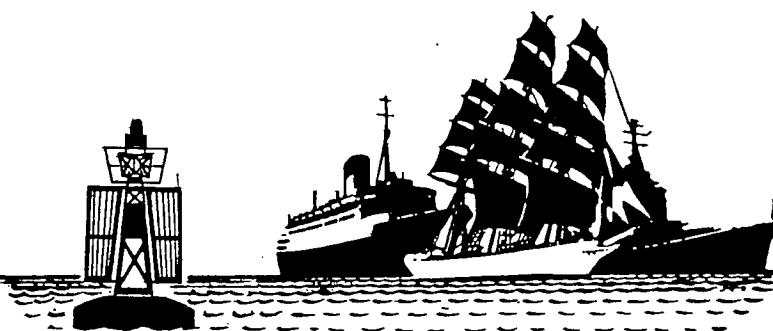


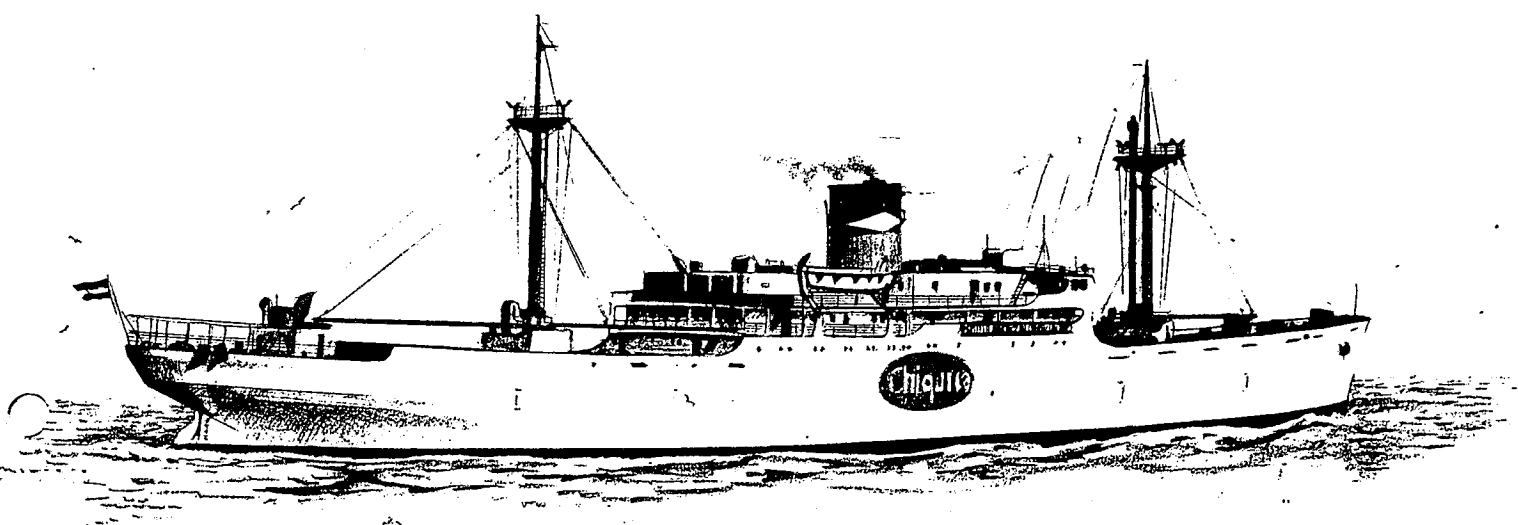
# BLACK JACK

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



SPRING 1984

No 50



CHIRIQUI of the Dutch Caraïbische Stoom. Mij. N V was built in 1948 as ULUA (US Maritime Commission R1-S-DH1 type) for United Fruit SS Co. She passed to the Dutch flag in 1970 and was broken up at Bruges, Belgium in 1976.

*original pencil drawing by Nigel V. Robinson*

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\* So we have come to Black Jack No 50 – a milestone in the history of our Southampton Branch of the WSS. And as a little gesture, a few more pages have been added. It wasn't long after the Branch was formed in 1950 that a newsheet was begun. This was in April 1951. The first 'Black Jack' to appear was an enlarged newsheet of several pages to mark the 150th issue in 1963. Then a second 'Black Jack' appeared in December 1967 to mark the 200th issue and we are pleased to reprint Norman Taylor's nostalgic article on coastal trade of the 1930s in this edition as a more permanent record.

\* For members who have not visited Southampton's Maritime Museum recently, member Nigel Overton – Keeper of the Museum's Transport Section – gives news of activities and additions to the collection. The displays have changed over the years but, to introduce visitors, there is a short maritime history of Southampton and the Woolhouse, pre 1800, near the entrance.

Exhibited, under reconstruction, is a large model of Southampton Docks, originally built for the New York World Fair of 1938 and this is an attractive centrepiece to the collection. There are fine models of local sailing craft, early mail steamers, paddle steamers and yachts which help to illustrate the port's nineteenth century expansion, whilst on the top floor is a huge model of Cunard's Queen Mary.

The record breaking powerboat Miss Britain III and the marine conversion of the Napier Lion Schneider aero engine support the story of Hubert Scott Paine and the Hythe-based British Power Boat Company. There is a display of objects and data relating to the Titanic; the engine of the paddle steamer Empress provides interest for the mechanically minded and pictures, marine paintings and photographs are in abundance.

But not all the collection is on display. The library, archive of photographs, prints, etchings and ephemera are all steadily expanding, preserved for posterity and for the serious researcher these can be seen by appointment. Nigel Overton is on Southampton 24216 and is nearly always at WSS Branch meetings. But have a look at the Maritime collection – after all, it is free . . .

\* The expansion of the collection stands out as being of immense importance. Southampton reached major port status many years ago and will probably become Britain's number one port. It has a tremendous shipping history and has served the cream of Britain's Merchant Navy since the turn of the century, which includes four wars. Following the appointment of Adrian Rance as Curator of Museums and his deputy Nigel Overton, the Maritime collection has been renovated, enlarged and is steadily expanding. And so it should. But what of the future? The Woolhouse is not all that big. Yet there is a building currently vacant and under a preservation order. The Terminus Station, quite imposing, faces Oxford Street whose buildings are now rapidly being rebuilt and modernised. Sadly, the station is declining and really mars the area. It is big, has frontage, a platform area behind for larger exhibits and in itself is of great architectural interest. The ideal place for a Maritime Museum. In the historic heart of dockland it would bring visitors and no doubt bring business to the traders of the reviving area.

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Programme: April 10 'The Ports of Tasmania' – tape/slide show  
May 8 'The Elk in the Falklands' – Captain J.P. Morgan  
June 12 Mini slide shows/talks

\* Four copies of Black Jack can be posted to a friend for £1.00 (BJ 36p; pp 64p). Contact your Secretary.

In Black Jack No 1, Xmas 1971 there appeared the fleet lists of the United Fruit Company, which included Fyffes, Surrey Shipping Company, Balboa Shipping Co (Panama), Carabaische Scheepvaart Maats (Netherlands) and Empresa Hondurena - some thirty ships whose names were regularly seen in Southampton shipping lists. Today the picture has totally changed. This is the story of Southampton's Banana trade.

<p style="text-align: center;">SOUTHAMPTON</p> <p style="text-align: center;">and the</p> <p style="text-align: center;">BANANA TRADE</p> <p style="text-align: center;">by</p> <p style="text-align: center;">W.H. Mitchell</p>
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Bananas first came into Southampton Docks in 1884 when an Elder, Dempster ship brought in a cargo from the Canary Islands. There continued spasmodic imports, but not until March 1901 did a shipment arrive in Britain from the West Indies in the yacht-like 2,831 gross ton Port Morant of Elder, Dempster's Imperial West India Direct Line.

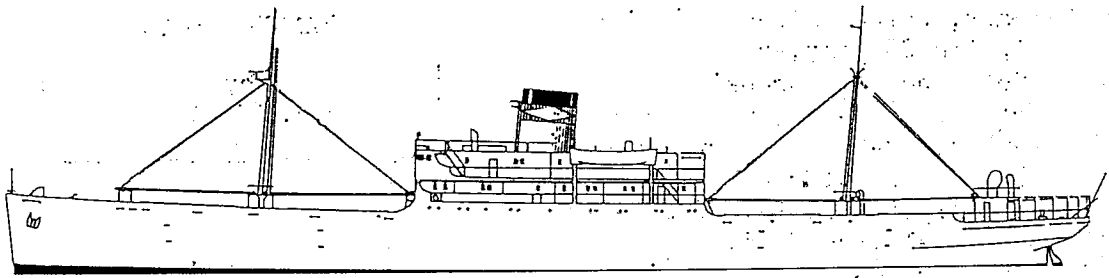
Then, in May of the same year came the formation of a new company, Elders & Fyffes Ltd., Elder, Dempster supplying the shipping and the Fyffe organisation arranging the marketing side. The company was formed to grow, buy and sell Fruit and to own the necessary shipping to so do. Three ships were quickly acquired from Chesapeake & Ohio SS Company - a Furness Withy subsidiary. They were the 3,350 gt Appomattox, Chickahominy and Greenbrier, which changed house-flags in 1902 and were sent to the Tyne for refitting and the installation of a cooling system. It was the Chickahominy which became the first ship of the new company to bring bananas to Britain - this, in September 1902. A fourth ship, Carlisle City, also from Furness Withy, was purchased in 1903 and renamed Oracabessa and it was this ship which, in the same year, became the first 'banana' ship proper to call at Southampton where she discharged 33,000 stems of the West Indies fruit.

So well went the new company that in August 1903 they placed orders for three new ships, Matina, Miami and Manistee, 4,000 gt and the first ships to be solely-built to carry bananas.

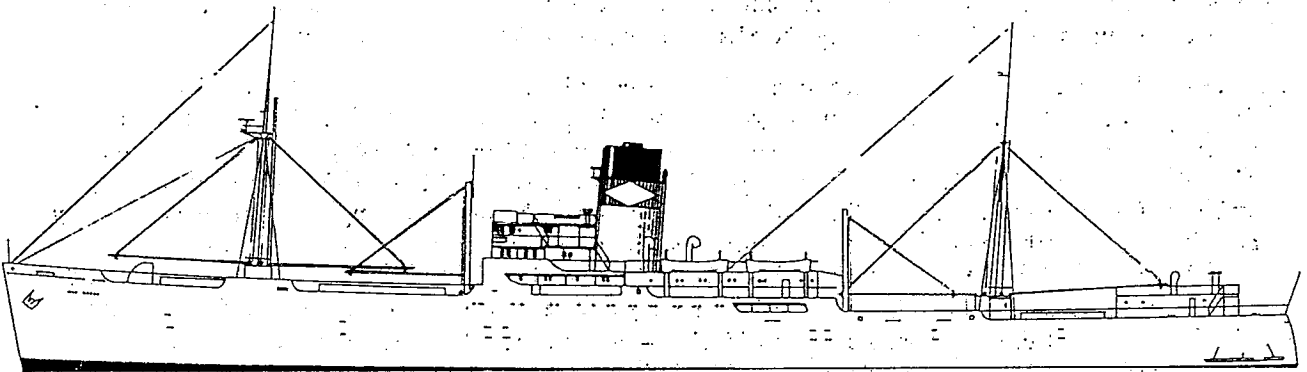
It was fortuitous that, in 1902, Elders & Fyffes came to an agreement with the United Fruit Company of the USA whereby United Fruit guaranteed that cargoes of bananas would be loaded into Elders & Fyffe's ships should the Jamaican banana crop be spoilt by the extreme weather conditions which were always a threat in the tropics. United Fruit, in return secured a holding in Elders & Fyffes Ltd. In 1904-5 the entire Jamaican crop of Elders & Fyffes bananas was lost by hurricanes, but shipments continued from United Fruit plantations in Central America.

Fyffes link to the Continent was in 1905 and marketing was done at Hull. In 1910 this was changed when the office moved across the North Sea to Hamburg. Two years later Garston Docks, Liverpool was favoured in place of Manchester as the British main base and there remained for 55 years.

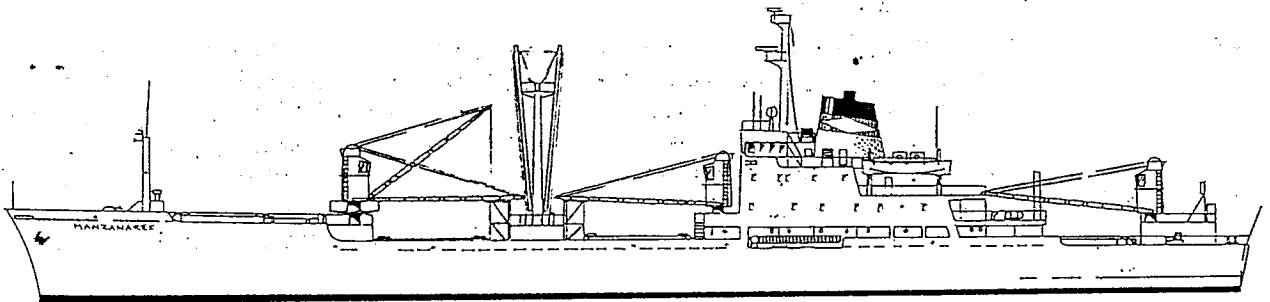
Banana imports became permanently established at Southampton Docks in 1931 when shipments from the Canary Islands began arriving in June. This was shortlived but, in the November, ships of the mail service between the Continent and the West Indies, which was operated by Elders & Fyffes, began using Southampton for embarkation and disembarkation of passengers and mails. Some 274,000 stems were imported into Southampton that year, rising to 2,349,000 in 1935. In 1933 a covered way, 400 ft long, was built at 24/25 berths, which allowed complete ship to rail working to be carried out in the dry and so prevented absorption of water by wagons and fruit. Thousands of specially fitted railway wagons carried the fruit to markets. In July 1933, 3,200 wagons were loaded, the ships involved being Manistee, Nicoya, Manzanares and Aracataca, each arriving a.m. Tuesday from Santa Marta, Puerto Barrios etc., and sailing on Wednesday for Swansea.



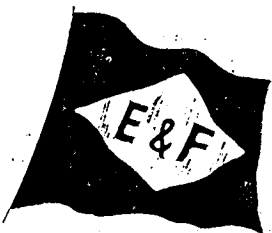
CHOLUTECA ex-CIBAO '70, broken up 1975



RIO COBRE ex-JUNIOR '69, broken up 1975

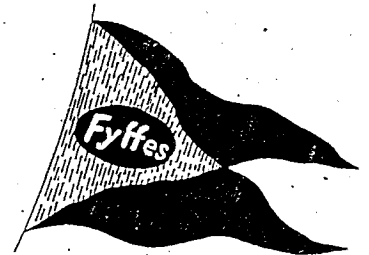


MANZANARES - mark 2 'M' class - sisters MANISTEE, MAZATEC, MAGDALENA, built 1972-3, 6513 gross tons



houseflag up until 1969  
 blue ground & lettering;  
 white diamond

houseflag from 1969  
 yellow & blue ground,  
 white 'Fyffes' on blue  
 oval



drawings by Nigel V. Robinson

Special modernised discharging facilities were installed in Shed 25, Empress Dock in 1937. Four electrically operated elevators and conveyors were installed having an endless chain of large, canvas pockets to carry the bananas from the ship's hold to the quayside shed. Each could move 2,400 stems per hour. The bananas were unripe when loaded into the railway vans and were placed on straw. In cold weather the vans were steam-heated.

By 1939 - the year of war again - there were twenty-one ships in the Elders & Fyffes fleet and by request of the British Government, bananas were brought from the British Cameroons from September 1939 to November 1940. Then imports ceased and the ships requisitioned for war service; some as meat and perishables food carriers, some as armed escorts and three, Ariguani, Manistee and Patia became aircraft catapult ships. In the following five years the fleet was again devastated with the loss of fourteen ships. The shed at 25 berth also suffered some war damage. (The writer clearly remembers embarking for Normandy beaches in the Southern Railway steamer Isle of Thanet in mid-June 1944. It was raining, dull and dismal. The shed leaked pitifully from holes in the roof!)

In 1946 the ships gradually returned from war service and newbuildings joined the fleet. The Matina, 6,800 gt came in 1946; the twin-screw Golfito 8,470 gt in 1949. The Golfito came from the Alex Stephen yard at Linthouse and sailed on her maiden voyage from Avonmouth on 14 December 1949, called in Southampton Water on her homeward run in early January 1950 and entered the Docks for the first time on 18 January 1950. Driven by steam turbines for 17½ knots, she also had accommodation for 100 passengers.

Government control over banana imports ended in 1953 and twenty-five ships discharged at Southampton in that year. For the record the first was the chartered Viator 1950/3312g, owned by C.H. Sorensen & Son of Arendal, Norway which arrived on 1st February. The Golfito brought a West Indies cargo on 1st March.

War Damage of the shed's 1937 facilities were carefully restored and in January was exchanged for new equipment. Gone were the old, ship-based conveyors with elevators that had to be rigged on the ship. Now there were four roof-gantries mounted on rails which could be moved along the entire length of the shed to positions over the ship's holds. From the extended boom of each gantry an endless chain with canvas slings was lowered into the hold. The slings carried the stems up from the hold, along the boom, then down in the shed through a roof opening. There, they were rolled off the sling to a horizontal belt and moved to the loading point where they were stowed by hand into the railway vans. Some 14,000 stems per hour could be discharged. There were four rail tracks in the shed. The Changuinola was the first ship to use the new facilities on 10 January 1961.

At this time 3½ million stems were being imported into Southampton yearly although a year or so before, in 1956, 4,022,700 stems had been received. In July 1961, the Telde discharged the biggest shipment to date - 142,711 stems.

On the corner of the Empress Dock, between 25-26 berths, new Dock offices were erected for Elders & Fyffes shipping staff, whilst in 25 shed a wide boat train platform and passengers reception hall were built for passengers travelling the Golfito and the Camito, a 1957 completion, similar to Golfito and also carrying 100 passengers. These two vessels maintained a fortnightly passenger service to Jamaica until 1971. The Golfito was then withdrawn from service and arrived at Faslane on 31 December 1971 for breaking up. The Camito followed in 1973, arriving at Kaohsiung on 5 April.

In the early 1960s British West Cameroons decided in a vote to join the East (French) Cameroons. This resulted in preference duty being levied on bananas imported into Britain and the price of the fruit rose to an uneconomical level. In 1964 the company began pulling out of the West Africa trade. Meanwhile, in the West Indies, the Windward Islands were increasing production to fill the gap but, surprisingly, this production was taken by competitors. The production however, continued to increase and there came a resultant competition between Jamaican and Windward Islands producers culminating in a surplus market, low prices and reducing profits. By 1966 the West African trade had finished with a number of ships sold for breaking up.

The upsets had now been rationalised and many Elders & Fyffes ships were now moving general cargoes in worldwide trade, with less calls at British ports. Indeed, there

was not a sufficient number of ships calling to justify a three-port working. Avonmouth and Garston were closed and the whole of Elders & Fyffes trade became based at Southampton. Garston closed in 1965 and Avonmouth in 1967. At Southampton, offices were set up at 1, Queensway and at 421/7 Millbrook Road. The concentration of imports gave Berth 25 a 50% uplift in banana handling and during an eight-day period in August of that year, 57 million bananas were discharged. But, by then, the method of shipping bananas had changed, all fruit being packed in cartons, which reduced handling of transit fruit and less bruising. Each carton held 100 bananas. The ships involved were:

7th - Golfito 140,953 cartons; 9th - Almirante 112,559 cartons;  
14th - Har Boker (chartered from El-Yam Bulk Carriers, Haifa) 155,500 cartons;  
and Tilapa on 15th with 145,000 cartons plus 18,000 stems.

In 1969 Elders & Fyffes Ltd., became Fyffes Group Ltd and in 1970 the fleet was as follows:

Golfito	1949	<u>R2 ST AU1 type</u>
Camito	1956	Rio Cobre 1945 (ex Junior 69)
Changuinola	1957	Roatan 1946 (ex Comayagua 69)
Chicanao	1958	
Chuscal	1961	<u>R1-S-DH1 type (counter stern)</u>
Matina	1969	Pacuare 1948 (ex Tivives 68)
Morant	1969	*Patia 1947 (ex Yaque 70)
Motagua	1970	*Patuca 1947 (ex Sixaola 70)
		*Pecos 1948 (ex Hibuera 70)

Six of the ships were US war standard vessels from United Fruit Co., New York of which three (\*) were on Provisional Certificates of Registry. There were also four ships of the Bermuda registered Surrey Shipping Co - Turrialba, Telde, Tilapa and Tucurinca.

By 1975 the fleet had changed quite considerably again and there was not one British-built vessel in it. Ships were Matina, Morant, Motagua and Musa ('M'-class Mark I 6,350g); Manistee, Mazatec, Magdalena and Manzanares ('M'-class Mark II 6,500g); ex US ships Roatan, Ronde, Rio Cobre, Patuca and two container ships Barranca and Bayano. Three Surrey Shipping, German-built 'T' class were left.

In 1980 the fleet consisted of the eight 'M' motorships, the two containerships and two ships acquired from Hamburg South America Line, Darien (ex Polarstern) and Davao (ex Polarlicht), 4,900 gt. They were sold to Greece in 1981 and renamed Chion Carrier and Chion Trader respectively.

Southampton's industrial unrest during 1981 and into 1982, coupled with the container revolution whereby traditional cargo handling became less profitable, caused Fyffes to seek other discharge points and Newhaven and Sheerness were tried and accepted. So, after half-a-century of close ties, Fyffes moved their ships to those ports and in the summer of 1983 the banana handling equipment at Shed 25 was finally dismantled and removed.

Fyffes in 1983, controlled by United Brands Company, of which United Fruit Company is a division, owned twelve ships under the British flag, but unprofitable markets caused the sale of the Mark I Kawasaki-built 'M'-class which had 378,000 cu ft of capacity, but which had heavier fuel consumption than the later Mark II ships. They were purchased by a Saudi Arabian Cold Store company at Jeddah and became Al Attared (Matina), Al Zohal (Morant), Al Moshtaree (Motagua) and Al Zahrah (Musa (1971)).

So, at the end of 1983 the fleet is as follows:

Manistee, Mazatec (both 1972) Magdalena and Manzanares (1973) all built by Kawasaki H.I. Kobe  
Barranca and Bayano - twin screw 4,087gt, both built by Hijo de J. Barreras S.A. Vigo, Spain.

## old southampton callers

7

The Union Castle Liner - Saxon (1900)

by John S. Lindsay

Following the success of the Briton, the Union Line ordered a larger vessel from Harland and Wolff, Belfast which was launched on the 21st December 1899 and bore the name Saxon. She was the fourth ship in the company to bear the name, also the last to have a distinctive Union name. Her launching took place a few weeks before the amalgamation between the Union and Castle lines became an accomplished fact. She was christened by Miss Evans, the daughter of the managing director of the Union Line, Sir Francis Evans, M.P. The Saxon was transferred to the Union Castle Line whilst still in its stages of fitting out and made her maiden voyage from Southampton on 16th June 1900 with Captain Morgan in command. The Union colours were by now a thing of the past, but her first voyage was made in the white Union hull with the red funnels with black tops of the Castle line.

The Saxon although larger, was similar to the Briton, the jigger mast was dispensed with and the main mast was placed in the well deck aft of the promenade deck her two funnels being more or less in the same position as those of the Briton. Her tonnage was 12,385 gross and 6,800 net. Dimensions being 570' (173.74m) x 64' (19.51m) x 42' 8" (13m). Her twin screws were driven by two sets of quadruple expansion engines with cylinder dimensions as follows:- 32" (81.28cm), 46" (116.84cm), 66" (167.64cm) and 96" (243.84cm). The stroke was 60" (152.4cm). These engines produced 1,396 N.P.H. working at a steam pressure of 190lb p.s.i. which gave a cruising speed of 17½ knots. Her steel hull contained three decks and had a f'c'tle length of 63' (19.2m) and a poop of 83' (25.3m).

At the outbreak of the first world war she was the last mail steamer to leave Table Bay for Southampton, departing Capetown on Saturday 1st August 1914. Among her passengers was the well-known Consul-General for Germany Baron von Humbolt. On arrival in England the Baron was put ashore at Sandown, Isle of Wight and later taken under military escort to the Sandown Hotel. For the first two years of the war the Saxon continued in the Mail Service to South Africa, then at the end of 1916 she was taken over as a troop transport and spent the greater part of 1917 trooping in the Mediterranean mostly sailing between Alexandria and Marseilles. Later she was employed in the East coast of Africa. While in the last years in the war she was engaged in carrying American troops across the Atlantic to England. After the Armistice she was still retained as a troop transport and made sailings via the Cape to Australia before re-entering her peace time role as a mail steamer in 1919.

In her post war life she earned the reputation of being an unlucky ship. In September 1920 she was changing her berth in Capetown docks with her engine going astern when she collided with a hopper barge and lost her rudder. She was due to sail for England within a few days with a full complement of passengers including the retiring Governor General of South Africa and his wife, Lord and Lady Buxton. The passengers were delayed until the sailing of the Llanstephan Castle during the next week and it was more than a month before the Saxon was again able to sail.

Another misfortune of a more serious nature befell her in August 1921. Under the command of Captain D.H. Hoskins she left Southampton bound for the Cape carrying several distinguished passengers, including General Smuts, Sir Lionel Phillips and the Duc d'Orleans. Shortly after leaving Madeira a fire broke out in the bunkers. The passengers did not know anything serious was amiss although it had been noticed that the cabins had begun to get uncomfortably warm. However, the gravity of this situation was realised when the cabins on the main deck had to be vacated and flooded with water to prevent the intense heat causing the woodwork to catch alight. On the evening of the Sunday 14th August, the Captain ordered a distress rocket to be fired which evidently



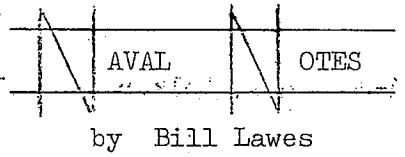


was sighted by the New Zealand cargo steamer ~~Waipara~~ which soon appeared on the scene much to the relief of all aboard the Saxon. The ship was turned around and the two vessels set course for Sierra Leone some 400 miles distance. The ~~Waipara~~ however, was so slow that the Saxon completed the last leg of the journey on her own. By now the smoke was pouring in vast clouds from the side of the vessel and superhuman efforts were being made by the crew to get the fire under control. Much to the relief of everyone concerned Freetown was sighted on Tuesday August 16th by which time the worst of the danger was over. However, it was not possible for Saxon to continue on her voyage and the Kenilworth Castle was therefore diverted to Freetown to embark the passengers and mail from the disabled steamer. This was accomplished on the 20th August and the voyage to the Cape was continued. Before leaving the Saxon the passengers held a meeting at which a unanimous tribute was paid to Captain Hoskin, his officers, engineers and crew, for the manner in which they had brought everyone to safety through such a critical time. After the removal of the last of the burning coal from the bunker the Saxon was re-coaled and set course for the Cape in company of the Armada Castle which had been sent out to escort her south.

In spite of these two unfortunate incidents in her career the Saxon still retained her popularity until the end of her mail career which lasted until 1931. On completion of the new motor ship Warwick Castle, sister to the Winchester Castle, she was withdrawn from service in the mail fleet. Arriving at Southampton for the last time as a mail steamer on February 23rd 1931. A few weeks later she made a voyage to the Cape in the intermediate service, calling en route at Lolito Bay which had just acquired new importance owing to the recent completion of the Banguela Railway.

Her career in the mail service constituted a record, for from the day she first left Southampton to the date of her last arrival home as a mail ship she had been running practically 31 years. In June 1931 she was placed in reserve on the bouys off Netley, where she swung proudly with the tide, defiantly displaying her old Union name Saxon, but a sad sight to all those old sailors who sailed in her so faithfully many for most of their lives. Eventually she was sold to Hughes Bolokow and Co., and towed away to Blyth for breaking up.

The most obvious vessel in the port wearing navy grey at the end of 1983 was H.M.N.Z.S Southland (2,860 tons full load). Formerly H.M.S. Dido, she was handed over to the New Zealand Navy at Portsmouth on 18 July 1983. Shortly afterwards she arrived at Southampton to be refitted by Vospër, Thornycroft. Her commissioning took place just before Christmas.



As the Dido, she was one of the first of the 'Leander'-class to be completed, in September 1963, having been built by Yarrow at Scotstoun. The 'Leander'-class were designed as General Purpose frigates, but during the 1970s many of the vessels underwent long refits to produce more specialised ships. HMS Dido completed her refit in October 1978, during which her twin 4.5 in turret was replaced with an 'Ikara' anti-submarine missile system. The large type 965 radar aerial was removed from the mainmast to reduce top weight, and other minor alterations were made. This modernised frigate will replace one of the older 'Rothesay'-class ships currently serving in the New Zealand Navy.

A visitor to the port was HMS Pollington, completed in 1958 by Camper & Nicholson; one of the ubiquitous 'Ton'-class minesweepers which are now nearing the end of their service in the Navy. For the last six years she has been in the Fishery Protection Squadron and prior to this was attached to the RN Reserve at Liverpool under the temporary name of HMS Mersey until reverting to her original name in 1976.

A foreign visitor was the Dutch Navy's corvette Jaguar (878 tons full load). She also belongs to a class (of five ships) reaching the end of their careers. The Jaguar was built by Avondale Ways Inc., New Orleans using funds provided by the US "Offshore" programme. She was completed in 1954 and designated PCE 1609 before transfer to Holland.

Lying in the Tyne, where she arrived seven months ago after being hit by bombs at Bluff Cove, Falkland Islands, is the 1967-built logistic ship Sir Tristram, based at Marchwood. Tenders are being sent for major work to be done on her which will necessitate the ship being cut in two, with a new midship section fitted.

	ALKLANDS	ASK	ORCE	1982
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These lists were compiled by Brian Cliff and constitute a record of Merchant ships requisitioned and chartered for the Falkland Islands Task Force which used Southampton as a port of loading during the emergency.

LIST A Merchant ships modified and/or loaded at Southampton Docks

Berth	Ship	gt	type	Owner	Arrived for MOD orders
203	C.S.Iris	3,874	Cable layer	Post Office	-
					4.1982: for S.Atlantic. 30.11.1982:arr Southampton. Used as a despatch vessel.
30	Elk	5,463	Ro ro cargo	P & O SN Co	6.4.82
					6.4.82: for S.Atlantic (ammunition, tanks etc)
106	Canberra	44,807	Cruise liner	P & O SN Co	7.4.82
					9.4.82: for S.Atlantic with troops. 11.7.1982: Arrived Southampton.
106	Fort Toronto	19,982	Tanker	CP Ships	10.4.82
					19.4.82: for S.Atlantic for use as Water Carrier
30	Europic Ferry	4,190	Ro ro cargo	Atlantic SN Co	-
					22.4.82: for S.Atlantic with military vehicles 17.7.82: arrived Southampton
43-44	G.A. Walker	18,744	Tanker	CP ships	20.4.82
					21.4.82: for S.Atlantic (Support tanker)
106	Lycaon	11,804	General cargo	Ocean Transport	27.4.82
					4.5.82: for S.Atlantic (ammunition, stores)
30	Baltic Ferry	6,455	Ro ro cargo	Atlantic SN Co	5.5.82
					9.5.82: for S.Atlantic (Military vehicles)
201	Nordic Ferry	6,455	Ro ro cargo	Atlantic SN Co	6.5.82
					9.5.82: for S.Atlantic (Military vehicles, ammunition) 7.1982: arrived Southampton.
38-39	Queen Elizabeth 2	67,140	Passenger ship	Cunard SS Co	3.5.82
					12.5.82: for S.Atlantic with military personnel 11.6.82: arrived Southampton.
30	Tor Caledonia	5,056	Ro ro cargo	Whitwill, Cole & Co	16.5.82
					20.5.82: for S.Atlantic (Military stores, vehicles)
106	Rangatira	9,387	Car ferry	Union SS of NZ	15.6.82
					19.6.82: for S.Atlantic (troops, stores)
108	Cedarbank	11,282	General cargo	Bank Line	12.6.82
					24.6.82: for S.Atlantic (prefabricated huts, stores)

107 Strathewe 12,598 General cargo P & O SN Co 17.6.82  
28.6.82: for S. Atlantic (Airfield equip. Landing Craft)

LIST B. Merchant ships, using Southampton Docks  
in the aftermath period, - from the end of  
the conflict to September, 1983.

41 Contender Bezant 11,445 Ro ro cargo Sea Containers  
1.8.82: fm S. Atlantic. (Helicopters and aircraft)  
7.8.82: for S. Atlantic. 23.9.82: arrived  
Southampton. 27.9.82: for South Atlantic.

106 Uganda 16,907 Cruise liner P & O SN Co  
9.8.82: Arrived Southampton (Hospital ship)

7 DD/  
20 Wimpey Seahorse 1,275 ORSV Wimpey Marine  
12.9.82: Arr Southampton from S. Atlantic (Mooring ship).

7 DD/  
37 St Helena 3,150 Pass/Gen cargo St Helena Sg Co 24.9.82  
27.10.82: For S. Atlantic (Minesweeping support ship)

106 Fort Rouge 19,982 Tanker CP Ships 26.9.82  
6.10.82: For S. Atlantic (Water carrier)

38-39 Ferncarrier 39,039 Semi-Submersible Fearnley & Eger  
Norwegian flag. Arrived 22.11.82 with accommodation  
block loaded. Sailed for Falklands 23.11.82.

106 Anco Empress 15,004 Tanker Water carrier 20.1.83  
7.2.83: For Falklands (Water carrier)

34-35 Maersk Ascension 33,134 Tanker Moller 15.7.83  
20.7.83: For Falklands (Support tanker)

6 Herta Maersk 8,952 Tanker Moller  
Danish flag. 18.7.83: For Falklands. 14.9.83: Arrived  
Southampton. 20.9.83: For Falklands. (Water carrier).

40-41 Lucerna 23,736 Tanker Cunard SS Co 13.8.83:  
20.8.83: For Falklands (Replenishment at sea work)

LIST C Tankers loading at Fawley and used as Support Tankers,  
\*Aviation Fuel tankers or \*\*Freighting tankers. This  
list may be incomplete due to non-publicised arrivals.

		gt			gt
British Trent	BP	15,653	Vinga Polaris	(Swe) A. Johansson	6,117
Esso Milford Haven	Esso	10,902	Corona	(Swe) Backman	4,899
**Esso Fawley	Esso	11,064	Cortina	(Swe) Backman	6,499
Shelltrans	Shell	8,924	Mariann	(Swe) L. Johansson	5,819
*Anco Charger	Panoccean	15,568	Hulda Maersk	(Den) Moller	8,750
Orionman	Rowbotham	3,623	Hans Maersk	(Den) Moller	8,952

LIST D Logistic Landing Ships (RFA) from Marchwood Military Port

	gt		gt		gt
Sir Lancelot	6,390	Sir Percivale	4,473	Sir Galahad	4,473
Sir Geraint	4,473	Sir Bedivere	4,473	Sir Tristram	4,473

## SHIPPING AT SOUTHAMPTON DOCKS 13. SEPTEMBER 1951

NOSTALGIA

No. 10

Berth	Ship	
7	Princess Maud	in/out
9	Isle of Sark	fm Channel Isles
9	Isle of Guernsey	for Channel Isles
10	Ashford	43/479
11	Foremost 17	11/601
12	Empire Taw	21/1499
13	Mahe (yacht)	
14-15	HM(s) Wessex	
	MLs 2910, 2154, 2921	
18	Calshot	(Red Funnel)
19	Lady Alanda (yacht)	
22	Whitstable	(BR) for Channel I.
23	Winchester	(BR) fm Channel I.
24	Simba (tug)	
26-27	Empire Windrush	
27	Floating Crane No 1	
29	Shepperton Ferry	(BR)
30-31	Empire Ken	(MOT) 28/9523
32-33	Benledi	Loading for Far East
34	Auk	(General SN Co)
35-36	Winchester Castle	(Union-Castle)
38-39	Corinaldo	(Donaldson)
43-44	Queen Mary	
46	Scythia	(Cunard)
47	Haslemere	(BR)
48	Floating Crane No 2	
49	Dunera	(British India)
50	Lexamine	(Stanhope)
101	Edinburgh Castle	(for Cape Town)
102	Duke of Sparta	49/8392
102-3	Pioneer	44/7190
106	General A.M.Patch	(USMTS) for Hamburg
109	Empire Medway	29/10926
3 DD	HMS Vigilant (Lightwell o/s)	
4 DD	HMS Volage	
5 DD	Regent Tiger	
Town Quay	Moultonian, Tantivy, Lord Elgin	
	(Red Funnel), Wave, Arreton, Tolka.	

Late summer 1951 and the docks full of shipping. Augmenting the cross-Channel fleet was the Princess Maud, built by Wm Denny in 1934 for the London, Midland and Scottish Railway's Stranraer/Larne run and later, in 1947, the Holyhead/Dun Laoghaire service.

The ex-Risdon Beazley tug Ashford 43/479g was in the Inner Dock, just sold to the Great Lakes Paper Co., and renamed Chris M. The old Foremost 17 was at the next berth. Built in 1911 as the PLA Hopper No.9 she was converted for salvage work in 1947.

Once the Dundee, Perth & London Sg Co's London, the Empire Taw was laid up at 12 berth. Owned by Marine Contractors Ltd. she had been used for some time in the recovery of PLUTO, which had been laid in the English Channel during the war.

Another tug in the Empress Dock was the East African Railways & Harbours' twin screw Simba which had been completed by Inglis, Glasgow and was preparing for her delivery voyage to Mombasa.

One of four troopers was the Empire Windrush, 14,414g, built as Monte Rosa for the Hamburg South America Line in 1931 and taken over by the MOT in 1945. She was to be lost on 28 March 1954 when a fire 32 miles NW of Cap Caxine on voyage Kure to Southampton with passengers and mails. Taken in tow, she sank the next day.

Another passenger ship was the General A.M.Patch, outward for Hamburg with troops and supplies for the US Zone in Germany.

Two Greek cargo ships were at 101-2, the Duke of Sparta (40/5397) of the S. Livanos fleet and Goulandris Bros' Pioneer (44/7190g), built in Canada as the Kootenay Park.

At 109 was the Ministry of Transport's Empire Medway, 10,926g. Built as the Eastern Prince, she was one of the four 'compass Princes' turned out in the late 1920s for Prince Line's New York/La Plata service. In 1945 she was at Yalta for the Conference and in 1946 was sold to the M.O.T. but with management still vested in Furness, Withy & Co (owners of Prince Line). She was scrapped in 1953 at Faslane.

An unusual visitor, Corinaldo, 8,392g was at 38/39 berth. Built in 1949, she was the latest in a fleet of thirteen ships owned by Donaldson Line Ltd., (Donaldson Bros & Black). A sistership was Cortona (1949). In those days Donaldson operated services from London and the West Coast ports to Canada and to the east coast of South America. They also managed the Empire Brent 25/13475g for the M.O.T. She had been built in 1925 and from 1935 ran with her sistership Athenia in the Donaldson Atlantic Line. She was then in her original name of Letitia. In 1952 the Empire Brent was renamed Captain Cook taking emigrants to New Zealand. She was broken up in 1960. The Athenia was torpedoed and sunk on 3 September 1939 - first day of war - and was the first submarine victim of the conflict. In 1967, Donaldson Line, then with only one ship, Santona, 59/3218g, was acquired by G. Heyn & Sons, Belfast, but she, too, was sold in the summer of 1974.

## COASTAL TRADE

IN THE 1930s

E.N. Taylor wrote this article in 1967.

It is a nostalgic look at Southampton's pre-war coastal trade.

The year of 1967 and the coasting trade of Southampton is running down. The once considerable traffic carried on in Coast Lines' ships has ceased and their local office closed. In addition the collier run to Southampton Gasworks has been considerably reduced. What a change it is to thirty years ago, which the writer considers to be the most interesting time, nostalgia quite apart!

Although I was perhaps more familiar with the Portsmouth traffic through working in that city, I always looked forward to cycling over to Woolston, generally arranging it so there would be a grain ship in or a load of lumber from Vancouver, carried mostly in British ships in those days, as a rule this highlighted my 'tour' of the port.

On arriving at Woolston ferry, the first ship to be seen was normally the Rudderman, at the oil berth adjacent to the ferry hard. This ship of Rowbotham's coastal tanker fleet had a very long life for she was only broken up last July, after 33 years service.

After viewing any timber ships moored in the Itchen just above the ferry - only in the season of course - I'd look further upstream to ascertain what was at the Gasworks and Dibles Wharf. It was seldom one saw less than two colliers there. The Gasworks then had a sort of pier jutting out into wharf was called the "Gut", forming two berths equipped with hoppers loading onto a conveyor over the road into the works. By a polite request at the gate one could usually get inside and the place was especially interesting as one would see rather larger colliers than the regulars at Portsmouth. Vessels I recall are Moidart, owned by Scotts; and Sir Russell and Ashley, of Stephenson Clarke's fleet, the Swynfleet of Atkinson's, and Foch Rose of R. Hughes. Her rather queer name resulted from a combination of Rose with the names of generals and admirals of World War I, thus we had Haig Rose, Joffre Rose, Sturdee Rose, Jellicoe Rose - neither did they smell or look like a Rose, but they were interesting in their way. Foch Rose was one of a class originally built with five masts.

After the Gasworks, the next place to visit was Dibles Wharf. Here there was more variety in the size of the vessels and I recollect seeing ships ranging in size from Afon Gwili (a product of Day, Summers at Northam) to Maurice Rose of Hughes' fleet. Afon Gwili, Torrington and Girasol of Robertsons were of the usual size. Here again one could get on to the Wharf, although it may have caused some amazement to the coal-heavers why anyone should want to inspect a grimy collier!

Another place on the Itchen where one could occasionally see a small coaster was a wharf where building materials were unloaded, generally slates or cement, just downstream of the Gasworks jetty. I recall one of the slate boats from North Wales, she carried a glorious red Welsh dragon on her tall yellow funnel. Another ship was the Hartford (later to become Seaborne Alpha-the sand dredger) which used to serve that wharf with cement.

Having inspected the Itchen wharves I would then move on to the Docks. At about this time, 1937 or so, the coal bunker trade to the Itchen berth had practically ceased, but from 1934 when I moved down here, one could see colliers of the Cory fleet discharging into barges (or lighters). Members who know the Rea tugs may be interested to know that they had, prior to 1914, a sizeable collier fleet solely used in the coal bunkering trade to the Thames, Liverpool and Southampton for liners. Cory's took this business over so far as Southampton was concerned. At the western end of the old Inner Dock there was a coal drop. The coal was graded and screened and then loaded through shoots into rail trucks or lorries. Once only did I see a collier there, but it was a rather goodlooking ship, Lulonga, and carrying a pleasantly coloured funnel marking. She was owned by the Hook SS Co of Goole and was built in 1907.

Sometimes one saw the Dunee, Perth Co's Lochee, then brand new, on her usual run from Scottish ports to Portsmouth, Southampton and Dunkirk, although she would occasionally sail to Portugal to pick up a cargo of cork. This ship carried Scotch coal to Portsmouth on contract in one hold only and supplies for the Dockyard and general cargo and transhipment for Southampton. This was her staple trade, but she would bring Scotch seed potatoes in the season as well. I would then go to the Town Quay, and in those days there was considerable activity. There were the British & Irish S.P. Co's ships, passenger cargo carriers of the Clyde Shipping Company together with Coast Lines' passenger and cargo vessels.

Coast Lines then operated twice weekly sailings to London and Liverpool with the Atlantic Coast and British Coast - sisterships and the slightly larger pair, Pacific Coast and Ocean Coast. Twelve passengers were carried in each and calls were made at Plymouth and Falmouth as well as Southampton. Another regular run of theirs was from Aberdeen and Leith, Newcastle, Hull to South Wales ports calling at Southampton and Plymouth. This service was operated by Cheshire Coast and Lancashire Coast together with Highland Coast, although I believe that she was sold foreign about this time. All three ships had been units of Langland's 'Princess' fleet and you could see the funnel irons where Langland's bands had been. Highland Coast was originally Princess Melita; Cheshire Coast ex Princess Irma and Lancashire Coast ex Princess Olga.

They were quite powerful looking coasters with their impressive funnels and many derricks (for a coaster). Cheshire Coast was lost early in the war, but Lancashire Coast continued for many years. The last time I saw her she was running strongly in the Belfast trade for the Ulster S.S. Company and was then 38 years old. We passed her in Liverpool Bay when making a trip in the post-war Pacific Coast. Langlands were one of the main constituent companies in the Coast Lines grouping; Powells, Bacons and Hough's ships were the others together with several smaller companies. The well-known Coast Lines chevron, white on black funnel came from Powells, although some photographs show a red chevron on a broad white band. Occasionally one would also see the smaller coasters of Coast Lines such as the Fife Coast. She used to call at Newport, IOW, with cargo from London. Another Coast Lines run was from Liverpool to South Coast ports terminating at Shoreham. Lastly, but by no means least, there was the Lord Elgin loading at the Town Quay, also Crouchers motor barges and units of the present Vectis Shipping Company. Crouchers' ships (they had also a considerable trade into Portsmouth) were renamed in association with hunting - thus we had Fox, Hound, Tally-Ho, etc.

The last visit to be made on my tour was the New Docks where, at Ranks Mills berth one could sometimes see a grain ship discharging bulk grain into the mills and bagged flour being loaded into a coastal motor barge for Newport, IOW. What happened to all these ships and their trades. There are several factors, first the war which caused considerable disruption to general cargo carrying, vessels waiting for convoy causing cargoes to be transferred to road or rail and many of the ships suitable for general cargo were quickly taken up for War service. Coast Lines had from 1933 to 1938 replaced many of their older units with modern motor vessels and several went overseas during the war, never to return. Clyde Shipping Co's ships proved their value as convoy rescue ships as did other coastal passenger ships by reason of a higher speed plus accommodation. Rathlin, of the Clyde fleet, made a number of hazardous Atlantic trips. Other factors include the trade once having been transferred to road or rail never returning, and with the construction of improved roadways and the introduction of container working at roll-on, roll-off ships - I mention Atlantic Steam Navigation Co's traffic to Ireland - all have heavily hit the general cargo coaster. Collier fleets have also declined with the lesser use of coal, although, admittedly, there has been some increase in coastal tankers, but not in comparison with the loss of tonnage. Cement now nearly all goes by rail, flour by road. I would mention that at one time at least two of the big milling firms had their own fleets, Spillers and R & W Paul, using their ships to distribute cargoes coastwise. Since Ranks at Southampton used lorries these cargoes have long since gone from the South Coast ports. Trails of coal smoke over the water and steam sirens on the Itchen (for the Floating Bridge - they are only memories now - but what wonderful memories!

On a wet day before Christmas I had a pleasant surprise when I spotted the Royal Mail ensign flying from a ship in Southampton again. The ship was loading containers, had a bright orange hull, was registered in Hamburg and flying the West German flag but her her name distinctly connection was there, the Southampton story, vessel so named and Lines to use the port. exclusively owned by part of the BHLR in a service to Rio, Sul and Montevideo which recently transferred their ships to Southampton. Other members of the consortium are Blue Star, Houlders and Lamport & Holt and the Avon was on the inaugural voyage of the service.

THE FOUR AVONS

by Rod Baker

funnel was yellow and English - 'Avon'. The this vessel was part of she was the fourth operated by Royal Mail Actually, she is not Royal Mail Lines but container consortium Santos, Rio Grande do

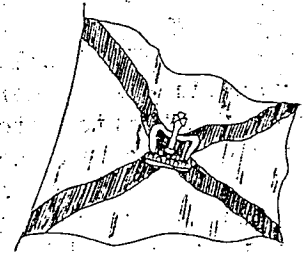
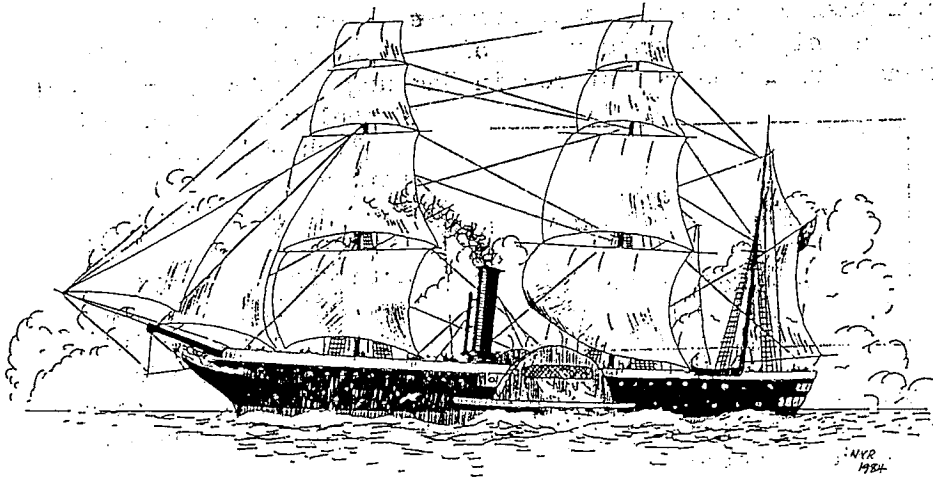
Built in 1976 in Russia, Avon is the fourth name that she has borne in her seven years of service. Belonging to the Hamburg South America Line, she began her life as Santa Rosa, then changed her name twice more before becoming Avon in 1983. Her running partner in the three-weekly service will be Saxon Star.

Had this event been delayed a few weeks it would have been a perfect anniversary as it was on 1st February 1843 that the first Avon left Southampton on her maiden voyage to the West Indies, but she was a very different vessel indeed. The Avon was one of the large fleet of ships which the Royal Mail SP Company had built in the 1840s, loosely known as the 'Clyde'-class. All the ships were built in British yards and the Avon was one of two ships built by Wm Patterson of Bristol with engines supplied by Acramans, Morgan & Co. In fact, she suffered some delay at the beginning of her career as Acramans went into liquidation while she was being built. After completion she suffered engine delays and her entry into service was put back from December 1842 to the following February. The Avon was a paddle steamer, 2,069 gross tons with a 275 ft hull from bowsprit to taffrail; her breadth was 60 ft over her paddle boxes. The paddles were made of birchwood 8'9" long, 2 $\frac{1}{2}$ " thick with a depth of blade 3'. Wooden hulled and copper sheathed, she was initially rigged as a 3-masted barquentine. Her cost of £66000 which included spares was £6000 more than the non-Bristol vessels, due to problems of her builders. Built as part of the RMSP mail contract, she could also carry 100 passengers. The Avon left the port for the West Indies on 1st February 1843. In 1847 she brought back to England the survivors of the wreck of the company's ship Tweed, which had struck a reef off Yucatan Peninsular, Central America. In 1852 she was rebuilt and lengthened by Wm Pitcher at Northfleet on the Thames and was re-rigged to a brig, giving an extra one knot. If her career with the company was mainly uneventful, her end wasn't! On 21st November 1862 the Avon was alongside at Colon when a sudden gale, typical of the region, ripped her from her moorings and washed her on nearby rocks. Despite their own danger, her crew rescued the crew of a U.S. naval ship, for which one of the engineers was awarded a medal by President Lincoln.

It was another eighteen years before a ship of the same name entered the Royal Mail fleet, a vessel of similar size built by James Laing of Sunderland. A single screw steamer, she served the company for twenty-three years before being sold for further trading.

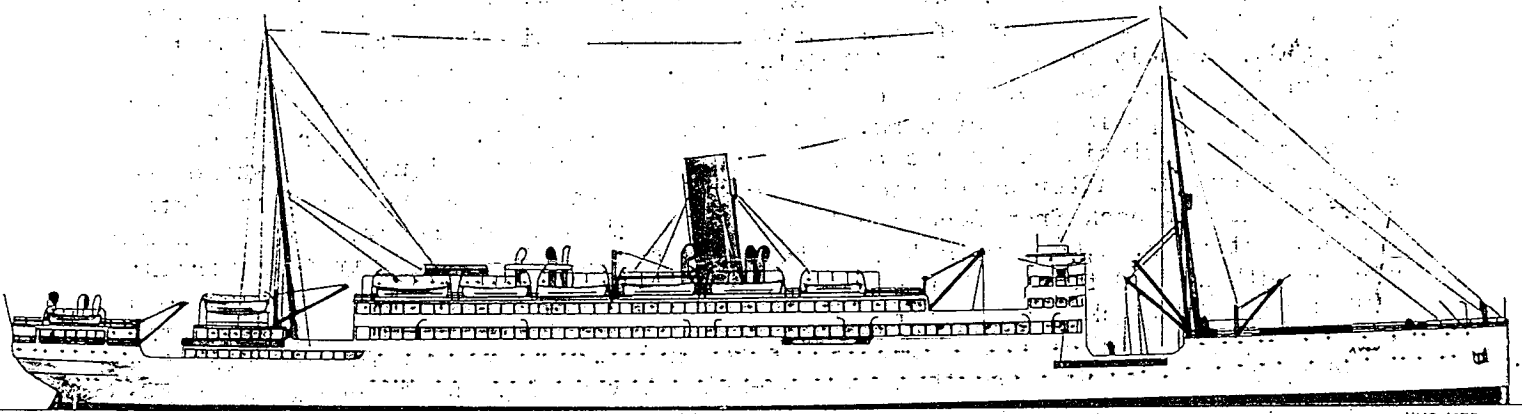
The first two vessels to bear the name Avon had successful but uneventful careers, but this was not to be the case with the third. Neither was she to remain exclusively on the company services as the others had done.

The fortunes and condition of the fleet had rather faded at the beginning of the century and it took new men as the top to direct the company back to the forefront of the shipping industry. The famous 'A'-class passenger ships were one of the results of this new direction. On a much grander scale the third Avon was launched at Harland & Wolff's Belfast yard on 2nd March 1907 and began her maiden voyage to Buenos Aires on 28th June. Of 11,073 gross tons she was a twin screw, single-funnel steamer with a speed of 16 knots. She could accommodate 306 first, 66 second and 632 third class passengers in new standards of comfort and in the case of some, luxury. The first of several interruptions from her anticipated service



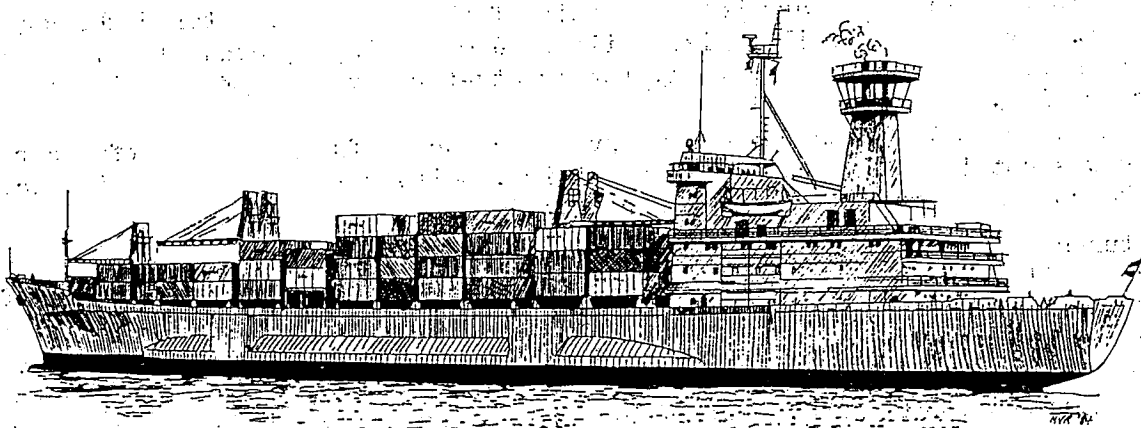
Royal Mail Lines houseflag  
white ground, red saltire  
and gold crown

AVON (1) of 1843



AVON (3) of 1907

AVON (4) built 1977, West German vessel on charter





THE HOLLAND AMERICA LINE's (now based at Seattle) new cruising liner Noordam (33,000 gt) is due to sail on her maiden voyage from Havre on 8 April for Horta and Bermuda, then on to Tampa where she is due on 20 April. She is a sister-ship to the Nieuw Amsterdam which had mechanical trouble when she came out last year, and has eleven decks and two swimming pools among her cruising facilities. Accommodation is for 1,210 passengers. As well as Nieuw Amsterdam, the name Noordam is not strange to Southampton for another Noordam was built just before the war for the Rotterdam-New York service, to carry 125 tourist class passengers. She called at Southampton on her maiden voyage from Rotterdam on 28 September 1938 and with her sistership, Zaandam (lost in the war), made westbound calls. Her first postwar call at Southampton was on 23 January 1949.

#### GRAIN LOADERS

There has been a surge in grain shipments recently with an assortment of foreign-national flags to be seen. Greek ships included the 17110g Jonni (Golden Union Spa of Greece, since 1968) built in 1965 as Janita for Anders Jahre of Norway; Forum Sun (Interforum Shipping) 12,038g, built 1962 as Thorsodd and the Maria Kilas (Emperia Nav), Osaka-built in 1967 for Eastern Union Marine Corp., Liberia. Two Yugoslav ships loaded, Jezera, 66,12003g of Slovna Plovidba and Zlotova 62/12887 of Jugoslavenska Tankerska. Most unusual was the Turkish flag of the Ocean Transporter, 72/18071g, registered at Istanbul. There were three Panamanian ships and the Astrid Schulte 67,3567 of B.Schulte, Germany. All loaded for Mediterranean ports in Algeria, Italy and Egypt.

#### VANCOUVER WHARF

Just before Xmas, the West German Eider 78/1599, owned by Claus Speck, became the largest vessel ever to use Drivers Wharf on the River Itchen, where she discharged a consignment of packaged timber. The Eider completed discharge at Vancouver Wharf and then loaded containers in the Docks for Havre.

#### MEDITE

On 25 January the Rosa S, 9,192g inaugurated the northbound call of the homeward run of Mediterranean Shipping Co's S.Africa/N.Europe service. Wayports are Durban-Capetown-Port Elizabeth-Southampton-Rotterdam. Rosa S is in nominal ownership of Panarosa Cia 'av.

#### FERRY CHARTERS

P & O Ferries' Lion (67/3333) from Dover took over their Havre service during January while the regular ships Dragon and Leopard were drydocked. Meanwhile Townsend Thoresen found it necessary to charter in the Stena Sailer whilst their Viking Trader is being modified in a Bremen yard. Built as the Dundalk in 1974 at the Verolme yard, Cork, she relieved the P & O ferries in January 1976 at Southampton and in 1980 moved to Stena Line A/B and was renamed.

/over

#### The Four Avons (continued)

took place in 1910 when she took part in a number of Norwegian cruises from New York, but in 1914 there began more serious diversions.

At first she served as a troopship from Southampton to France, then, in 1915 was taken over by the Admiralty, converted to an Armed Merchant Cruiser and renamed Avoca. Much of the remainder of the war was spent in the Pacific as part of the 15th Cruiser Squadron, based at Esquimalt, Vancouver Island.

After the end of the war she returned to normal company service in 1919. However, economic conditions changed during the 1920s and in 1927 she worked in Royal Mail's New York services, as well as making round-Britain and Norwegian cruises. The Avon was laid up at Southampton in September 1929. She was found to be not worthwhile modernising after twenty-three years of service and was sold for breaking up at Briton Ferry.

(For a fuller account of the third Avon see John Lindsay's article in Black Jack No.12, Autumn 1974).

UNITED STATES LINES

The first ship in the new U.S. Line's Southampton (call) to United States container service arrived at Southampton on 11 January, two days later than scheduled owing to bad weather. She was the American Puritan and was followed by American Pioneer (16th American Entente (ex Austral Entente) on 23rd and American Accord on 28th. These ships were acquired from Farrell Lines early in 1983 and were jumboised to over 2,000 TEU capacity at Chantiers du Nord et de la Méditerranée, La Ciotat. This gives Southampton three major services in the North Atlantic trade, U.S. Lines, Hapag and Dart.

CAUGHT UP IN THE JANUARY GALES

was the Yugoslav motorship Metohija, 63/9208g which was in difficulties in the South-West Approaches on 24th. She had engine trouble and was towed to Cowes Roads by the Bugsier tug Caribic, 78/995g and then on to 7 Drydock on 25th. She is owned by Jugoslavenska Oceanska Plovidba.

FREEPORT

On 2 February came the splendid news that Southampton has been granted freeport status and apparently was everybody's first choice. There is plenty of room in the Western Docks estate; 31 acres are immediately available; another 160 are provisionally available and there is an area of some 800 acres on the shores of Dibden Bay. Also available is some 475,000 s.ft of warehousing. With these ready assets Southampton will no doubt lead the way and take another step towards becoming Britain's No 1 port. A consortium of A.B.P., Trafalgar House, Ocean Cory and Kleinwort Benson will run the freeport.

MAMMOTH LIFTS

On 6 January the heavy-lift ship Happy Mammoth called to load a 200-ton oil separator, built for the Abu Dhabi Oil Corporation. The separator was built on the quay at 20 berth by Plenty Metrol of Newbury; not enough floor space was available there. The ship berthed stern-on to berth 22 and anchored to where the separator, mounted on skids, had been moved and was hauled on board, helped by the ship's gantries which have a combined effort to 640 tons. It is to be used on an offshore production platform and will extract gas from oil. The Happy Mammoth, 3,539 g and 7,191 tdw was built in 1967 as Docklift No 2, moving to Mammoth Transport, Amsterdam in 1981. Other heavy-lift ships owned are Happy Rider, 76/1599g and Happy Mariner, 72/2425 (ex Docklift No 1). Mammoth also have a new ship building, due for completion in 1984. The Happy Buccaneer is 145m in length, has a deadweight capacity of 9,000 tons and is equipped with two 550-tonne capacity fully revolving heavy-lift cranes, capable of loading lifts to 1,100 tons. Both are mounted on the starboard side of the ship, but can lift to both sides. The lifting and ballasting systems are computer-controlled. The company, of course, specialises in the movement of the most complicated loads.

CAMBER QUEEN

British Rail's Camber Queen 61/293g was sold in January to a Portuguese company. She was built for the Portsmouth/Fishbourne service, with accommodation for 165 and space for 34 cars. She has Voith-Schneider propellers at both ends and at 10½ knots could cross Spithead in 35 minutes. Her new name is to be Mira Tiora. She left Husbands under two and is presently at Shamrock Quay, presumably preparing for her sea voyage.

CAR FERRIES GO

As planned, Townsend Thoresen's passenger services from Southampton to France ceased at the end of 1983 and from 1st January 1984 all passenger sailings will be from Portsmouth. The Norwegian-flag company Thoresen Car Ferries Ltd., began services from Southampton with their 'Viking' ships in May 1964, introducing the then new roll through concept. Although the passenger ships carry freight, the main freighter, Viking Trader will, at present, continue to work from Southampton to Havre.

TUGS FOR DISPOSAL

The merger between Cory and C.J. King of Bristol last year caused a number of tugs to be made redundant. King's Sea Alert (60/163g) went Irish and Sea Merrimac (64/163g) and Sea Volunteer (63/163g) were bought by Pounds of Portsmouth and spent several weeks at berth 64. And in January the Cory (Clyde) Towage Company tug Wrestler (57/248) and Pullman were at the same Town Quay berth.