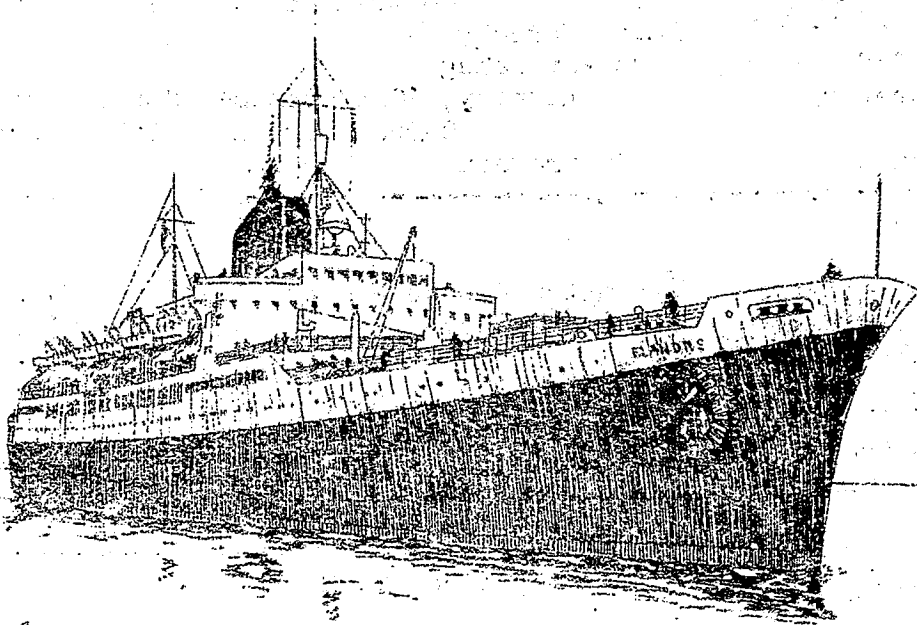
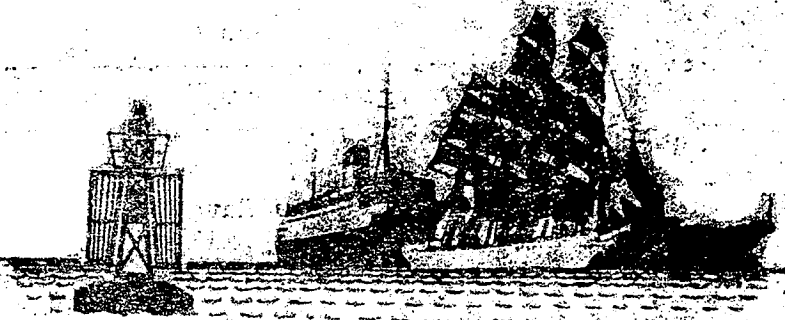
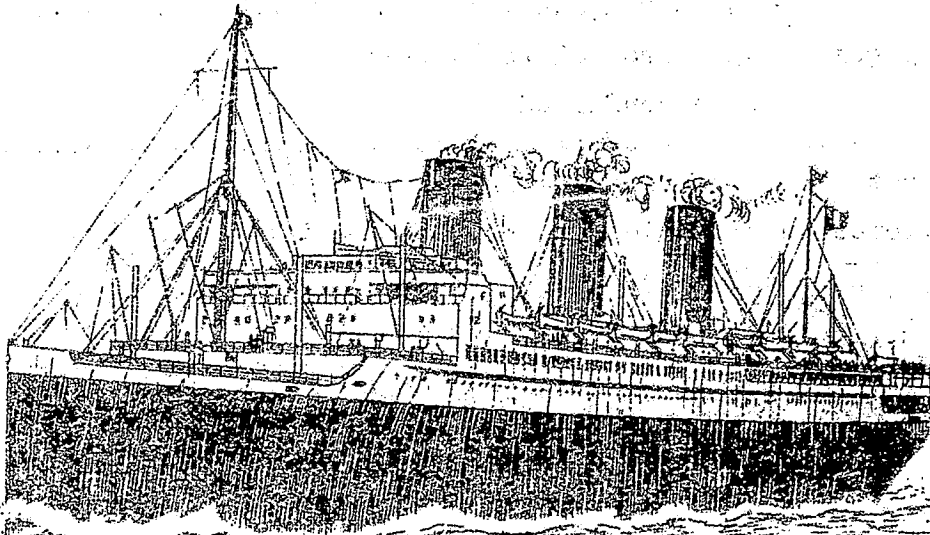


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



NVR
1082



NVR
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Published Quarterly by the Southampton Branch of the World Ship Society

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Don't forget - those whose subs fall due in July are requested to renew promptly and to make their payment through the Branch Treasurer by cheque please.

PROGRAMME of MEETINGS -- July - September 1982

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

Tues 13 July ss Great Britain - talk by Don Jones
 this is another open meeting in recognition of MARITIME ENGLAND YEAR

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* Friday 6 August - extra meeting - we welcome Bill Miller of *
* New York again, this time to talk on..... *
* "Voyages - some personal recollections" *
* to be confirmed *
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Tues 10 August a members evening
 Tues 14 September "The Widening Thames" - WSS slide show

SEE YOU AT SOUTHAMPTON SHOW - we have our own stand this year. Volunteers are needed to man the stand..... please contact Rod Baker

WANTED: "SHIPS & SOUTH AFRICA by M Murray, 1933. In the first instance contact Rod Baker Tel: So'ton (0703) 449972

COVER ILLUSTRATIONS: top; Flandre - bottom; Ile de France
 drawings by Nigel V Robinson

EDITORIAL

As I intimated at the last AGM I am resigning as Editor of 'Black Jack' and very much hope that someone will feel able to take on this position before the next issue is due out.

I would like to thank you all for a thoroughly enjoyable 10 years work. My special thanks go to David who has been an invaluable assistant throughout; also to those who have kept me well supplied with articles and illustrations.

I look forward to being able to contribute more articles and drawings to the magazine in the future.

Nigel V Robinson

IMPORTANT NOTICE FROM THE SECRETARY

I am sure you would wish me to thank Nigel for his services as Editor. 'Black Jack' is a unique record of Southampton shipping to be found nowhere else - something recognised by enquiries from the senior museum staff in the City. We understand why, but are very sorry indeed to see Nigel relinquish his position. The Southampton Branch is greatly in debt.

This in fact could be the last edition of 'Black Jack' that you will see for the moment as so far nobody has felt able to volunteer to take over Nigel's position. At the last AGM Nigel indicated to us that he wished to relinquish the position within the year. During this time we as a Committee have made several 'gentle' enquiries but as yet have had no positive response.

At this stage it might be useful to say exactly what the position entails. You would not be expected to write many of the articles nor to be concerned with stapling or distribution.

The Editor has to compile and set out the contributions, do some of the typing, the duplicating and work with various helpers to get the magazine out on time. In fact David Hornsby has been helping Nigel throughout the 10 years and the situation could well be done by two people or a husband and wife team. Naturally Nigel would help you through the first few editions until you are used to the proceedings.

So it's up to you - if you would like the magazine to continue, how about YOU? Contact Rod Baker or Nigel

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With the re-entry into service of the France as Norwegian Caribbean Lines' flagship Norway, it is perhaps an opportune time for a look back at the French Line and some of its famous liners

FRENCH LINE REPRISE

by

Richard de Kerbrech and David Williams

The withdrawal of France from service in October 1974 brought down the curtain on one hundred and ten years of passenger service on the North Atlantic by the Compagnie Générale Transatlantique, better known to English speaking people as the French Line. In this article, a condensed history of this company is reviewed from its humble beginnings to the present.

On 15 June 1864, the Compagnie Générale Transatlantique (CGT) inaugurated its first Atlantic service with the maiden voyage of the paddle steamer Washington. She was an iron-hulled vessel of some 3,401 tons with a speed of 12.5 knots. The Washington along with her sister ship Lafayette was built in Scotland by Scotts of Greenock and a third similar, Imperatrice Eugénie was built on the Loire at St Nazaire, overseen by Scotts.

All these vessels were originally built with two funnels and two masts but four years after building, the two former paddlers were converted to twin-screws by Napier on the Clyde. The Washington was eventually broken up at Marseilles in 1900 and Lafayette six years later.

1865 saw the launching from St Nazaire yard of Nouveau Monde, intended for the West Indies route but she did run on the North Atlantic service. Originally a paddle steamer, Nouveau Monde was later fitted with a single screw and re-engined in 1875. Following this she was renamed Labrador until scrapped in 1905.

In the same year two other paddle steamers were launched, the sisters Pereire and Ville de Paris by Robert Napier on the Clyde; despite extensive re-engining and re-boiling in 1872 both were sold in 1880 to become sailing ships. Pereire became Lancing and in this capacity she served her new owners until 1925.

The Thames Ironworks of London built the 3,376 ton paddler Napoleon III in 1866 which became the Ville du Havre four years later. On 22 November 1873 she was involved in a collision with Loch Earn in the English Channel and sank with a loss of 226 lives.

The French built Saint Laurent of 1866 was similar in design and appearance to Pereire and Ville de Paris, her career was parallel to those of the other two before finally being broken up in Italy during 1902.

A marked departure from the earlier paddle steamers was La Normandie constructed at Vickers of Barrow in 1883. A 6,283 ton, 16.5 knot ship, she was built at a cost of six million francs and was launched on 28 October 1882. She was nearly twice the tonnage of the earlier Washington which had cost some 2.45 million francs. La Normandie commenced her maiden voyage on 5 May 1883 from Le Havre to New York with accommodation for 205 first, 76 second and 800 third class passengers. Following a conversion to triple-expansion propulsion in 1894, she was switched to the Central American and West Indian route and finally scrapped at Bo'ness, Scotland during 1912.

During 1886 four steel-hulled vessels of 7,87 tons were built on the Loire, namely La Champagne, La Bourgogne, La Bretagne and La Gascogne. They each had two funnels and four masts and were capable of 17 knots. They had accommodation for 390 first, 65 second and 600 third class. The first of the class, La Champagne was wrecked off St Nazaire in 1915.

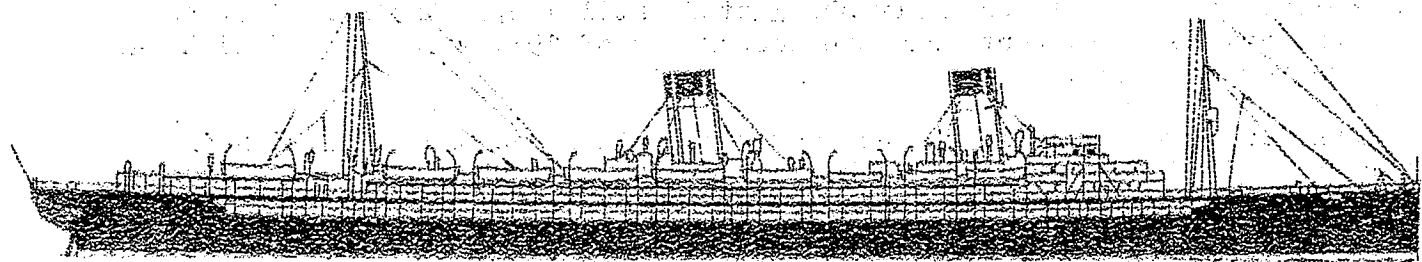
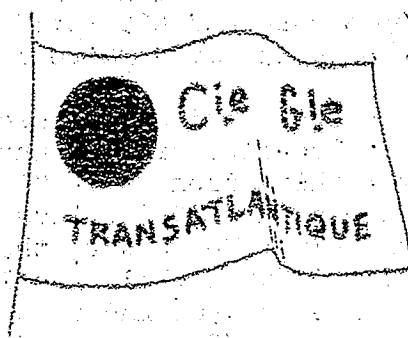
Progressively, the company's passenger ships increased in size and speed; through the 7,122 ton 19 knot La Touraine of 1891 until at the turn of the century, CGT launched two sister ships from their St Nazaire yard, La Lorraine and La Savoie. These liners were around 11,168 tons and 20 knots, they both saw service as transports in the First World War, the former was broken up near the site of her construction in 1922 while the latter went to Dunkirk ship breakers in 1927. La Provence of 1906 had a relatively short career (originally built to carry 442 first, 132 second and 808 third class passengers) she was sunk as an armed merchant cruiser-cum-troopship in the Aegean in February 1916 whilst carrying some 1,700 troops.

From 1908 onwards the French Line had most of their passenger ships built in France, also each successive vessel was a 'one-off' of a single design, any sister ships were in fact similar ships each having their individual characteristics. This policy started with Chicago, a liner of 10,500 tons, which later became employed on the Bordeaux-New York run before being switched to a St Nazaire-West Indies service as Guadeloupe following a major reconstruction; in this capacity she lasted until 1937. Another liner on the Bordeaux-New York route was the Rochambeau of 1911 which served with the company for 23 years.

A significant milestone in the company's evolution was the completion in January 1912 of the largest French liner of the day, the 23,769 ton France (second of the name for the company). She had a normal speed of 23.5 knots, supplied by four direct acting turbines coupled to quadruple screws and was the company's fastest vessel. With a length of 720 feet and a breadth of 76 feet giving her a high length/beam ratio she had a tendency to roll excessively in rough weather. Following war service as a troopship and finally as a hospital ship, she was converted to oil-burning during an overhaul in 1923. She was a beautiful ship for her day and among sports amenities offered to passengers were a bowling lane, trap shooting and shuffleboard.

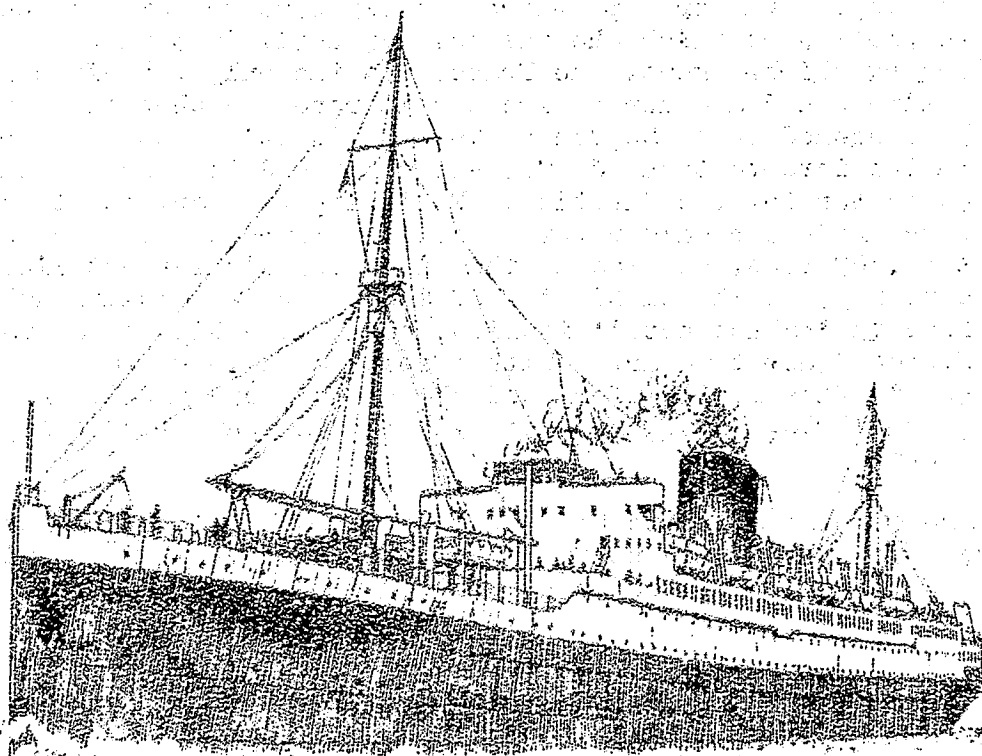
Her final westbound voyage was from Le Havre via Plymouth to New York on 13 August 1932, on completion of which she was laid up until 1935 when she was disposed of to Dunkirk shipbreakers. The France was the only four-funnelled liner that French Line owned and her design was improved on when the three-funnelled Paris was launched on 12 September 1916 by Chantiers et Ateliers de St Nazaire. Due to the intervention of WWI, she was towed to Quiberon Bay and work suspended on her for the duration. Following the war, construction was completed and she made her maiden voyage from Le Havre to New York on 15 June 1921. At 34,569 tons, she was at the time France's largest liner and ten times the tonnage of the Washington of 1864. She was luxuriously decorated throughout in 'palace hotel' fashion, being something of a museum of contemporary French decorative art. With a speed of 21.8 knots the emphasis was biased in favour of comfort and she proved popular with American travellers during the 1920s, having an accommodation in four classes for some 3,230 passengers.

One of the many French Line ships to be plagued by loss by fire, she met her end on 9 April 1939 while laid up at her berth in Le Havre. The Paris was gutted and heeled over away from the quay; the Second World War delayed the salvage of this once proud liner.



LA LORRAINE 1900

DE GRASSE after 1945-47 rebuild



A break from contemporary French Line policy came in 1924 when Cammell Laird of Birkenhead completed the 19,995 ton De Grasse, her construction having been delayed by the Great War. Her entry into service was an attempt by the company to capture intermediate class passengers at lower rates. She was sunk by gunfire at Bordeaux in August 1944 but later raised. Ironically she was purchased by Canadian Pacific to replace their burnt out Empress of Canada and renamed Empress of Australia in February 1953.

In the twenties, French Line had the reputation for excellent cuisine and luxurious interiors, especially in the first class, speed on an Atlantic crossing was left to Britain's Cunard Line but some of France's best and most loved liners were yet to come. The penultimate in size at this period was Ile de France which commenced her maiden voyage on 22 June 1927. She was built on the Loire at St Nazaire and had a tonnage of 43,153 and originally carried a seaplane which could be catapulted to speed up mail delivery when nearing port.

The Ile de France soon became very popular with American visitors to Europe before and especially during prohibition. She became a favourite among people in film and business circles, and in her early days there was a brokerage firm on board until the Wall Street crash of 1929, when it ceased business.

In July 1940, after the surrender of France the Ile de France was commandeered by the British Government in Singapore for use as a troopship. This task was carried out until 1946 under P&O and later Cunard-White Star management. Her wartime activities are accurately recalled in Don Stanford's book "Ile de France".

Following a two-year refit and reconditioning, she returned to regular service in July 1949. She now sported two funnels instead of three and possessed a vastly more streamlined and modern appearance than before. On the night of 26 July 1956 the Ile de France distinguished her career further by being in attendance during the sinking of the Andrea Doria after she had been in a collision with the Stockholm off Nantucket Island shoals in a fog. The Andrea Doria was carrying 1,706 passengers, of which Ile de France rescued 753 and returned to New York which she had left that morning. She then restarted her trans-Atlantic voyage thirty-six hours behind schedule. Remaining survivors were picked up by other ships in the area; 50 lives were lost as a result of the collision.

On 10 November 1958 Ile de France made her last eastbound passage from New York and was subsequently laid up having come to the end of her commercial career. Following this she was purchased by Japanese shipbreakers in Osaka. She left Le Havre as Furanza Maru (the French ship) on 26 February 1959 for the breakers. Before going to her final fate, she was cast as the doomed liner Claridon in a film entitled "The Last Voyage" starring George Sanders and Robert Stack. Most of the film was taken on board and to effect realism, the makers sunk the liner in shallow water after blowing up her forward hatch and collapsing the forward funnel onto the bridge. A sad and cruel epitaph for a truly magnificent vessel.

Following the 25,178 ton, 18 knot motor vessel Lafayette came the Colombie of 1931 destined for West Indies service and Champlain of 1932. The latter liner, a steam version, near sister of Lafayette of 28,094 tons was a cabin class ship with remarkably uncluttered decks. She was sunk during the war after being blown up by a magnetic mine whilst en route to Bordeaux. The Lafayette was destroyed by fire in 1938.

The 29 May 1935 marked the maiden voyage of Normandie and during the round trip she broke the west and eastbound speed records held by Bremen, thus capturing the Blue Riband. Built by Chantiers & Ateliers de St Nazaire, it was a mammoth achievement for both the builders and the company. At 79,280 tons, she was the largest liner in the world at the time and the first ever to exceed 1,000 feet in length. It is the opinion of the authors that the Normandie was the greatest French liner ever in size and grandeur. The first class 'Salle à Manger' was the epitome of dining rooms in which passengers could exhibit their finery when descending the grand staircase entrance

whilst proceeding to their assigned tables for their gastronomic blitz.

In the United States at the time the French Line used to be advertised as "the longest gangplank in the world", inferring that one was in France days before the ship arrived at the port of disembarkation; owing to the French way of life on board, good food, good service, good drink and pleasant companionship. On cruises to Rio in 1938 and 1939 one could sail in this mammoth liner on a 22 day cruise to Rio de Janeiro for as little as £80 (£3.60 per day). This included four and half days at Rio using the ship as a hotel.

Sadly this great liner was lost by fire during conversion to the troopship USS Lafayette, in New York on 9 February 1942. Her raised hulk was towed unceremoniously to Port Newark in September 1946. With an ultimate tonnage during her career of 83,422grt she was the second largest passenger liner ever built.

Following the Second World War, in 1946, the 1930-built North German Lloyd Europa was ceded to France by the United States as war reparations and partly to compensate for the loss of Normand e. French Line took her over and renamed her Liberte. It was not however until 17 August 1950 that Liberte made her d ebut as a new trans-Atlantic liner, having being sunk during a gale in 1946 after striking the wreck of Paris. With her new luxurious interior d ecor she was comparable to the standards of Ile de France. On one crossing terminating at New York on 5 February 1951 Liberte arrived 15 hours before Queen Mary which had left Southampton 2 hours after the Liberte. French Line made a good job of making the Liberte an outstanding success. Together with the Ile de France and Flandre, she maintained the weekly service between New York via Southampton on the outbound journey and calling at Plymouth instead of Southampton on the homeward voyage. This she maintained until November 1961 when she passed the Statue of Liberty for the last time. The Statue, a gift from France, has watched the demise of the world's passenger liners. Prior to her sale to Italian shipbreakers at La Spezia on 30 January 1962 Liberte had been the world's fourth largest liner at 51,839 tons.

By comparison, when the 20,469 ton Flandre entered service in 1952, it was to augment Ile de France and Liberte on the Atlantic service. At first, things did not go too well for during her maiden voyage, electrical faults and pump trouble caused her to be returned to her Dunkirk builders and she did not re-enter service until a year later. The Flandre was an intermediate liner of economical size. The near sister to Flandre, the 19,828 ton Antilles was built at Brest and was employed on the company's West Indies route. Antilles never called at New York but operated on a series of cruises out of New Orleans to the Caribbean.

Flandre was sold to Costa Lines in December 1967 and renamed Carla C. In this role she was in service from California to Mexico under charter to Princess Cruises and was marketed under the name "Princess" Carla. In 1968 she was returned to Costa who in turn placed her on a series of fly and cruise programmes in the Caribbean. Antilles was less fortunate when she caught fire in the Caribbean in January 1971. She sank without loss of life. As a temporary replacement French Line purchased the Norwegian America Line's Bergensfjord and renamed her De Grasse.

Both the Flandre-class vessels had a pronounced bulbous bow which enhanced their sea-keeping qualities but sent the spray flying in rough weather.

And so to the final era of the French Line's Atlantic service. This came in 1961 when Chantiers de L'Atlantique at St Nazaire completed France as a replacement for the Ile de France and Liberte. But from her appearance, this liner, the longest in the world, echoed shades of the earlier Normand e. She was built at a cost of £24 million with dimensions of 66,348 grt and 1,035 feet length overall with 109 feet beam. She was designed to carry 500 first and 1,500 tourist class passengers on trans-Atlantic crossings and this was

compounded into one class during later cruises. It can be truly said that France was the last of the purpose-built traditional Atlantic ferries, always distinguishable by the two streamlined funnels with large horizontal fins, aerodynamically designed for smoke deflection from the decks.

France's maiden voyage took place on 3 February 1962 from Le Havre via Southampton to New York. It had previously been arranged by their respective owners that France and United States would sail from New York to Europe on alternate weeks and share the Atlantic ferry between them. This arrangement was initiated in 1962 and ended with the withdrawal of the United States in October 1969. During the winter months France was employed on occasional cruises and from 5 January to 2 April 1972, she completed her first world cruise which took 88 days and covered some 40,000 nautical miles. Most of France's cruises were always well booked in spite of high cost, however the quality and standard offered was extremely high.

Throughout the years of her operational career from 1962 to 1972, the receipts rose gradually from £11.3 million to £16.1 million (falling in 1973 to £14.5 million). Meanwhile the operating costs rose from £12.3 million to £21.7 million, therefore France had always operated at a loss, starting with £1 million until 1973 with an operating deficit of £6 million. In 1973 the figure for 1974 was expected to reach £9 million if the trend continued. It was estimated that each passenger was subsidized to the tune of £20 per day by the French Government. (Quite a contrast to the £3.60 per day paid by the passengers on Normandie's 1938 cruise to Rio).

During April 1974 whilst France was still on her world cruise, there were rumours that she would be withdrawn from service, followed by news in July that the French Government would refuse a further state subsidy. The plans to withdraw her were deferred until October 1974 and during the time of the fuel crisis, costs were expected to escalate so economies were made by cutting down her speed to 25 knots, thus lengthening her trans-Atlantic crossings from five to six days.

France left New York unknowingly for the last time on 5 September 1974 and six days later whilst approaching Le Havre, after leaving Southampton, members of the ship's company took over the liner in a protest against her withdrawal and anchored at the entrance to Le Havre. The 1,226 passengers were disembarked by a cross-channel ferry. The protest sought only to hasten an end to the liner's active service and after nearly a month's protest, the crew capitulated and she sailed into her home port where she was laid up in the Central Maritime Canal at Le Havre.

There she remained dormant for nearly five years until being purchased by the Norwegian Caribbean Line (Kloster Rederi) for a reported £8.5 million in June 1979. She left Le Havre in tow of a tug on 18 August 1979 for Bremerhaven to be converted to Norway.

Looking at France's brief career it is obvious that as a liner, she was a social success, but her financial results were quite the reverse, probably because the high cost of maintaining her standards which were not allowed to fall.

Let us be thankful to French Line for the good years on the Atlantic, for former passengers and crew there will be only reminiscences and happy memories, a way of life has passed that the future generations will not be able to experience or appreciate. Sadly the "longest gangplank in the world" has been pulled up for ever.

SOUTHAMPTON MEMORIES - No 2
by Rodney Baker

Towards the centre of the old town cemetery in Hill Lane stands an elaborate Victorian memorial, a four-sided structure with on one face the weathered outline of a 19th Century steamship and

on the other the legend

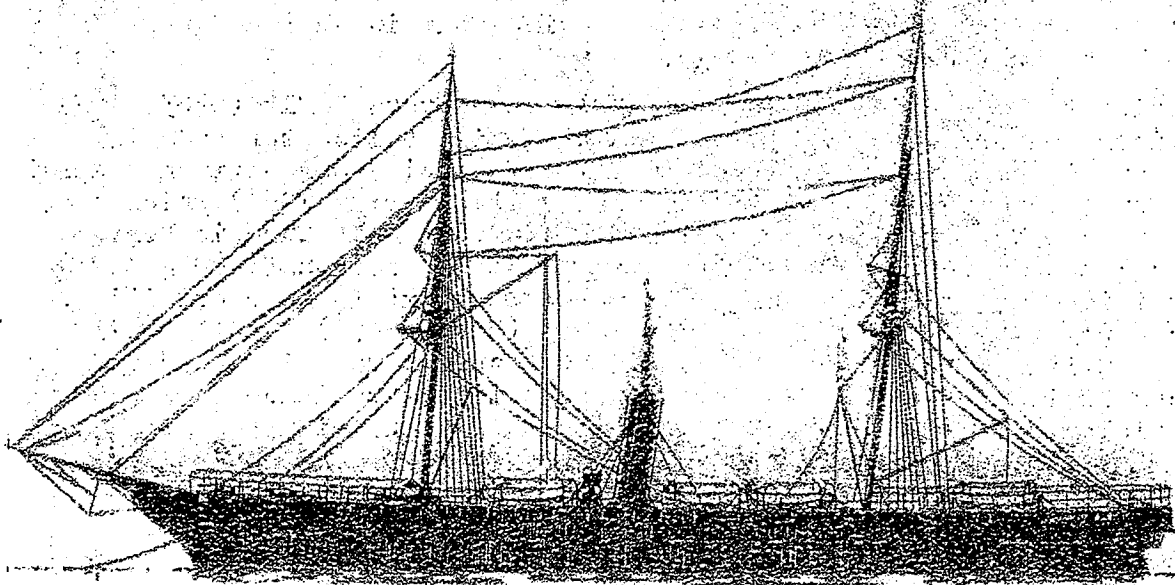
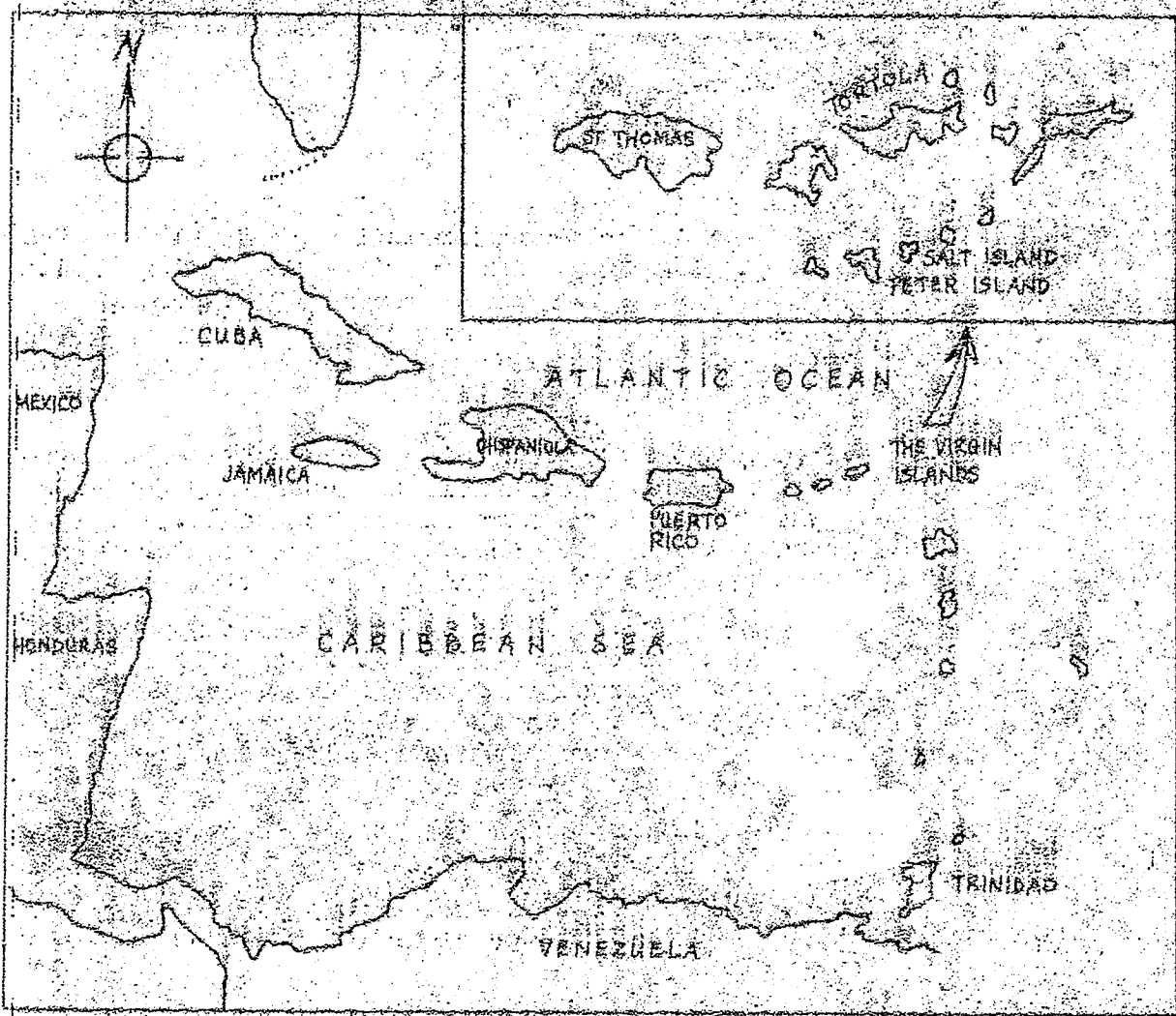
"To the officers and men of the Rhone and Wye"

The story really begins on October 2nd 1867 with the departure from Southampton of the RMSP's latest vessel Rhone under the command of Captain Woolley for Tortola, British Virgin Islands. She was to take 135 passengers and cargo and connect with the network of services that emanated from Tortola (and the neighbouring St Thomas) to the various West Indian Islands and Central American destinations then served by Royal Mail. The Rhone made her landfall successfully and on 29 October she was lying at anchor off the islet of Peter Island, in the company of another company vessel Conway. At the nearby island of St Thomas (then in the Danish West Indies) lay also the Royal Mail vessels Solent, Tyne, Derwent and Wye. St Thomas was the traditional headquarters of the company in the area but the high incidence of yellow fever and the general insanitary conditions meant that company ships increasingly used Tortola and transhipped supplies from St Thomas. Another grave disadvantage of this whole region was that it is part of the infamous hurricane belt, particularly prevalent during the months July to November.

October 29th began in traditional tropical style with blue skies and hot sun but by 11.00 am the glass had fallen dramatically and great black clouds were merely precursors of the wind that fell upon the island. By midday the Chief Officer and two crew were dead, struck by a falling spar but a lull persuaded Captain Woolley to try to get to sea and possible safety. He had nearly achieved his objective when renewed winds forced the Rhone onto Salt Island where she broke her back and sank instantly. 125 people perished and only 22 survived. The Conway was driven ashore on Tortola but was actually salvaged later.

Meanwhile at St Thomas the Solent and Tyne were severely damaged but managed to stay afloat by steaming out to the open sea. The Derwent was less lucky and was quickly wrecked on the beach but perhaps the Wye would be a little luckier as she managed to up anchor and get out of the crowded harbour (there had been 60 ships at anchor on the morning in question). Fate was not however to be kind to the Wye. Totally unable to tell let alone control the direction in which she was moving, she was driven broadside onto Buck Island and only 12 crew were able to climb to the top of this 15 foot high rock and were rescued at 7.30 next evening. 41 others were not so lucky.

Rhone was a transatlantic iron screw steamer of 2738 gross tons built at the Millwall Ironworks in 1875; while Wye had been built by Cairds at Greenock in 1853 and was a feeder vessel at 819 gross tons.



NR 1982

RHONS 1865-67

At the beginning of the Quarter shipping got off with quite a 'bump'. The strong winds in March caused the Spanish car-carrier Indianapolis (1414g 1980) to hit and sink the pontoon at 105 linkspan, the Norwegian car-carrier Lisita (14155g 1980) demolished a bollard and smashed into a crane at 41 berth, a container crane jumped off the rails and hit the bridge of Frankfurt Express (58384g 1981), while the Everard coaster conformity (499g 1976) chugged out from 102 berth and promptly collided with the Pier!

If one strolled to the waters edge at 109 berth during March and looked downwards you would have probably peered down the funnel of London & Rochester's coaster Libation (198g 1969) which made several calls to load cable. The same also applied to those who peered into No6 dry dock. The Dutch coaster Tugro (400g 1962) owned by J Tuinstra spent five weeks in the port fitting out.

The inhabitants of the Ocean Terminal have also changed: Manchester Concorde and Manchester Crusade were sold to Char Ching Marine and renamed Char Che and Char Lian respectively. Manchester Renown and Manchester Reward were found charters by Manchester Liners. Their place was taken by Texaco Rotterdam (14948g 1968) which is now for sale and more recently by Blue Funnel's Tantalus (120787g 1972) which arrived for lay-up.

Chandris Line's Dona Rita (see last issue) sailed from the port in April, after a six-month lay-up, bound for Spanish breakers.

Blue Star have commenced a new service to the US east coast using Merkur Bay (8832g 1981), Merkur Lake (8720g 1981) and Merkur River (8850g 1981) owned by Merkur Spg Corp.

At the end of March the Yugoslavian Kujina (1395g 1972) of Atlanska Plovidba and the Danish Heavy Scan (1399g 1972) loaded tanks in Marchwood Military Port. Using the same place were the Norwegian Transfjord (300g 1973) and Transoy. They discharged military vehicles from Norway while at the Docks Dana Futura (5991g 1975) ex Drossenfels '77, ex Damman Express '76 offloaded troops and more vehicles. At that time nobody could imagine that in just a few weeks the port would be busy embarking troops.

The first ships to be requisitioned were P&O's ro-ro vessel Elk (5463g 1977) and their liner Canberra (44807g 1961). After fitting helicopter pads the Canberra embarked several thousand troops and had a noisy send-off on 9 April. She was followed by Canadian Pacific's Fort Toronto (19982g 1981) which loaded freshwater and G A Walker (18744g 1973) which loaded fuel. Europic Ferry (4190g 1968) loaded more vehicles while China Mutual's Lycaon (11804g 1976) loaded ammunition and stores in the Western Docks. Next to be requisitioned were Nordic Ferry (5466g 1978) and Baltic Ferry (5400g 1978) together with Cunards Queen Elizabeth 2 (67140 1968). Tight security was placed around the Eastern Docks during the first weeks of May as helicopters landed, more military vehicles were loaded together with tons of ammunition and stores. Queen Elizabeth 2 sailed with 3500 troops aboard on 12 May and many hundreds thronged Dock Head, Hythe Pier and Weston Shore to add their farewells. Tor Caledonia (5056g 1977) was also chartered a few days later to load for the Falklands.

The Europic Ferry was replaced with Gaelic Ferry (2760g 1964). Free Enterprise II (4011g 1965) and Free Enterprise III (4657g 1966) arrived for lay-up while Free Enterprise V (5044g 1970) took over the regular passenger sailings.

Sca Princess (27670g 1966) made her first cruise departure from Southampton in May after spending several weeks in dry dock.

Esso Goa (12000g 1969) used 107-8 berth for a few days lay-up and has since been reported sold to foreign interests.

Ro-ro ships to the port included Mercandian Transporter II (1599g 1978) and Mercandian Trader II (1599g 1980) owned by Per Henriksen. Uglund Freighter (499g 1978) ex Ramses Freighter '82, Jolly Verde (925g 1967) ex Carway '73 owned by Ignazio Messina and Sand Shore (2848g 1970) ex Nopal Shore '78, ex Mignon '75 owned by N H Sand - the last three vessels were chartered by Ford Motor Co during March, while loading for the Middle East under Nosac charter in April were Fred Olsen's Bohemund (5171g 1975) and Gardenia (1889g 1973) owned by Stoomv. Maats Oostzee (Curacao) NV. The Spanish Cobres (1323g 1977) owned by Nav Joaquin Davilla y Cia made one voyage with Renaults.

Using the container berths were Sloman Rover (999g 1979) of Sloman Neptun, Ville de Reims (16505g 1977) owned by Cie Navale Worms and Wilhelmsen's Tombarra (23913g 1973).

General cargo ships included a return trip for the veteran American Transcolumbia (10014g 1943) of Hudson Waterways Corp and the Yugoslavian Baska (6662g 1961) owned by Jugoslavenska Linijska Plovidba.

Using the River Itchen berths were the former Coast Line vessel Denton Venture (1206g 1959) ex El Hussien '82, ex Dorset Coast '79 which is now owned by a London company Feabrex Ltd and flying the Honduran flag; Pergo (734g 1976) managed by Wagenborg Scheep; Emily P G (499g 1978) owned by G W Pritchard-Gordon Co Ltd; Sea Maas (499g 1974) managed by Freight Express-Seacon; and Smaragd (499g 1980) owned by Transerz Red.

Mediterranean Shipping vessels using berth 104 for general cargo and 201-2 berths for containers have included their own Penny S (7115g 1960) ex Sebastiano Venier '76, ex Nando Fassio '71; Pantera (5318g 1956) ex Bischofstein '77; Valeria (13267g 1977); Chiara S (17218g 1963) ex Nai Carolina '82 and Simona I (17300g 1963) ex Simonetta '82. Chartered vessels have been the Greek vessels Johnny (9867g 1976) owned by Decu Spg Co, Danaos (7833g 1963) ex Concordia Danaos '82, ex Danaos '80, ex Capria '77 owned by Danais Cia Nav and more recently Aliko I.P (10011g 1970) owned by Tarstar Shipping.

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