

SOUTHAMPTON BRANCH OF THE W.S.S. 1982-3

OFFICERS: Chairman: Mr. John Havers (Tel: 768013)
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SUBSCRIPTION 1983: £12.00 PLUS £1.50 BRANCH MEMBERSHIP

FAMILY MEMBERSHIP (WITHOUT MAGAZINES) £1.00 PER PERSON EXTRA.

1983 BRANCH PROGRAMME

JAN. 11TH 'The Port of Burnie' W.S.S. Tape/Slide Show
 FEB. 8TH Mini-Talk Evening - By Branch Members
 MAR. 8TH 'Sea Mail' - Mr. Brian Hunt
 APR. 12TH 'D-Day' Part II - Cmndr. Curtis
 MAY 10TH '045°E - 51° 27' N' - W.S.S. Tape/Slide Show
 JUNE 14TH 'Union Castle' - The Chairman
 JULY 12TH Slide Competition (1982 Slides Only)
 AUG. 9TH Members Evening (Bring what you will)
 SEPT. 13TH 'Sandstone & Blue Water' - W.S.S. Tape/Slide show
 OCT. 11TH A.G.M. & Entertainment
 NOV. 8TH 'Camper-Nicholsons' - Mr. Vernon Cole
 DEC. 13TH 'Bills Quiz'

by W.H.Mitchell

Ships of the Ben Line are very well-known at Southampton. They were intermittent callers for many years but in the summer of 1961 there commenced a regularity with a monthly call to load for the Far East. The first sailing, in July, was the Benarty (1945, 7,800g).

* This is a general update of Nigel V. Robinson's 'Focus on a Shipping Line - The Ben Line of Leith' in Black Jack No.8, Autumn 1973.

The company dates back to 1825 when William and Alexander Thomson of Leith began importing marble from Italy for a marble-cutting business inherited from their father. To do this they had built a 218-ton wooden ship named Carrara. The trade however, was not successful and exploratory voyages were then made to Canada and to Australia where they took coal and prospectors for gold.

The first voyage to the Far East was in 1859 and in the 1860-70s iron sailing ships were built. In 1869 the Suez Canal opened and steam propulsion became necessary, Benledi, the first steamship being completed in 1871. By the end of the 1880s the company owned two sailing ships and ten steamers. The steamers cost about £30,000 each.

A North Europe trade was from Leith to St.Petersburg (now Leningrad) which began in 1878 via Baltic wayports. A small fleet was built up and when the Baltic became frozen in winter the ships sailed to North Africa, bringing back esparto grass. But this service closed after the 1914-18 war.

Of the fourteen-ship fleet of 1914, two of the Eastern-fleet were lost by enemy action, one, the Benmohr (1893, 4,806g) scuttled after capture by the German cruiser Emden off the Malabar Coast on 16 October 1914 on passage to Yokohama. The other, Benvorlich (1896, 3381g) was captured and sunk by U.28 off Ushant on 1 August 1915.

In 1919 the Ben Line Steamers Ltd., was formed, one-ship accountancy was abandoned and the fleet and company interests amalgamated.

When World War II came the fleet totalled twenty ships engaged in the Far East trade. By 1945 fourteen had been lost.

Clearly, much rebuilding had to be done and by the late 1960s twenty ships had been built. The 'Benmacdhui'-class of six 15½ knot steamers, 7,800-7,900 gt, 11,500 tdw came in 1948 and in 1952 there came the first of four larger 10,300g ships of 17 knots - the 'Benreoch'-class. Larger still, the 'Benledi'-class began in 1965. There were four in the class, 13,700 tdw, about 11,700 gt and they were fitted with oil engines to give 21 knots. In 1968, five Ellerman ships were acquired, three of 1946 build and two constructed in 1968. A further pair were acquired in 1970.

Many of these ships called at Southampton in the monthly service which commenced in 1961, loading at Grangemouth, Middlesbrough, Antwerp, London and Southampton via Port Said to Aden, Penang, Singapore, Hong Kong, Kobe and Yokohama. The service included three war-built heavy lift ships built on the same principle as the pre-war 'Bel' ships of Christen Smith of Oslo. These were the Benledi, (built as Empire Admiral in 1945) acquired in 1951 and sold in 1965; Benwyvis (Empire Byng, 1945) and Benarty (Empire Wallace, 1946) acquired in 1955-56. Their heavy lift cargo included lighters and unboxed aircraft.

But the world revolution in shipping had begun with the advent of containerisation and in 1970 Ben Line Containers Ltd., was formed - a joint arrangement between Ben Line Steamers and Ellerman Lines. In 1972-73 three of the world's

Ben Line continued:

Largest containerships were launched, Benalder, Benavon and City of Edinburgh, 950 ft in length, 106 ft in breadth, 58,000 gross tons and a speed of 26½ knots. Benalder is the sixth ship of this name, the first - 2,054 gt - was built by Alex Stephen in 1880. The first Benavon was built in 1905 by J. Dickinson of Sunderland. It was the Benalder which began the interests of Ben Line in the containership service and she left Southampton for the Far East on 21 October 1972.

The new company then joined in the Trio Line consortium running from Hamburg, Bremerhaven, Rotterdam and Southampton to Port Kelang, Singapore, Hong Kong, Kaohsiung, Kobe and Tokio. The remaining conventional ships were phased into a joint service with Blue Funnel ships to Indonesia and other Far East ports. This was named the Ben Ocean service.

With the establishment of the container service the company diversified into other maritime areas, purchasing the Benvorlich (1972, 22,866 g) and Benhiant (1964, 17,624 g) for shipping timber from Singapore and Malaysia to Europe. Other bulk carriers came under Ben control when 97% of the issued capital of the Sheaf Steam Shipping Company was purchased and a new Panamax bulker, Benhope (1978, 39,087 g) arrived at Southampton in March 1978 for drydocking in No. 7 prior to handover. The Bamburgh Shipping Company, a subsidiary of Sheaf also became an integral part of the Ben group.

As more harbours were turned over to container working on the Far East route the conventional cargo ships were gradually sold and the company turned to chemical tankers and to the field of oil exploration. This was through Ben Line Offshore Contractors who set up a joint venture with Ocean Drilling & Exploration Co (ODECO) of New Orleans. The Ben Ocean Lancer and Ocean Tide - a self-propelled jack-up rig - are part of the arrangement. The Ben Ocean Lancer is a dynamically positioned drillship, capable of drilling to 20,000 ft. Another Ben subsidiary, Atlantic Drilling Co. Ltd., owns several rigs.

The fleet list at the end of 1982

Ben Line Steamers Ltd

Bulk carriers:	gt.	tdw	built	
Benvorlich	22,866	38,100	Oresunds, Landskrona	1972
Benwyvis	57,255	108,144	Swan Hunter, Newcastle	1973 (ex Alnwick Castle ('81) Bamburgh).
Benalbanach	35,716	63,990	Burmeister & Wain, Copenhagen	1975 (ex Eredine 81)
Benledi	35,706	64,060	Burmeister & Wain, Copenhagen	1976 (ex Ros Castle ('81) Bamburgh) Launched Sheaf Crest.
Benhopé	39,087	72,100	Sunderland Shipbuilders Ltd.	1978.
Benruachan		140,000		building, for completion 1983.

Containership:

Benvalla	7,112	8,319	Mitsubishi H.I. Kobe	1979.
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Chemical tankers:

Benvenue	1,598	2,581	Nieuw Noord Ned. Sheeps. Groningen	1974.
Benmacdhui	1,596	2,548	Nieuw Noord Ned. Sheeps. Groningen	1976.
Benclouch	1,599	2,548	Nieuw Noord Ned. Sheeps. Groningen	1976.

Cargo ship:

Benstac	12,011	15,926	Barclay, Curle, Glasgow	1968
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Ben Line continued:

Ben Line Containers Ltd

Benavon	58,284	73,596	Howalds-Deutsche Werke, Kiel	1972.
Benalder	58,283	73,596	Howalds-Deutsche Werke, Kiel	1972.
City of Edinburgh	58,284	73,596	Howalds-Deutsche Werke, Kiel	1973.

Atlantic Drilling Co.Ltd.

Benlmond	Drillship, to 20,000 ft	Built 1975.
Benvrackie	Self-prop, semi-sub to 25,000 ft	1976.
Bendoran	Self-prop, semi-sub to 25,000 ft	1977.
Benreoch	Self-prop, semi-sub to 25,000 ft	1983.

Ben-Odeco Ltd

Ben Ocean Typhoon	Drillship, to 25,000 ft	Built Pennsylvania Shipyards Beaumont 1945. Acquired 1969.
Ben Ocean Lancer	Drillship, to 20,000 ft	Built Scotts Sb Co. 1977
Ocean Tide	Self-prop, jack-up rig to 20,000 ft	Blt: Upper Clyde Shipbuilders, 1971.
Ocean Benloyal	Self-prop, semi-sub to 25,000 ft	Blt: 1976.

BECKS SCHEEPVAARTKANTOOR B.V., Groningen

FLEET LIST

This Dutch motor-coaster company was registered in 1958 although had managed one or two coasters prior to this. Each vessel is registered as a single ship company.

The fleet has two different funnel markings. The older ships have a blue funnel with a white italicised B, but with the larger 'V'-class which commenced in the early 1970s, the B was given a white ring around it. The hull colouring is light grey. The 'V'-type coasters call at the grain berth at 102 berth at Southampton and sometimes go to upriver wharves on the Itchen.

Fleet:	Tycha	499	NV Bodewes Schps, Martenshoek	1962
	Comtesse	500	NV Bodewes Schps, Martenshoek	1965
	Neutron	397	Scheeps Bodewes Gruno-Foxhol	1966
	Electron	383	Scheeps Bodewes Gruno-Foxhol	1966
	Arrow	499	NV Bodewes Schps, Martenshoek	1966
	Apollo I	400	NV Bodewes Schps, Martenshoek	1969
	Victresse	399	NV Bodewes Schps, Martenshoek	1963
	Vedette	399	NV Bodewes Schps, Martenshoek	1967
	Vanguard	399	NV Bodewes Gruno-Foxhol	1970
	Vincent	399	NV Bodewes Schps, Martenshoek	1971
	Ventura	1327	Schps Bodewes Gruno-Foxhol	1972
	Vanda	1458	Schps Bodewes Gruno-Foxhol	1974
	Vanessa	1600	Schps Hoogezand - J Bodewes	1974
	Velox	955	Scheeps Bodewes Gruno-Foxhol	1975
	Victory	1458	Scheeps Bodewes Gruno-Foxhol	1975
	Viscount	956	Scheeps Bodewes Gruno-Foxhol	1976
	Valiant	1600	Schps & Rep Gebr Sander, Delfzijl	1977

When the Thoresen ship *Europic Ferry* - herself on charter from the associate company *Atlantic Steam Navigation Company* - was requisitioned on 18 April 1982 for war service in the South Atlantic, the *Gaelic Ferry* was brought round from lay-up at Barrow to take her place on the Southampton-Havre freight run. However, as the ship did not have the capacity of the *Europic Ferry* it was necessary to charter a second ship. The *Lady Lucienne*, in lay-up at Valetta Malta was taken on a bareboat charter arrangement and the ship arrived at Southampton in mid-May. From then on the *Lady Lucienne* was frequently seen in her daily service to and from Havre and, to some, her lines may have seemed familiar.

She is, in fact, a sistership of the *Ilkka*, *Leila* and *Anu*, two of which have been connected with charters from Southampton over the past few years. The *Ilkka* came first, chartered in by Thoresens in the Spring of 1974 and the *Anu* came a couple of years ago, also chartered in by Thoresen. The *Leila* was here in July 1979, *Lalli* in April 1978.

The four ships were built by *Ankerlokken Verft*, Floro, Norway for *Rolf Alander* (*Avomeri O/Y*), Helsinki, Finland and placed with the *Alander Frachtschiff KG*, Hamburg for ro-ro work, but the company broke up in 1978 and the ships changed hands, three to leasing companies.

They have measurements of 108.3m oa x 21.4m breadth, the gross tonnage is 1,585, the deadweight capacity 2,670. Two 4-stroke oil engines drive twin screws and there are twelve berths for drivers. Lane meterage is 492 main deck, 323 weather deck.

In 1980 the ships were acquired by *Triport Shipping Co. Ltd.*, London and placed in subsidiary companies.

Lady Lucienne *Parang Shipping Co.Ltd.* ex *Star Express* (*Wigham Ltd*) 1980.
ex *Lalli* (*Wigham Ltd*) 1979. Built 1971.

Lady Tone *Parang Shipping Co.Ltd.* ex *Lagan Bridge* (*Parang*) 1980.
ex *Ilkka* (*Alander*) 1979. Built 1972.

Lady Catherine (Canadian flag)
Latila Shipping Co.Ltd. ex *Lune Bridge* (*Parang*) ex *Anu*
(*Javelin Sg Co.Ltd*) 1980. Ex *Norcliff* ex *Anu* (*Alander*)
Built 1972.

Lady Nina (Bahaman flag)
Rattan Shipping Co.Ltd. ex *Leila* (*Alander*) 1980
Built 1973.

In 1982 the *Lady Lucienne*, *Lady Tone* and *Lady Catherine* (renamed *Lakespan Ontario*) again changed ownership to *Cenargo Ltd.*, London for further trading. The *Lady Lucienne* moved into lay-up at 23 berth Southampton on 17 September 1982.

Other *Alander* ships were the *Isomeri* (3,522g) ex *Ledsund* '64 ex *Penvenan* '61 built in France for *Chargeurs de L'Ouest* in 1948 and placed under *Avomeri O/Y* in 1964 and *Otto* (1,291g) built in Holland 1955 which joined his *Anella Sg Ltd.* Next year the *Kuutsalo* (1,251g) was also acquired for the *Anella* company but on 14 January 1966 sank near *Gotské Sandon Island* in heavy weather. Then the firm went into the tanker trade, purchasing the *Fernia* from *Brostroms* in 1967 which was renamed *Nanna* and the *Berit* from *A.H. Mathiesen* of Oslo in 1969, renamed *Saija*. Both were built in Sweden in 1957. In September 1969 the *Isomeri* was afire whilst under repair at *Turku* and in December was towed to *Helsinki* for demolition. The fleet in the early 1970s included a ro-ro ship, the *Starmark*, built 1971 and placed under the "*Starmark*" Schiffs, Hamburg. In late 1973 the *Saija* was sold to Greece as *Nely P*; in 1980 only the *Nanna* and *Starmark* remained but in that year the former became *Ania* of the *Aila Sg O/Y* of Finland and later the *Starmark* became the *Ro-Ro Trader* of *Manvillea Sg Co* of Greece.

WITHDRAWALS Two container ships calling at Southampton in the South Africa service are to be withdrawn, for there is insufficient cargo at present to sustain the number of ships employed. The ships are City of Durban (1978, 53,790g) owned jointly by Ellerman and T & J Harrison and Table Bay (1977, 53,784g) of Overseas Containers Ltd. The former has been a regular caller at Southampton since being built, but the Table Bay moved to the US-Mediterranean service in May 1979 and was re-named Barcelona. Indeed, she only returned to the Europe/South Africa run in October 1981 when she took back her original name. Each ship can carry 2,436 TEU and they will be replaced by Nedlloyd Hoorn (2714 TEU), built ostensibly for the service but never placed because of inadequate inducement. The Nedlloyd Hoorn, 52,553 gt was built in Holland in 1978 and is owned by the Royal Nedlloyd Group.

SHIPPING NOTES

The LADY LUCIENNE chartered in by Thoresen Car Ferries for four months to take the place of the Europic Ferry which was requisitioned for the Falklands Task Force, finally left Southampton on 7 December, bound for Denmark and another new owner - DLFCO. She is to operate as a passenger/car ferry on the 40-mile stretch of water between Juelsmunde in Jutland and Kalundborg in Zealand. Her name has been shortened to Lucie.

WORLD'S LARGEST HEAVY LIFT SHIP

Probably the most interesting of recent callers was Fearnley & Eger's Ferncarrier, which called to load two launches. The 45,000 tdw vessel, the world's largest heavy lift ship, was on her way to the Falklands with a floating hotel.

The Ferncarrier was built by Eriksburg, Gothenburg in 1975 as the tanker Kollbris (68,442 gt) for Odd Berg's Tankrederi, but with the drop in tanker trades, was sold early in 1982 to Fearnley & Eger for conversion to a heavy lift ship, capable of transporting all types of heavy cargoes, including complete semi-submersible drilling rigs. This was done at Gothenburg where she arrived on 22 February 1982.

To load, the ship is partially submerged so that floating cargoes can be manoeuvred over the huge 4,900 sq.metre loading deck. The ship is then raised, trimmed and secured for the voyage. In this instance the floating hotel (pontoon) was to provide over 900 beds for garrison troops in the Falklands. The Ferncarrier left Southampton on 23 November and was due at Port Stanley in mid-December.

VISIT OF THE NATO STANDING FORCE

At 8 am Thursday 2 December the 7-ship NATO standing force began arriving for a short stay. It was a cold morning, murky and an easterly airflow cut into the enthusiasts who were at dockhead to see the Force arrive.

The lead ship was the Canadian Algonquin, completed in September 1973 by the Davie Shipyards, Lauzon, one of four 'Tribal'-class destroyers, carrying two Sea King helicopters. The Charles F Adams, flying the Stars and Stripes and name ship of 23 'Adams'-class multi-purpose guided missile destroyers came next. She was commissioned in 1960, built at Bath Ironworks. She was followed by Van Kingbergen, a 'Kortenaer'-class frigate flying the Dutch flag and commissioned in 1980. She carried a Lynx helicopter and missiles.

The smaller Norwegian 'Oslo'-class frigate, Trondheim came next, 1,450 standard displacement, one of five ships built in the Norwegian Dockyard at Horten in the mid-1960s with the cost shared 50-50 with the United States. Indeed, the design is based on the United States 'Dealey'-class, but with Norwegian modifications. The British representative was the 'Leander'-class Dido, Glasgow-built and completed in 1963 and she was followed by the later

Shipping Notes continued:

Wielingen, flying the flag of Belgium, one of four E71-type anti-submarine frigates. They have Exocet missiles, homing torpedoes and rocket launchers.

Last of the Force was the Karlsruhe of the German Federal Republic, built at Hamburg and completed at the end of 1962. They sailed on the following Monday.

SOND TO ITALY

After a long lay-up, first at Le Havre and then at Southampton, the ferry Free Enterprise II (4,011 gt) finally left Southampton at the end of October under the Italian flag of her new owners, Nav Arcipelago Maddalena, with registry at Cagliari. Her funnel was royal blue with black top and her new name Moby Blu. She was built in Holland in 1965 at the start of the tourist car boom for the Townsend Dover-Calais run although in nominal ownership of Stanhope SS Co. Ltd. She came to Southampton in 1968 but suffered an engine room explosion. She has been more or less at Southampton ever since, relieving and being chartered out on several occasions. Her big drawback was that she could not load large freight vehicles.

RED FUNNEL TUGS

Two tugs have been recently purchased by Red Funnel to replace two of the Southampton fleet. They are tractor tugs, an innovation to the port, and have been purchased from Nieuwe Rotterdamse Sleepdienst NV of Rotterdam. Both were constructed by NV Schips v/h H.H. Bodewes, Millingen, the Europa in 1960 and Azie in 1961. In 1973 the tugs were renamed to become Europabank and Aziebank and have now been given Red Funnel nomenclature, the Aziebank becoming Totland and Europabank, Gurnard.

GRAIN SHIPS

There have been quite a number of bulk carriers at 47 berth silos since the complex was opened a month or so back and Greek, Russian and Spanish flag ships have been loaders. One of the largest was the Spanish Banderas, one of three sisterships owned by Compania Naviera Vascongada SA, Bilbao which sailed on 2 December.

All are 15,500 gt with a deadweight capacity of over 27,000 tons. The Banderas and Cobetas were built in 1970 and 1973 respectively by Astilleros Espanoles, Bilbao, the Serantes in 1969 by Cia Euskalduna, also at Bilbao.

At the other end of the scale the 1,599-ton short sea trader Mishnish was probably the smallest to load when she called in August. Built in Holland in 1976, she belongs to J & J Denholm Ltd., Glasgow.

A NICE NAMED SHIP

On 6 December, the Fairfield Vanguard was towed in by the tug Victoria for some voyage repairs. She began as a trawler in 1966, built by AG 'Weser' Bremerhaven for Norddeutsch Hochseefischerei AG as the Fyllasbank (1,599g). In 1970 she became a fish factory ship and placed under a subsidiary company Fischfanggesellschaft MbH & Co FMS 'Fyllasbank' and was renamed Frankfurt A.M. Then in 1975 she was converted to an Oceanographic research and mini-submarine support vessel (1,890 gt) under her new owners, Vickers Oceanics Ltd., Barrow joining a fleet of four other support vessels under the management of James Fisher & Sons. She became Vickers Vanguard.

All the ships were acquired by British Oceanics Ltd., Edinburgh in 1970 who changed the name style, Vickers becoming British. In 1982 she was again sold to BUL Ships and then yet again to Fairfield Industries SA Panama and given the name Fairfield Vanguard. She is registered at Panama.

Berth	Ship Name	Company	Date	Time	Destination
2	Deal	Southern Rly	28/	691	fm Guernsey
3	Princess Ena	S.R.	06/	1198	
4	Haslemere	S.R.	25/	756	fm Guernsey
6	Onyx	J. Robertson	10/	592	SR charter
7	Dinard	S.R.	24/	2313	to St Malo
8	Isle of Jersey	S.R.	30/	2143	fm Jersey to Guernsey/Jersey
9	Isle of Sark	S.R.	32/	2211	fm Jersey/Guernsey to Jersey
10	Ngaroma	Wilson	31/	503	
11	Seaville	Monks	18/	716	SR charter
14/15	Port of Spain	Nash Dredging	32/	1031	
15/16	James No 46	James	07/	873	
18	Nelson	(Dock plant)			
20	Essonite	J. Robertson	21/	642	SR charter fm Jersey
22	Neuralia	British India	12/	9182	to Leith (11.00 hrs)
25	Erin	Morant SS Co	32/	5780	
29	Twickenham Ferry	A.L.A. SA	34/	2839	
32/33	Alcantara	Royal Mail	26/	22209	
34	City of Nagpur	Ellerman	22/	10146	to Mediterranean cruise (12.30 hrs)
40	Mataroa	Shaw Savill	22/	12390	to London (23.00 hrs)
41	Fratton	S.R.	25/	757	to Jersey (17.00 hrs)
43	Georgic	Cunard White Star	32/	27759	fm London (09.00) to New York (12.00 hrs)
44	Voltaire	Lampart & Holt	23/	13301	to North Cape cruise
46	Arandora Star	Blue Star	27/	15501	to Baltic cruise (16.00 hrs)
47	Ausonia	Cunard White Star	21/	13912	fm London (10.00) to Montreal (13.00 hrs)
101	Orama	Orient Line	24/	19840	to Mediterranean cruise (17.15 hrs)
102	Bremen	Nordd. Lloyd	29/	51731	fm Bremen (0800 hrs) to New York (11.45)
103	Moldavia	P & O	22/	16449	to Mediterranean cruise (16.45 hrs)
104	Atlantis	Royal Mail	13/	15135	fm Mediterranean cruise (14.00 hrs)
105	Mauretania	Cunard W. Star	07/	30696	
106	Olympic	Cunard W. Star	11/	46439	

2 DD	Palmston	J. Mitchell Co	07/	430
3 DD	Hantonia	S.R.	11/	1560
5 DD	Arundel Castle	Union-Castle	21/	19118
6 DD	Essequibo	Pacific Steam	14/	8489

Bloemfontein Holland Africa 34/10081 Tender (Gowes Roads) fm Cape to Antwerp
 Veendam Holland America 23/15450 Tender (Gowes Roads) fm Rotterdam to New York

A mid-summer Saturday in the halcyon days of Southampton as Britain's premier passenger port. The timings indicate a veritable procession of liners in and out of the docks and seven boat trains were accepted that day from Waterloo.

Cruising liners were much in evidence. So were Southern Railway ships, with a number of chartered coasters, for this was the peak of the produce season of the Channel Islands. All the ships have, of course, now gone and many listed were to be sunk in the war which was only four years away.

The largest liner was the Bremen. The Mauretania and Olympic were laid up at 105 and 106 berths pending departure to the shipbreakers. In fact, the Mauretania had already been sold and within a day or so was to leave for Rosyth where she arrived on 4 July. The Olympic remained at Southampton until October when she, too, was sent to the shipbreakers at Jarrow.

The Essequibo and her sistership Ebro had just been sold, the first named to the USSR as the Neva, the Ebro to Jugoslavenska Lloyd as Princess Olga. Both ships, 8500 gt, had been built by Workman Clarke, Belfast in 1914-5 and were immediately transferred to the Pacific SN Co fleet. They were twin screw, 15-knot ships, with accommodation for 350 passengers. The Neva sailed between the Black Sea and Mediterranean and then during the war was a submarine depot ship for the Russian Navy at Batumi.

In June 1935, no less than forty-one cruises started from Southampton, including four to the Naval Review and continuing as Channel cruises.