER (ex Grysbok) and the 1942-built SOUTH AFRICAN FINANCIER (ex Gemsbok) both of which were soon sold for scrapping. The three remaining vessels, which increased the Safmarine fleet to 10, were all built for the Clan Line by Greenock Dockyard Co Ltd, these being the 1950-built SOUTH AFRICAN SEAFARER (ex Steembok) and SOUTH AFRICAN STATESMAN (ex Bosbok), and the slightly smaller 1954-built SOUTH AFRICAN SHIPPER (ex Rooibok).

Although, as a result of the merger, there was only a small increase in the size of the fleet, this was more than off-set by the acquisition of the former Bullard King sailing rights on the Conference routes to continental Europe and the U.K. east coast. The enlarged European operation resulted in the formation of South African Marine Corporation (U.K.) Ltd. as a wholly-owned subsidiary.

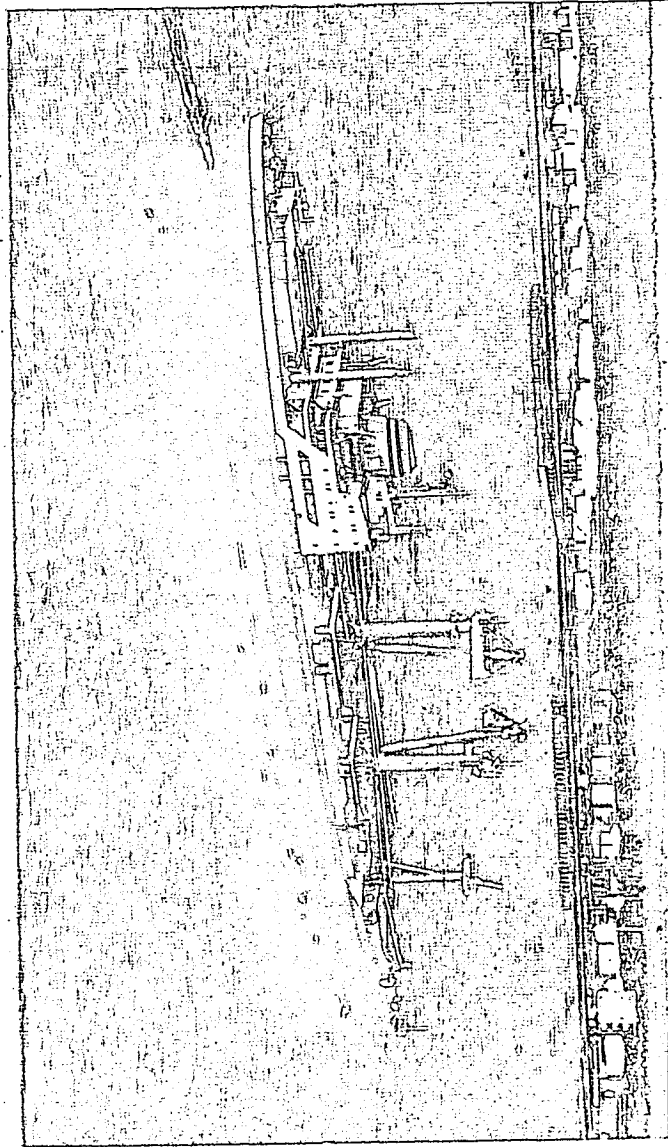
Following the renaming of the newly acquired vessels, the original three 'Victory' ships were renamed SOUTH AFRICAN VANGUARD, SOUTH AFRICAN VENTURE and SOUTH AFRICAN VICTORY.

South Africa is one of the largest fruit exporting countries in the world and for many years the main carriers of perishable products to Europe had been Union-Castle and Clan Lines. Discussions with the Control Board following the 1961 merger disclosed that the fruit export graph had a distinct upward trend and that the Board had been forced to charter refrigerated tonnage to supplement the reefer ships of the British & Commonwealth Group. At about this time, there was a distinct improvement

cont.....



photographs reproduced by courtesy of SAFMARINE



above	S.A. VAN DER STEEL	first of 8 new cargo liners
top left	CONSTANTIA	first of the 'Victory' type
bottom left	SOUTH AFRICAN MERCHANT	first newbuilding in fleet

Safmarine History

FROM VICTORY TRAMPS TO CONTAINER SHIPS...cont

in world shipping and although capital for further investment was not readily available, management favoured the idea of entering into the reefer field, particularly as foreign operators were expressing interest in the expanding trade.

During 1962, the Company decided to acquire one fully refrigerated ship and a specification was drawn up in consultation with the Control Board. The lowest tender of the Dutch builder Verolme United Shipyards was accepted, but this single ship would give Safmarine only a small share of the fruit trade. A proposal by British & Commonwealth was therefore readily accepted whereby their Greenock Dockyard subsidiary would build three similar reefers to be chartered to the Corporation, with an option to purchase within a short time. Named after the fruit producing areas, the Verolme-built vessel became LANGKLOOF, whilst the Greenock vessels - initially to be owned by Huntley Cook South Africa (Pty.) Ltd - were named LETABA, DRAKENSTEIN and TZANEEN, the former two being delivered in 1963 and the remainder in 1964. Later in the 1960's the similar S.A.HEXRIEVER and S.A.ZEBEDIELA were delivered by Verolme for Safmarine. During 1966, the original reefer ships had the S.A. prefix added to their names, whilst the same prefix was substituted for SOUTH AFRICAN on the 10 cargo ships.

South Africa is also one of the worlds largest sugar producers and during March 1964 a company called South African Sugar Carriers (Pty) Ltd was formed by Safmarine (60%) and S.A.Sugar Association (40%) with a view to operating a bulk sugar carrier. In July 1964 a contract was signed with a Japanese yard for the construction of a 23,700 dwt geared bulker. Delivered in December 1965 as the S.A.SUGELA, she became the first vessel in the fleet with the new prefix and subsequently played a valuable part in the export trade, mainly to Japan. Another new company formed in 1964 was Safbulk (Pty) Ltd, which took delivery of two 11,900 grt tankers from the Danish owner A.P.Moller. Renamed SAFDAN HELENE and SAFDAN YVONNE, the two vessels were lengthened and widened 17ft and 11ft respectively, during a major conversion into bulk carriers specifically for carrying pig-iron to the Far East.

After several years of shipping depression, there were indications during 1963 that the Conference services were becoming more profitable. This improvement was maintained into 1964, but the reliable 20-year old 'Victory' ships were under severe competition from fast new American freighters. As a result, in May 1964, five cargo liners were ordered of around 12,500 dwt and capable of a service speed in excess of 20 knots as well as providing capacity for refrigerated produce and bulk liquids. To obtain the earliest possible delivery the order was split between two builders, three from Verolme and two from the Osaka yard of Fujinagata SB & E Co, with whom options were also taken for three further vessels.

The first of the eight new cargo liners to come into service was the S.A.VAN DER STEEL which arrived at Cape Town in August 1966, to be followed later in the year by the S.A.WELTEVREDEN and S.A.HUGUENOT, whilst 1967 saw the delivery of the S.A.ALPHEN and S.A.NEDERBURG. The three Japanese options - now the Fujinagata yard of the Mitsui Shipbuilding & Engineering Co. - were taken up, the first vessel being named S.A.CONSTANTIA arriving at Cape Town in September 1968, being followed by the S.A.MORGENSTER and S.A.VERGELEGEN during 1969.

The new cargo liners had been built to the latest specifications for unitised cargo handling and bulk handling of special cargoes, such as chemicals. The ships were also equipped with heavy lift gear, some of the vessels having 250 tonne derricks, to cope with the increasing transportation of huge items of machinery required for the tremendous industrial growth taking place in South Africa.

The eight new fast cargo liners, together with the six reefers and the bulk carrier brought the newbuildings for the Company to 15 in the five years between 1964 and 1969.

To Be Concluded

The three week 'lock out' dispute of dockworkers and the subsequent continuation of industrial action has resulted in many vessels being diverted to other UK or continental ports.

ACL have transferred their 'O' and 'P' class ships to Liverpool and replaced them by their first generation 'S' class vessels, which now operate a weekly service from the port. The ships involved are ATLANTIC SAGA (14950g 1967) ATLANTIC SONG (14871g 1967) ATLANTIC SPAN (15107g 1967) and ATLANTIC STAR (15055g 1967).

After a long absence from the port a Federal Steam Nav Co vessel called to load a cargo for South America. At the time WILD FLAMINGO (6923g 1973) was on charter to ELMA which line has now switched its operations to Newhaven resulting in the closure of the Cold Store Depot.

Ro-ro ships included Mitsui-OSK Lines OLYMPUS ACE (11753g 1980) with Datsun cars and the Russian BORIS BUVIN (3987g 1978).

Banana vessels consisted of two first-time callers, the Dutch PACIFIC LADY (1232g 1977) and PACIFIC PEERESS (990g 1980), owned by Primplaks BV.

British coasters included London and Rochester's IGNITION (199g 1967) which loaded cable; Denholm's GALLIC MINCH (1599g 1971) which discharged coal at Dibles Wharf; Everard's SAGACITY (1594g 1973) at Husbands Shipyard; Inver Shipping's INVERAN (498g 1956) ex TARMAC I '78, ex ALLETTA '73; and Union Transport's UNION PEARL (697g 1977) which flies the Irish flag.

German coasters included FRANZ HOLM (499g 1963) ex ILSE WULFF '71 which discharged timber at Drivers Wharf and is owned by J Janshen. The container berths have been visited by ISAR (499g 1969) of Schepers Rhein See Line; ATRIA (499g 1972) and CORVUS (499g 1968) both managed by P Dohle. The East German WOLGAST (430g 1955) also discharged timber at the port.

Calling at Hamble Jetty recently was the American tanker COVE TIDE (15254g 1945) ex COUNCIL GROVE '80 owned by Cove Shipping Corp. Although the forward and aft sections were built in 1945 the main cargo section only dates from 1961. (This vessel was built by Alabama Drydock Co as a T2-type; after fitting of new midbody in 1961 the original centre section was converted to a derrick barge named AVON SENIOR in 1965 - Ed).

P&O have been using Shell tankers to bunker their two cruise liners - SHELL DIRECTOR (1210g 1971) ex CAERNARVON '79 and more recently SHELL EXPLORER (1586g 1972) ex DUNDEE '79

A larger tanker using the docks for repairs was the American SEALIFT ANTARCTIC (17157g 1975) which although owned by Marine Vessel Leasing is operated by the US Military Sealift Command.

After spending several weeks at Cowes Roads the Greek ore-carrier SILVER ISLAND (8574g 1958) called at the docks. She was originally built for Hunting & Co as DALHANNA a name carried until her sale in 1973. During her stay in the docks she took her third name of AMALIA being sold by Stavros Daifos to Union Commercial Steamship Co.

Two bow-loading pallet-carriers called at the RCT berths at Marchwood this quarter. TRANS FJELL (499g 1978) and TRANS NES (494g 1980) are both owned by P/R Transfjell of Norway.

Finally at the beginning of the quarter the small Panamanian coaster LIEVE (423g 1957) ex HOHEWEG '80, ex URSULA LEGENHAUSEN used 101 berth for emergency repairs after being towed in from the English Channel.