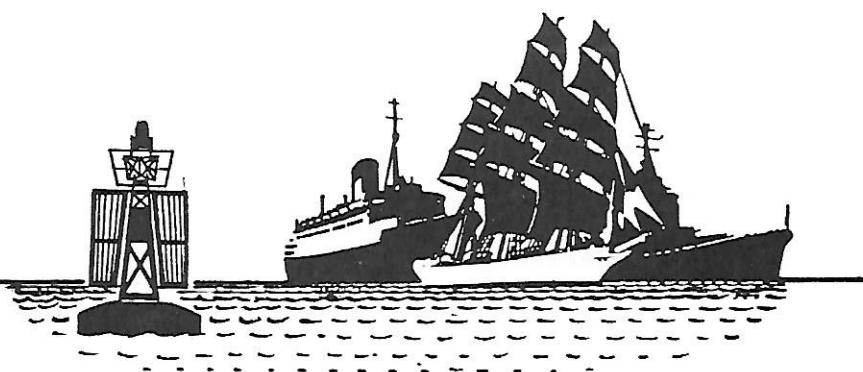


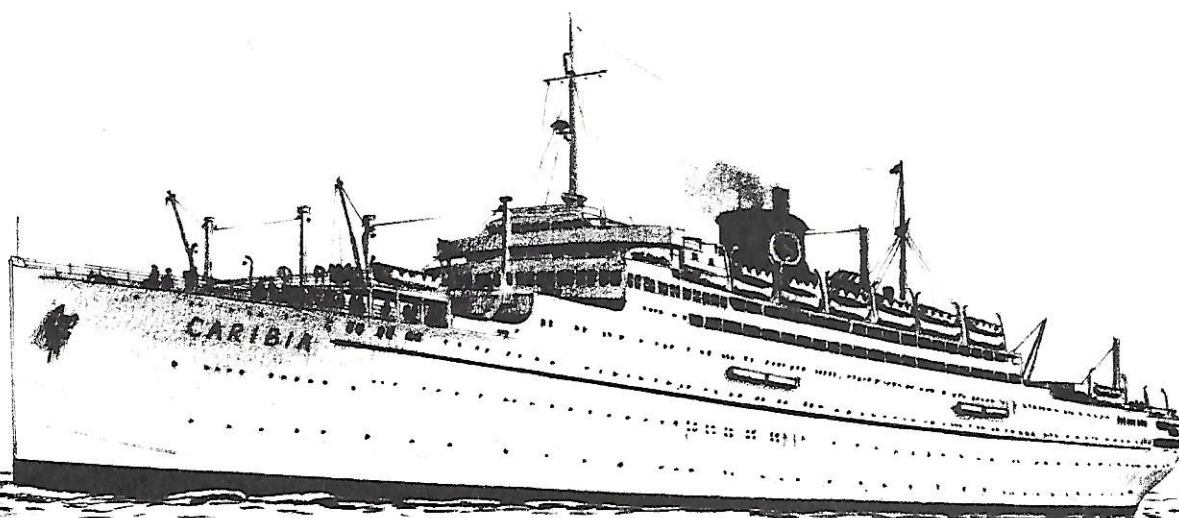
# BLACK JACK

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



AUTUMN 1984

No 52



NVR.  
1974

The Caribia was completed in December 1928 for the Trieste-New York service of Cosulich Soc. Triestina di Nav., as Vulcania (23,970g) and became a U.S. transport in 1943. She returned to the North Atlantic after the war, running between Genoa-Naples and New York and Trieste-New York from 1955. In 1965 she became Caribia of the Sicula Oceanica, Palermo. Her first call at Southampton was on 28 January 1966 when she finished a cruise and then immediately began a service to the West Indies the same day. After a few years she was used solely for cruising out of Genoa and on 23 September 1972 struck submerged rocks off Nice. After lay-up at Spezia and Barcelona, she was scrapped at Kaohsiung in April 1974.

*Drawing by Nigel V. Robinson*

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Our 'Linerday' in the Tudor Merchants Hall on 23 June went quite well. Illustrated talks were given on Royal Mail Lines by Rod Baker, on P & O by Bill Mayes and on Southampton Docks in the 1930s by Bert Moody. Films shown were "SS Norway - playground of the Caribbean" from the Norwegian Caribbean Line and "Behind the Scene" from the Royal Caribbean Cruise Line. Many visited the docks in the evening to see the sailing of the Russian Cruise Liner Fedor Shalyapin. Members came from far afield - Southend, Nottingham, Bristol, Brighton ... and in the afternoon we were very pleased to welcome the WSS Chairman Michael Crowdy to the meeting.

Almost thirty years old, a Southampton - built ship currently a feature of Torquay harbour, still enjoys popularity with holidaymakers in the South-West. In March 1956, J.I. Thornycroft completed the Scillonian, 921 gt, a 2 - deck twin screw motor ferry for the Isle of Scilly SS Co's service between Penzance and the Scilly Isle. After some twenty years of this she was sold to P & A Campbell who renamed her Devonia and attempted to run her profitably on the Thames. This turned out to be unsuccessful and she was sold again in 1981 to become Devoniun, owned by Torbay Seaways and Stevedoring Ltd., Torquay. Now, under the banner of Torbay Seaways, Devoniun sails Cross-Channel from May through to September, three days each week and in 1984 her schedule looked like this. Every Tuesday Devoniun leaves Torquay for Alderney at 7.55 am and after nearly four hours ashore at St Anns, arrives back at Torquay at 22.30. On Saturdays and Thursdays she leaves Torquay at the same time for Guernsey, and after about three hours ashore at St Peter Port, arrives back at 23.00 hours. Duty free allowances are available. On Sundays the ship sails in local waters, cruising to the River Dart and every Wednesday and Sunday cruises from 8 pm as a Showboat, with dining, dancing music etc. (see Black Jack No 26, Spring 1978 for illustrated article.)

On 9 October we have our Annual General Meeting and the supporting programme will be by Mike Lindsay - WHAT HAVE THEY DONE TO OUR SHIPS.

Then on Tuesday 13 November we have a slide talk on SOUTHAMPTON DOCKS UNTIL 1939

On Tuesday 11 December there is to be a members evening with an auction, slide sale, mini-slide talks etc.

This is your programme up to Christmas 1984.

It is with great pleasure that we learn of the forthcoming marriage of Brian Cliff to Miss Nancy Nase on the 6 October at Philadelphia, U.S.A. Brian has been a member of the Branch for some 9 years and for 8 of those wrote Nautical Notebook under Pseudonym of Dockhead Correspondent. He spent some years working in dockland, first in the Freight Department of Thoresen Car Ferries and then in the Towing Department of Red Funnel Tugs. Brian and Nancy are to live in Detroit and we wish them all success and happiness.

This Autumn's "Black Jack" has a Naval flavour, with Captain E.E. Sigwart's feature article on fleet oilers. Southampton has been a port for commerce over the centuries, its shipping history overwhelmed by the giant passenger ship trades. Yet there has also been a considerable amount of Warship movement in the port no doubt influenced in the 20th century by the proximity of J.I.Thornycroft. Samuel White of Cowes, also builders of Naval ships opened a repair facility in 1923 adjacent to the Prince of Wales (No 5) drydock, with Joiners, Iron, Fitter/Machine Shop, Shipwrights Shop etc. There is also a wealth of Naval Lore spread round the Hotels and Inns of the area .

In the famous Old Dolphin Hotel in the High Street is a collection of pictures worth seeing. In the front lounge is a painting of Eurydice, which sank off the Isle of Wight, whilst some sketches of Old Southampton are displayed in the Reception

Lounge. At the back of the reception desk is a blown-up photograph of the laid-up armada caused by the seamen's strike of 1966. On the stairway is a collection of caricatures from the 'I Spy' Vanity Fair collection, circa 1870-1890 which featured notabilities of the day and at the top are some twenty coloured pictures of steam naval ships of the Victorian era 1880-90. The Nelson Bar also adds to the naval atmosphere. The Dolphin Hotel itself was a trading inn in 1432 and was old-established in 1620, the year the Pilgrim Fathers set sail for the new world. Parts of the ancient house survive, but most of the present building dates from the mid-18th century.

Another old inn, The Jolly Sailor, steeped in naval history, stands on the bank of the Hamble River at Old Bursledon and a hand-out printed a few years back says:

This delightful old inn is situated on the water's edge at the historic place where Kings of England once launched Men-of-War. It was there that ships of wood were built for the Royal Navy, and as early as April 23rd 1338 the St. George took to the water in the presence of King Edward III and the Bishop of Winchester who was assisted by the Abbot of Netley. There must have been much pomp and splendour that such a gathering of nobility would occasion. Henry V took a great interest in the Navy, which at that time consisted of some 33 ships and the greatest of the fleet was the Grace a Dieu which was built in 1418 and cost £500. She was considered at the time, with her elaborate decoration and ornamentation, to be the finest ever built. All necessary stores and naval equipment required for building warships were then situated at Bursledon. The Grace a Dieu was struck by lightning whilst laying on the mud at Bursledon and was burnt out.

When Henry VI came to the Throne, one of his first acts was to sell off the Navy. It would seem that not all these ships were sold, and on 7 January 1439 the Grace a Dieu was lost. Her remains can still be seen.

In 1725, one of the well-known master shipbuilders, Phinemon Ewers lived in the house adjoining The Jolly Sailor. One of his great ships was the Anson, 60 guns and of 1197 tons. It was during the Napoleonic wars that shipbuilding at Bursledon reached its zenith. The ships were the largest and the number launched the greatest of all time. The amount of oak and other timbers used in the construction of these ships was tremendous as one 64-gun ship alone required 3070 loads. In April 1807 Parsons launched the frigate Horatio, 1,090 tons which was later converted to a mortar frigate. George Parsons was one of several builders working at Bursledon during the sailing era of the Royal Navy up to the end of the French wars and it was he who had launched the Elephant in 1786.

Another yard was owned by Blake & Scott who launched the 74-gun Rippon in 1812, reckoned to be the largest ship launched there.

It was about this time that the Tudor front of the Inn was rebuilt to the Queen Anne facade. An interesting find during later restoration was a door-knocker bearing the name of Waller, the owner of the Inn in 1775. The Bar front in the fo'c'sle was built of cannon balls dredged up in the Solent. And as the 'wooden-walls' became unfit for sea service they were broken up and the timbers used for house building. In many of the old houses in Bursledon, including The Jolly Sailor, these old timbers can still be seen - as good and as strong as the day they were torn from some proud ship some three to four hundred years ago. And so it would seem only right that the Ministry of Works has designated The Jolly Sailor a building of historical importance and architectural interest, to be protected by law for posterity.

Much shipbuilding for the Navy was also done on the shores of the River Test. Between 1804 and 1813, the 180 ton, 12-gun brigs Steady, Rebuff and Griper were built, the 16-gun Brig-sloop Sheldrake of 284 tons and the larger 18-gun Brig Sloops Grasshopper and Charybdis, 383 tons and carrying 18 guns. All were built by Richards at Hythe. Further up the River Test shipbuilding at Eling had been known for many years. A small brig, Wren, of 103 tons was launched by Stigart in March 1694 and was subsequently to be taken by the French in 1697.

But it was the early 1800s again which saw a number of larger naval ships built. Two 10-gun Brig-sloops of 237 tons, Goldfinch and Sarpedon were constructed by Warwick in 1808-9. The Sarpedon foundered on New Years Day 1813. Then there

was the 6-ton Revenue brig Industry, 318 tons, launched in 1814 which was broken up in 1846 and the even larger Spey of 460 tons, an 18-gun sloop. All these came from Warwick's yard.

And Redbridge, on the opposite bank seems to have seen many HM ships slip in the River Test. In August 1694 Ann Wyatt launched the 32-gun Winchelsea of 358 tons which was to be captured by the French off Hastings in 1706. Two years later a similar ship, Southsea Castle was built by Knowler. She was to be wrecked on 15 September 1697 on Dove Sand. One century later, in 1796, a builder named Hobbs launched the 18-gun (later 28-gun) sloops Arrow and Dart. Both were captured later, Arrow by the French off Gibraltar in 1805 and the latter by USS Enterprise off Portland on 5 September 1813.

By 1813 Hobbs had partnered up with a Mr Hillyer and in that year Hobbs & Hillyer launched the 387 ton sloops Challenger and Elk, the brig Snapper of 184 tons and the Wye, 20 guns, 447 tons. The Wye became a prison hulk in 1828, in March 1834 a hospital hulk and was broken up in October 1852.

\*\*\* For the record

Shipping tends to bunch and on Monday 2 July and overlapping to Tuesday, Southampton Docks could list some 800,000 gross tons of shipping. Included in the array, which saw the Western Docks and Containerport virtually full, were passenger ships, containerships, tankers, ro-ro vessels and Britain's largest merchant ship, Burma Endeavour.....

Of the armada, the biggest attraction was probably Hapag's new cruising liner Europa - the fifth Europa in Hapag-Lloyd's long fleet list. She has a length of 199.92m, a breadth of 28.5m and was launched at the Bremer-Vulkan A.G. yard on 22 December 1980. Cabins are sited forward, remote from noise and vibration and all public rooms are aft. These include a restaurant for 450 which extends the whole width of the main deck; the Europa Saloon with dance floor and revolving stage; Club Belvedere on the Lido deck; a 235-seat theatre; three swimming pools of which two have fresh water... The Europa has 12 decks and accommodation for 600 passengers. Twin screws give 22 knots. Her maiden voyage began as a Mediterranean cruise from Genoa on 8 January 1982.

Apart from the many naval ship news items recorded in Bill Lawes' Naval Notes (p.16), what is interesting is the number of Navy and ex-Navy ships in the Eastern Docks. In Princess Alexandra Dock are three of the numerous 'Ham'-class of inshore minesweepers, built in the 1950s in the cold war period. Some were not even completed as the political situation eased. The three - Fritham (M2630), Haversham (M2635) and Lasham (M2636) were fitted with a stern well and became Torpedo Recovery ships before disposal

At 50 berth are the minesweepers Alfriston and Wotton, training tenders for the RNR. Also used in training are shown Hunter and Fencer.

And at 67 berth Town Quay is the recently renamed Grey Puma, previously the underwater experimental ship Whimbrel, based at Portland and once LCT A.179. She has been berthed at the Town Quay for some time and is now under the control of the Admiralty Marshal.

\*\*\* Then on Thursday 26 July there were again three liners in port, this time the world's two largest - Norway (at 106 berth) from Philadelphia and Queen Elizabeth 2 (38) from a North Cape cruise. The third was Royal Viking Sky (107), the three ships involving 7,000 passengers.

This was the first time the two giants had been in port together, even in the days when Norway was under the CGT flag as France.

The Norway, last at Southampton in 1980 and then on her way to her cruising base of Miami, was in European waters to make a short season of four Fjord cruises and a period of three weeks in drydock. The three ships left in the evening, Royal Viking Sky at 5 pm for a Scottish islands cruise, Norway at 6 pm for Amsterdam and Queen Elizabeth 2 for New York. No tugs were used by the Norway at Southampton, the big liner berthing unaided and using her two stern and three bow thrusters.

SHIPPING AT SOUTHAMPTON DOCKS

2 July 1984	In dock and movements	3 July 1984	Movements
2N	Lasham (D.Kadar)		
2S	Dragon (P & O) 67/6141	Havre/Havre	Dragon
2S	Leopard (P & O) 68/6014	Havre/Havre	Leopard
3	Viking Trader (T-T) 77/3986	Havre/Havre	Viking Trader
6	Haversham (So'ton Marine Salvage)		
6	Fritham (G.Burt)		
6	Cutlass, Sabre (Turbo Marine)		
26-7	Free Enterprise III (T-T)		
	66/4657	Laid up	
29	Gurkha, Zulu (Govt of Indonesia)		
30	Roll Galicia (Interoll) 82/2841	Goya	fm Spain arr 0800.
	sd for Amsterdam		
34	Spica (Sakura) ro-ro 81/13043		
38-9	Queen Elizabeth 2 68,67140	arr 1700	sd 11.30
41			
43	Indefatigable (Alexandra) tug		
	sd am for Flushing.		
43-4	Tantara (OT & T) obo 72/120787		1600 sd for Brest.
46	Sir Winston Churchill, Malcolm Miller		
	(STA schooners) sd 1400 for cruise.		
48	Floating Crane		
50	HM(s) Hunter, Fencer, Alfriston, Wotton		
67	Grey Puma (ex Whimbrel) (Adm. Marshal)		
101-2	Burma Endeavour (Burma Oil) 77/231629		
102-3	Sincerity (Everard) 71/1596	Disch grain	
104	British Tamar (BP) 73/15642	tank.	
106	Royal Viking Sky (RVL) 73/28078	arr 06.30	sd 1700
106-7	Pointe de Lesven (CGM) 75/1598	Wine tank from Nantes	sd 1600.
			sd 1200.
107	Valeria (Medite) 77/13267	moved to 202	
108-9	Europa (Hapag) 81/33819	cruising	
	Arr 0700	Sd 22.30	
201	Tombarra (Wilhelmsen) 73/23913	roro	sd for Jeddah 2300.
202	American Envoy (USL) 72/30990	cc	sd for New York 0200
203	CS Alert (Brit-Tel) 61/6083	cable	
204	Dusseldorf Express (Hapag) cc		
	Sd for New York 0645.		
205	Bremen Express (Hapag) 72/57495	cc	
	Sd for Hamburg 0200		
206	Tokyo Bay (O T & T) cc		
	arr fm Jeddah 0130		
6DD	Kalaat ben Rashed		sd for Hamburg 0230

▽ ▽ ▽ ▽ ▽ ▽ ▽ ▽

ARC MARINE LTD., Burnley Wharf, Southampton

Built:

1972	Arco Scheldt	1,583 g	Appledore Shipbuilders Ltd.	ex Amey III '73
1964	Arco Tamar	355	Goole Sb Co.Ltd	ex Wm Woolaway '73
1968	Arco Taw	349	Goole Sb Co.Ltd	ex Pen Taw '74
1971	Arco Test	594	Appledore Shipbuilders Ltd.	ex Amey II '73
1971	Arco Trent	594	Appledore Shipbuilders Ltd.	ex Amey I '74

Consolidated Goldfields Ltd.London

1974	Arco Severn	1,599	Appledore Shipbuilders Ltd.
1974	Arco Thames	2,645	Appledore Shipbuilders Ltd.
1975	Arco Tyne	2,684	Appledore Shipbuilders Ltd.

All are motor dredger/sand carriers.

(see Black Jack No.13, Winter 1974).

FLEET LIST

The 1,000-ton RFA oilers of 1914-18

Captain E.E. Sigwart RN (Rd)., Master of RFA oilers for many years, describes these 1,000-ton ships of a period long since gone.

This numerically large class of ship - twenty-two in all - were often seen in the Solent area from 1914 until about 1960. Probably the most efficient and satisfactory class of Admiralty-designed oilers of the first Admiralty oiler programme of 1911-18, of which there were several types - (1) the 1,000 ton dw, (2) 2,000 ton dw of which there were two variations (3) 5,000 tons dw and (4) a 9/10,000 dwt class of which four were projected. Of these, one was built, but sold, and never run by RN or RFA. These tonnages are approximate and on the low side.

The 1,000 tdw ships were undoubtedly ugly, but nevertheless, popular with their crews and the Royal Navy. In a paper describing them, their designer, lecturing to one of the leading nautical societies, said he was asked to design a coastal tanker of 1,000 tons capacity for United Kingdom coastal work. 'Knowing' the authorities, he therefore gave them sufficient power (after the first four were built) to go anywhere in the world! Which is exactly what several of them did! Originally the idea was powered (or self-propelled) barges for dockyard use. Of the first four, Attendant and Servitor were steam reciprocating, whilst Carol and Ferol had Bolinder diesels - ambitious but unfortunate. The two steamers could maintain 8 knots, the other two were content to just keep going at less speed, if their mode of progress could be referred to as such. Shortly after hostilities ceased, three of the four were sold for harbour bunkering by oil companies.

- Attendant - Steam, built Chatham Dockyard 1914. 200(L) x 34'(B) x 15'(D), 1,016 gt. In reserve at Rosyth 1926 to 1935. Sold to R.W. McLellan Ltd for £2,722 for coastal trading and resold to Hemsley Bell & Co. Ltd., Southampton. 1939-45 chartered to Admiralty, mainly at Scapa Flow, then back to her owners and used on Thames and South Coast - frequently in the Solent area, as a bunkering ship. In 1948 wore British Mexican Petroleum colours, but still under Bell ownership in 1956 when scrapped.
- Carol - Similar. Built Devonport Dockyard 1914. 1,054 gt (Launched 6.11.1913 and originated RFA 'ol' names. Maiden voyage Devonport to Liverpool took three months (with breakdowns). Her Bolinder diesels could best be described as "erratic and reluctant". She also fetched £2,722 (after lay-up at Rosyth 1925-35) from McLellan. Sold for scrap.
- Ferol - 1,020 gt. Built at Devonport Dockyard and engined by Fairfield (Clyde) with Bolinder diesels. (Bolinders were Swedish). In 1921 sold to Anglo-American Oil Company and renamed Osage, after re-engining by J. Pollock & Sons Ltd., Faversham with one of their diesels. As Osage the dw was 1,125 tons on 13' 7" draught. Bombed and sunk off Arklow Light Ship 18.12.1940.
- Servitor - 1915, Chatham Dockyard and similar to Attendant. Sold in 1922 at Sheerness for £5,000. This remarkable vessel, in spite of her lowly title, was still running on the Great Lakes of North America in 1968. First renamed Puloe Brani (A Shell depot at Singapore and probably the original buyers, she was next known on the Lakes

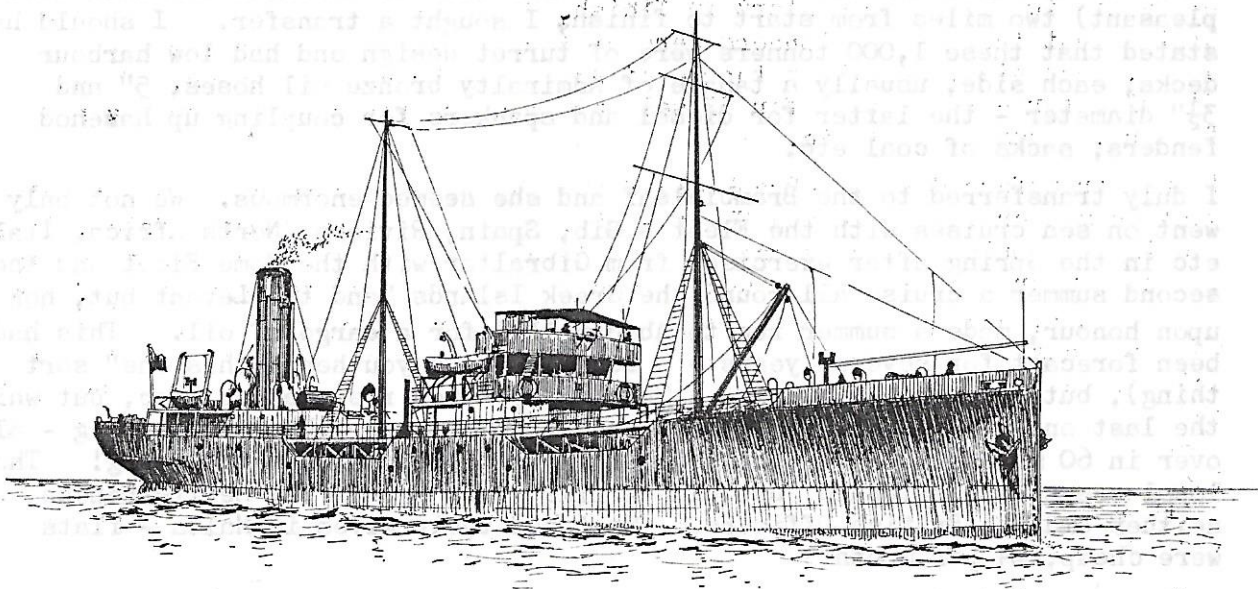
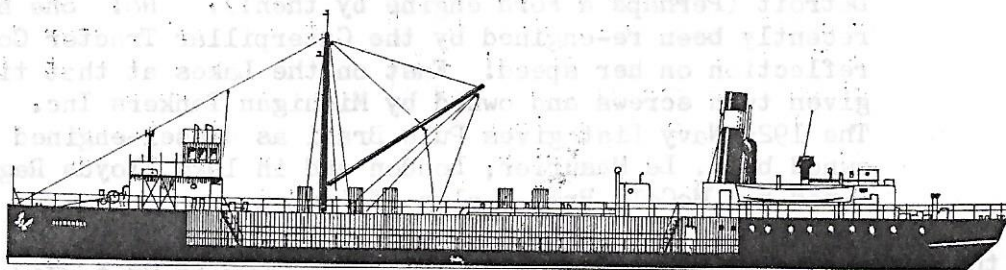
with the following names: B.B. McColl, A.J. Patmore, Rotary (due to her steering?), A.J. Patmore, Peggy Reinauer, Detroit (Perhaps a Ford engine by then!). No! She had recently been re-engined by the Caterpillar Tractor Co (no reflection on her speed! Fast on the Lakes at that time) given twin screws and owned by Michigan Tankers Inc. The 1924 Navy List gives Pulo Brani as diesel-engined and owned by J. Le Masurier, London and in 1926 Lloyds Register owned by McColl Bros., also of London.

Now for the respectable 1,000 tonners! These were 220 ft oa x 34.5 x 16.5ft. Loaded draught 13'7" with 1,070 tons Persian oil fuel cargo. Speed, loaded 9.5 knots (Phew! I bet they held their hats on, on the bridge!) These particulars are for Boxol (but are also for all of them) of which I was Second Officer on the Malta Station (with a brand new mate's certificate) in the 1928-29 period for about 16 months. As I required seatime for my master's ticket and Boxol resolutely refused to go anywhere except from Grand Harbour, Valletta to Marsamuscetto Harbour (the other side of Valletta and much more pleasant) two miles from start to finish, I sought a transfer. I should have stated that these 1,000 tonners were of turret design and had low harbour decks, each side, usually a tangle of Admiralty bronze oil hoses, 5" and 3½" diameter - the latter for diesel and spankers for coupling up hawehod fenders, sacks of coal etc.

I duly transferred to the Brambleleaf and she seemed enormous. We not only went on sea cruises with the Fleet - Gib, Spain, Riviera, North Africa, Italy etc in the Spring after exercises from Gibraltar with the Home Fleet and the second summer a cruise all round the Greek Islands and the Levant but, honour upon honour, made a summer run to Abadan (!) for a cargo of oil. This had been forecast for several years - a regular "have you heard this one" sort of thing), but we actually did it. The Maltese crew resigned en bloc, but while the last ones were still resigning, the first ones were busy re-joining - all over in 60 minutes! In fact, no one knew if they had done anything! These local crews were splendid, but didn't like going out of the Mediterranean, neither did the British Officers. Most had their wives in Malta - flats were cheap, £4 per month.

Anyhow, returning to the Boxol. On one of her voyages around Valletta after a gale our harbour decks were under water and we lost 10 tons of bagged coal, which were for 'V' and 'W' destroyers' galleys and a Tom cat lurking there, who looked indignant and swam some 50 yards to the shore. Here it is apt to insert a description of these ships. At a party one day, a naval officer asked the name of my ship and I replied 'Boxol'. He (thinking of the iron harbour decks, oil hoses and spanners, fenders etc) said "Oh! that's the one with the spare tool kit on the running boards" (In those days cars weren't so sleek as now and had steps like running boards between the wheels, under the doors). A perfect description! As far as I know, until the end of WW2 Boxol, apart from her maiden voyage from the UK, had made one trip up the Adriatic which they still talk about with bated breath.

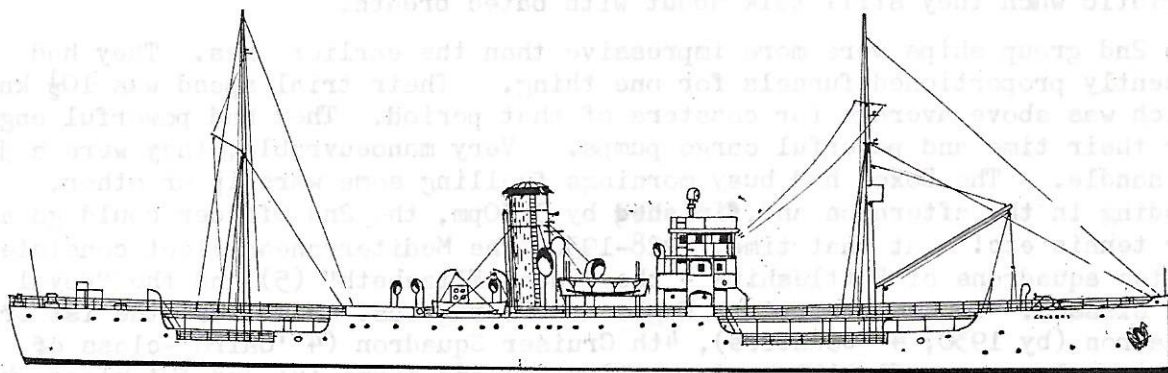
The 2nd group ships were more impressive than the earlier ones. They had decently proportioned funnels for one thing. Their trial speed was 10½ knots, which was above average for coasters of that period. They had powerful engines for their time and powerful cargo pumps. Very manoeuvrable, they were a joy to handle. The Boxol had busy mornings fuelling some warship or other, loading in the afternoon and, finished by 3.30pm, the 2nd Officer could go ashore for tennis etc! At that time, 1928-1930, the Mediterranean Fleet consisted of two squadrons of Battleships - the "Queen Elizabeth" (5) and the "Royal Oak" (5) classes. Then the carriers Eagle and Courageous. Next were the 1st Cruiser Squadron (by 1930, 4 'Counties'), 4th Cruiser Squadron (4 'Cairo'-class of 'D's), 4 Destroyer Flotillas of one 'Leader' and eight 'V' and 'W'-class ships in each, a Submarine Flotilla, various depot ships, a cruiser to carry Rear Admiral Destroyers, a Minesweeper Flotilla, RFA Maine (hospital ship) RFA



THE 1,000 TON R.F.A. OILERS OF 1914-18

ATTENDANT [top]  
 THERMOL [above]  
 CELEROL [below]

drawings by Nigel V. Robinson





Perthshire (Victualling ship), four oilers Brambleleaf, Montenol, Dredgol and Boxol and many visiting warships and RFAs filling up the RN oil depot. Plenty of work, mainly for Boxol as the handiest, and most bunkerings were about 1,000 tons, except before and after cruises, when all RFAs were busy.

The Boxol was in Malta during the whole of the last war and managed to keep afloat during the bombing, though RFA Plumleaf was sunk to deck level. Boxol was kept empty, and loaded only when infrequently required. Her Captain and Chief Engineer were both awarded DSCs. In 1948 she was sold to Greek interests and renamed Portnall. During the Korean war she was re-acquired by Admiralty and stationed at Gibraltar. In 1959-60 she was scrapped. Probably she was under continuous bombing for a longer period than any other ship (except perhaps the larger dockyard tugs). A notable vessel.

The 1,000 ton class (in alphabetical order) Engined by builders if not specifically stated.

	gt	blt	
Birchol	1115	1917	Barclay, Curle, Glasgow. Served on the home coast all her life. Lost by stranding in the Hebrides 29.11.39.
Boxol	1115	1917	Barclay, Curle, Glasgow. See previous part of article.
Creosol	1179	1916	Short Bros., Sunderland. Torpedoed and sunk off East Coast 7.2.1918. Engined by Dickinson & Sons, Sunderland.
Distol	1174	1916	Dobson & Co., Newcastle. Engined by N.E. Marine Eng Co. Dockyard manned under 'yard craft' agreement. (Now known as Royal Maritime Auxiliary Service). Sold 1946 to Kuwait Oil Co., renamed Ahkawi and used as freshwater carrier between Abadan and Mena-al-Ahmadi (Kuwait's oil wharves until 1954-55 when scrapped.
Ebonol	1158	1917	Clyde Shipbuilding Co., Port Glasgow. Until 1931 employed on South Coast, mainly at Portsmouth, when she proceeded to Hong Kong, escorted by other RFAs as not equipped with radio. When being towed to Port Said by War Mehtar they ran into very rough weather off Malta - a NE gale, "gregalo" local name. Being towed is very uncomfortable, to Ebonol went astern and broke the towing wire. Having no radio etc., she then happily proceeded along to Port Said. Panic in Malta! All destroyers to sea to search for her etc. No signs of Ebonol. Some days later a plaintive signal from Port Said asked "When may I expect my escort?" Tough guys, these 1,000 tonners! On China Station until 20.12.1941, then, as the Japanese approached, she was scuttled to avoid capture, as her low speed gave her no chance of escape. Later, she was raised by the Japanese and used by them as Enoshima Maru. Recovered in Jana at eh surrender of Japan she was towed-still with her Japanese crew- by Gold Ranger to Singapore from Batavia where she was first renamed Ebonol but soon sold to local Chinese for trading. She sank in bad weather on 24 May 1950 near Swatow, having been recently purchased by the Great Southern SS Co of Hong Kong. I believe that at the time she was carrying sugar and passengers. It is thought she may have struck a mine. When Ebonol was renamed after her Japanese adventures, Admiralty had already launched a new Ebonol. So they promptly renamed No 2 - Cedarol. This ensured that mails for Cedardale and Cedarol were mixed up for ever! So Cedarol was renamed Rowanol. After this all went well.

Elderol	1170	1917	Built and engined at Wallsend on Tyne by Swan, Hunter & Wigham Richardson. Spent all her career in UK waters until sold for scrap to British Iron & Steel Corpn., 1959.
Elmol	1170	1917	Same builders as Elderol, but sold to the Enid Shipping Co., Edinburgh in January 1959 after being on charter to them from 1956. In 1961/2 she was sold to A.G.Weser, Bremen, after her class was withdrawn at her owners request.
Hickorol	1176	1918	by MacMillan & Sons, Dumbarton. Engined by J.C.Kincaid & Co. From 1920-1932 worked in various RN dockyards. From 1932-36 she was chartered to the Sun Oil Co of Philadelphia for trading on the Gt Lakes and St Lawrence and the Newfoundland Bay of Fundy coast during the summer, with lay-up at Halifax during the winter. Then she was escorted by RFA Orangeleaf as W/T guard to Bermuda, then by RFA Serbol to Halifax. When she was being escorted by Orangeleaf, which had a foul hull and was due for dry-docking, Hickorol was newly docked and a light ship, and was knocking up eleven knots plus. Orangeleaf, on only three boilers for economy, had difficulty keeping up! When she handed her charge over to Serbol, the latter had a very nervous Captain and in thick fog he slowed down and lost his charge who happily blinded on - on his own to Halifax.  During this period she is supposed to have made a speed record for her class, namely down the St Lawrence at 18 knots! On return to the UK she was placed in reserve, as she was in poor condition after carrying light oils in her tanks. In 1938 she was rebuilt at Grangemouth with a new tank section. After normal war service she was sold to Hemsley Bell & Co and renamed Hemsley II. In 1947 she was sold to N.T. Papadatos of Piraeus and renamed Grammos and in 1956 moved on to D'Alesio & Castaldi of Leghorn who renamed her Ardenza. Her class was withdrawn from Lloyds Register in 1958 and she moved again in 1974 to Cia di Nav Ciane-Anapo, Genoa finally being broken up in July 1978 at La Spezia.
Kimmerol	1172	1916	Craig, Taylor, Stockton on Tees. Engined by McKie & Baxter, Glasgow. Served at Portsmouth until 1939 as Yard Craft (see Distol). In 1939 she was transferred to RFA manning as "yard craft", personnel being dockyard employees in port limits only. From 1945-46 she was port oiler at Colombo and Trincomalee and in 1947 she was sold to C.Rust (seems an appropriate name at her age!) becoming Lanka Bahu, then Tenena of Wheelock, Marden & Co., Hong Kong. She was later blacklisted for trading with Communist China. 1950 out of Lloyds Register.
Larchol	1097	1917	Lobnitz & Co., Renfrew. Port oiler at Sheerness and Medway from 1920-1952. In 1958 sold to RS Hayes, Pembroke.
Limol	1159	1917	as above. Spent her life as port oiler in various dockyards until 1952 when placed in reserve. 1959 sold to B.I.S. Corpn., for scrapping.
Oakol	1144	1918	Wm Gray., Hartlepool. Engined by J & G Bolinder of Stockholm with two of their 8-cyl diesels. In 1920 sold to Anglo-Saxon Oil Co for Lake Maracaibo duties and renamed Orthis. In 1924 transferred to their subsidiary, Rising Sun Oil Co., Yokohama as Orthis Maru, being then given as 1151 gt and 1167 dw, speed 7 knots. Scrapped 1934-5.

- Palmol 1144 Same as Oakol. In 1920 sold to Andrew Weir & Co.Ltd (Lago Shipping Co) for Lake Maracaibo work. Renamed Invercorrie and re-engined with steam triple expansion engines by McKie & Baxter, Glasgow. Dismantled 1937-38.
- Philol 1178 1916. Tyne Iron Shipbuilding Co and engined by N.E.Marine Eng Co. All her life in various dockyards, finishing up as tank and sullage barge at Chatham (where I saw her in use in 1960 when there in command of RFA Fort Dunvegan, the Chatham/Plymouth to Malta and Gibraltar store ship - a much coveted RFA job - 6 week voyages and home for a month!). Offered for sale at Chatham in 1967.
- Scotol 1177 1916. Tyne Iron SB Co., Willingdon Quay on Tyne. Engined J.Dickinson & Co Sunderland. Port oiler at Dover, then for many years at Portland in same capacity. 1948 sold Hemsley Bell & Co and renamed Hemsley I, mainly as fuelling craft at Southampton and the Thames. Then sent to Liverpool for bunkering. In May 1969 on voyage from Liverpool to Antwerp was wrecked near Hartland Point on 12th.
- Sprucol 1918 Short Bros., Sunderland and 8 cyl diesels by J.Bolinder, Stockholm. Sold 1921 to Anglo American Oil Co and renamed Juniata. Out of Register 1940-1.
- Teakol 1137 1918 Same as Sprucol. 1921 sold to Eagle Oil Co and renamed San Dario. Re-engined by Ailsa SB & Eng Co., Troon with triple expansion engine. (Lloyds refused to classify the Swedish engine and ultimately Admiralty refunded £54,000 to the Eagle Oil Co). She served the Eagle Company for many years until scrapped 1957-8.
- Viscol 1163 1916. Craig, Taylor, Stockton on Tees. Engined by McKie & Baxter, Glasgow. Port oiler at Gibraltar from close of WWI until 1947-8. Then sold to Risdon Beazley, working under same name. Sold in 1949 to O.Novella, Italy and renamed Frecciamare (Arrow of the Sea!). Still trading for same owner in Mediterranean in 1980.

Addendum: Though not reported in the Press, Viscol had the signal honour of being commanded 1941-2 by the present writer, as his first command - Whoopee! Previous to this I was Chief Officer of RFA Cairndale, the Admiralty's latest pride and joy. On my leasing her for Viscol, she went to sea and promptly got herself sunk on 31st May 1941 by the Italian submarine Marconi, West of Gibraltar Straits. Two torpedoes and out of sight in four minutes. All the crew, except one officer and three ratings, were collected by a Fairmile ML and returned to Gibraltar. And I told them before they left they'd lost their luck when I left them! Some people never learn!

A further mention of Hickorol may be of interest. When on the Great Lakes she was fitted with a 'spearhead' - a boom on the stem at an acute angle, so that the helmsman could watch her head swing, the bridge being right forward as "Lakers", many of whom had this feature. In addition, a boom was fitted forward, on which an AB could be swung ashore to take the ropes when in the numerous locks. They used to say he walked from Montreal to Detroit, with an occasional lift through the intervening lakes! Her captain refused to allow the Oil Company to paint "USE BLUE SUNOCO" on the ship's sides! She was considered the fastest tanker on the lakes.....

Note: A full history of the Royal Fleet Auxiliary by Captain E.E. Sigwart can be found in the book ROYAL FLEET AUXILIARY, published by Adlard Coles Ltd., in 1969.

Union liner MOOR (1882)

by John S. Lindsay

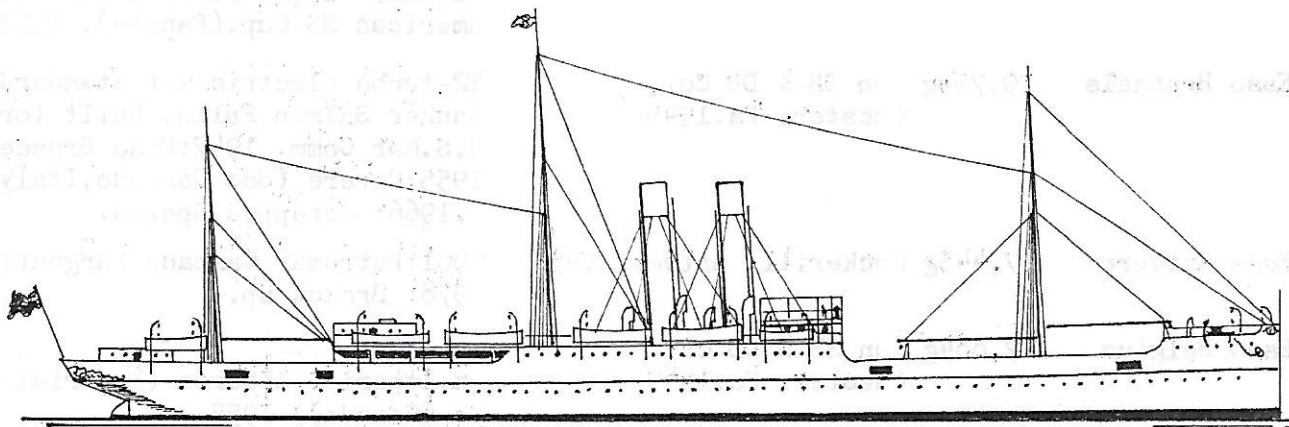
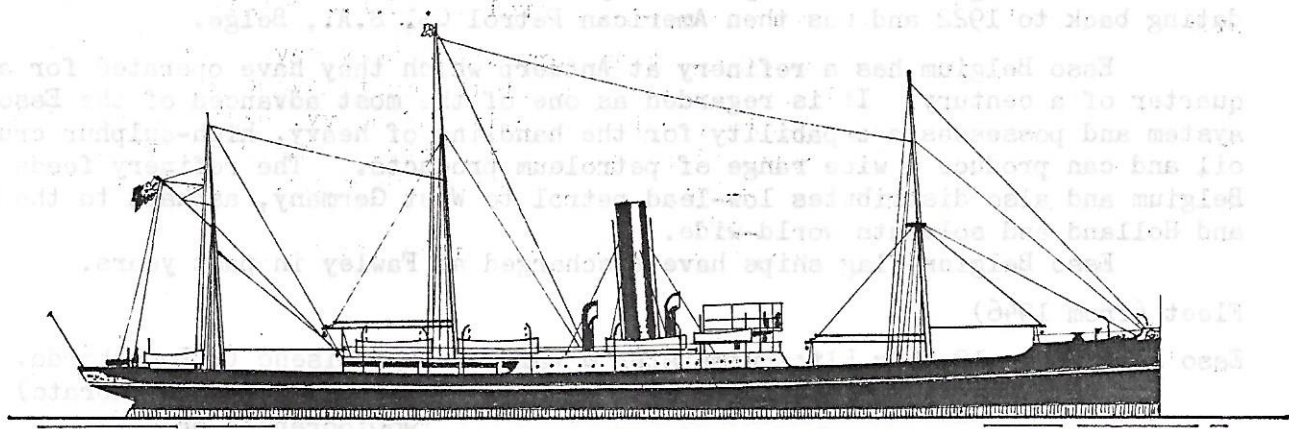
The year 1882 was an important one in the history of both the Union Line and the Port of Southampton. The directors of the Union Line had announced their intention to move their terminal port to London. Only one, Alfred Gibb, voted against this decision which had caused great local indignation in Southampton. The people banded together and purchased shares, the sole aim being to enable them to vote against the proposed move. The outcome was that Sir Benjamin Phillips and all the board except Alfred Gibb resigned, Mr Gibb then being voted in as the new chairman. Thus the day was saved and Southampton still maintained its position as terminal port which was imperative to her well-being as a few years earlier in 1874 the P & O company had moved to London. The other important news for the Union Line was the launch of their two new sisterships, Athenian and Moor, the latter being the fourteenth ship purchased or built for the line.

The Moor was laid down in 1881 at the yard of J & C Thompson, Glasgow. She was originally rigged as a topsail schooner with one funnel, but the yards were soon removed. Her tonnages were measured at 3,688 gross and 2,229 net, with dimensions of 365 ft (111.25m) x 45 ft 9 in (13.94m) x 29 ft (8.84m). The single screw was powered by a compound inverted engine with two cylinders: 50 in (127 cm) and 94 in (238.76 cm) with a stroke of 54 in (137.16 cm), which developed some 600 hp, working at a steam pressure of 90 p.s.i. which gave a cruising speed of 12 knots. Her iron hull had three decks, her raised f'c'tle being 42 ft (12.84m) and bridge deck 102 ft (31.09 m). She carried 150 First, 50 Second and 130 Third class passengers and entered service as a mail steamer in 1882. The Athenian and Moor had been built in answer to Donald Currie's Garth Castle and Drummond Castle, both of 1881 and from the John Elder yard. The Union ships soon proved to be superior to their rivals, each succeeded in breaking the Cape record and both were very popular with the passengers.

There were many interesting interludes during the career of the Moor. In 1885 there was a threat of war between Great Britain and Russia and when the Moor arrived at Capetown was England in April and having the reputation of being a speedy vessel, was commandeered by the Admiralty for use as an auxiliary cruiser. She was despatched to Simonstown Naval Base where she was armed with six guns and manned by a crew drawn mainly from the Royal Naval Reserve. Shortly after her commissioning she carried out a cruise as far as St Lucia Bay, flying the flag of the Commander-in-Chief of the Capetown Station, Rear-Admiral Sir Walter J Hunt-Grubbe, KCB. The following October the scare was over and she returned to her normal place in the mail fleet.

In 1887 the Moor, together with the Asiatic and Pretoria, were chosen to represent the Union Line at Queen Victoria's Golden Jubilee Review which was held at Spithead. Seven years later she was sent to the shipbuilders to emerge in April 1894, lengthened by 55 ft on her fore well deck from mainmast to bridge. Her single funnel was removed and replaced by two taller, thinner ones (one a dummy). Additional deck houses were also added to the boat deck and poop with after bridge. This increased her gross tonnage to 4,644. A few months later in December 1894 when outward bound from the Cape, she broke her main shaft. Temporary repairs were carried out and she proceeded to Dakar for more permanent repair. This gave the passengers the unexpected pleasure of spending some time on the edge of the Sahara Desert under a blazing sun.

With the amalgamation of the Union Line and Castle Line in 1900 it was the Moor which made the last sailing from Southampton under the Union Line flag on 10 March 1900. On 17 March the new company house flag was raised on board the Dunottar Castle which was to make the next mail sailing and then to the mainmast of the intermediate steamer Gaika which was berthed astern. The Gaika sailed first, passing the Dunottar Castle amidst reciprocal cheers. After the amalgamation the Moor was transferred to the intermediate fleet and ran until March 11, 1901, when for the last time she reached Southampton from the Cape. She was then sold to the Royal Mail Steam Packet Company for the West Indies services as the La Plata. In 1908



Union liner MOOR - as built 1882 [top]  
after alteration 1894 [below]

John S. Lindsay  
scale 70' to 1"

she was purchased by the Polytechnic Touring Association and renamed Viking, carrying tourists to Scandinavia and the Mediterranean. In February 1913 her career ended when she was sold for breaking up at Zwynrecht, Holland. During her career she had worn many colours. Originally she had been painted with a black funnel, dark brown upperworks and masts, black hull with green boot topping. Then with yellow funnel, white hull and upperworks, varnished deck house, red boot topping and then red band when a mail steamer. During her Royal Mail career she had appeared with black, then white hulls with the usual R.M.S.P funnel and mast colourings.

-O-O-O-O-O-O-O-O-O-

Note: An excellent model of the Moor as originally built and which must be around 100 years old is on view at the Southampton Maritime Museum. It was recently restored by John S.Lindsay and it is worth a visit to the Museum to see the beauty and craftsmanship which was built into these ships of long ago.

## FLEET LIST

## ESSO MARINE (Belgium) S.A.

Esso Marine (Belgium) was re-formed in 1953 to operate Belgian-flag tankers for Esso Belgium S.A., itself a subsidiary of the Standard Oil Company of New Jersey.

Esso Belgium S.A. was previously Standard American Petroleum Co., S.A., dating back to 1922 and was then American Petrol Co. S.A., Belge.

Esso Belgium has a refinery at Antwerp which they have operated for a quarter of a century. It is regarded as one of the most advanced of the Esso system and possesses a capability for the handling of heavy, high-sulphur crude oil and can produce a wide range of petroleum products. The refinery feeds Belgium and also distributes low-lead petrol to West Germany, asphalt to the U.K. and Holland and solvents world-wide.

Esso Belgian-flag ships have discharged at Fawley in past years.

## Fleet (from 1946)

Esso Belgium	10,568g	Elt: Burmeister & Wain Copenhagen 1937	1953: Miseno (P. Longobardo). 1958: Celestina (A. Onorato) 1960: Scrapped Spezia.
Ampetco	8,426g	Hewaldtswerke, Kiel 1926	as Calliope (Panama Tpt Co.) 1948: Maria Letzia G (Cia Maritima Panama) 1950: Barbara Ann (Pan- American SS Corp. (Panama). 1953: BU.
Esso Brussels	10,759g	Sun SB & DD Co., Chester, Pa. 1945	T2-turbo electric war standard tanker Salmon Falls, built for U.S. Mar Comm. 1947: Esso Brussels. 1955: Cerere (Soc Corrado, Italy). 1966: Scrapped Spezia.
Esso Antwerp	17,443g	Cockerill, Antwerp 1955	1961: Petromar Campana (Argentina) 1978: Broken up.
Esso Belgium	17,884g	Sun SB & DD Co. Chester, Pa. 1949	ex Imperial Alberta (Imperial Oil Co (Canada)) 1955. 1960: Petromar Buenos Aires (Arg) 19.2.1961: Collision with Danish ship Pennsylvania (59/5510g), ex- plosion and on fire, beached in River Parana Guazu (Voy: Comodoro Ravadavia to Campana-crude oil). Burned until 30th March. C.T.L.
Esso Brussels	26,843g	Kockums, Malmo 1960	2.6.1973: Struck by CV Sea Witch (1968/17,902g) while anchored off Stapleton, New York harbour. On fire and beached in Gravesend Bay. Extensively damaged.
Esso Liege	31,489	Hewaldtswerke, Kiel 1960	1975: Scrapped Far East.
Esso Ghent	26,416	Kockums, Malmo 1959	ex Esso Horizon (Esso Standard Eastern Tankers Ltd) 1964, ex Stanvac Horizon (Standard Vacuum) 1962. 1978: Scrapped Kaohsiung.
Esso Antwerp	42,094	A/S Akers, Oslo 1967	1983: Esso Forth (Esso Petroleum Co (British))

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Calshot of 1930

The old Southampton & Isle of Wight Company tug/tender Calshot is again in the news. Now 53 years of age she has been sold to a West German (Panama-registered) company and will operate under the Honduran flag.

Woolston-built by Thornycroft in 1930, she was, at 679 gt, the then largest tug in the world. She had coal-fired Scotch boilers and an additional oil-fired watertube boiler which could be brought into use for higher speed tender duties. In 1940 the Admiralty took her for tender work at Scapa Flow and in 1942 the same work was done for the "Queens" on the Clyde. D-Day duty brought her south in 1944 and in 1945 she was released to return to her normal Southampton work.

The Calshot was sold in 1964 to Port & Liner Services (Ireland) Ltd., a subsidiary of Holland-America Line and tendered the Nieuw Amsterdam, Statendam, Rotterdam etc - en route to Southampton - at Cork and Galway and her new name was Galway Bay. This lasted until 1971 when the liner trade dwindled and Galway Ferries bought her for use as a ferry.

What's in a name?

As mentioned in the Summer Black Jack, the dredger Mersey No 41 was at Southampton and her new owners are J. Willment Marine Ltd. She has been renamed Mersey Beaucoup.

The pun in this name leads to a comment on one or two more which may be classified as a little eccentric. A 123,000 tdw bulker named Fernsea was sold in 1981 to Rising Sun Bulk Carriers Corp. Her new name? - You're my sunshine. The assumption is that she was profitable!

Then we have a small 284 gt fishing development ship purchased by Afko Fisheries, Ghana which was named - No catch no pay. Again, as she is still listed it is assumed she had good catches.

No less eccentric are long names for ships. One, a Russian research ship bears the name Akademik Aleksandr Nesmeyanov and equally as long was the small bulk carrier flying the British flag of Helmsville Ltd. The name was David Marquess of Milford Haven. I wonder if anyone spared a thought for the shipping clerk and office typist?

New LPG carrier Tasmanzee

A frequent visitor to Fawley refinery is the new Tasmanzee, 2,935 gt, delivered in 1983 by the Dutch yard Amels BV at Makkum to Noordlijn BV, Emmen. She is designed to transport liquified gases such as butane, propane and anhydrous ammonia and the cargo is carried in two independent twin-lobe type tanks. The forward half of the ship was built at Amels' subsidiary Friesland yard at Lemmer and the after part at Amels' yard at Makkum. Both parts were welded together in the covered building dock at Makkum where the vessel was completed.

Medway Queen goes home

At the end of April the old paddle steamer Medway Queen was moved from the Medina to her former home in the River Medway. She was in too bad a condition to be towed to the Medway and was floated on to a steel pontoon for towing. The Medway Queen Trust salvaged her and hopefully she will become a floating museum.

The paddler was built by the Ailsa Ss Co. Ltd., Troon in 1924 for the New Medway Steam Packet Company, Rochester. She was given 2 cylinder compound engines and her hull length was 180, breadth 24 ft giving 316 gt. She was reboilered in 1938. In 1940 she paddled to Dunkirk and rescued some 7,000 troops from the beaches, then joined the Royal Navy as a minesweeper (J48), then a training ship in 1942. Back to passenger carrying in May 1947, the Medway Queen was finally taken out of service in 1963. Then a Trust was formed and the old ship left the Thames on 27. Sept 1965 in tow of the London tug Dhulia and berthed in Binfield Mill Pond as a nightclub, but for several years has been rotting away in the Medina. The towing tug was Patmore 1958/65g. (Several quizzes were held on her with members from Southampton, Isle of Wight and (then) Portsmouth Branches of the WSS).

Nautical Notebook continued:

Tantalus leaves

On 3rd July, Tantra (ex Tantalus), formerly Ocean Transport & Trading group's largest ship, left Southampton after a near two-year lay-up at 43.44 berths, broken only by a few days at anchor at Mother Bank while the Ocean Terminal was used in connection with the gathering of the Tall Ships in August 1982 - the last time the terminal was used before its demolition. As Tantalus, the ore/oil carrier was built by Nippon Kokan KK and placed in the China Mutual SN fleet. She is of 120,787 gt and has a deadweight of 218,000. Her sale price was \$5.7m (\$3m oil in her bunkers). Now registered at Limasol, she sailed for drydocking at Brest.

Bill Lawes'

NAVAL NOTES :

The last quarter has been a busy period for naval vessels entering and leaving the port. In April, three Fast Patrol Boats were towed in from Portsmouth - Cutlass, Scimitar and Sabre, the latter without bows, having left them in Alderney in July 1980 after colliding with a breakwater. These 100 ft vessels, whose hulls are glued laminated wood construction, entered service in the early 1970s. Powered by Rolls-Royce Proteus gas turbines and capable of 40 knots, their main function was to act as training vessels, to give other ships experience at countering this type of craft. They were usually based at Portland, but the Scimitar spent some time at Hong Kong, acting as a Patrol Craft. She has now moved from the docks to Marine Turbocraft for repairs.

At the end of April it was announced that three 'Tribal'-class frigates, Gurkha, Tartar and Zulu were to be refitted by Vosper Thornycroft at Woolston, having been sold to Indonesia. The 'Tribal'-class was completed in the early 1960s and the ships were the first to be designed to carry a helicopter. General purpose frigates of 2,700t full displacement, they were the first ships to have steam and gas propulsion, the latter to give boosts of high speed. Gurkha was completed at Woolston in 1963, Zulu at Stephens, Govan in 1964 and Tartar at Devonport Dockyard in 1962. They were designed to operate individually on foreign stations such as the West Indies or Middle East and placed on the sales list several years ago. However, the Falklands conflict saw them retained for further service.

In May, the R.M.A.S vessel Newton loaded cable at Southampton. This interesting ship is designed to carry out sonar-propagation trials. For this duty her propulsion plant of three Mirrlees-Blackstone diesels, with electric drive to a Kort-nozzle, has been devised to be extremely quiet in operation. She has an auxiliary 300 hp electric motor for slow speeds. Built by Scott-Lithgow between 1973 and 1976, she has a full load displacement of 3,940 tons, a crew of 61 (which includes 12 technicians) and can carry and lay up to 400 tons of under-water cable.

Other Royal Navy vessels visiting the port have been the RFA Olmeda (ex Oleander), 36,000t full load, built in 1965 by Swan, Hunter and patrol vessels of 1,280 tons attached to the Fishery Protection Squadron.

American visitors included the USNS Powhatan, name ship of a class of modern tugs based on the ORSV type of vessel. Built by Marinette Marine, she entered service in June 1979. Also in port was the M.S.C. vessel Bowditch, an ex-'Victory' ship, dating back to 1945 and now used for surveying work.

Southampton often plays host to Dutch warships and in June two of their frigates visited the port. One was the Piet Heyn, a modern ship of the 'Kortenaer'-class which entered service in 1981. She has a full load displacement of 3,750t and is armed with Harpoon missiles, 2 x 76mm O.T.O. Melara guns, anti-submarine torpedo tubes and can carry two Lynx helicopters. In company with this ship was another frigate, Van Nes, built in 1967 and based on the British 'Leander'-class. Between 1978 and 1980 she underwent a major modernization, during which the twin 4.5" turret was replaced by a single OTO Melara 76mm (3") gun, the Limbo ASW motor was replaced by 2 x triple ASW torpedo tubes and a new system of radars fitted. She can also carry Harpoon SSM missiles. These modifications not only produced an up-to-date vessel, but also reduced the ship's complement from 247 to 180.