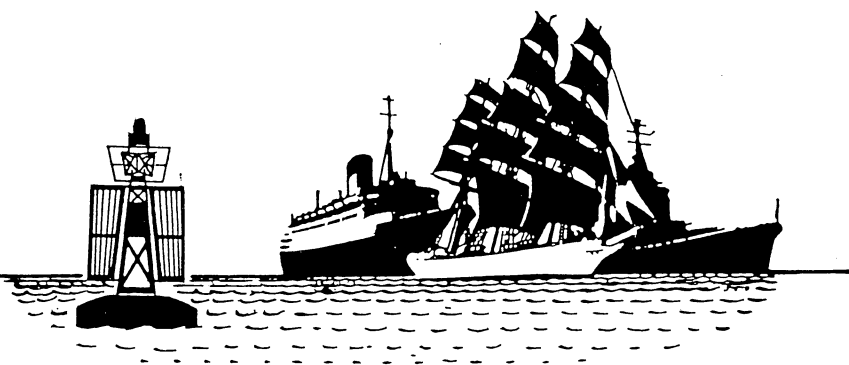


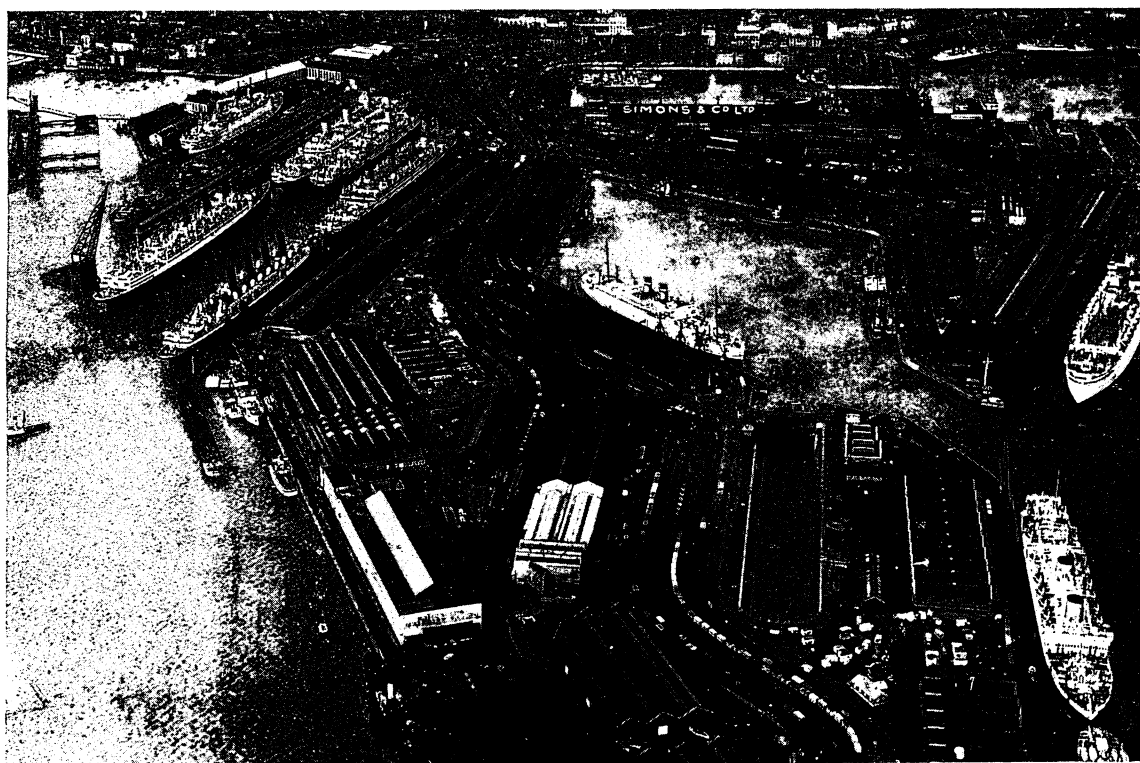
# BLACK JACK

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



AUTUMN 1983

No 48



SOUTHAMPTON EASTERN DOCKS 1933 (circa). Cunard's *Aquitania* is on berth 47, *Mauretania* is on 43 and *Berengaria* at 44. On berth 46 is White Star Line's *Majestic*, with *Homeric* outside.

In No 6 drydock is the Canadian Pacific liner *Empress of Australia* whilst on 32–33 berths on the Itchen Quays is *Empress of Britain*.

Blue Star Line's *Arandora Star* is in the Empress Dock and on berth 34 is Royal Mail's *Alcantara*.

The premises of Simonds & Co. Ltd., Fruit Brokers at 14–16 berths, Inner Dock, can be clearly seen and in the left foreground is the Cold Store at 40 berth.

Published quarterly by the Southampton Branch of the World Ship Society

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★★ It is always pleasant to see members from other branches at our meetings but none is more welcome than Bill Miller from New York. Each year Bill joins a P & O liner for cruise lectures and on 15 July here he was again, presenting yet another superb collection of slides in his continuing saga of the passenger ship and the North Atlantic seaway prior to joining the cruise ship on the 17th.

Bill Miller has made many friends in the Branch and in appreciation of his efforts, Chairman John Havers, on behalf of the branch members, presented him with a copy of the book 'P & O in the Falklands'.

★ By way of David Hughes, Secretary of the Durban Branch, we have received an interesting newscutting, dated June 1983, stating that a passenger ship service between Britain and South Africa is being considered by Safmarine. Only passenger ships would be used – not combination passenger/cargo ships; neither would they necessarily follow the same routes as of old. It is six years since the *Windsor Castle* left Capetown in the last liner sailing to Southampton in a service that had lasted 120 years. Practically all passenger ships in the world today are employed cruising, but then, the 'blue water' route to and from Southampton and Capetown is a cruise anyway . . .

Then, in August, came news that Cunard Shipping were to charter the *World Renaissance* in a joint arrangement with TFC Tours of South Africa to open a new luxury passenger liner service between Britain and Capetown and the port chosen as a United Kingdom terminal would be Plymouth (see Nautical Notebook).

★ At Shamrock Quay these days there is quite a lot of interest in small ships and a nose round on a Sunday morning is quite pleasant. There is a small tug laid up there which looks like a TID hull. It's name is *South Star* – at least the loose lifebuoy on her deck says so . . .

On shore, held by a cradle of props, is the hull of the yacht *Moonbeam*. She was built by W. Fife & Son of Fairisle, Ayrshire, the completion date June 1920 and details were 55 tons gross (93 Thames measurement) 95.3 feet overall and 17 feet beam. She was constructed as a composite cutter. In the early 1920s she was owned by H. C. Sutton of Benham Park, Newbury, and was listed in the Royal Yacht Squadron, Royal Victoria and the Bembridge Sailing Clubs. The carpenter on her said the current owner was a doctor who had bought her after she had been working for a spell in Greek waters and had given her back her old name. Hopefully, she will be afloat again in the new year.

The largest ship around was the coaster *Karen I*, all spick and span, and there is the Thames barge *Kimberley*, 90 tons and built 1900 at Sittingbourne, for sale. Yachts abound – all sizes – repairing and repainting. But take a look – there is plenty to see, with pub, cafe and shops on hand . . .

★ The Branch is considering producing a slide show of Southampton's changing shipping scene. This is to be discussed at the AGM in October.

★ The cover picture is by courtesy of Malcolm Wayman of Southampton.

★ Tues 8 November 'The Camper & Nicholson Story'. Speaker Mr Vernon Coles.

Tues 13 December Bill Mitchell's 4th Independent Quiz.

Tues 10 January 'Port of Durban'. Tape/slide show from Durban branch.

NEW TO THE PORT  
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HAPAG-LLOYD SERVICE TO NORTH AMERICA

In December 1982 the Port was shocked by the decision of its oldest container operator Atlantic Container Line to cease calling at Southampton and concentrate their UK calls at Liverpool. However, within hours Hapag-Lloyd announced that the Prince Charles Container Terminal would become an additional call on their weekly North Atlantic fully containerised service.

The first call was made by KOLN EXPRESS on 24 January 1983 and since that visit a regular service has been maintained, with the majority of arrivals and sailings being either late on Sunday evenings or early on Monday mornings. In view of the early-hour calls, special agreements had to be made to provide the labour necessary for working the vessels and a provisional agreement was made to allow reduced towage as the ships have bow-thrusters.

Other European calls on the service include Havre, Antwerp, Rotterdam, Hamburg and Bremerhaven, whilst on the Eastern Seaboard calls are made at Baltimore, Philadelphia, New York, Norfolk and Halifax.

The four sisterships operating the service all fly the West German flag, are owned by Hapag-Lloyd International S.A. and are managed by Hapag-Lloyd A.G.

STUTTGART EXPRESS	launched 11/3/77	delivered 9/77	yard no. 615	all built
DUSSELDORF EXPRESS	27/5/77	6/12/77	616	by
NUNBERG EXPRESS	11/11/77	3/78	617	Flender
KOLN EXPRESS	15/12/77	20/7/78	618	Werft A.G.

tonnages: 32928 gross, 32484 dwt. length 209.9m oa, beam 32.2m, draft 11.02m  
motorships with single screw 33300 bhp 10 cyl MAN engine, service speed 21.5 kts.  
holds - 5 forward, 2 aft  
containers - 1758 20ft units incl. 214 reefer (1026 in holds, 732 on deck)

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POLISH OCEAN SERVICE TO AUSTRALIA

On the 25 March 1983, the KATOWICE II made the first call at Southampton on the POL service to Australia, thereby re-establishing a route which had not been served since the departure of the ABC service.

This particular POL service has operated for a number of years using semi-container tonnage, however the addition of Southampton as a port of call coincided with the introduction of four new larger ro-ro vessels. In addition to its UK port, the service also calls at Gdynia, Hamburg, Rotterdam and Havre in Europe, whilst the Australian ports used are Fremantle, Melbourne and Sydney.

Owned by the Spanish-Polish Shipping Co. Inc. of Panama, the four sisterships are operated under the Polish flag by Polish Ocean Lines who have a 9 1/4 year bareboat charter, after which the vessels pass to POL ownership.

KATOWICE II	launched 31/10/81	delivered 12/82	yard no. N30	all built by
POZNAN	31/10/81	10/82	N31	A.E.S.A.
GDANSK II	20/3/82	1/83	N32	Puerto Real,
WRONIAW	29/6/82	3/83	N33	Spain

tonnages: 18496 gross, 21334 dwt; length 199.5m oa, beam 31.0m, draft 9.52m  
motorships with single screw, 22905 bhp 7cyl AESA-Sulzer diesel, 20 knots.  
bow and stern thrusters; air conditioned accommodation for 38 crew and 12 passgs.  
Stern door 26m wide x 6.5m high approached by 50m Navire ramp angled 36° to starboard; 1200 TEU containers (87 in hold, 613 on roro deck and 500 on weatherdeck, incl 150 reefer points); 4 s/steel liquid tanks and parking for 100 'European' cars on forward tweendeck.

SOUTHAMPTON'S  
OCEAN TERMINAL

The  
ever-changing  
scene

by W.H. Mitchell

Southampton's Ocean Terminal is now no more, for early in May the demolition ball began thudding into the concrete structure, devastating in so short a time the building which took so many years to plan and build.

Cunard's 'Queens' and the Ocean Terminal became synonymous terms. The war had intervened between the building of the ships and the terminal so that the old corrugated sheet clad sheds at berths 43 and 44 erected in 1911 as the pre-named White Star Dock was built, were still standing in 1945, albeit with some bomb damage.

But by then plans had been made for replacing the sheds, incorporating ideas from exhaustive world wide enquiries which included visits to Canada, U.S.A. and seaports in Europe. And so it was that on a morning in May 1946 the Heads of the Southern Railway stood in one of the old sheds and envisaged a terminal to cope with all port facilities that passengers would need - truly a Gateway to Britain.

Work started in December 1946 to demolish the old sheds. In February 1947 piling commenced, tubular shells driven into the ground using an internal steel mandrel with shells added as necessary. Then a reinforcing cage was inserted and the shell filled with concrete. By the end of 1948 much of the steel framework had been erected and a year later the roofing and walls were completed with the South Tower well under construction. At that time I was a member of the Publicity section of the Docks and, on frequent visits, found great interest in watching the huge structure being put together.

A railway platform, 1,000 ft in length was built on the landward side of the terminal, covered by a canopy which contained 1,200 glass lenses for letting in the daylight. Numerous shuttered openings led to the inner platform and here there were twenty lifts connecting the island railway platform with the Customs Halls on the top floor.

Spanning the road on the landward side of the terminal was a high-level footbridge over which visitors walked to the visitors balcony on the seaward side, this extending the whole length of the terminal.

By the summer of 1950 the building was ready. The 'Queens' had been using other berths, but in July the Queen Elizabeth berthed alongside the new Ocean Terminal and on Monday 31st it was opened by the Prime Minister, the Rt. Hon. C.R. Atlee C.H. M.P. who declared it "A Tribute to British Craftmanship".

And no doubt it was. The Queen Elizabeth sailed at 1.30pm the next day for New York and there were huge crowds to see her leave. And many were the requests from parties and personalities who sought to visit the Ocean Terminal, all being greatly impressed with what was considered to be one of the finest approaches to any country which visitors could hope to find.

The ground floor was for cargo and baggage handling, the baggage being moved by four conveyors to the Customs Examination Halls on the top floor, while at each end of the Terminal was a Road Island platform for dealing with passengers arriving or leaving by car. An escalator and stairway connected passengers to the top floor and Customs Hall, their baggage being conveyed by one of the twenty connecting lifts.

The top floor was in four sections. At either end were the Customs Examination Halls and between them the Reception Halls, the North Hall used by First and Tourist Classes, the South Hall by Cabin Class. Each Reception Hall measured 220ft x 80ft and there were telephone, cable and telegraph offices, bureaux de change, newspaper shops and writing rooms. Loudspeakers were placed in adjacent car parks to call passengers and cars as required.

Two pairs of telescopic gangways mounted on twin turrets which could move along the top floor platform were the means of disembarking or embarking of passengers directly into the Reception Halls, which were certainly impressive.

Each had a stepped ceiling, finished in matt warm cream. Concealed fluorescent lighting from behind the cornices diffused a restful colour to the surroundings and there was controlled electric heating and air conditioning. In the First Class the wall surface was in Canadian wavy birch and in the Cabin Class bleached walnut was used. Eight varieties of wood were used in the two halls.

Baggage from the ships was discharged by crane to a baggage landing platform at the upper level, then moved to the Customs Examination Halls and sorted alphabetically. Passengers then moved from the Reception Hall to clear their baggage through customs and then descended to the Boat Train, either by lift or escalator or by escalator at the extreme ends of the Terminal for those going by road. Five Boat Trains were necessary to convey a full complement of passengers from a 'Queen'.

The overall length was 1297 ft 5 in, the width 121ft. At the centre the height was 56ft 6 in and the end four tier tower in which there were Customs offices and some stores was 79ft high. Other impressive facts were that 2,500 tons of steel were used in the building; 6,000 piles were sunk; there were  $1\frac{1}{2}$  acres of glass in the windows whilst lighting was made through 610 fluorescent lights, 12,000 feet of tubing and 500 bulbs.

Over the years the great ships of the world were to use the terminal then, as the roar of the jets filled the atmosphere the great companies had no option but to dispose of their Atlantic liners and the great Ocean Terminal was used less and less. And then, with vicious rises in inflation it was uneconomic to work the Queen Elizabeth 2. In December 1980 she made her last call there, and was then moved to 38.39 berths.

Schemes were considered and indeed asked for to keep the building open. A seemingly successful Offshore Oil Exhibition was held and the terminal was again opened for the Tall Ships gathering in August 1982. But there were no further moves and the decision was taken to demolish the building. Amid some protests the steel ball began its work in May.

The Ocean Terminal lasted nearly 33 years, just slightly less than the original two sheds which were built in 1911 and demolished in 1946.

And across the Channel, in Cherbourg, Gare Maritime suffered the same fate at the same time. The economic reasons were the same, so were the protests. But to no avail.

#### NAVAL NOTES

Following on the article 'The Lady Ships' (BJ No 45), two have re-appeared at Southampton under other names. Thoresen Car Ferries chartered the Merchant Navigator (ex Lady Tone) in May to supplement their freight service whilst Lakespan Ontario (ex Lady Catherine) has been chartered by the Admiralty and renamed Sir Lamorak (L3532). Also chartered from N.A. Andresen Bros. Oslo is the Grey Master, a roro ship and renamed Sir Caradoc (L3522). Both are based at Marchwood.

The frigate Southland (ex HMS Dido) arrived in 6 Drydock in July (doubling with the m.y. Abdul Aziz prior to her transfer to the New Zealand Navy. One of the first group of sixteen Leander-class, she was completed by Yarrow, Scotstoun in September 1963.

In August, the Replenishment Tanker Blue Rover arrived at 49 berth. She is one of a class of five built in the 1970s, single screw, 19-knot ships with a deadweight 7,000t.

Compiled  
by  
John Havers

PARADE OF SAIL

For the  
record

Southampton, 25 August 1982.

A list of the principal vessels taking part, with nationality, overall length, rig, sail number, date built and owner.

The parade was led by the Trinity House vessel Stella and the salute taken at Hamble by HMS Alfriston, standing in for HMS Cardiff. Also present at Hamble were two large British Customs launches and one from French Customs.

	Nat:	L(oa)- ft.	Rig	Sail No:	Blt:	Owner:
Amorina	Sw	159	Barquentine		1933	Hagenfeldt (ex Lightship)
Angele Aline	UK	56	Gaff ketch	TSK 59	1922	G. Wright
Arethusa	UK	72	Berm ketch	TSK198	1982	Shaftesbury Homes
Asgard II	Ei	88	Brigantine	TSIR 15	1981	Irish Sail Training Committee.
Carola	WG	57	Gaff ketch	TSG 73	1900	Hans Edwin-Reith
Danmark	Den	212	Ship		1933	Dir of Maritime Education
Dar Mlodziezy	Pol	309	Ship		1982	Wyzsza Szkola Morska (on maiden voyage)
Duet	UK	50	Gaff yawl	32	1912	Ocean YC (race winner)
Eendracht	Ne	107	Schooner	TSH 47	1974	Netherlands Sail Train- ing Association.
Elinor	De	80	Gaff schooner	TSD196	1906	Sejlskibskomandtis Selskabel A.
Falken	Sw	113	Gaff schooner	S 02	1947	Royal Swedish Navy
Flora	USSR	46	Berm yawl	SR 2950	1979	Baltic Sg Co
Gladan	Sw	113	Gaff schooner	S 01	1947	Royal Swedish Navy
Gladeye	UK	44	Berm ketch	K 2521	1975	Grenadier Guards
Hajduk	Pol	43	Berm sloop	PZ 808	1977	MKS Pogon
Halcyon	UK	79	Berm ketch	TSK 3	1929	HCC Warsash College
Irene	UK	90	Gaff ketch	TSK 186	1907	Dr Morrish
Jens Krogh	De	61	Gaff ketch	TSD 145	1899	Aalborg Sokreds
Joana I	Can		Gaff yawl		1977	Friere
Jolie Brise	UK	57	Gaff cutter	DS 2	1913	Exeter Maritime Museum
Linda	USSR	55	Berm sloop	SR1939	1978	Estonian SS Co
Lutine	UK	55	Berm sloop	K 809	1970	Lloyds of London
Ma Paramour	UK	44		TSK301		Howe (late entry)
Malcolm Miller	UK	135	Topsail sch	TSK 2	1968	Sail Training Assoc.
Morning Star of Revelation	UK	54	Gaff ketch	TSK182	1978	Millward
Olifant	WG	36	Gaff cutter	TSGL27	1977	H. Woermann
Our Svanen	UK	91	Barquentine	TSK181	1922	Captain Douglas Havers
Oyster Magic	UK	39	Berm ketch	6272Y	1982	Captain Venables
Pogoria	Pol	135	Barquentine	PZ 1980	1980	Polish Yachting Assoc.
Royalist	UK	77	Brig	TSK 23	1971	Sea Cadet Association.
Sir Thomas Sopwith	UK	72	Berm ketch	OYC 6	1974	Ocean Youth Club.

/over

Parade of Sail (continued)

Sir Winston Churchill	UK	135	Topsail Sch.	TSK 1	1966	Sail Training Association.
Stina of Sipoo	UK	75	Gaff schooner		1946	Mariners International.
The Great Escape	Ne	53	Berm ketch	TSH 46		Watersport Twellegea
United Friendly	UK	77	Berm sloop	K3566	1973	Cecilia Unger (first home)
Urania	Ne	72	Berm ketch	H 31	1928	Royal Netherlands Navy (Trophy winner)
Vega	Por	65	Berm sloop	P.165	1948	Portuguese Navy.

Can (Canada) Den (Denmark) Ei (Eire) Ne (Netherlands) Pol (Poland)  
 Por (Portuguese) Swe (Sweden) WG (W.Germany)

Other vessels in the Solent, but not in the Parade, included the brigantine Soren Larsen owned by R & A Davies, the 46 ft gaff ketch Regard, the Phoenix, 87 ft, another brigantine carrying the sail number TSK 140 and the motor yacht Amazon. This old yacht was built at Southampton by Tankerville Chamberlayne in 1885. When built she had 2 cyl CI engines by Day, Summers & Co. She is 91 ft in length, 15 ft beam and was designed by Dixon Kemp. For a while she was named Armoricain.

Note: This list supersedes that which appeared in Black Jack No. 44.

PANOCEAN STORAGE & TRANSPORT LTD (Cory Maritime Ltd)

FLEET LIST

Panocean Storage & Transport Ltd (managed by Panocean-Anco Ltd) are disposing of their total fleet of seven ships. All are motor tankers carrying oil or chemicals. The company is withdrawing from shipping completely. The ships have frequently appeared in Southampton shipping lists, particularly at the Esso Marine Terminal and the two largest, Pass of Balmaha and Pass of Brander have been employed in deep-sea trades.

The company stems from the Bulk Oil SS Company Ltd., formed by James Cook & Co. Ltd in 1921 and the "Pass of ...." nomenclature has lasted through the years, continuing after the company was acquired by Wm Cory & Son in the late 1950s.

Fleet:

Pass of Balmaha	2497g	3575	dw	Dunston, Hessle	1975	15 knots
Pass of Brander	2491	3575		Dunston, Hessle	1976	15 knots
Pass of Cairnwell	918	1443		Appledore Sb Ltd	1970	11 knots (ex Cordale '75)
Pass of Chisholm	918	1471		Appledore Sb Ltd	1970	11 knots (ex Cordene '75)
Pass of Dirriemore	1597	2678		Ysselwerf BV Rotterdam	1975	13 1/2 knots
Pass of Drumochter	1597	2678		Ysselwerf BV Rotterdam	1975	13 1/2 knots
Pass of Glencunie	1416	1910		Sir J Laing & Son, Sunderland	1963	11 1/2 knots.

James Cook & Co Ltd., had, themselves, been operating on the Thames since 1909 with motor barges, tugs and lighters and in 1959 continued to own quite a number of such vessels. At that time, for the record, the motor barges were Albatross, Bittern, Curlew, Drake, Guillemot, Heron, Kestrel, Kingfisher, Kittiwake, Lapwing, Starling, Swallow and Woodcock (all 102gt), Seamew (90 gt), Snipe (80 gt) and Dauntless (132 gt) whilst the river tugs all had weather names - Blizzard (1916/70g), Gusty (1913/62g) and Stormy (1916/72) were steam tugs, and Hurricane (1938/89g) was a motor tug. Launch tugs were Cloudy, Hazy, Misty, Showery and Squally and there were some 240 general cargo and tank dumb barges.

BRITISH & CONTINENTAL STEAMSHIP COMPANY LIMITED

A notebook feature by

W.H. Mitchell

Southampton Docks were built up on passenger shipping, but there were also smaller companies and their smaller ships which contributed to the trade of the port. One short sea company...

The British & Continental S.S. Co Ltd., was formed in 1922. It came about when The City of Cork Steam Packet Company joined Coast Lines in 1918, followed two years later by the Cork Steamship Company being acquired by Amalgamated Industries Ltd. These two companies had been owned by the Pike family and had been reorganised in 1843 from the original St George S.P. Company which dated back to 1821.

But Amalgamated Industries collapsed in 1921 and a group of seven shipping agents, anxious to retain the goodwill and connections that had been built up, got together and in 1922 purchased the Cork Steamship Company and its interests.

So came about the British & Continental S.S. Company - the 'White Funnel Line'. The funnel was white, with black top, the company nomenclature was of birds and in the four quadrants of the St George's cross houseflag were the letters B C S C, one in each quadrant.

At Southampton the Cork S.S. Company had their Natuna (757g) sailing to Rotterdam but on Sunday 5 November the B & C's Sea Hound (1,090g) arrived, sailing on the 7th. However, she made only a few voyages, the last arriving Monday 1 January 1923 from Rotterdam and sailing the next day for Antwerp. The next arrival, on Monday 8 January, was the Nyroca from Rotterdam, sailing the next day for Antwerp. This was the first B & C owned ship, built in 1903 for the Cork S.S. Company. Between 31 January 1917 and 27 July 1918 she had been hired as the 'Q' ship Mavis (Q.26) and armed with 1 x 4" and 2 x 12 pdr guns. In 1925 the Nyroca was moved to another service and the Harelda took over, but only a year later, in July 1926, the Avocet was sent to the port. The Nyroca returned in February 1927 for a few months and was then displaced in October by the Harelda. Back came the Nyroca in January 1931 until broken up in the following December.

A new name appeared in 1935, Nurgis, 700gt, chartered in from Karl Thuestad of Haugesund. She had been constructed in 1919 by J. Meyer Shipbuilding Co., Leeuwen, as the Oranjepolder. Her schedule was a Wednesday arrival and departure the next day. This was evidently a 6-month charter for another Nyroca arrived in November 1935. She looked more like a coaster than a short sea trader of the period. Engines and superstructure were aft and her single mast, almost amidships, had booms pointing fore and aft. She had been completed in January 1918 for J & P Hutchinson of Glasgow (became Moss Hutchinson Line in 1934) as the Philotis and was acquired by B & C in 1935. She maintained the usual weekly service until the outbreak of war in September 1939. Her berth was usually 39-40 where transshipment cargo was handled for South Africa. Dawson Bros., were Port Agents.

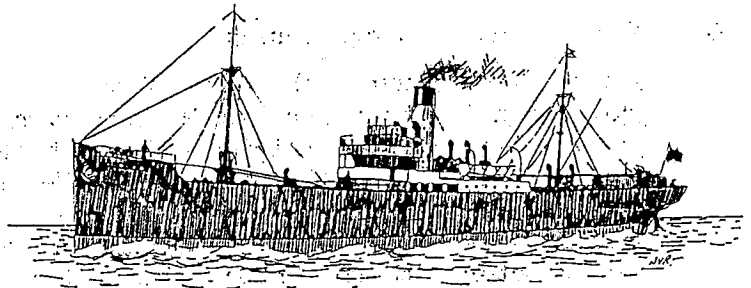
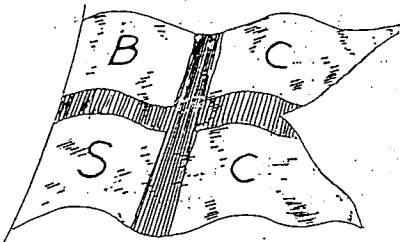
Seven years were to elapse before a white-funnel ship was again at Southampton. In December 1947 the Kittiwake came. Another vessel which came was the Vanellus, but then back came the Nyroca after war work as a port repair and cable ship under the name Sir Walter Kenning. But the service was not to be. Sufficient cargo was not forthcoming and the end came in September 1950. The Nyroca, after a short lay-up at Birkenhead, was sold to Greeks and renamed Alice Marie.

In that year the B & C owned twelve ships, but by 1960 there were only five. Apart from the sale of the Nyroca two - Vanellus and Imber - were broken up and four, Kittiwake, Lestris, Serula and Rallus were sold for further trading.

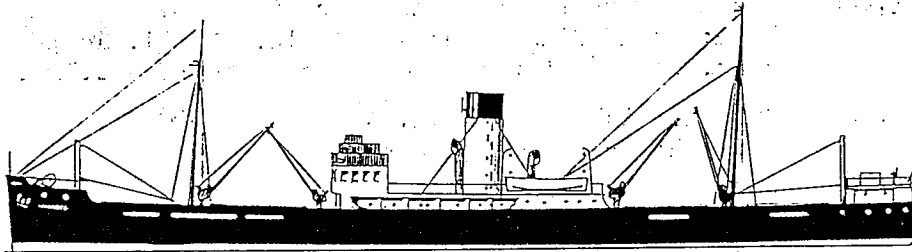


BRITISH & CONTINENTAL SS Co

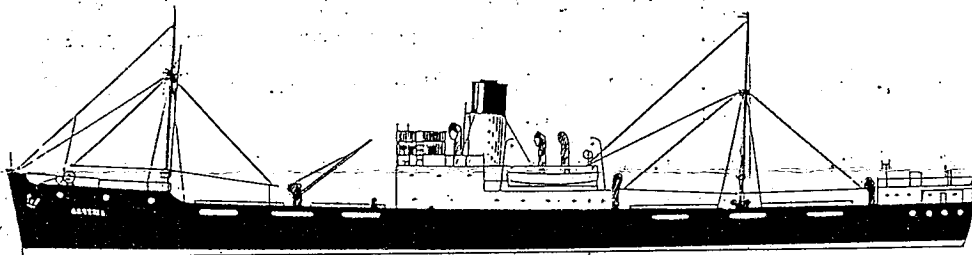
houseflag: white ground  
with red cross and blue letters



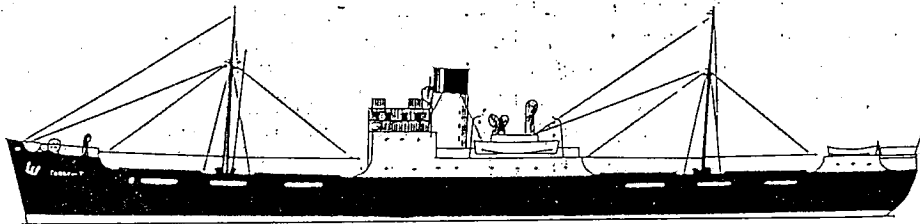
OUSEL of 1922  
sank in the R Mersey in 1957 after collision  
with a Panamanian tanker



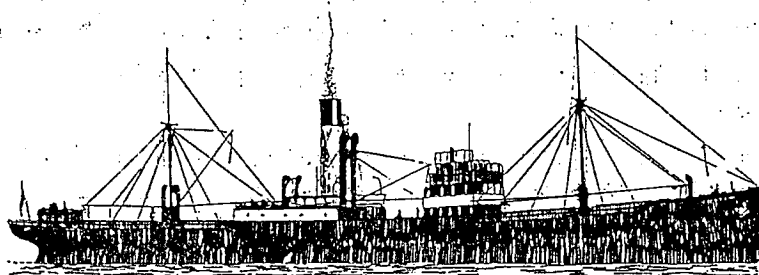
DOTTEREL of 1934



KITTIWAKE & LESTRIS of 1946



CLANGULA of 1954



SERULA of 1918 -- in B&C fleet 1926-54

drawings by Nigel V Robinson

There also occurred the loss of the Ousel (1922, 1,533g) which was in collision in the River Mersey in January 1957 and sunk. Two ships however, were built, Clangula (1954) and Egret (1959). But by 1965 there were only two left in the fleet, Bittern of 1949 and Egret. The former was sold in 1966 to the Government of the Maldives Islands and renamed Maldives Express; the remaining vessel, Egret, continuing trading until the summer of 1968 when she was chartered to the Prince Line and renamed Tartar Prince until her sale in 1972.

The B & C owned thirty ships during its 50-year history and of these, the following were seen at Southampton. The first three were from the Cork SS Co.

Nyroca	1,925g	Wigham, Richardson & Co. Newcastle 1903. 12.1931: Broken up at Port Glasgow.
Harelda	1,288g	Wigham, Richardson & Co. Newcastle 1901. 1939:Hareldawins (Hong Kong). 10.12.1941: Torpedoed and sunk, west of Luzon by Japanese submarine I.124.
Avocet	1,408g	Wigham, Richardson & Co. Newcastle 1900. 12.1931: Broken up at Port Glasgow.
Nyroca	786g	Ardrossan Dkd and Sb Co 1918. 1950: Alice Marie (Greece) 1956:Matroula (Greece) 1974: Broken up (Greece).
Kittiwake	2,016g	Burntisland Sb Co 1946. 1955: Germania (Greece). 1977:Hanan (Syria). 1982: Hanan Star (Sea Transport Agency, Syria).
Vanelus	1,886g	Swan, Hunter & Wigham Richardson, Sunderland 1921. 1954: Broken up.

The early charter, Sea Hound, is picked for interest in the astonishing number of names she had. Completed by Mackie & Thomson, Glasgow in 1901 as the Sea Hound she went on to be renamed ten times up to the start of World War II in 1939. She became Fleifrau, Faneromenia (Greek), Guereif, La Macta in 1934, Myconas in 1937, Efterpi in 1938, Alexandros A in 1939, Efterpi again in 1939, Liesel in 1939 and Aisa (Palestine) in 1939. Of 1,072g (1,098 in the 1930s) on measurements 228' x 34', she was driven by triple expansion engines. She belonged to the Dover Navigation Co.Ltd., owned by Leach & Co who traded out with general cargo from London to Spain and Portugal and returned with fruit and wine. The ships were all prefixed 'Sea' - Sea Victory, Sea Witch, Sea Gull, Sea Hound, Sea Glory and Sea Bell, the line being tagged Sea Line. The Dover Navigation Company was still operating in 1950 with one vessel, Sea Minstrel (1942, 2,847g) which they had purchased in 1946, then owned by the Ministry of War Transport and named Empire Elgar. But she was sold in 1951.

#### THE WOOLSTON SHIPS

In Black Jack No.5 (Winter 1972-3) a short history of the 4-masted barque Andrina was given in my article The Woolston Ships (Oswald, Mordaunt era).

More details have now come to light to add to the general history of the ships built by the company.

The Andrina was on a voyage from Antwerp to San Francisco when she drove ashore at Pollicarpo Cove on the east coast of Tierra del Fuego. The First Officer and four men put out in a boat, but were lost. The Andrina embedded herself in the soft sand to a depth of 14 feet and there she lay for nineteen years, occupied by Patagonian Indians. In 1918 she was bought by a company in Punta Arenas who refloated her. She was taken to Chile and found to be still - although little - damaged. Overhauled, she put to sea again in the summer of 1920, leaving Buenos Aires for London and arrived at Gravesend on 14 November 1920.

Any further information to help build up the story of the Oswald, Mordaunt Company would be most welcome.

ABDUL AZIZ

.....THE NEW ROYAL SHIP OF SAUDI ARABIA

by David Hornsby

Great secrecy surrounded this amazing new vessel when she arrived on 1 March 1983 for completion in no. 6 Drydock. An almost total information clampdown was imposed by all concerned parties, followed by the security fencing of the drydock, and this resulted in much press speculation and rumours galore. However, gradually, information has come to light on this most exceptional vessel, which on completion is destined to become one of the most luxurious, expensive and largest yachts afloat.

The yacht is named after Saud Ibn Abdul Aziz Ibn who occupied the Saudi throne from his father's death in 1953, until deposed in 1964 by his younger brother Faisal. Born in exile in Kuwait on 12 January 1902 as the second son of Ibn Saud, Abdul Aziz became heir apparent on the death of his elder brother in 1933, and he eventually died on 23 February 1969 in exile in Athens.

The hull was constructed in Denmark by Elsinore Shipbuilding and Engineering Co., at a cost variously reported in the region of £3 million. Completion by Vosper Shiprepairers will involve some 9-12 months fitting out at a further cost reputed to be £9-10 million, including the extensive use of precious metals, jewels and rare hardwoods.

tonnages: 7000 gross, 1450 net.  
length 147.0m (482'3")oa, 126.0m (413'5")bp  
beam 18.3m (60')  
draft 4.0m (16'4")  
machinery twin screw diesels, 15600 bhp @ 520 rpm 2 x 12PC2 Lindholmens - Pielstick oil engines; trials speed 22.2 knots.

One of the seven decks in the contemporary-styled streamlined superstructure is being specially fitted out for the Saudi Royal family. In all, the yacht will have accommodation for 60 members of the Royal Family and guests, whilst a crew of 69 will be carried including medical staff for the hospital. To aid stability, the vessel is fitted with both Denny-Brown fin stabilisers and Maierform anti-rolling tanks, whilst manoeuvrability is aided by a bow thruster and KaMeWa C.P. propeller.

Amongst the latest features are a glass sliding roof over the swimming pool - of the same type fitted to the QE2 - the pool floor being capable of raising to deck level to form a dance floor after emptying. On the forward deck is a helicopter landing pad which can be lowered into the forward hold workshop/hanger. Right aft is a moveable ramp giving access to a large underdeck garage, thereby allowing cars to be driven directly onto the quayside, or speed-boats to be lowered straight into the water.

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DID YOU KNOW . . . . . ?

BURMAH ENDEAVOUR was launched 3 June 1977 as yard no. 1 by China Shipbuilding Corp., Kaohsiung not for Burmah Oil under the British flag, but for the Gatz-Oswego Group under the Liberian flag.....and that just before the typhoon "Inelma" struck Taiwan on 25 July 1977, the hull being fitted out was deliberately sunk onto the harbour bottom to avert damage from the worst storm to hit the area for 60 years, a storm that went on to sink 17 vessels in Kaohsiung and damage all eight container gantry cranes in the Port.

Both ABDUL AZIZ and BURMAH ENDEAVOUR were featured on the front Cover of B.J.47

The Paddle Steamer Empress by John S. Lindsay

During a recent visit to the Southampton Maritime Museum and once again admiring the set of oscillating engines from the P.S. Empress, it occurred to me that a brief description of the steamer and her history may be of interest to those who are lovers of paddle steamers.

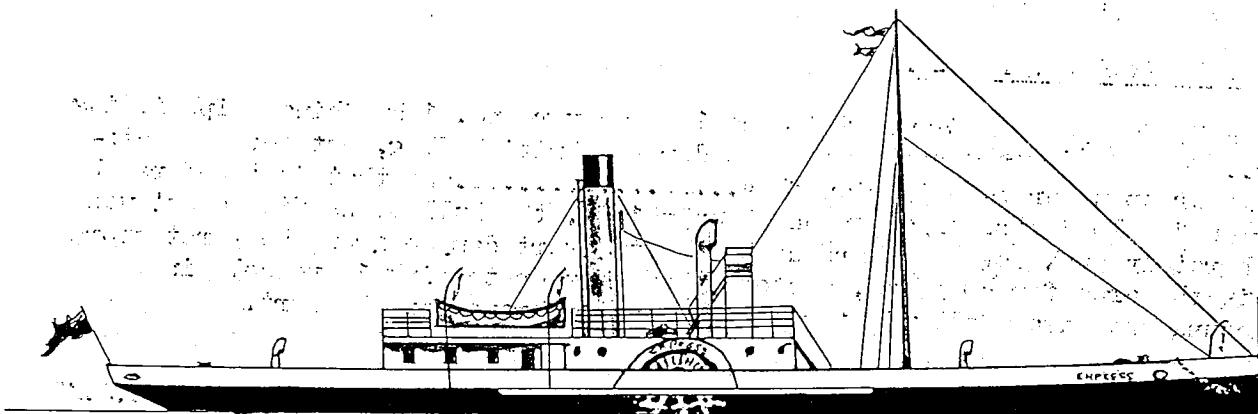
The Empress was built in 1869 by Samuda Brothers, engined by John Penn & Sons of Greenwich and was the last paddle steamer of the South Coast to be fitted with oscillating engines. She was 173 tons gross, her length some 140 feet between perpendiculars and the moulded beam was 20 feet. Her twin cylinder (exhaust to vacuum) low pressure oscillating engines developed 52 NHP and produced a speed of 13.2 knots on the measured mile during her trials, on a working boiler pressure of 29 PSI. They were an extremely economical set and it was rumoured that she would steam from Weymouth around the Shambles Lightship on a shovel of coal!

She was held in great esteem by her owners, Cosens & Company of Weymouth and at the time of her commissioning was one of their fastest steamers. The Empress was very popular in her cruises along the Hampshire and Dorset coasts. She made frequent trips from Weymouth to Brighton, Bournemouth and the Isle of Wight, also cruising westwards to Swanage and Weymouth. It is recorded in the Company's records that in July 1897 she was the first steamer to make a trip from Bournemouth to Torquay, the journey taking 13½ hours. She also made trips across the Channel from Bournemouth to Cherbourg.

In the later years of her life she was based at Weymouth, making many trips to Lulworth Cove, Swanage and cruising around Portland Harbour to view the naval vessels based there. This usually included the boarding of a battleship or battle-cruiser to be shown around and as a boy in the 'twenties I made such a trip and visited the battle-cruiser HMS Tiger, an experience which I have never forgotten.

After the Second World War the Empress was chartered by a film company who were filming "Great Expectations". Her appearance was changed by adding a bell top to the funnel, enlarging her paddle boxes, adding an extra mast, fitting a dummy clipper bow and fitting lug-type sails which gave her the appearance of an early Victorial Channel packet. She made two trips to the Medway to complete filming.

Finally, after 76 years of service, she was withdrawn and broken up in 1955. Fortunately, her engines and steering engine were saved for posterity. Both are in the Museum.



P.S. EMPRESS (1897)

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# nautical notebook

by Dock Head Correspondent

Passenger liners included Fedor Shalyapin 55/21406 ex Franconia '73 ex Ivernia '62 and Odessa 74/13758 ex Copenhagen '75 which called at the port late May. A month later the French Mermoz 57/13804 ex Jean Mermoz '70 embarked passengers for a cruise and more recently another Russian, Mikhail Suslov 82/9885 made several transit calls to the port.

Despite the fact that the largest car user trading to the port - Datsun - have moved to Portbury, new car-carriers are still to be seen and have recently included Mitsui-OSK ships Clover Ace 82/17418 and Cassiopeia Ace 83/12460. The multi-coloured car carrier European Venture 81/15576 called in June to load a consignment of Leyland cars for the American market.

The financial troubles of Cast Containerline brought their bulk carrier Cast Fulmar 73/86098 to Southampton for lay-up prior to being sold by the Admiralty Marshal. She is the largest vessel to be swung in the upper swinging grounds adjacent to the common-user container berth.

Following minor alterations in Antwerp, Jepsen's bulk carrier Brooknes 77/20164 loaded cable at 109 berth during August. Although registered in Hamburg, the vessel flies the Panamanian flag.

During recent months the Canopus 77/4817, owned by Finska Angf A/B has made several calls to load cargo for Lagos, Nigeria.

In August the newly acquired tug Velox 76/499 ex Carmencita '83 was berthed in the Western Docks prior to towing the floating dock from Husbands Shipyard, Marchwood to Italy. The tug is owned by Rimorchiatori Riuniti S.p.A of Genoa.

Making several voyages to load water for Gibraltar has been the new Brazilian tanker Merity 83/14500, owned by Companhia Brasileira de Transportes de Graneis, Rio de Janeiro. She is a 24,000 tdw specialised phosphoric acid carrier, one of four ships completed early in 1983 by At et Chantiers Dunkerque. In her design is a re-circulation system which clears the sediment left in tanks after phosphoric acid cargoes have been discharged. Also loading water, for the Falklands recently have been Cunard's tanker Lucerna 75/23736 and A.P.Mollers Herta Maersk 82/8952. Another of their vessels, Maersk Ascension 76/33134 ex Jessie Maersk '83, called for repairs in July.

Also in July, Canadian Pacific's Andes Trader 71/15680 ex C.P. Trader '82 loaded OCL containers for Jeddah whilst Polish Ocean Lines brought in their Franciszek Zubrzycki 73/10116 during August to supplement their Australian service.

Mediterranean ships to call this quarter have included Aniello 72/7253 ex Jogoo '80 ex Turmalin '78; Sandra S 60/8256 ex Buntenstein '80; Rafaela 63/11090 ex Gungnir V '82 ex Sunray '79 ex Tonto '64; Simona I 63/17299 ex Simonetta '81 and Valeria 70/10587 ex Lone Star '81 ex Steinfels '80.

During this period vessels using the grain berths have been slack but a steady stream of them worked up since the middle of July. Import ships at Ranks have included the Dutch Valiant 77/1599, Verona 82/1599 and Ventura 72/1327, all owned by Becks Scheep., Kortenaer 68/1468 owned by Vermaas Scheep and the West German Lariasee 80/499 of Intersee Schiff. During May-June the only vessels to be seen at the Continental Grain silos were the coastal Spanish-flag vessels Alpaca 78/699 of Oronaves, Diamante 82/4003 ex Duro Diez '83 owned by Soc.Nav Bos Marine and Virgen de las Nieves 81/1562 owned by Vega de Sedane Antonio Comina S.A. The following months however have seen a great variety of shipping including Maria Xilas 67/9365 ex Eastern Union '71 owned by Empira SPG of Greece, Sund 62/1596 ex Ostesund '80 ex Bremersand '73 owned by Horst Frege, the Panamanian Ismene 68/4203 ex Fleur '80 ex Joprma '71 owned by Ismene Spg, Fer Corral 78/3766 owned by Ferrer Maritime Espanola, Vissani 66/11274 ex Universe Clipper '82 ex Tradition '81 ex Lamant '75 ex Belcarga owned by Demco Spg of Panama, Cypriot Mariner 68/12044 ex Rhodian River '83 ex Sonia '82 ex Docegolfo '77 ex Aman Tino '70 owned by Cypriot interests and the Anna 64/2020 owned by Anet International Maritime of Greece. The end of July also marked the opening of the new grain

silo complex at 36 berths. The trial vessel, Portuondo 79/1594, of Naviera Manueta S.A. Bilbao berthed on 28th July and on 3 August the 11,610 gt Negev Oron ex Agioi Victores '81 ex Expectation '76 owned by Ranger Bay Spg of Liberia began loading. She was followed by the Dobrota 60/11191 ex Rosina Topic '80 which had just been acquired by Jamaica interests.

Two 'Girl'-class harbour tugs Brenda and Bridget are to be based at Marchwood Military Port from Chatham. They are funnelless, 40 gt and belong to a class of eight which came out in the mid-1970s to replace the TID tugs. Three more variations were to follow. Altogether 36 were constructed by August 1974.

In mid-July next year the Norway is to return to European waters and will sail north from Miami to Philadelphia to begin her eastbound crossing to Southampton and Amsterdam for a short season of four Fjord cruises. From 28 July to 11 August the Norway will cruise out of Amsterdam on a 14-night North Cape and Norwegian Fjords cruise and calling ports will be Bergen, Honningsvåg, Holandsfjord, Trondheim, Geirangerfjord, Andalsnes, Molde, Sognefjord and Oslo. The second cruise is from 11-25th August working in a 7-night Norwegian Fjords and 5-country cruise. Other Fjord cruises are 25 August-7 September and 7-21st September when she drydocks for three weeks. After drydocking, the Norway, flagship of the Norwegian Caribbean Line's five-ship fleet and with some 1,900 berths, will return to the Caribbean area, taking the southern route via Bermuda, Nassau and Miami.

In late June the old tug Kendiken was temporarily moved from Willments in the Itchen to berth 2North whilst the 'J'-class yacht Velsheda was being launched. The tug was built as the Wallasey in 1954, 200 gt, 1,000 hp and one of a trio - Waterloo and Canning were the others - by Cochrane, Selby in 1954. In 1956 she moved from Liverpool to Swansea and in 1972 was sold to South Ocean Services and renamed. On 30 June she was towed, stern first, back to Willments by the Red Funnel tug Gurnard.

Carisbrooke Shipping Ltd of Newport, LoW have bought the 698-ton Hughina from Allsworth Shipping Ltd., Queenborough and renamed her Greta-C, with registry at Cowes. Prior to purchase by Allsworth in 1982, she was F.T. Everard & Son's Actuality, built by Clelands, Wallsend in 1966.

A passenger liner service is to be opened between Britain and South Africa with calls at the Cape Verde Islands, Tenerife and St Helena. For this service the World Renaissance has been chartered by Curnow Shipping, and the first voyage is to be from Plymouth on 25 November under the name of Cape Albion Line. The ship was built as the Renaissance at the Penhoët yard at St Nazaire in 1966 for the Cie Francaise de Navigation's Marseille/Haifa run, but spent a good deal of time cruising from Marseilles, Havre and Port Everglades. Of 11,724 gt and with twin screws she had accommodation for 416 passengers in one class. In 1970 she went to Cie Nav de Paquebots and in 1977 moved on to the Hellenic Company Overseas Cruise Vessels (Epirotiki) and was renamed Fomeric Renaissance (8,665 gt), then World Renaissance and has been cruising in the Caribbean ever since. Her voyages will be extended at times to take in Durban and Mauritius.

The motor tug Foylegarth owned by Pounds Marine, Havant has been sold to the Falmouth Towing Co. Ltd and renamed St Budoc. Of 208 gt she was built in 1958 by W.J. Yarwood & Sons of Northwich for Rea Towing Co of Liverpool as Foylemore, changing her name to Foylegarth in 1969.

The Southampton callers Table Bay and City of Durban, which were withdrawn from the South African service, have been placed on the Australian/New Zealand service to enable three ships on that service to be withdrawn and re-engined. These are two 'Encounter'-class ships and the Remuera Bay. The Table Bay has been renamed Tolaga Bay and the City of Durban, Portland Bay. They were replaced on the South Africa service by the containership Nedlloyd Hoorn.

Correction: Black Jack No 45 Shipping Notes: Aziebank was renamed Gurnard and Eurcpabank, Totland, not as stated.