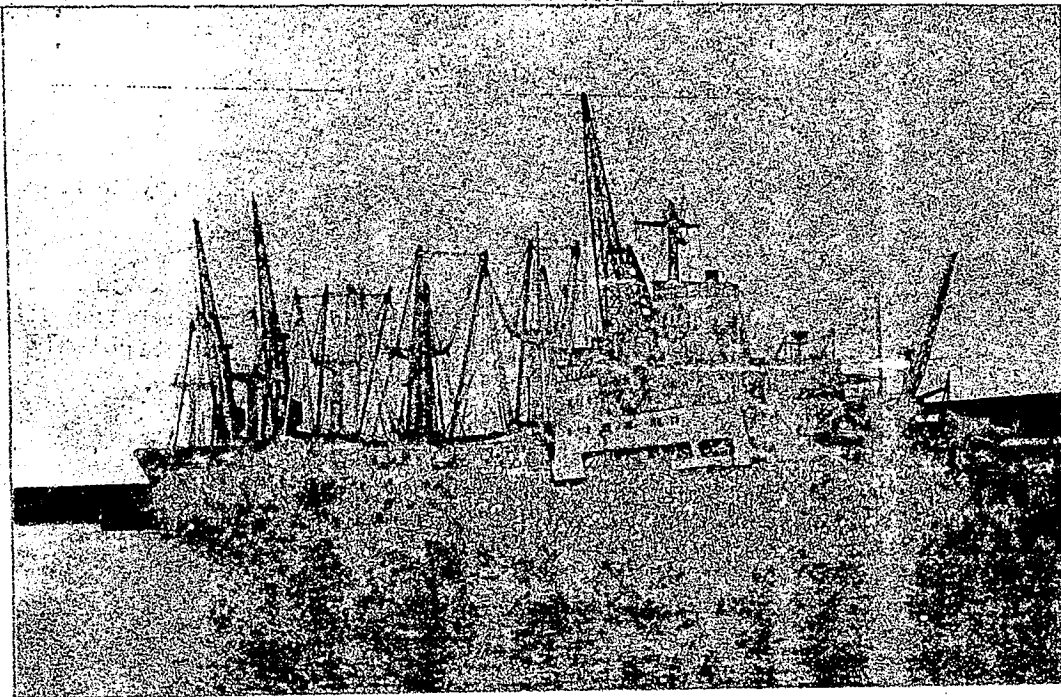
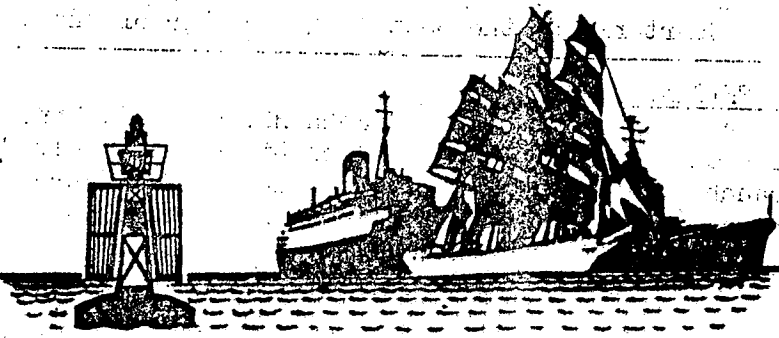


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



ONE OF THE MEDITE COMPANY'S SHIPS TO CALL AT SOUTHAMPTON IN

1983-- PHILLIPA ex IVERNIA ex MANIPUR ex CONCORDIA MANIPUR

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Subscriptions due in December and June - Headquarters are now sharp in cutting off 'Marine News'. PLEASE RENEW PROMPTLY.

SECRETARY'S COMMENT

By the time that you are reading this I hope that you will enjoy having a full 'Black Jack' restored.

The situation since last Summer has been rather indecisive or downright poor (in the case of my single sheet in the Autumn) but we are hoping that the situation is back to normal. It should be realised that this has been due entirely to the volunteer efforts of a number of people to whom we give a big vote of thanks. It should be understood however, that we still do not have an Editor and that the Committee would very much appreciate someone coming forward to fill the post. Many of the jobs such as typing, drawing, distribution are being done by others but a central figure to organise and give continuity would be very useful. COULD YOU DO THIS?

EXTRA MEETING

FRIDAY JULY 15TH - USUAL VENUE
RETURN OF BILL MILLER - TRANSATLANTIC LINERS SINCE THE WAR

A fleet list a brief history

by David Hornsby & Brian Cliff

The advent of containerisation has brought about a dramatic reduction in the volume of conventional cargo passing through not only Southampton, but almost all major European ports. However, during the last year, one Company involved in both the break-bulk and container trades has become a familiar new feature of the Port of Southampton. The yellow and black funnel colours of Mediterranean Shipping are regularly to be seen at 104/5 berth in the Western Docks, and at the 201/2 common-user container terminal, loading on one of the 4 break-bulk/semi-container services operated by the Company to the Red Sea, the Indian Ocean, and mainly to East and South Africa.

Mediterranean Shipping Co. S.A. was formed in Italy during 1970 and was originally operated from a Brussels office. The operational headquarters was subsequently moved to Geneva, and the management Company remains there to this day. In the late 1970's, Medite Shipping Co. (UK) Ltd was formed to act as Agents in the UK and in addition to the recently opened Southampton office at Imperial House (109 berth), there are also offices at both Hull and London. Other offices of the management company are located at Paris, Marseille, New York, Nairobi, Johannesburg, Durban, East London and La Reunion. Technical operations are still based at S. Agnello near Naples, where the all-Italian crews are also recruited. About 2000 staff are currently employed, including mobile repair/technical teams, and cargo loading supervisors.

In all, the Company operates about 11 regular routes, including services from New York to various northern European ports with transshipment to other Company services at both Rotterdam and Antwerp. Separate services from Mediterranean ports and northern European ports serve South Africa (Durban, Port Elisabeth, East London and Cape Town), East Africa (Berbera, Mogadiscio, Mombasa, Dar es Salaam, Taniga and Mtwara), Red Sea (Aqaba, Jeddah and Port Sudan), and Indian Ocean (La Reunion, Mauritius and Reuniteve).

Of particular interest to many Branch Members, have been the Company's many traditional cargo liners, originating from such fleets as Hapag (both Hamburg-Amerika & North German Lloyd), Hansa, Messageries Maritimes, Wilhelmsens and even Cunard. Apart from these break-bulk vessels with limited container space, and some with heavy-lift or reefers capacity, the Company also operates several semi-container and container/bulkers vessels in addition to a variety of chartered ships.

The individual vessels are mainly owned by Panamanian owned/flag one-ship companies, the exception being LETA which is Cypriot owned and registered. All vessels are single screw motorships, and sisterships are indicated by brackets where applicable. Thanks are due to Mr. K.J.Oglesby of the local office for his confirmation of certain information and background details.

FLEET LIST - vessels in present fleet underlined

acquired	yr/grt	former names/loa x beam/speed/builder/later names etc.
1970	<u>PATRICIA</u>	55/1750 ex Korbach 70 (H.Kruger); 82m(reg) x 12m; 12kts; lengthened 1965; built by Jos.L.Meyer, Papenburg (yard 455); 1973 sold/renamed GEORGIOS (cy); 1977 renamed CAPAL (Cy);
1971	<u>RAFAELA</u>	52/2696 ex Magdeburg 71 (Hamburg-Amerika); 110 x 15m; 14kts; Orenstein, Lubeck; 24/12/77 grounded on Haisborough Sands(Hull-Antwerp/E.Africa); 4/3/78 arr. Belgian bkrs;
1972	<u>ILSE</u>	52/3739 ex Pazifik 72 (@lobus); 122 x 17; 13 kts; Howaldtswerke, Kiel (953); 1980 sold/renamed JETPUR CRYSTAL (Pa);

continued.....

1973 ALEXA 52/8578 ex Democritos 73, ex Julia 67; 143 x 18m; 13 kts; 1981 sold/renamed ALEXA IV (Pa); Flensburger (537);

1975 ROSE II 57/8914 ex Kypris 75, ex Ville de Strasbourg 73 (Havraise); ex Marilu 60; 145 x 19m; 16½ kts; C.N. Breda, Venice (203); 24/12/75, sank after explosions and fire (Genoa-Durban);

HELLEN 56/8746 ex Aetos 75; ex Maria G. Georgalis 71; ex Milrossa 62; 146 x 19m; 15kts; Deutsche Werft, Hamburg (701);

1976 DIEGO 56/7948 ex Breitenstein 76 (Hapag/NDL); 152 x 18m; 17½ kts; Bremer Vulkan (846);

PANTERA 56/7948 ex Bischofstein 76; yard 850, otherwise as above;

JUDY 60/5312 ex Black Osprey 76 (Herlofsen); 148 x 19m; 17½ kts; Kockums (450);

FENNY S 60/7114 ex Sebastino Venier 76, ex Nando Fassio 71; 153 x 19m; 16 kts; Ansaldo, Genoa (1547);

VICTORIA S 51/2646 ex Victoria 77; ex Clarkia 74; ex Konrad 73; ex Lahmstein 72 (NDL); 120 x 15m; 15kts; Bremer Vulkan (810); 31/3/80 arrived breakers at La Spezia;

1977 DANIELA 58/8299 ex Havelland 77 (Hamburg-Am); 152 x 19m; 17½ kts; Deutsche Werft, Hamburg (722);

FRANCA 57/8299 ex Saarland 77; yard 721, otherwise as above;

PHILIPPA 64/8668 ex Manipur 77, ex Concordia Manipur 71; ex Manipur 71; ex Ivernia 70; 158 x 18m; lengthened 1970; 17 kts; Caledon, Dundee (540);

1978 EUANELLA 59/9128 ex Malais 78 (Messageries Maritimes); 157 x 20m; 15 kts; C.N. de la Ciotat (195);

PATRICIA S 59/9102 ex Marquisien 78; yard 194, otherwise as above;

RAFAELA 60/9128 ex Martiniquais 78; yard 197, as above; 19/11/81 on fire at Mombasa, gutted, CTL, sold to breakers;

CORINNA 60/9136 ex Ventoux 78; Ch & At de Provence (304); as above;

LEILA 69/13543 ex Temple Arch 78 (Lambert Bros.); 161 x 23m; 15kts; Horten Verft (166);

REGINA S 60/11641 ex Tarantel 78 (Wilhelmsen); 189 x 20m; 17½ kts; lengthened & conv. to part container 70; Deutsche Werft (749);

1979 GINA 58/11587 ex Tai Ping 79; yard 719, otherwise as above;

1980 ANIELLO 72/10778 ex Jogoo 80, ex Turmalin 78; 155 x 23m; 17kts; Ast. Espanoles, Bilbao (176);

SANDRA S 60/8256 ex Buntenstein 80 (Hapag/NDL); 147 x 20m; 17 kts; Bremer Vulkan (882);

FRANCESCA 71/10607 ex Stöckenfels 80 (Hansa); 153 x 23m; 20 kts; Luebecker Flender-Werke (585);

EMILIA S 70/10670 ex Sternenfels 80; yard 584, otherwise as above;

1981 VALERIA 70/10587 ex Lone Star 81, ex Steinfels 80; yard 583, as above;

ALEXA II 67/10355 ex Al Kadisiah 81 (United Arab Shg); 156 x 21m; 17½ kts; Kherson Shipyard (1316);

ROSA S 69/10355 ex Al Odailiah 81; yard 1323, otherwise as above;

SIMONA 1 63/17299 ex Simonetta 81 (Lauro); 192 x 24m; 15½ kts; C.N. Navalmecanica, Castellammare (635);

1982 CHIARA S 63/17218 ex Nai Carolina 82, ex Carolina Lolli-Ghetti 74, ex Lerici Seconda 69; Breda, Venice (222) as above;

RAFAELA 63/11090 ex Gungnir V 82, ex Sunray 79, ex Tonto 64; 162 x 22m; 15 kts; Haugesund (23);

Vessels are not listed in order of acquisition in any particular year;

THE TRINITY HOUSE LONDON PILOTS

by Capt. J.D. Norie

General

Trinity House is an ancient chartered Corporation, dating from Elizabethan times. Amongst its other functions such as the administration of lights around the British Coast, it is the sole licensing Authority for pilotage in a number of Ports, London, Southampton, Plymouth etc.

It does not employ the Pilots, nor guarantee them a living. The Pilots are self employed and fee paid by the Shipowner. In many cases however the Pilots themselves 'pool' the Earnings or otherwise arrange schemes which fit their circumstances.

In a way Pilots employ Trinity House as they pay 12% of the Gross earnings to them to cover Administrations and Pensions. However, by virtue of accepting the Licence the Pilot is obliged to adhere to the Trinity House by-laws which are extensive and comprehensive.

Entry

Qualifications are according to the status and size of the Port. In London, the premier Port, the minimum requirements are:

1. A Master's Foreign going Certificate
2. 5 years on the Bridge, including service usually as Master, or Chief Officer of an acceptable class of Vessel
3. Graduate must not exceed 35 years of age at the time of being called

Chances of being accepted are small.

Entry is open to all British born subjects and other Candidates as needed; the lists are opened and notified in Lloyds List, Daily Telegraph etc.

About half the Applicants may be selected for interview at Trinity House and appear before the London Pilotage Committee which consists of the Elder Brethren, Pilots' Representative and Shipowner. Points are given for general background and suitability and typically, say, 15 out of 40 men called for interview are accepted and numbered 1 to 15 according to eligibility. These 15 are called in rotation only if and when a vacancy occurs and providing they do not top the 35 age limit at the time of being 'called'.

There are some 1750 marine Pilots in the U.K. of whom 500 are London.

The London Pilotage District has 5 sections of equal status but specialising in their particular section.

- (a) Cinque Ports Pilots (Folkestone Inwards to Gravesend)
- (b) North Channel Pilots (Harwich or Sunk Inwards to Gravesend)
- (c) River Thames Pilots (Gravesend Inwards to London Bridge and vice versa Outwards)
- (d) Channel Pilots (Outwards to Harwich or Folkestone)
- (e) Medway Pilots (In and Out and generally as required)

Once appointed Pilots are not usually transferable to another district.

Relationship between Master and Pilots

Quite obviously the Master could not be superseded in any circumstances, in law, aboard his own vessel. Officially the Pilot is there to advise the Master. The Pilot however, usually has all the qualifications of the Master and additionally is the local expert in his own waters which in the main are tricky from the stand-

point of navigation and manoeuvrability. It would be true to say that in many cases the Master would be quite incapable of handling his vessel safely in Pilotage waters.

The relationship is further complicated by the fact that in most Pilotage Districts the vessel is subject to "Compulsory pilotage" that is the Master is obliged to take a Pilot.

We come then to a situation when the Pilot is aboard, but the Master is not obliged to take the Pilot's advice. However, the master has the help he needs in unfamiliar waters and the knowledge and comfort that despite the strict letter of the Law he has an expert compulsorily placed aboard his vessel. Also both the Master and Pilot have an identical aim to get their vessel safely into dock. They are therefore both basically in accord and have to work together. It is, in my opinion, a very foolish Master who interferes with the Pilot unnecessarily and a rare experience. Equally, it is a foolish Pilot who does not take notice of the Master's wishes. Neither can he be forced to take the slightest action of which he disapproves.

In practice the relationship is rarely other than harmonious and pleasurable. The Pilot invariably and automatically takes complete charge but informs the Master as a matter of courtesy what the situation is or what he intends to do.

Operating at Gravesend

The River Pilots conduct vessels between Gravesend and London Bridge, working both ways in and out. The Channel Pilots relieve the River Pilots outward bound to sea. Both sections of the Pilots are required to live within reasonable distance of Gravesend and both work from the Royal Terrace Pier, Gravesend, the Channel Pilots having the up River Look out Room to watch for outward bound vessels and the River Pilots the down River room to watch for Inward bound vessels. This accommodation is built over the River and immediately overlooking a pontoon from which the Pilot Cutters and Tugs tie up and operate. The Pier is a nerve centre having the Tug Officer, Pilots Administrator, Watermen etc. Next to the Royal Terrace Pier is the Port of London Radio Station which controls the telecommunications (V.H.F.) and Radar Coverage of the River.

At this juncture it might be mentioned that the Port of London Authority has no direct control over Trinity House and the Pilots. The P.L.A. is responsible for the good order and discipline on the River and has complete autonomy within its Dock System, i.e. The Royal and Tilbury Docks etc. The Wharfs on the River itself are privately owned but subject to the P.L.A. Bye Laws. The Pilots also obey these Bye Laws but strictly are not under the jurisdiction of the P.L.A., it is simply a matter of mutual respect.

Let us examine one section of Pilots: the River Pilots and the way they operate.

The Ruler of Pilots (the titular administrative head at Gravesend) is an employee of Trinity House and the disciplinary link between them and the Pilots. The Pilots have their own committee, a powerful organisation. Employed by Trinity House are some 6 Messengers on permanent rotational duty who are under the charge of a Duty Pilot (a practising Pilot) on similar duty. All demands for Pilots, queries etc. are received by the Messengers and O.K.'d subject to the Duty Pilots' decision. The Duty Room is in direct contact with Gravesend Radio and the Pilot Cutter.

Let us take the life of a typical River Pilot. The Pilot is on a free roster, operating 24 hours a day, as one pilot ships the next is called out. He is called by the Messenger and requested to present himself on the Pier at a given time. This must be in the prescribed uniform.

Bloggs arrives, usually by car, in the Pilots Car Park close to the Pier. The atmosphere on the Pier is usually animated and carefree, with men coming and going at all times. Bloggs arrives "No. 4" and waits until he becomes "No. 1" when the next job is his. If required Outwards he is usually allowed 2 hours grace to proceed to his vessel on the Wharf or in the Dock up river. If 'Inwards', he leaves

the Pilots Room with his written 'Order', walks down the gangway steps into the River Cutter and climbs the ladder to his vessel as she slows down passing the Pilots Station. There he will invariably be helped aboard by sailors under the charge of an Officer and conducted straight to the Bridge. There he would greet the Captain after this fashion:

"Good morning, Captain, my name is Bloggs. Hope you've had a good passage. Oh! would you like a paper? here's the Telegraph."

At the same time he would greet the Sea Pilot and relieve him officially but in casual manner by the latter saying:

"There she is old man steady as she goes, draft 28 feet all yours."

The Sea Pilot would then leave and be watched safely over the side before the vessel's engines were put ahead and she would be allowed to proceed up river. During this procedure it sometimes happens that the Doctor would come aboard before the vessel is 'Cleared' and granted 'Pratique' a free bill of health.

During the passage up river, the Pilot gives the orders to the helmsman, though in many cases the larger vessels would have a local Waterman who accompanies the Pilot and steers the vessel. The Pilot would likely say to the Master:

"Now Sir, the position is this. We should be off the King George Dock in about $1\frac{1}{2}$ hours; that is at 1600 hours. It will be flood tide so we will need both tugs forward to swing, one on each bow. Will you please make sure the Chief Officer uses good ropes. After we swing, the port tug will slip and will make fast on the starboard quarter aft. We shall go alongside port side to the quay."

If the Master is unfamiliar with the dock, some Pilots like myself often draw a little sketch of the manoeuvre.

At some stage the Pilot will pick up the V.H.F. telephone and say something after this fashion:

"Orinoco River to Gallions Radio, do you receive?"

The reply would be:

"Gallions Radio to Orinoco River, receiving loud and clear."

"Hello Gallions, Orinoco River, please inform Dockmaster K.G., E.T.A. 1600. Have you any Orders?"

"Wait one, Orinoco River", then

"Gallions to Orinoco River. From Dockmaster: berth on arrival."

"Orinoco River to Gallion: Thanks Gallion, message understood, berth on arrival. Over and out."

It is probable that with a vessel of any size one tug would accompany the vessel all the way. Again at some point the Pilot would speak to the tugs direct through V.H.F. as follows:

"Pilot, Orinoco River to Sun Nineteen: Starboard Bow, skipper, ship's rope. Tell the 'Twenty Five' his rope aft please."

Various orders and preparations of this type would be made under the Pilot's direction, in pleasantly efficient, though leisurely fashion until some 15 minutes before arrival off the dock. The atmosphere changes by the Pilot saying:

"Right, Sir, please stand by fore and aft."
From then on everything becomes very formal, usually no one speaking at all, except to repeat the Pilot's orders:

"Slow speed", "Dead Slow", "Make both tugs fast forward", "Tugs made fast Sir", "Stop engines", "Starboard the Helm", "Helm to Starboard, Sir", "Orinoco River to Gallion, shortly swinging Starboard for K.G. Lock"

"Gallion Radio to all ships: the vessel Orinoco River Inward bound for the Royals will shortly swing to Starboard in Gallions Reach prior to berthing King George Dock."

The Pilot again: "Helm amidship engines slow astern", "Half astern", "Full astern".

At the same time he would control the tugs by special whistle signals and also order ships warning signals to be made while manoeuvring. This is the tense period which requires high concentration and when everyone is keyed up: mistakes cannot afford to be made. Nevertheless these orders continue to be given as quietly and unemotionally as possible; until the vessel is safely berthed; panic of any sort is fatal.

As the vessel is nosed slowly but firmly into the mouth of the lock, the shore bound staff is waiting under the Assistant Dockmaster in control of the Lock. With him are perhaps a dozen P.L.A. Lock crew to take mooring ropes as the vessel is warped down the lock and often the Shipping Company's own berthing staff, with fenders under their own Shore Boat. The weight and mass of ships is so great that much damage and expense can occur merely by unnecessary rubbing alongside the quay wall.

As soon as the vessel is safely alongside the Pilot's job ends. The Master signs his standard form Pilotage Bill, the ladder is put over the side and he is free to go. Often the Captain invites him to his cabin for a drink, sometimes accepted but often not. Customarily he leaves the Bridge and is escorted to the gangway by the Chief Officer. On the way he will likely encounter several people coming aboard: Customs, Ships Agent, Superintendent, P.L.A. and Shore Staff.

The foregoing deals with berthing in a Dock. The procedure when berthing on a Riverside berth differs only in that when nearing the berth mooring boats often attend to take the ropes ashore for and aft, preparatory to 'going alongside'. Usually one or more motor boats in the charge of watermen, run the lines ashore where they are secured to bollards and hauled tight by the Ship's crew.

In every case this is done under the direction of the Pilot, who is ultimately responsible for seeing the vessel is secure before he leaves.

Addendum

Since this article was written a number of changes have taken place. Some of these are:-

1. The figure of 1750 Maritime Pilots in the U.K. has undoubtedly been considerably reduced. Larger vessels, improved communications, virtual cessation of the collier trade and union militancy in the larger ports which have chased work away to the Continent, have all played a large part.
2. Pilots are interchangeable between all Trinity House ports providing they have the requisite qualifications, and are given priority before new entrants are considered. This is primarily an equalization move due to rapidly changing trade and economic factors.
3. The 'free' roster has been exchanged for a 'fixed' one but still operates on a 24 hour basis. Streamlining however, is now at a maximum largely due to a greatly improved E.T.A. system.

4. Pratique, I believe, is no longer required at Gravesend, on passage, therefore the 'Q' flag is not normally flown. The doctor would, I am sure, be available if required either on board or at the berth. Here again, economy and V.H.F. efficiency are the factors.
5. While the pea-whistle is still the quickest and possibly the most efficient method of controlling tugs when manoeuvring and berthing; when, say, docking a large Container vessel, with 4 tugs the Pilot would be dashing from side to side with a V.H.F. wander-lead or a walkie-talkie!
The great advantage of verbal orders is that each tug skipper can be precisely aware of not only what is required but what is going on. Typically, "Easy on Port bow, Challenger. Take the weight aft, Sun Twenty-seven" (the port quarter tug). "No weight forward, Sun three (starboard bow tug). "Just hold her as she is Contest (starboard quarter tug). A good tug skipper is the salt of the earth a bad one can get any ship or pilot into trouble!

MAIL INTELLIGENCE

Last month Mr. Brian Hunt gave us a talk and display on 'Sea Mails' and in thinking about this before the event I looked in a copy of 'The Times' for February 26th 1983 and came across these fascinating entries under the title "MAIL INTELLIGENCE" which I thought might be interesting to a number of you.

SOUTHAMPTON: Arrived on 24th February from Buenos Aires RMS AVON with passengers, mail and £16,000 of silver also Lamport & Holt's "MOZART" also from Buenos Aires with 6 passengers, mail and \$129,000 specie. These voyages had taken 27 and 32 days respectively.

Departing that day was RMS MONDEGO for Brazilian ports, N.D.L.'s HOHENSTAUFFEN with mail for New York and Royal Nederland Lines' MADURA with Mail for Batavia via Marsailles.

The expected mail movements were as follows:-

ARRIVALS

ODER	N.D.L.	New York
MSK	R.M.L.	Brazil and River Plate
PARA	R.M.L.	West Indies, Pacific and Mexican Mail
ASIATIC	UNION LINE	Cape
PRINSES AMALIA	NEDERLAND	Batavia

DEPARTURES

TRENT	R.M.L.	River Plate
NILE	R.M.L.	West Indies Mail
LA PLATA	R.M.L.	Brazilian Mails
ELBE	N.D.L.	New York
HORROX	LAMPORT & HOLT	Brazil and River Plate
HANDEL	LAMPORT & HOLT	Brazil and River Plate
AFRICAN	UNION	Capetown

Following Atlantic Containerlines departure to Liverpool two new services have been attracted to the common users berths 201/2. HAPAG LLOYD are operating a weekly service with their vessels KOLN EXPRESS 78/32959, NURENBERG EXPRESS 78/3293, STUGGART EXPRESS 77/32928 and DUSSELDORF EXPRESS 77/32928. Commencing a monthly service in March will be Polish Ocean Lines with their RO/RO Container vessels POZNAN 82/19000, KATOWICE II 82/19000, GYDNIA II 82/19000 and SZCZECIN 82/19000. Other vessels using the common user berths this quarter have included Blue Stars' COLUMBIA STAR 71/19905 which discharged containers for a Portsmouth receiver and Sloman Neptuns SLOMAN RANGER 79/999 which loaded containers and RO/RO for North Africa.

NEELLOYD HORN 73/52553 arrived in mid-February at 204 berth replacing Ellermans' CITY OF DURBAN 78/53790.

Several Scandinavian vessels were chartered for this years NATO exercises in Norway. DEFS WINSTON CHURCHILL 67/8658 embarked 1000 troops while their DANA FUTURA 75/5991 ex DROSSENFELS 77, DAMMAN EXPRESS 76, DANA FUTURA 76 loaded military vehicles as did MERCANDIAN GOVERNOR 82/3200 owned by Per Henriksen.

Normandy Ferries chartered PENN-AR-BEDD 74/2891 from their rivals Brittany Ferries while their two regular ferries receive their annual overhaul. Meanwhile Thoresens have chartered for three months STENA IONIA 78/5753 ex MERZARIO IONIA 82 STENA IONIA 81 ex ATLANTIC PROSPER 81.

After being abandoned by most of her crew in rough seas south east of the Nab Tower the former Polish coaster GEORGIOS 53/484 ex Odra was towed in a listing condition into Southampton during mid-January. Flying a Greek flag and owned by Olympio Shipping Co. the vessel was enroute from Antwerp to Casablanca with a cargo of cigarettes in her tween decks. Her problems arose when china clay in the lower holds which was acting as ballast began to shift. After a month in the Embess Docks the vessel was restowed and continued her voyage.

Over the Christmas/New Year period the Greek tanker STYLIS 61/16417 ex DELIAN SPIRIT 77 occupied the Western Docks. The vessel owned by STYLIS MARITIME CORP struck at jetty in Hamburg during October 1982 while manoeuvring and sustained damage aft. Examination showed her not to be worth repairing and towage was arranged to Spanish breakers. En route however, her tow, Alexanders Towing FORMIDABLE hit bad weather and sought Southampton as a port of refuge.

Mediterranean Shipping have given up their Southampton to Red Sea run due to lack of cargo while the service to South Africa is containers only, the general cargo service being transferred to Hull. The last Africa run is to continue and recent ships have included their own ANIELLO 72/7253 ex JOGOO 80, TURMALIN 78, PHILIPPA 64/8668 ex MANIPUR 77, CONCORDIA MANIPUR 71 MANIPUR 71 IVERNIA 70, LEILA 69/1354 ex TEMPE ARCH 78 and the chartered YANNIS 71/8494 owned by BIBALI MARITIME of GREECE.

The first ship to use the new lay-up bouys at Netley is CHIHAYA 68/41501 ex HAR SAGE 70 managed by SCOUTER SHIPPING under the Liberian Flag.

The most interesting busiest berth this quarter has been the new grain export berth at 47. The steady stream of ships has included ARETI S 62/6670 ex GRANTLEHALL 76 SKYCREST 68 owned by VALERA COMP. NAV, SOUNION 68/13580 ex SUGAR CRYSTAL 79 owned by SUMMIT INVEVEST INC., PENMEN 74/15499 belonging to the French SOC. NANPAISE DES CHARGEURS DEL L'OUEST (S.N.C.O.) PATRICIA 70/14724 ex NORSE CAPTAIN 79 owned by TORUD SHIPPING CORP., AIGEORGIS 64/7752 ex SOLOMAN CARRIER 81 YAMATADA MARU 76 owned by BRYSON CORP., LEDA II 67/6363 ex PEDRO MENENDEZ 80 owned by PARTHENON MARITIMA CORP., AVONDYKE 76/1593 ex SKIRBECK 78 owned by the British KLONDYKE SHIPPING CO., the DUTCH AZOLLA 78/940 owned by RED AZOLLA, FRISIAN TRADER 78/1508 of RED HOLWERDA and finally another Greek PROTEUS 67/10681 ex PETRALIA 82 owned by PEARL SHIPPING CORP.