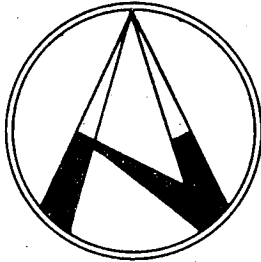


CLAVESNTVM



scale 1000 feet

southern television centre  
northam road bridge

mean low water

drivers wharf  
pollock and brown wharf  
vosper - thornycroft (northam yard)  
camper and nicholsons

james wharf  
dibles wharf  
dibles river

whites shipyard

leamouth wharf  
britannia wharf  
phoenix wharf  
gas wharf  
burnley wharf  
victoria wharf  
sunderland wharf

vicker's

vancouver wharf

hovermarine

chapel wharf

supermarine works

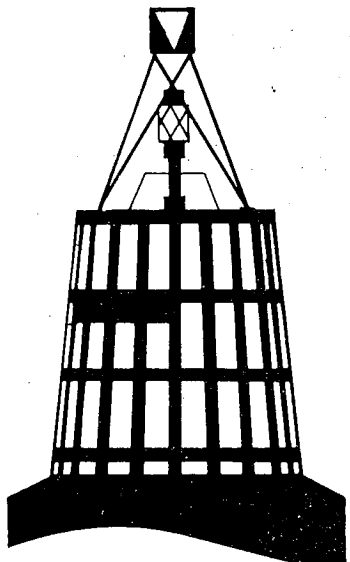
hovercraft terminal  
line of new road bridge

bargè dock

floating bridges

princess alexandra dock  
6  
7  
8  
9  
28N

vosper - thornycroft (woolston yard)



**BLACK JACK**

AUTUMN — 1972

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Published Quarterly by the Southampton Branch of the World Ship Society

Membership of the World Ship Society is £2.50 per year, which includes Branch membership and the quarterly issues of Black Jack together with the Society's monthly magazine Marine News

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Southampton Branch:

Chairman: R C Collins                      Vice Chairman: B A Hill  
 Hon. Branch Secretary: Chris Weeks, 35 Rutland Way, Bitterne, Southampton  
 Hon. Branch Treasurer: M J Moloney, 1b Marne Road, Bitterne, Southampton  
 Magazine Editors: Nigel V Robinson, 8 Winn Road, Southampton & David T Hornsby  
 Outings and visits Secretary: Roy Henderson                      Projectionist: Les Mugridge

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Editorial:

The Annual Quiz between the Southampton and Isle of Wight Branches will take place on Saturday 21st October at 2-30 pm in the Officer's Lounge of the Missions to Seamen, Queen's Terrace. Light refreshments will be provided in the form of tea, cake and biscuits at 20p per person. Cash to the Secretary by 10th October please.

Volunteers are as always required for the team. So all you knowledgeable shipping people, one pace forward!! If by some quirk of fate you have not been able to get into the team, come along anyway to the Quiz, because you are sure to come away knowing a little more than you did at the beginning.

We still require members to give some slide or 8mm film shows, or indeed a full evenings lecture to fill next year's programme. There must be many members who could give a short talk on their favourite subject so let the Secretary or Chairman have details as soon as possible, please.

New Members:

The Secretary is pleased to announce the largest influx of new members for many months and is pleased to extend a warm welcome to Mr & Mrs W. Robinson, Mr & Mrs R. Willens, Mr D. Bateman, Mrs B. M. Shotter, Mr P. Appleby, Mr H. Harland and Mrs Harland.

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Forthcoming Meetings:

Tuesday, 10 October 1972	22nd A. G. M. of the Southampton Branch, plus a supporting slide talk.
Tuesday, 14 November 1972	Mr John Lindsay talks on "Marine Engines and Machinery, Ancient and Modern"
Tuesday, 12 December 1972	Captain L. H. Gray, manager of the Esso Marine Terminal at Fawley talks on "Tanker and Terminal Operation"

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In this issue of 'Black Jack':-

Page 3	The Woolston Ships - Part 2	by W H Mitchell
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14	Recent Visitors to the Port	David Hornsby

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THE WOOLSTON SHIPS (The Oswald Era)		Part 2	continued from Summer Issue, No 3
by W.H.Mitchell		(1878-1882)	
Yard No	Solent	9.1878	Iron schooner-rigged steamer for the inter-colonial service of the Royal Mail Steam Packet Co.Ltd. 1908g 321' x 35' Engs:02cyl. 1909:Sold.
	Manuela	10.1878	Iron screw steamer for G.H.Fletcher & Co. Bilbao. 869g 216' x 30' Engs: 02cyl.
	Hansa	1879	Clipper bow iron screw steamer for Norddeutscher Lloyd.Bremen. 2513g 332' x 36'.Compound engines. 11 knts. 4.1.1880:Wrecked Terschelling Island.
177	Mayo	10.1879	Iron screw steamer for C.W.Pollexfen,Liverpool. 1275g 240' x 33'. Engs:02cyl.Became Les Trois Freres (Les Fils de Conseil)then Les Balearos.
178	Pythomene	3.1880	Iron sailing ship for H.Fernie & Son. 1954g 266' x 40'. Became Reno, then Monte Nero.
	Douro	6.1880	Steamer for the Portuguese trade of R.W.Leyland & Co. Foundered in 1888.
180	British Yeoman	7.1880	Iron barque for British Shipowners Ltd.Liverpool. 1862g 270' x 40'.Became Stefano Razeto, then British Yeoman.
	Dundrennan	5.1880	for J.Houston & Sons,Liverpool. 1950g 269' x 40'
	Falernian	9.1880	Iron screw steamer for R.W.Leyland & Co. 2252g 343' x 35' Engs:04cyl. 2 decks.
	Chateau Lafitte	4.1881	Iron screw steamer for Cie Bordelaise de Nav., Bordeaux. 3462g Engs: 02cyl.
	Favonian	1881	Iron screw steamer for R.W.Leyland & Co. 1476g 343' x 34'.Engs:04cyl. Wrecked June 1900.
185	Fabian	8.1881	for R.W.Leyland & Co. 2246g 342' x 34'
	Androsa	9.1881	Iron sailing ship for E.F & W Roberts, Liverpool. 1999g 273' x 40'
	Darjiling	11.1881	Iron sailing ship for E.Bates & Son, Liverpool. 2002g 270' x 40'
	Dunstaffnage	11.1881	Iron sailing ship for J.Houston, Liverpool. 1945g 268' x 40'
	Frankistan	1.1882	Iron sailing ship for British & Eastern Sg Co. Liverpool. 2002g 270' x 40'
	The Hahnemann	3.1882	Iron sailing ship for Stuart & Douglas,Liverpool. 1997g 270' x 39'
191	Victoria Regina	12.1881	Iron sailing ship for J.Coupland, Liverpool. 1772g 270' x 40'. 1894:to Oceana Sg Co. 1900: to Italy as Maria Teresa. 1914:driven ashore near Montevideo and when re-floated was cut down to a coal hulk and renamed Nicolas Colgano.1916: sold to Denmark and was refitted as a sailing ship. November 1916: on fire and abandoned.
192	Isla de Luzon	5.1882	Iron screw brig-rigged steamer for Cia.Gen. Tabacos de Filipinas,Barcelona. Later to Cia Trasatlantica,Barcelona. 4252g 382' x 44' Engs: 02cyl.
	Sardomene	5.1882	Iron sailing ship for H.Fernie & Son. 2000g 269' x 40'
194	Alvina	6.1882	Iron screw steamer for Port Phillip Sea Pilots, Melbourne. 139' x 20'. Engs: T3cyl. Later became a yacht.

## THE WOOLSTON SHIPS (The Oswald Era)

by W.H. Mitchell

Yard No:		(1882-1883)
	Bolan	7.1882 Iron sailing ship for T & J Brocklebank Ltd. 2058g 273' x 40' 7.1889:Missing.
196	Flaxman	8.1882 Iron, 2-deck steamer for Lamport & Holt Ltd. 2168g 299' x 36'. 1903: became Canoe. 1906: Jaguaribe (Cia Commerciale & Navegacion.. Rio de Janeiro). 24.8.32:Sank on passage from Rio to Manaos.
197	Leicester Castle	9.1882 Iron sailing ship for J.Coupland, Liverpool. 1770g 269' x 40'. Became Vik.
198	Umberto Arbib	10.1882 Iron screw steamer for E & E Arbib, London. 1711g Engs: C2cyl.
199	Rajore	11.1882 Iron sailing ship for Eyre, Evans & Co. Liverpool. 2093g 278' x 40'
200	Bitteme	6.1883 Screw steamer for T.R.Oswald. 5085g 383' x 44'. The largest ship constructed by the company. Loaded displacement 9250 tons. Engs: C2cyl deweloping 2250 hp. 13.3 knots. At the time was recorded as the largest ship to enter the Port of London. 1886:Robilant (M.Amoroso, Palermo). 7.2.1890: Wrecked in Saldhana Bay on voyage New York/Japan.
201	Castanos	12.1882 Iron screw steamer for Morel Bros.Cardiff. 1568g Engs: C2cyl. Became Ithaca, Castanos, Newbiggin and Anton.
	Wallachia	3.1883 Iron screw steamer for Taylor, Cameron & Co. 1724g 259' x 36'
203	Albyn	4.1883 Iron, 4-masted barque for J.Houston. 1993g
204	Ladakh	2.1883 Iron sailing ship for E.Bates & Son, Liverpool. 1998g 269' x 39' Became Ninfa and in 1921 converted to a steamer with T3cyl engines. Became Mambi (Cia Cubana Transport, Havana).
205	Test	7.1883 Iron screw steamer for T.R.Oswald. 2549g 311' x 49'. Engs: C2cyl. 1885:Caxton (Lamport & Holt). 1895:Mendoza (T.Hogarth & Son). 1900:Angiolina (Italy). 1905:Citta di New York. 1907:Costanza. 1911: to G.Falazio (same name). 14.8.1917: torpedoed in North Sea.
	Scottish Hills	5.1883 Iron sailing ship for W.H. Ross. 2640g 278' x 40'.
	Scottish Dales	9.1883 Iron sailing ship for W.H. Ross. 2107g 278' x 40'
208	Badworth	6.1883 Iron screw steamer for W.Whealey & Co.Liverpool. 1963g 264' x 36'
	Balcarres Brook	8.1883 Iron screw steamer for W.G.Killlick & Co. Liverpool. 2001g 264' x 36'
	Oakfield	10.1883 Iron screw steamer for J.Brown & Son, Liverpool. 1748g 259' x 36' Engs: C2cyl.
212	Cressington	10.1883 Iron sailing ship for R.W.Leyland & Co. 2026 g 290' x 40'
214	Caledonia	12.1883 Iron screw steamer for United Kingdom SS Co. (Cory Bros.Cardiff) 1938g 270' x 38' Engs:C2cyl. Became Mario, then Nike.

THE WOOLSTON SHIPS (The Oswald Era)  
by W.H. Mitchell (1884-1885)

## Yard No:

Cawdor	2.1884	Iron 4-masted sailing ship for J.Houston, Liverpool. 2426g 302' x 41'
215 Manydown	1.1884	Iron sailing ship for E.Bates & Son, Liverpool. 2243g 305' x 41'. Became Cambrian Princess.
216 Britannia	11.1883	Iron sailing ship for J.Coupland, Liverpool. 2063g 290' x 40'. Became Neck, then Songelw.
217 Ellisland	4.1884	Iron 4-masted sailing ship for J.Houston, Liverpool. 2426g 302' x 41'
218 Shakespeare	1886	Iron screw steamer for E.Bates & Son, Liverpool. 2640g 308' x 44' Engs:C2cyl. 1886:Became San Giorgio (Schiaffino & Solari, Genoa)
Note: This yard number may be wrong and may be 238, conforming with the date of completion.		
219 Alexandra	7.1884	Iron sailing ship for J.Coupland, Liverpool. 2324g 305' x 41'. Became Clavendon (R.W.Leyland & Co.) then Albertstella.
Allerton	12.1884	Iron sailing ship for R.W.Leyland & Co. 2080g 273' x 40'
221 County of Clare	9.1884	Iron sailing ship for R.J.Swyny, Liverpool. 1468g 236' x 38'. Became Sylfid
222 Ormerod	6.1885	Iron screw steamer for J.H.Bennett, Penzance. 484g 171' x 25'. Became Varulv.
Aladdin	2.1885	Iron sailing ship for J.R.Haws & Co. Liverpool. 1689g 245' x 38'
Woolton	5.1885	Iron sailing ship for R.W.Leyland & Co. Liverpool. 2152g 274' x 40'
225 Scottish Glens	4.1885	Iron sailing ship for S.Windrum & Co. Liverpool. 2194g 280' x 40'. Became Haugur (E.Rasmussen, Haugesund) and converted to motor. Engs by Atlas.
Condor	7.1885	Iron barque for G.Petrie, London. 1358g 229' x 37'.
227 Halewood	6.1885	Iron sailing ship for R.W.Leyland & Co. 2153g 274' x 40'. 1913:sold Norway and renamed Songvig. 14.11.1919: Left Buenos Aires and 2.1920: lost off Norwegian coast in sight of homeland with all hands.
Bactria	8.1885	Iron sailing ship for T & J Brocklebank Ltd. 2170g 279' x 40'
229 Fulwood	1885	Iron sailing ship for R.W.Leyland & Co. 2021g 279' x 40'. 1910:transferred to Norwegian registry. 6.11.19: posted missing on voyage Buenos Aires/Norsor.
Spenser	9.1885	Iron screw steamer for Lamport & Holt Ltd. 1801g 312' x 39'. 1895:Manitou (T.Hogan & Sons). 1899: Ida (Italy). 8.1909:Broken up in Italy.
Southgate	12.1885	Iron sailing ship for Chadwick & Pritchard, Liverpool. 2118g 279' x 40'. Became Wavertree of R.W. Leyland & Co. 1910:Badly damaged and dismasted in a storm off Cape Horn. Later became a sand dredge at Buenos Aires. 1970: to South Street Seaport Museum, New York for restoration.

to be continued

PASSAGE TO RYDE
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by John M. Maber

One of the major links between the mainland and the Isle of Wight is the service provided today by British Rail's Sealink between Portsmouth Harbour Station and Ryde Pierhead, a distance of some five miles direct but more like seven and a half miles via the best navigable channel. The regular service on this route from the mid-eighteenth century when a hoy was advertised to leave for Ryde each morning, returning during the afternoon. A reminder of this early service was a Gosport public house the Isle of Wight Hoy, now demolished, which stood close to the present Ferry Gardens.

On reaching the shallows off Ryde, passengers were transferred to a rowing boat but in the absence of any proper landing place the final yards to the shore had to be completed on the backs of local boatmen! By the end of the eighteenth century, however the ferries were being met by horse and cart which conveyed passengers through the 500 yards and more of muddy shallows to the shore.

The construction of a 580 yard long pedestrian pier in 1813 enabled passengers to land dry-shod without difficulty and brought about a considerable increase in the seasonal excursion traffic to the Island. At this time the cost of "passage of each person without a horse" was one shilling (5p).

The first recorded steam service between Portsmouth and Ryde was that advertised in the name of the 70 ton paddler *Brittania* in May 1817. Twice daily sailings were offered in each direction, but the service proved unsuccessful and the *Brittania* was withdrawn after a few weeks. A second steamship, the 78 ton *Thames* (ex *Duke of Argyle*), appeared briefly in a service between Portsmouth and Cowes towards the end of the 1821 summer season, having been employed earlier that year on the Southampton to Cowes route, but no further venture by way of a regular service was attempted until 1825.

In 1824 Ryde Pier was lengthened by 100 yards to permit its use by deeper draught steamers at all states of the tide, and in April 1825 a new regular service from Portsmouth was opened by the 54 ton wooden paddle steamer *Union*, operating in the name of the Portsmouth and Ryde Steam Packet Co. The *Union* was joined in 1826 by the *Lord Yarborough* and in 1827 by the somewhat smaller *Arrow* (46 tons). Sailings from Portsmouth Point near the Quebec Hotel, Bath Square, the terminal of the Portsmouth stage, were advertised four times daily in each direction, Sundays excepted passenger fares being one shilling (5p) forward and one shilling and sixpence (7½p) aft where it would have been somewhat drier in inclement weather. From 1827, the service was maintained all the year round, a fare of two shillings (10p) being levied in the winter months. Vehicles and horses were conveyed in 'horse boats' towed astern of the steamers, a primitive mode of transport which remained in vogue until 1928 when the first of the double ended car ferries appeared.

The *Arrow* was withdrawn and sold for breaking up in 1833, but in 1835 the gap in the fleet was filled by the acquisition of the 69 ton wooden paddler *Earl Spencer*.

The London and South Western Railway reached Gosport in November 1841, and despite the inconvenience of the harbour crossing, the increase in traffic to the Island via Portsmouth made necessary the provision of ten sailings daily in each direction during the summer months of 1842. The first of Portsmouth's piers, *Victoria Pier* near the Sally Port, was opened in the same year and became the regular terminal for the island steamers.

Not until June 1847 was a direct rail link from the capital opened via Chichester to Portsmouth. The company concerned, The London, Brighton and South Coast Railway, worked through to a terminus on the site of the present Portsmouth and Southsea Station in Commercial Road. Thus intending passengers for Ryde and beyond were still faced with the prospect of an uncomfortable journey of a little over a mile before joining the steamer for the island.

The fleet of the Portsmouth & Ryde S. P. Co. was augmented in 1847 by the addition of the 67 ton paddler *Prince Albert* and in 1850 the company acquired its first iron

steamer, the 92 ton oscillating engined Her Majesty. The fleet now numbered five vessels, but in that same year, 1850, a rival concern trading as the Portsea, Portsmouth, Gosport & Isle of Wight New Steam Packet Co. established itself on the Ryde route employing two wooden 87 ton paddlers, the Prince of Wales and Princess Royal.

The choice of names well illustrates the mid-nineteenth century predilection for royal titles!

The new company was short lived, however, for in little more than a year it was taken over by the older concern to form the Port of Portsmouth & Ryde United S. P. Co. The United company inherited a fleet of seven paddlers comprising the Union, Lord Yarborough, Earl Spencer, Prince Albert, Her Majesty, Prince of Wales and the Princess Royal, but the older vessels were disposed of within the next few years their places being taken by the iron steamers Prince Consort and Victoria.

In the meantime, Robert Cruikshank of Gosport (formerly of Montreal, Canada) had formed a company to build an extension railway from Gosport to Stokes Bay as the quickest route to the Isle of Wight, the sea passage across the Solent to Ryde being three miles. Cruikshank died in 1853, but the London & South Western Railway undertook construction of the proposed extension which was completed from a new junction via Gosport Road Station to a new pier at Stokes Bay in 1863. The connecting service to Ryde was operated by the Isle of Wight Ferry Co. of Cowes employing the former Clyde paddler Gareloch, an iron vessel of some 66 tons which plied the Solent for several years before being sold to German buyers. The trouble was however, that Stokes Bay Pier was exposed to the prevailing south-westerly winds and the steamer sometimes experienced difficulty in getting alongside resulting in missed rail connections and frequent cancellations.

On the Portsmouth side, Clarence Pier was opened and became a regular call in 1861, but the inconvenience caused by the lack of any organised connecting link from the railway terminus in Commercial Road was not overcome until 1865 when the horse-drawn Landport & Southsea Tramway was opened to provide this essential service for passengers and their luggage.

The increasing popularity of seaside holidays resulted in a continuing expansion of traffic via Portsmouth and in the second half of the eighteen-sixties the fleet of the Portsmouth & Ryde United company was expanded by the addition of the iron paddlers Princess of Wales, Duke of Edinburgh and Princess Alice. In 1873, however, competition appeared in the form of the Southsea and Isle of Wight Steam Ferry Co. which commenced operations between Southsea (Clarence Pier) and Ryde with four small wooden screw steamers, the Ryde, Shanklin, Ventnor and Southsea, all built at Cowes and of 60 to 70 tons gross. The new concern was hard put to break the monopoly enjoyed by the Portsmouth & Ryde and in the event it was swallowed up after three unsuccessful years.

The lot of the passenger was considerably improved in October 1876 with the opening of the Portsmouth Waterside Extension Railway through to a new terminus known as Portsmouth Harbour which permitted a direct connection between train and steamer. The new Harbour Station pier now became the regular steamer terminal although the call at Clarence Pier was retained for summer excursion traffic and local trade between Southsea and the Island. On the other hand, Victoria Pier was virtually abandoned and ultimately was dismantled.

In 1876, the fleet of the Portsmouth & Ryde comprised the Her Majesty, Prince of Wales, Princess Royal, Prince Consort, Princess of Wales, Duke of Edinburgh and Princess Alice together with the Ryde, Shanklin and Ventnor acquired from the Southsea & Isle of Wight Co. In addition the company purchased the 270 ton former Clyde steamer Heather Bell, a fast but extravagant vessel which may have been in fact already employed in the island trade on charter.

The small wooden screw steamers of the former Southsea & Isle of Wight fleet were soon sold to other operators whilst the ageing Prince of Wales and Princess Royal went to local shipbreakers. In their places the company had built for its own account the iron paddlers Albert Edward and Alexandra, similar vessels of 269 and 235 gross tons

respectively, which were to serve as the basic design for Ryde steamers for the next fifty years. These two steamers were the last to be built for the steam packet company for, with the railway completed through to the Harbour Station, there was no longer any need for an independent steamer connection to the island. Thus in May 1880, the Portsmouth & Ryde United S. P. Co. was bought out by the London & South Western and London, Brighton & South Coast Railway Cos., to form the "Joint Fleet", which was to work the service until the 1st January 1923 when the Southern Railway assumed control.

Other competitors appeared from time to time, but none made any significant mark on the Island trade and with the Nationalisation in 1948 the established service passed to British Railways to eventually become the Sealink connection across the Solent to Ryde.

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THE FORGOTTEN TRIO of the G.S.N.Co. by David Oldham

Many readers may recall the days when the General Steam Navigation Company of London operated a regular service from Southampton to Le Havre, Bremen, Rotterdam, Antwerp and Tonny Charente during the late 1960's with the cargo only vessels Grebe, Woodlark and Heron, all of which could as the need arose carry a limited number of passengers.

The G.S.N. was formed in 1824 and in 1966 they owned some 34 vessels ranging in size from 220 to 2,000 gross tons. Today, in mid-1972 they only own 5 coasters of 400 tons, plus part ownership of the well known car ferries Eagle, Dragon and Leopard.

By the middle of 1965 the G.S.N. operated four cargo vessels from Southampton, the 3 sisters, Grebe, Heron and Woodlark built in 1948, '57 and '56 respectively and of 925 gross tons and the older Greenfinch, built in 1940 and of 392 tons gross. She attained a speed of 8 knots, compared with the other vessels 11½ knots. She was disposed of to Greek interests, leaving only the newer trio operating from the Port. However between 1967 and 1969 these too were disposed of:

The first to go was the oldest vessel the Grebe. She was placed on the Liverpool - Continent run for a while before being sold to John Cashmore Ltd. for scrap and arriving at their Newport (Mon) yard on 18 October 1967.

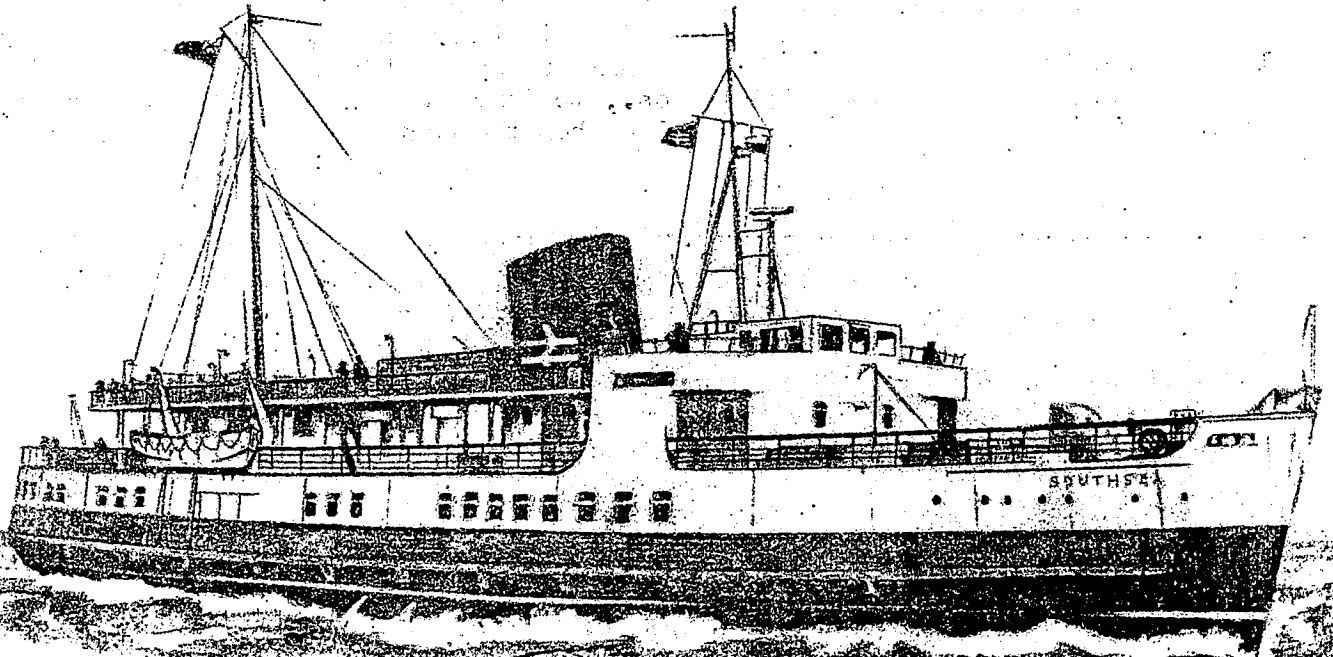
The Heron and the Woodlark on the other hand have been saved from the scrapyards. The Heron was sold to a Torquay based firm, Reliable Caterers Ltd. in 1969 and was then resold to Greek interests by the names of E. Condon, Mrs B. Fischer, R. Sobhi and S. Ghali in late 1970. Today the Heron plies the Mediterranean under the Greek flag as the Anastasia,

The last of the trio the Woodlark was sold to the Ministry of Defence who planned to rename her Longmore Freighter. After several months lying at Marchwood she was towed to Thornycrofts Northam yard on 14 August 1969 still under the name of Woodlark. She returned to Marchwood and was appropriately renamed Marchwood Freighter and is used by the Army for Training purposes. She has only ventured out of her berth once under her new name... on a short trip to spend a few days in Number 6 dry-dock.

The trio's run was taken over by the Petrel and Oriole for a few months until the two 400 ton coasters were transferred to Goole. Since that time only four G.S.N. vessels have called at Southampton: the Redstart, built in 1946 occupied 35-6 berth for a few days; the Philomel of 1956 and of 1,660 gross tons was at berth 66 on the Town Quay, whilst her sister the Sheldrake called at 26-7 berth late in 1967. All these vessels have since been disposed of. More recently the 400 ton Plover (a sister to Oriole and Petrel) called at Dibles Wharf to discharge coal during September 1971 and returned to Pollock and Brown's yard a month later to load scrap. A few months later she was sold to the Ramsey Steamship Co. of the Isle of Man and has since been renamed Ben Veen and together with the three other vessels all with the prefix "Ben" she runs from Liverpool to Douglas (Isle of Man) and to Irish ports.

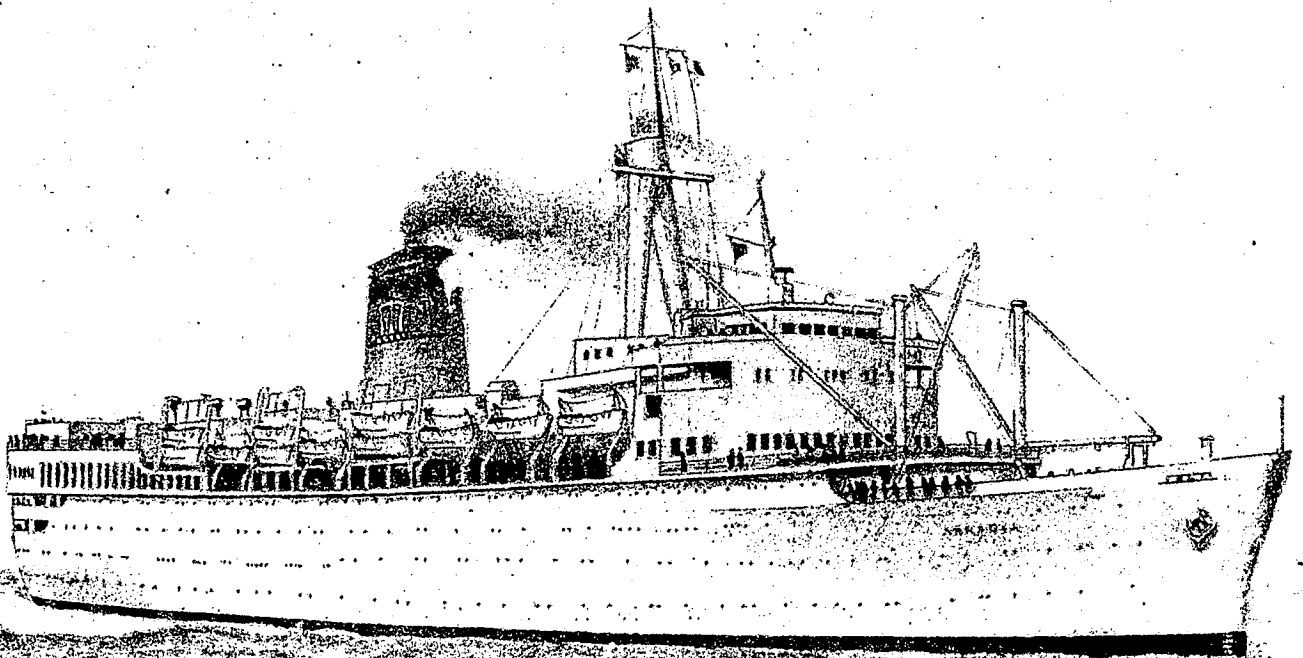
Today, in June 1972 it seems unlikely that any more G.S.N.Co. vessels will be seen in Southampton since the firm, now with only five coasters (one the Petrel on charter to the Burnett S.S. Co.), is much depleted from what it was just a few short years ago. Another era has passed and all that remains as a "monument" is the Marchwood Freighter, which can be viewed as a "static exhibit" from the Mayflower Park.





M.V. SOUTHSEA - British Rail (Sealink) ferry on  
Portsmouth - Ryde service

drawing by Nigel V. Robinson



ARKADIA (ex New Australia '58, ex Monarch of Bermuda '49)  
see article on page 12

drawing by Nigel V. Robinson

THE FORT OF LE HAVRE by Roy Henderson

In the light of the Branch visit to the French port in September, it is topical to publish this account of the History and present day developments over the Channel

IN the present atmosphere of 'entente cordiale' engendered by the recent Royal Visit to France and our imminent entry into the Common Market, I am prompted to write this short article about our neighbour across the sea, The Port of Le Havre.

Both Southampton and Le Havre were established in the past as the main transatlantic passenger terminals of their respective countries, and Le Havre, like Southampton, has been the home of many illustrious liners, not least the splendid line of C. G. T. ships, including the Ile de France, Normandie, and to bring us up to date, the France, now proudly acclaimed since the demise of the Queens, as 'le plus grand paquebot du monde'.

Like Southampton, Le Havre has embarked on an extensive development programme, being one part of France's tremendous port expansion policy. The port is the country's second largest, regularly serving over 150 shipping lines.

The City of Le Havre is situated on the North bank of the Seine Estuary, 124 miles from Paris, and connected to the French capital by a fast electric rail service, and opening next year, a new motorway will provide a rapid direct route linking Le Havre with Paris and Lille.

A port of sorts was first founded at Le Havre at the beginning of the 16th century by King Francis I, who established it for naval purposes, and it soon attained considerable importance, attracting merchant traffic as well. In 1672 Le Havre became the home of the French East India Company, and continued to develop trade routes across the World. The engineer Lamande began, 1787, first major eastward extension of the port, the basins of Barre and Commerce, and in the time of Napoleon I Le Havre once again became an important naval harbour.

The Port in its present form developed from about 1850 onwards. The two most important of the older docks, the, the Basin l'Eure and the Bassin Bellot, were constructed in the 1870s and 1880s respectively. The Bassin Bellot connects the Tancarville Canal leading to the town of Tancarville, about 17 miles up river from Le Havre, enabling river traffic to reach the port directly without venturing into the Seine Estuary.

The first approach channel to be dredged was southwest, but this became subject to silting up, and so a new approach, lying northwest, was constructed. This new channel, together with the massive breakwaters forming the outer harbour, and the Bassin Theophile Ducroge, were completed in 1895. These last two docks are tidal, and from them locks lead to the earlier, non-tidal docks.

During the First World War Le Havre was used by the Allies as a military base and its port was used for landing stores and troops.

The period between the wars was a grand era for the transatlantic passenger business; a time of truly gracious living for those fortunate enough to be walking up the First Class gangway at the Gare Maritime Transatlantique to their waiting liner. With the introduction of the 79,000 ton Normandie in 1935, it became necessary to widen the harbour entrance in order to accommodate her. This was achieved by demolishing the old south breakwater and constructing a new one 200 metres further south.

But this era of luxury came to a sudden end in September 1939, when the Ile de France, carrying well over her normal complement of passengers - anxious American citizens rushing homeward away from the darkening clouds of Europe - headed out of the harbour, the last passenger ship to sail from Le Havre before the commencement of the War.

The Second World War brought devastation to Le Havre, the city was captured by the Germans in June 1940, and towards the end of the War it was almost completely wiped out by bombing, and much of the dock facilities were destroyed. When Le Havre was liberated in September 1944, most of the port was found to be unusable. It was the most devastated of any European port during the War.

Reconstruction work began immediately, but on a very modest scale initially due to

lack of resources. But development of the port facilities has continued to the present day, and the last few years in particular have seen considerable expansion. The city itself has been rebuilt on a unified architectural plan by Auguste Perret, unfortunately giving the town a rather uniform grey look, but this is broken up in places by pleasant parks, and by the wide tree-lined Avenue Foch, one of the main thoroughfares of the city. From the sea the view is dominated by the tower of the City Hall and the Church of Saint Joseph.

Today the port approach channel is 6 kms long. This together with the tidal basins, has been deepened to over 40 feet and additional work is in hand to further increase the tonnage of ships able to use the port. The deep water Carosse Roads lying off Le Havre form a sheltered anchorage, protected from the prevailing winds by the Cap de la Have, the headland to the north of the port.

Traffic at Le Havre has been steadily increasing since the war, and has risen by 21 per cent over the past two years alone. Construction has begun on an oil terminal providing facilities for tankers up to one million tons. Already tankers of up to 250,000 tons can be handled at any tide, and up to 300,000 tons at certain tides. A large increase in oil storage capacity has been provided to deal with this latest generation of supertankers.

Last December a new grain terminal was opened with a silo which has raised storage capacity to 60,000 tons. This brings the total of grain elevators in the port to three. Two sets of loading equipment have been installed capable of handling 600 tons an hour, and a new berth has been constructed in the tidal basin to accommodate large bulk carriers loading export consignments of grain.

Container traffic at Le Havre has been growing steadily; seven containing companies now use the port on the transatlantic and Far East services: ACL, Dart, HAPAG-Lloyd, Sea-land, American Export, Seatrain and United States Lines. In addition container services are operated to Eire by Iropa Transport, and to West Africa by Africontainers. Last year 67,000 containers were handled at Le Havre more than at any other French port. A 2,625 foot long container berth has been constructed on the Quai de l'Atlantique, with a linkspan and a 30 acre stacking area, capable of handling three container ships simultaneously. A further container terminal is in course of construction alongside the Central Maritime Canal, in the inner dock system.

A methane harbour built and operated by Gaz de France is situated at the entrance to the main tidal basin. This deals chiefly with liquified methane imported from North Africa, a service inaugurated in 1965 by the 25,500 cu.m. capacity LNG carrier Jules Verne.

The port is well equipped to handle passenger traffic, and has a total of six passenger terminals. Four of these are for large passenger liners, most of which berth along the Quai Joannes-Couvert, in the Bassin Theophile Ducrocq, a 5,000 foot length of quay similar to our own Western Dock. The other two terminals are for the cross-channel services operated by Townsend-Thoresen and Normandy Ferries. (Normandy Ferries offer passengers the best shipping views as their terminal is situated at the far end of the Quai Joannes-Couvert!)

The cross-channel story is, of course, the same as at Southampton. British Railways discontinued their Southampton - Le Havre service in 1963, and in July of the following year the Thoresen service began with Viking I. Thoresen's terminal at Le Havre is on the Quai de Southampton, the oldest quay still in use in the port. As is well known, the last few years have brought a remarkable increase in vehicular freight freight carried on the cross-channel ferries, and last year alone Townsend-Thoresen and Normandy Ferries between them carried 40,000 lorries between the two ports. Capacity on this route has been further increased by the recent introduction of the new Seagull Ferries service. To meet the demands of this commercial traffic, a Road Service Centre will be opened at Le Havre this July, where drivers can spend the night and receive maintenance and repairs to their vehicles. Amenities at the Centre will also include a bank, post-office and several shops.

A large industrial estate of 25,000 acres is being developed in the inner dock system by the Central Maritime Canal as part of the enlargement of the port, to enable factories to be built alongside the dock facilities they need. This development

includes the large Renault factory.

This industrial complex will eventually extend for 13 miles along the River Seine, between the Central Maritime Canal (the main part of which has a width of 500 metres and a depth of 22 metres) and the Tancarville Bridge, all on reclaimed land. The Tancarville Suspension Bridge is the first Seine bridge proceeding up river from the sea. When opened in 1959 it was the largest suspension bridge in Europe, but it has since lost this distinction twice over, to the Severn and Tagus bridges.

To connect the inner canal network to the port, (consisting of the new Central Maritime Canal, the old Tancarville Canal, and the Junction Canal) with the tidal basin and to allow the passage of large ships into the system, a new Maritime Lock has been constructed. This lock was opened in December 1971, and can accommodate ships of up to 250,000 tons, or of course several smaller vessels. It is the largest lock of its type in the World, and cost nearly £20m. to build. The lock is 400 metres long, 67 metres wide, and 24 metres deep, and it takes 15 minutes to fill. Each of the four lock gates is about the size of a nine storey building, and each weighs 2,500 tons!

However, port expansion is not to end here. The Port Autonome du Havre is indeed optimistic in its plans for the future, and in its desire to develop the port's facilities for the new generation of large and specialised vessels.

The possibility is being considered for a further port either along the coast or preferably offshore. Plans have been drawn up for an offshore port to be built on an artificial island about 15 miles from Le Havre, where there is a plateau in the sea bed alongside a natural depression. This island would stretch for two miles and provide a depth of water up to 125 feet at high water, which would accommodate fully laden "megaton" tankers.

I hope these brief notes have given some idea of our 'twin-city' across the channel and perhaps to end with a few mundane statistics may be of interest:-

The port has a total of 215 cranes, including 12 floating cranes, varying in capacity from 2 tons to 200 tons. Total length of quays is 85,000 feet of which 49,000 feet are accessible to ocean going vessels. There are 143 miles of railway track and 37 miles of road inside the port area.

The port authority also owns Le Havre airport, with regular flights to Orly and Gatwick.

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No Longer a Southampton caller  
ARKADIA - of the Greek Line

by Nigel V. Robinson

In the late '20s the Monarch of Bermuda was planned and laid down, for the Furness-Bermuda Line as a companion to the Bermuda (19,100 gross tons) of 1927. However the Bermuda was destroyed by fire in 1930 before her running-mate could enter service, so a near sister to the Monarch was built, and came out as the Queen of Bermuda, to join the "Millionaire" cruise service from New York to Bermuda. This article is mainly concerned with the Monarch of Bermuda, which became eventually, the Greek Line's Arkadia, but for sake of completeness her sister has also been included.

Monarch of Bermuda was completed in 1931 by Vickers-Armstrong Ltd, at Newcastle and in 1933 the Queen of Bermuda came from Vicker's Barrow Yard. Both had three funnels, and were unusual for their stumpy design dictated by the port approaches at Hamilton, Bermuda: length to beam ratio was small, at only 7:1. Gross tonnage was just over the 22,000 mark. They were powered by steam turbines, connected to electrical machinery for transmission of the final drive to quadruple screws. Service speed was 19 knots and they had accommodation for 830 passengers, first class only.

In September 1934 the Monarch was notable as one of the rescue ships when the American

vessel the Morro Castle was ablaze off the New Jersey Coast.

They became very successful as a duo in the 1930s, the partnership being broken by World War Two. The Queen became an armed merchant cruiser from 1939 until 1943, and a troopship for the remainder of the War. The Monarch of Bermuda was a trooper from the outset, in November 1939 when she was requisitioned and called "home".

After the War both vessels were sent for refitting to enable them to resume the Bermuda service, and it is here that the sisters part company, in rather unfortunate circumstances. The Queen was refitted and, in February 1949, returned to New York, but the Monarch, whilst in dry-dock at Hebburn-on-Tyne, caught fire on 24 March 1947. Extensively damaged (passenger accommodation, bridge and superstructure completely gutted) she was towed to Granton, on the Firth of Forth, to await a decision as to her future. After some deliberation she was purchased by the Ministry of Transport and sent to J. I. Thornycroft's yard here in Southampton. Here she underwent a reconstruction, which replaced her original three funnels with one single funnel, plus a bipod mast which also contained exhausts, thus giving her a very unusual profile.

Renamed New Australia, and of 20,256 gross tons, she entered service in 1950 as an emigrant ship for the Australian and UK governments being managed on their behalf by Shaw Savill & Albion. She ran on this service until 1957, when a decline in traffic plus increased emigrant work by other lines caused her to be withdrawn and placed on the sales list. In the December of that year she was purchased by the Arcadia S. S. Corp., (the Greek Line), and went to the Hamburg yard of Blohm and Voss, where, amongst internal refitting, a further alteration was made to her exterior appearance; her stem was reshaped giving a more modern rake and consequently lengthening the vessel by 11 feet. She reappeared, under the name Arkadia in 1958, and was placed on the Montreal run from Bremerhaven in the summer, the autumn and winter finding her sailing from Southampton to Madeira. Occasionally she went cruising, an occupation which increased over the years until it formed the greater part of her programme. Passenger capacity during this period of her life was 1,182 in two classes. In 1966 currency restrictions in this country forced her off the market, and she was sent to lay-up in the River Fal, and on the 9 December 1966 she left on her final voyage to Spanish shipbreakers.

Meanwhile the Queen of Bermuda had sailed on in the "Millionaires" service, (joined in 1951, by the Ocean Monarch of 13,581 gross tons, the replacement for Monarch of Bermuda). Between October 1961 and March 1962 she was at Belfast undergoing a refit during which three boilers replaced her original eight, and one funnel the original three. Complete air-conditioning was installed and in addition a rake was given to her stem thus increasing her length to 585 feet. Returning to the Bermuda route she continued in service from New York, with a little cruising in the West Indies, until 1966 when the Furness-Withy Group abandoned sailings after 47 years on the New York - Bermuda run. She was sold to Shipbreaking Industries Ltd, and arrived at Faslane on 6 December 1966, by coincidence only three days prior to her former running-mate leaving the Fal for her last port of call.

So ended the careers of two notable sister-ships; one a success in her designed service, the other a success in a number of spheres of operation, during which she became a familiar ship at Southampton.

Ocean Monarch mentioned in passing became the Bulgarian Balkanturist's Varna in 1966, and has called at Southampton on occasion, and of course we now have a 'new' Ocean Monarch in the Furness Withy Group in the shape of the former Empress of England of Canadian Pacific.

Arkadia - ex New Australia '58, ex Monarch of Bermuda '49

Built: 1931 by Vickers-Armstrong, Newcastle. Broken up 1967  
 Tonnages: 20648 gross (22424g as built) 6075 deadweight  
 Length: 590 ft o.a. (579 ft as built) Beam: 77 ft Draught: 26 ft 3 in  
 Machinery: Steam, turbo-electric. Quadruple screw  
 Service speed: 20 knots (18½ kts when cruising)  
 Passengers: 51 first, 1,331 tourist (831 first as built)  
 Major refits: Newcastle/Southampton 1947-50 - Hamburg 1957-58

Queen of Bermuda 1933. 22552 g.t. 6300 dwt. 585 ft x 77 ft x 27 ft 1 in. 20 knots.  
 735 passengers. (As built the details identical to Arkadia.)

### Recent Visitors to the Port:

Ship-repairers in the Port of Southampton have complained for a long time about the apparently harsh regulations concerning the movement of tankers above Fawley. These restrictions appear even stranger when compared with such ports as Barry and Avonmouth where tankers use the main dock areas.

Recent exceptions to these visitors have been two of a group of twelve Greek owned tankers managed by Michail A. Karageorgis S.A.. The second vessel mv Stakara moved into 6 dry-dock on 24 August for a 40-day docking, having previously anchored in the Solent while her sister ship mv Stabenko completed her docking, which commenced on 24 May, following her arrival at 38-9 berth on 20 May. In each case Harland and Wolff Ltd. carried out repairs, including the shot blasting of the cargo tanks, which were then resprayed with a resin coating to allow a greater variety of cargoes to be carried.

The Stabenko was launched as yard no. 2083 at the Nagoya Yard of Ishikawajima-Harima Heavy Industries on 29 August 1970, and was handed over in December 1970 to her owners Santa Dodo Compania Naviera S.A.. With tonnages of 17,840 gross and 29,842 deadweight, the tanker has an overall length of 560'6" on a beam of 85'5", and with a maximum draught of 36'1½". The cargo space is divided into 24 tanks, and in addition there is a 49' cargo hold with a grain capacity of 41,883 cu.ft.. The service speed of 16 knots is achieved from a 7 cylinder Sulzer type diesel engine developing 11,200hp, built at the builders Aioi Yard, where several sisters were also constructed.

A new passenger liner is always a welcome sight, and one such vessel arrived at 107 berth on 1 September in the modern shape of Royal Viking Star. This splendid new cruise liner, the first of three sisters, is unusual in being designed for world wide cruising, and not solely for the American market.

The Royal Viking Line is a consortium of three Norwegian shipping lines who each have one liner on order from the Helsinki Yard of Oy Wartsila Ab. The 'Star' for Det. Bergenske D-S will be followed in July 1973 by 'Royal Viking Sky' for A.F. Klaveness & Co. A-S and in December 1973 by 'Royal Viking Sea' for Det. Nordenfjeldske D-S.

The excellent passenger accommodation for 539 passengers is provided in 289 single-double cabins, over 90% of which are outside. Eight of the vessels 11 decks are for passenger use, the principal ones being the Atlantic, the Pacific and the Mediterranean. A crew of 326 will normally be carried when cruising.

Launched as Yard no. 359 on 12 May 1971, the Royal Viking Star compacts a gross tonnage of 21,847 tons into a length of 583'2", with a beam and draught of 82'8" and 24'5" respectively.

The well tried propulsion consists of four 9 cylinder Wartsila-Sulzer diesels, each developing 4,500 hp at 410 rpm. Twin 4-bladed controllable pitch propellers give a service speed of 21.5 knots.

Other recent visitors of interest have included ..... Harbo (64. 2257g) at the Town Quay with timber from Guyana; formerly the G.L.C. sludge carrier Sir Joseph Rawlinson which sank after a collision in Sept. 1965 ..... the latest Russian passenger liner Mikhail Lermontov (71. 19,860g) at the start of a Mediterranean cruise ..... with fruit from Lourenco Marques the Greek 'reefer' Kyrios Stelios (51. 2644g) ex Perseus '66 ..... the Mardina Cooler (55. 1598g) ex Vikfrost '72, which changed from the Norwegian flag, whilst discharging New Zealand cargo at 108-9 berth ..... with a large grain cargo the Liberian Klaus Oldendorff (58-9999 g) ..... loading water for Gibraltar in 7 dry dock the new tankers Anco Templar (15400 g) and Amisia ( g) ..... on the West Africa joint service Hoegh Beaver (63-7273 g) ..... following a change of name at 40 berth Port Sydney (55-11683 g) became Akrotiri Express.....

At the tanker jetties, visitors included..... the new Esso Mersey (72-12156 g) ..... Houlder Bros. gas tanker Humboldt (68-5200g) ..... The Greek Messiniaki Bergen (70-18263g) a sister of Stabenko and Stakara..... Cunard's Lumiere (71-14,290g).