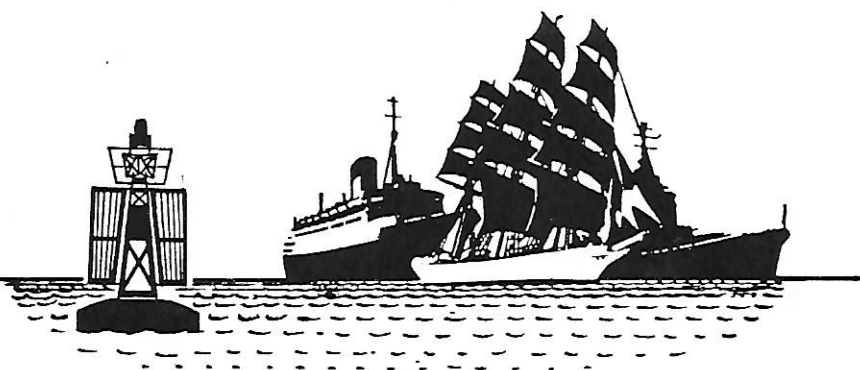


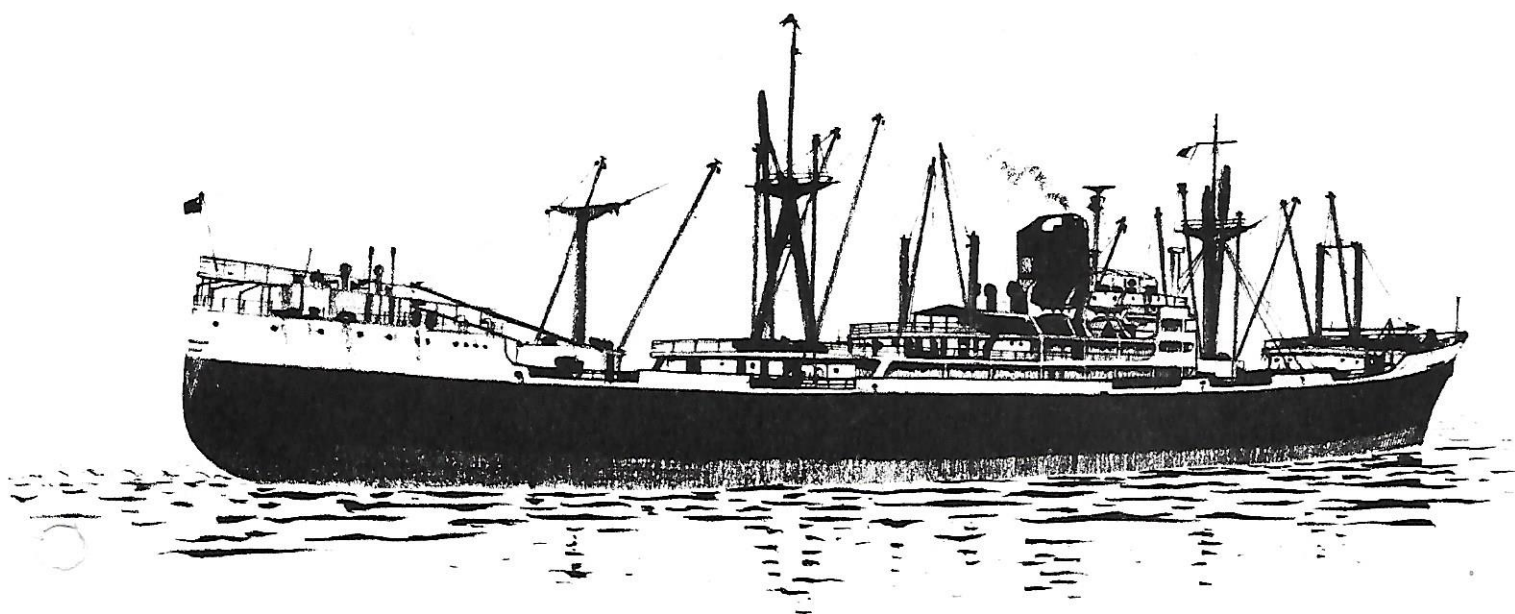
# BLACK JACK

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



WINTER 1984-1985

No. 53



NIGEL V.  
ROBINSON  
1976

The *Argyllshire*, completed by the Greenock Dockyard Co. Ltd., in October 1956, was placed in nominal ownership of the Scottish Shire Line, although managed by Clan Line in their colours.

Turnbull, Scott & Co., formed the Scottish Shire Line in 1867 for the Australian and New Zealand trades. In 1918 the company was acquired by Clan Line, the two red bands being added to the funnel colouring in 1935; the next year being entirely changed to Clan Line livery.

The *Argyllshire* (9,299 gt), a single screw turbine vessel, was a caller at Southampton in the early 1970s. She moved to the Liberian-flag Gulf East Marine Inc., as *Schivago* in 1976 and in August 1977 arrived at Gadani Beach for demolition.

Drawing by Nigel V. Robinson

Published quarterly by the Southampton Branch of the World Ship Society

Subscriptions: World Ship Society and Southampton Branch membership:	£13.50
(now due) Family membership, i.e. plus one:	£14.50
'Black Jack' — four issues	£1.00

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Co-opted member: Nigel V. Robinson (769497)

'Black Jack': Editor: Bill Mitchell (559953) Production: Mick Lindsay (694558)

- \* The 34th A.G.M. of the Southampton Branch was held on 9th October. All serving officers were re-elected except the Publicity Officer, Pat Laing, who resigned due to other commitments. David Hutchings, a long-serving member of the Branch, was proposed to fill the vacancy and was duly elected.

In his report the Secretary said — "Perhaps a Secretary shouldn't say so, but I think that the year since the last A.G.M. has been a good one for the Branch. Not only is the Branch on a sound financial footing, but it has been a very active one as well. The 'Liner Day' was a new venture which the Branch was invited to host and I think that it was considered to be an enjoyable success. Also, we managed to make a number of excellent ship visits, including two to liners which I know were much appreciated. I would, therefore, like to take this opportunity to publicly thank David Hornsby on behalf of us all for organising these events. I would also like to thank the editorial and production team for improving the quality and size of 'Black Jack' after its stuttering survival not long ago. 'Black Jack' plays an important part in keeping the Branch together as only about half our members attend meetings.

On my own part I hope that you have enjoyed this year's programme and the outside speakers in particular, all of whom were introduced to me originally by members. Please keep coming up with suitable names, thereby giving a good variety to the meetings.

Finally, I would like to of the coming year's a new Slide/Tape show, first. It is hoped that it will and not just one made

**A Merry Christmas  
and  
a Happy New Year**

introduce a major part work — the production of twenty years after the be a BRANCH production by a selected few."

- \* The 1985 Programme: Room B, Nuffield Theatre 2nd Tuesday of each month
- |                |   |
|----------------|---|
| 8 Jan          | A LIFETIME AT SEA, Guest speaker Captain H. P. Bird, M.N.I.                         |
| 12 Feb         | The Eastern Mediterranean, by David Oldham  |
| 12 Mar         | Mini-talks and slide shows  |
| 9 Apr          | LATE VICTORIAN AND EDWARDIAN PASSENGER SHIPS — Michael Jones (Thames Valley Branch) |
| 14 May         | Slide competition   |
| 11 June        | A David West "Branch Quiz"  |
| 30 March (Sat) | The Branch Dinner (details later)   |

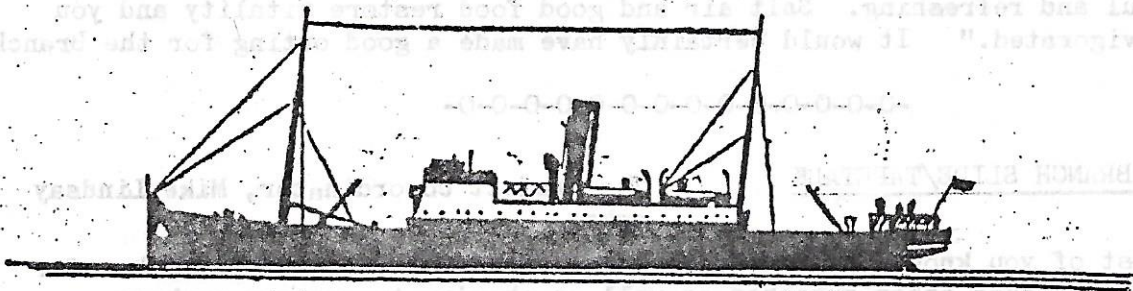
The passenger coastal trade has completely gone but in this article John Havers tells what could be done in the early 1930s.

In the early 1930s Southampton's Town Quay was the home of many coastal passenger steamers. One such company was the Clyde Shipping Co., whose vessels Ballycotton, Copeland, Eddystone or Toward could be seen every other weekend, on the 13-day London and back cruise via Glasgow which was combined with the London to Plymouth and back cruise. Sailings were arranged so that passengers changed to a different vessel for the return journey.

Voyage "G" from London took 13 days and cost £5. The ship left London on Wednesday's tide, called Plymouth on Friday, Waterford on Saturday and arrived Glasgow on Sunday evening. Passengers were allowed to sleep aboard on Sunday night at a cost of three shillings (15p), including breakfast. The ship left Glasgow (opposite Broomielaw) at 5 pm on Monday, calling at Belfast Tuesday, Waterford on Wednesday and Plymouth on Thursday afternoon until Friday evening. Arrival at Southampton was on Saturday morning and leaving on Monday afternoon, the ship was back in London (Western Dock next to St.Katherines) on Tuesday afternoon.

Voyage "H" from London took 6 days and cost £3 and was the London, Plymouth, Southampton, London part of voyage "G".

Passengers from Glasgow to Southampton were warned that there was no service from Southampton to Glasgow and they would have to join in London.



Copeland	1660g	Caledon S & E Co. Dundee	1923	1946: North Down.
Eddystone	1550g	D & W. Henderson & Co.Ltd.	Glasgow 1927	1948: Brookmount.
Toward	1500g	Alex Stephen & Sons Ltd.	Glasgow 1923	

All single screw, coal-burning ships. Reciprocating engines giving 12 knots. First two named had two decks. Toward was sunk by submerging (U.402) torpedo, 55.13N 26.22W (North Atlantic) whilst serving as a convoy rescue ship.

Fares from Glasgow to Southampton were 50/- single, 90/- return (from London), cheaper despite the 200 miles extra, but you had to pay the rail fare to London, of course. A steerage passage was 22/6d single only. The Ballycotton carried 48 passengers, including ten who slept on the sofas in the Smoking Room, Lounge and Saloon. The Copeland and Eddystone carried 40 passengers, including 14 on the sofas. These smokerroom berths were available at the height of the season and from Glasgow to Southampton the fare was reduced by 5/- each way if you occupied one. There was no discount for berths in alcoves. These berths were not available until 11 pm when the bar shut. Other passengers were not allowed in these rooms after that hour. Sole use of a two-berth cabin cost two full fares.

Wireless Telegraphy was fitted in the summer months! Dogs (except Greyhounds), accompanied cost 5/- single. Victualling dogs(!) 2/6d each single. Dogs were not allowed in cabins or saloons.

Passengers could build their own model of the ship by purchasing a cardboard set of the steamer, correct to scale, from the Steward, or the Offices, for 4d.

Passengers joining at Springfield Quay, Glasgow would find trams running along

Coastal Cruising 1933-34 continued:

Paisley Road which provided a handy means of conveyance.

Many cruises were advertised. Glasgow to Plymouth and back - 7 days, 1,200 miles for £4. Glasgow to London and back (from Limehouse Quay) to Dundee by a steamer of the Dundee, Perth & London Shipping Company - cost 85/-. This trip could also be made but returning to Leith, changing at Wapping to a steamer of the London & Edinburgh Shipping Company. The cost at 85/- did not include the London transfer.

Passengers to Southampton were encouraged to carry on to the Channel Islands and Brittany on vessels of the Southern Railway. The First Class return to Jersey was 53/6d; to St Malo First Class return was 85/2d. (One might ask why the odd 2d at 240 pence to the pound!)

It seems that meals had to be bought. Breakfast with fish and meat 3/-; plain 1/6d. Dinner 4/-. Tea with fish and meat 3/-; plain 1/6d. Supper 2/-. Cup of tea, coffee or Bovril, with biscuits 6d. The Steward would present an account at the end of the voyage, but would not accept cheques. Drinks: Whisky and Gin 1/8d, Imperial Glass; Champagne £1 per quart; Port and Sherry 1/-; Beer 9d and Cider 6d.

Luggage allowance 1 cwt (112 lbs) free of charge. Excess 5/- per cwt. Accompanied bicycles 5/- each. Motorcycles 10/- each and motorcycle with sidecar 20/-.

Coast Lines provided a fortnightly passenger service from Bramley Moore Dock Liverpool to London via Plymouth and Southampton, calling Southampton on a Tuesday. The fare was £3 or £3.10.0 in High season. The vessel was Southern Coast and in this ship meals were included in the fare.

And as far as the Clyde Shipping Company was concerned, "a short sea voyage was restful and refreshing. Salt air and good food restore vitality and you return invigorated." It would certainly have made a good outing for the Branch.

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THE 1986 BRANCH SLIDE/TAPETALK

The project co-ordinator, Mike Lindsay asks:

"As most of you know, the Branch is going to produce its own slide show for distribution around other branches as well as showing to our own members.

The idea is to make it coincide with the twentieth anniversary of our first show, which was a full length slide/tape talk on the shipping using the port at that time. Unfortunately, a similar exercise would not now produce a show of the same length, so we plan to do things a bit differently. It will start with a short precis of the last show, come briefly up to date and then go back to the early 1800s and trace the beginnings of Southampton's greatness as a port up to the present day.

But we do need your help. It was originally intended that I and two others would do all the necessary, but it would be nicer if as many people as possible could share in the production. What is wanted is anything relating to the history of the past 150 years, photographs, drawings, paintings, anecdotes, stories, technical information on not just the ships, but the companies and the buildings they occupied and used. So if you have anything which you may consider would be useful, please let me have it. It may be that we cannot use everything we get, but it will all help in some way to the final effort.

Many thanks," M.L.

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VVVVVVVVVVVVVVVVVVVV

ERRATA

On page 8 of Black Jack No.52 in Captain Sigwart's article, "The 1,000-ton R.F.A. Oilers of 1914-18", we illustrated Attendant, Thermol and Celerol under the caption of 1,000 ton RFA OILERS OF 1914-18. This, however, was an incorrect implication for only the Attendant was of that type. The others were ships of the 2,000 ton class, Thermol of the 1st group built and Celerol of the 2nd group.



1946

by W.H. Mitchell

The year nineteen hundred and forty six with VJ day almost four months gone. The end of the turmoil of war had seen countless thousands of people stranded from their homelands for untold reasons. Servicemen and women were in all corners of the world, there were prisoners of war, perhaps years in captivity, multitudes of displaced persons, some fortunate and many whose memories would persist through the years..... The need for shipping was as acute as ever. Demobilisation of the armed forces was being sensibly controlled, many of the displaced persons were within the land masses but there was great need for ships to bring home the wounded, and the steady repatriation of the armed forces.

By the end of 1945 230,521 American troops had moved through Southampton to embark in fifty States-bound ships. Cunard's Queen Mary (in 8 voyages) carried 101,666; Queen Elizabeth (3) took 44,825 and Aquitania (2) 15,698. The ex-NDL Europa (3) embarked 16,857; another 2337 were taken in (6) hospital ships; 3,165 in two battleships; 4,330 in (9) escort carriers and 29,586 in (6) aircraft carriers. Liberty-ships (4) modified to troopships took 1,694, Victory-ships (4) 7,767 and 2,596 left in (3) other miscellaneous craft.

There was also another contingency; war brides of servicemen, particularly American servicemen, whose numbers steadily grew as the Allies pushed through Europe. And apart from all this, owners desperately needed their ships to re-open old trade routes and start new ones. This, then, was the shipping picture at Southampton at the beginning of 1946.

At the time, Southampton was still known as the 14th U.S. Port and at the end of 1945 the Port Commander, Col Sherman L. Kiser announced that eleven ships were to be used in the early months of 1946 to transport American servicemen's wives and children from Southampton to the United States. The mass exodus consisted of some 12,200 British women and about 3,000 from the continent but the ships chosen in no way interfered with the redeployment of American troops for, the replacement for those in Europe were gradually slowing down.

In addition to the Queen Mary and the turbo-electric Argentina (20,614g, built in 1929 as the Pennsylvania) there would be the motorship Vulcania, 24,469 g, completed in 1928 for the Cosulich Line which became part of the Italia group in 1937; the U.S.Line's Washington (under the name of Mount Vernon) and John Ericsson, 20,067 g, formerly Swedish-America's Kungsholm of 1928 and sold to the U.S.War Shipping Administration in 1942. Three ex-hospital ships, Larkspur (the old NDL Breslau of 1901), Zebulon B.Vance and Jarrett M Huddleston - both Liberty-type hulls - Grace Line's Santa Paula, 1932/9135g; Cristobal, 10,021g built by Bethlehem in 1938 for the Panama RR Co and Parker completed the list. The staging camp where registration of emigration forms, baggage inspection, medical examinations and money exchange was done was at Persham Down, near Tidworth.

Trooping continued and from the shipping movements it is possible to obtain some idea of the activity that took place during that immediate postwar period of the early months of 1946. On 2nd and 4th February, 6,500 servicemen left in the General Alexander E.Anderson and the cruiser USS Augusta. The Anderson had been Atlantic trooping for some months, but this was her first visit to Southampton. She took 5,300. The USS Augusta, on which Winston Churchill and President Roosevelt had signed the Atlantic Charter in August 1941 had suffered storm damage at the time whilst outward-bound to the U.S and had put back to Portsmouth for repairs.

The big 'nursery' lift started with the Queen Mary which moved from 7 Drydock on 30 January and embarked 2,335 wives and children; Santa Paula embarked 585 three days later and Vulcania 1,200 on 7th February. But mingled with the happiness of the emigrant brides was another face. Three British hospital ships arrived on 8-9th February, Bibby Line's Oxfordshire with casualties from Antwerp, Somersetshire from the Far East with 458 invalids and the ex-Italian Principessa Giovanna with 384 from the Middle East. The latter ship was built at Taranto in 1923 for Lloyd Sabauda which was absorbed into the Italian grouping of 1937. She had twin

screws and two quite upright funnels and masts. When built she had accommodation for 400 passengers in austere conditions.

Canadians, too, were homeward bound through Southampton, 500 leaving for Halifax N.S. on 7 February in Canadian National Steamship's Lady Nelson (1929, 7830g). And from the Far East in this first week of February, the P & O liner Strathnaver brought 3,455 servicemen and some repatriates. The ship was played in at the Ocean Terminal by the band of the 60th Rifles. This then was the pattern of the time, ship after ship bringing home the servicemen and others taking out the brides and children to their new homelands. March: in the first week the Pasteur of Cie de Nav Sud Atlantique, 30,447 g and completed in 1939 arrived with 2,730 British troops from Saigon. From August 1940, when she entered service under the British flag as a transport, she had been managed by Cunard-White Star; Cunard's Queen Mary brought 1,350 from New York; Lady Nelson came back from Canada and the Orontes of the Orient Line disembarked nearly 4,000 from Bombay at 107 berth. Another called in early March was the Francis L. Slinger, acquired as Saturnia from Italy and converted to a hospital ship during the war. As such, she visited Southampton in July 1945 and was then converted to a 'family' ship at New York.

On 16 March more brides left in the U.S. Line's Washington and Edmund B Alexander, 1,060 in the former and 1,218 in the second-named. On 19th the President Tyler, 10,500 g, built in 1920 for the U.S. Shipping Board sailed; then John Ericsson, Cristobal and James Parker with 1,123, 250 and 215 respectively and Bridgeport made the seventh ship in a week - a total of 4,390 dependants embarked. About this time U.S. lines brought out its first postwar sailing schedule since 1941, which listed eighteen sailings to Britain, France and Eire during the April-June period. Vessels listed were Washington, Manhattan, President(s) Roosevelt, Harding and Wilson. On 6 March the Queen Elizabeth was released from Government service. Peacetime trade was slowly returning; Southampton's trade was flourishing.

On 21 March every berth in the New Docks (later Western Docks) was occupied. At 101 the Queen Elizabeth was being destored of military equipment ready for her conversion by Thornycrofts and later John Brown at Clydebank. Next was the Stalowa Wola 1925, 3133g of the Gdynia-Amerika Line, from Liverpool and loading bridging equipment. Then the Dutch Boissevain 14,134g which arrived on 21st with 900 Dutch troops embarked for Batavia and which loaded 900 tons of stores. Then another Dutch liner, Johan de Witt 1920, 10,474g of the Nederland Stoomvaart Maats, preparing to sail to Marseilles to embark French troops. Two Union-Castle liners were next in line - Athlone Castle at 105 embarking British wives for Australia and New Zealand and the Durban Castle at 106 which had arrived on 21st from the same area. At 107 was the American, Bridgeport, to sail on 23rd with wives and the turbo-electric Uruguay, built in 1928 as the California (20,183g). She was being refitted as a 'family' ship.

In mid-April came the Pasteur again - France's second largest liner which, after overhaul, was returned to the French Government on 11 April and sailed for Toulon to begin repatriating troops to French Africa and Indo China. Saturnia, Huddleston and Washington, still on the 'family' run, all came in mid-April and then on 27th a small 'convoy' arrived from the Far East, Strathmore with 3,660 servicemen and two US-Victory ships, Lake Charles Victory with 1,360 R.A.F. personnel and Stamford Victory with 1,352 Army personnel. And on the same day Willard A. Holbrook took 890 wives and children to New York. Next day the Uruguay came with 134 civilian passengers and 700 bags of mail.

And as spring blossomed into summer the troopships, hospital ships and 'family' ships still filled the shipping lists. The ex-Italian Principessa Giovanna still brought servicemen for dispersal to local hospitals - Netley and Shaftesbury - and in early May was joined by the British India's Amra from Port Said with 350 invalids. Union-Castle's Carnarvon Castle was sent to Port Said with 650 Government passengers.

Another Victory-ship, Winchester Victory, brought 1,200 Fleet Air Arm personnel from Sydney on 16th May and later in the month the ex-Italian Saturnia took nearly 1,000 wives and children to New York. Late in May the Washington was taken off

service for reconversion, her intended passengers being taken by the C4 ship Marine Flasher. So, too, was Santa Paula which went to an American shipyard for conversion before returning to Grace Line. A trooper in 1941, she had carried five shiploads of war wives. Two more hospital ships came in July, Karoa from Durban and El Nil from Bombay with some 500 patients. The Karoa was a B-I ship, twin screw, 7,009g and built in 1915. The El Nil, built Hamburg 1916, twin crews, 7,769g was originally Marie Woermann, later Wadai (German East Africa Line service which called at Southampton), then Tjerimai, then El Nil of the Misr Company of Egypt. In early July, eighty-eight British liners were still requisitioned, with another seven reconverting. But gradually they were released and returned to their owners' trades. The Queen Elizabeth, queen of Britain's merchant fleet, made her maiden voyage to New York on 16 October 1946; although the Queen Mary was not released until September 1946. Union-Castle's Capetown Castle was not released until late in 1946 and did not resume the Cape run until 9 January 1947, the honour of re-starting the service falling to the reefer ship Roxburgh Castle on 2 January 1947. Across the Atlantic the America, having spent the war under the name West Point, was having an eight-month reconditioning by Newport News SB & DD Company.....

The following is a list of liners still requisitioned in July 1946

Aberdeen & Commonwealth: Esperance Bay, Largs Bay, Moreton Bay. Anchor Line: Cameronia, Cilicia, Circassia, Letitia. Bibby Bros: Cheshire, Derbyshire, Devonshire, Dorsetshire, Lancashire, Oxfordshire, Somersetshire, Staffordshire, Worcestershire. Blue Funnel Line: Antenor, Ascanius. British & Burmese: Salween. British India SN Co: Amra, Aronda, Dilwara, Dunera, Egra, Ekma, Ellenga, Ethiopia, Karapara, Karoa, Nevasa, Rajula, Tairea, Talma, Varela, Varsova. Cunard-White Star: Aquitania, Ascania, Britannic, Franconia, Mauretania, Queen Mary, Samaria, Scythia. Elder Dempster: Aba. Ellerman: City of Canterbury, City of Paris. Furness Withy: Monarch of Bermuda, Queen of Bermuda. Moran SS Co: Erin. New Zealand Sg Co: Rangitata. Orient Line: Ormonde, Orontes, Otranto. Pacific SN Co: Orbita, Orduna, Reina del Pacifico. P & O SN Co: Canton, Carthage, Chitral, Corfu, Maloja, Mooltan, Ranchi, Strathaird, Strathmore, Strathnaver. Royal Mail Lines: Alcantara, Almanzora, Andes, Highland Brigade, Highland Princess. Shaw, Savill & Albion: Arawa, Dominion Monarch, Mataroa, Tamaroa. Union-Castle M.SS Co: Arundel Castle, Athlone Castle, Carnarvon Castle, Dunnottar Castle, Durban Castle, Llandoverly Castle, Llangibby Castle, Llanstephan Castle, Stirling Castle, Winchester Castle. Canadian Pacific: Duchess of Bedford, Empress of Australia, Empress of Scotland.

Undergoing reconversion prior to redelivery to owners:

Canadian-Australasian Line: Aorangi. Canadian Pacific: Duchess of Richmond. Cunard-White Star: Queen Elizabeth. Orient Line: Orion. P & O SN Co: Stratheden. Royal Mail Lines: Highland Chieftain. Union-Castle M.SS Co: Capetown Castle.

\* \* \*

THE BEMBRIDGE COLLECTION (cont from page 5)

siren off HMS Boxer, the 'A'-class turtle-back destroyer of 1894 which was in collision and sank in Sandown Bay in 1918; and the signalling lamp off HMS Tweed. Two more rooms downstairs hold, among other things, a half-model of BH Stephen's Wardha and a cannonade recovered from HMS Pomore which sank off the Needles. Old sextants, theodolites, surveying instruments, compasses etc are gathered in glass cases and there is a collection of model sailers - a Cowes ketch, a Bristol Channel Pilot Cutter, Hastings lugger, Spithead wherry and Itchen Ferry Cutter. Through the curtain and the shop again, with its array of curios, prints, cards..... There is a lot to be seen and to read at the Bembridge Museum.....

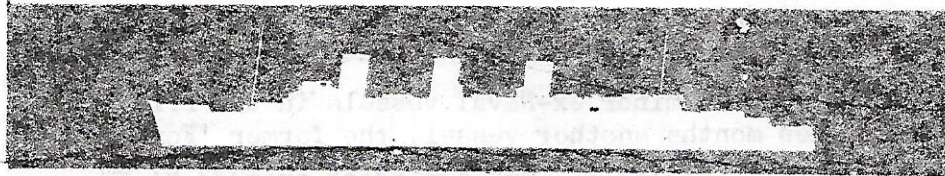
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Note: Outings Secretary David Hornsby is planning an excursion to Bembridge Museum in the Spring of 1985. Details later.





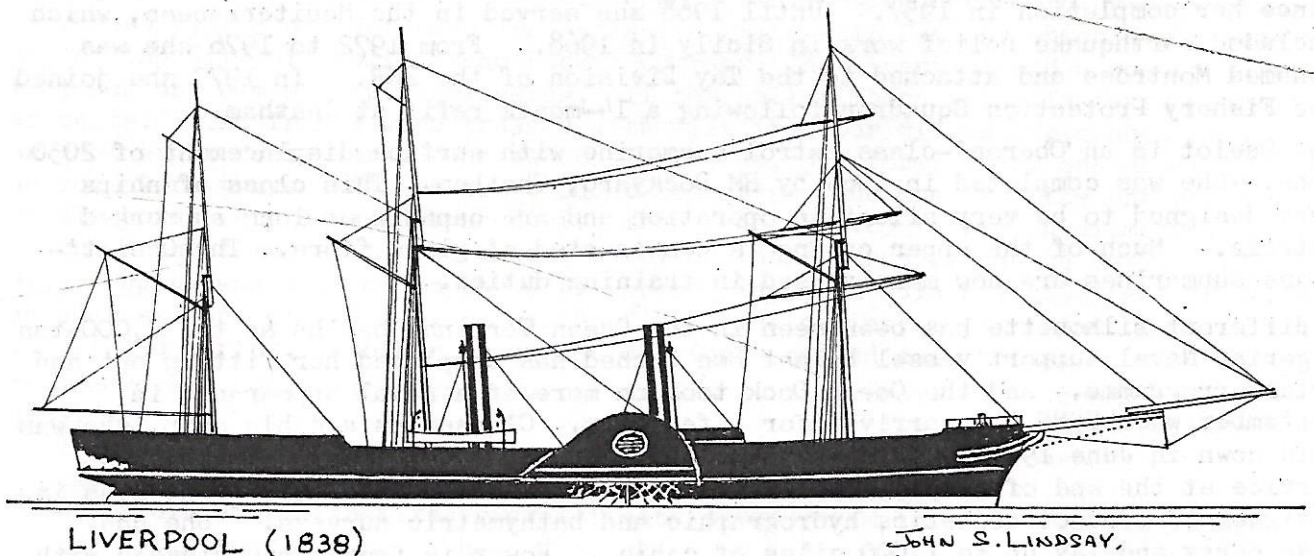
## old southampton callers



LIVERPOOL (1838)

by John S. Lindsay

The paddle steamer Liverpool may not go down in history as an Atlantic flyer, but she can claim the distinction of being the first two-funnelled steamer on the North Atlantic. She was laid down at the yard of Humble & Milcrest of Liverpool in 1837



LIVERPOOL (1838)

JOHN S. LINDSAY,

and launched on 14th October 1838 for Sir John Tobin. During her building however, she was purchased by the newly-formed Transatlantic Steam-ship Company which was a subsidiary of the City of Dublin Steam Packet Company. The Liverpool had a wooden hull, built of oak and elm with pine planking, all the hull timbers being fastened with copper bolts. The frames were trussed with flat iron bar diagonals, spaced at a distance of eight feet apart. The two boiler rooms, one forward and one abaft the engine room were traversed with two wrought iron beams and one over the engine room. The paddle boxes were crossed-braced with iron rods of 2.25 inches in diameter.

She carried three masts, the fore mast carrying three yards of square sail. All standing rigging was made of copper wire-rope. The main saloon was 58 feet in length and another saloon, placed forward was 45 feet. The cabins, most of them double, were fitted with 98 berths. Another provision was for warm and cold baths.

The machinery was constructed by G. Forrester & Co., Liverpool. This consisted of a set of side lever engines, worked by low pressure steam. The two massive cylinders were each of 75 inches diameter, with a stroke of 7 feet. Four rectangular boilers being placed forward and two abaft, supplied steam at 5 lb psi. The paddle wheels were 28.5 ft diameter with fixed radial floats of approximately 9 ft in length and were driven at almost 15 rpm. The engines were of 468 nominal horse power.

The Liverpool made her maiden voyage from her name port on 20th October 1838, with a complement of some 60 passengers, but encountered a gale and took refuge in Cork on the 30th October where she had to refill her bunkers. She sailed again from Cork on 6th November and eventually arrived safely in New York on 23rd - in 16 days 17 hours at a mean speed of 7.9 knots, the coal consumption being 465 tons. She was a bitter disappointment to her owners and after many unsatisfactory voyages, her last taking

We never expect to see many warships in Southampton but, fortunately, we have had a few visit the port to give us something to observe during the recent industrial disruption of merchant ship movements.

The last edition of Black Jack listed the minor ex-Naval vessels in the Princess Alexandra Dock and during the summer months another vessel, the former 'Förd'-class Seaward Defence craft Dee joined the 'flotilla'. She was built in 1953 by Wm Simons at Renfrew and originally named Beckford. These vessels had a full load displacement of 140 tons and were armed with a Squid A/S mortar and depth charges in order to detect and destroy submarines in the approaches to harbours. In 1964 the Beckford was transferred to Mersey Division of the RNR and was renamed in 1969. Seven of the class were broken up at the end of the 'sixties, but others were transferred to, or built for, several Commonwealth Navies.

Two Royal Navy ships that paid visits to the port were the submarine Ocelot and the minesweeper Stubbington. The latter, although bearing a local name and built locally at Camper & Nicholson, Gosport, has not been seen much in this area since her completion in 1957. Until 1968 she served in the Mediterranean, which included earthquake relief work in Sicily in 1968. From 1972 to 1976 she was renamed Montrose and attached to the Tay Division of the RNR. In 1977 she joined the Fishery Protection Squadron following a 14-month refit at Chatham.

The Ocelot is an 'Oberon'-class patrol submarine with surface displacement of 2030 tons. She was completed in 1964 by HM Dockyard, Chatham. This class of ships were designed to be very silent in operation and are capable of long submerged patrols. Much of the upper casing is constructed of glass fibre. The 'Ocelot'-class submarines are now mainly used in training duties.

A different silhouette has been seen in the Ocean Terminal berths as the 2,000-ton Algerian Naval Support vessel Kalaat Ben Rached has completed her fitting out and trials programme. And the Ocean Dock took on more of a naval appearance in September when USNS Zeus arrived for a few days. Classed as a cable ship, she was laid down in June 1981 by National Steel at San Diego, California and entered service at the end of 1983. With a full load displacement of 14,157 tons Zeus is designed to conduct acoustic, hydrographic and bathymetric surveys. She can also carry and lay up to 1,000 miles of cable. Power is from three diesels with electric drive to twin screws. She carries about 80 crew and 30 civilians. The Zeus will replace the Aeolus T-ARC 3 ex AKA 47, built in 1945.

Four stripped ex MTBs have also arrived in the docks. They look rather like the former Norwegian 'Tjeld'-class which were put up for sale in 1981. Has anyone more information on them?

The small harbour/coastal oiler, Oilfield, 362g arrived at 7 berth in mid-October for some repair work. Six of the class were built at Appledore in 1969.

Swan Hunter Shipbuilders which were awarded the contract to repair the Southampton-based logistic ship Sir Tristram, badly damaged at Bluff Cove in the Falklands, have also been awarded the contract for the replacement of Sir Galahad, also destroyed in the Falklands conflict. She will be commenced in 1985 for completion in 1987 and slightly bigger, at 3,055 tdw, than her predecessor. There will be bow and stern ramps and accommodation for 51 crew and 339 troops. Speed - 18k.

#### OLD SOUTHAMPTON CALLERS - Liverpool (1838) continued:

27 days after an enforced call at the Azores for bunkers, the company was wound up early in 1840. Both Liverpool and her unfinished consort, United States, were purchased by the Peninsular & Oriental S.N. Company Ltd. Her tonnage was increased to 1,540 and she was renamed Great Liverpool. She was then placed on the Southampton, Falmouth and Alexandria run and plied on this until 1846 when, in February she became a total wreck after running on a reef near Cape Finisterre.

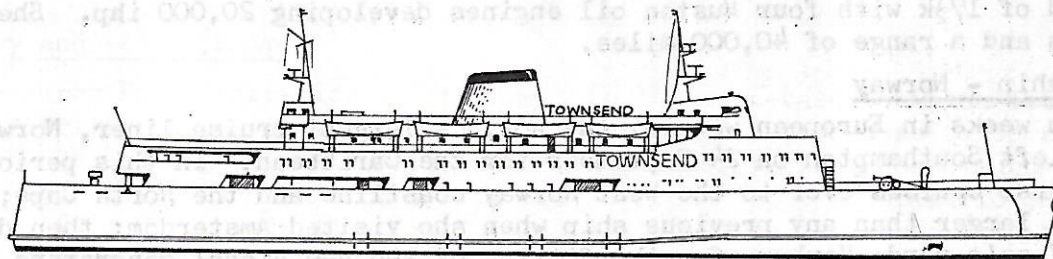
The principal dimensions of the Liverpool were

Tonnages:	1150 gross	560 net
Measurements:	Length overall 240 ft	
	Length between perpendiculars 223 ft	
	Breadth of hull 30.8 ft. Depth of hold 21 ft	
	Breadth over paddle boxes 56 ft	

### How to buy and sell a ship

The ro-ro ferry Free Enterprise III became a Southampton-based ship on 1st November 1980, arriving at Havre for temporary lay-up. Her duties were to be relief ship during drydocking of other ferries; then to operate from Portsmouth in 1981. In that year she was also chartered out; 6 days from 25 May to Atlantic SN Co., Felixstowe; from 24 June to 11 July to Sealink at Dover; and on 12 July to Cunard, carrying passengers and baggage from Portsmouth to Cherbourg where the Queen Elizabeth 2 was making a quick turnaround. The Free Enterprise III then went to a Ministry of Defence charter for ten days from 9 September, joining NATO convoy exercises in the Western Approaches. After that she returned to Havre for winter lay-up.

On 24 April 1982 she moved to Southampton and lay-up alongside Free Enterprise II at 7 berth. On 6 May she began carrying freight and then on 10 May was homeward from Cherbourg to Southampton with 310 passengers when, at 17.50 hours, there was an explosion in the engine room, two crewmen suffering injuries and lifted to hospital by helicopter. This was in a position  $18\frac{1}{2}$  miles off St Catherines Point on a bearing of  $227^{\circ}$ . She reached Southampton using one engine, was repaired and put into lay-up, sometime later moving to 26 berth where she remained until 24 August 1984.



Free Enterprise III, 4,657 gt. Completed January 1966 by N.V. Werf "Gusto", Schiedam for Stanhope SS Co.Ltd, a subsidiary of European Ferries Ltd.

Meanwhile, in Summer 1984, George Zammit, one of five brothers who own the Mira Shipping Group in Malta, began a family holiday in the United States. Then they flew to the U.K. for a 5-day visit. "We hired a car at Heathrow", he said, "and didn't know where we were going. The road took us to Southampton and we stopped at the first hoel we came to. The next morning I went to the docks and came across the Free Enterprise III." The night watchman told him the ship was laid up for sale; he asked the owners address and received their permission for an inspection. After a day or so negotiations began and the deal was made.

On 24 August the Tamira (ex F.E.III), registered at Valletta, left Southampton with a cargo of second-hand industrial vehicles, for Malta, although no decision had then been made into what service she was to serve.

### Maltese - flag bulkers

It has probably never happened before, but there were two Malta-registered ships in port at the same time at the end of September, in addition to Free Enterprise III (above) also registered in Malta. The two bulk ships were loading grain. First to arrive was Annabella, 22,698g 38,000 tdw, built at Hiroshima in 1976 for Vulcania SS Co., Liberia and managed by Vergottis Ltd., London. She was then

## NAUTICAL NOTEBOOK continued:

named Ionian Leader and later moved to the Greek Esplendour Oceanica S.A in 1980 as Annabella. On 11 January 1982 she suffered bottom damage when an underwater explosion occurred when leaving Bandar Khomeini. In late 1983 she again changed hands and now belongs to Shipping & Produce Co.Ltd., of London.

The other was at 36 berth, the Romo, and if you looked closely you could see her former name was Dromon, with the D and N overpainted. She was built in Yugoslavia in 1964 for Sygmus Shipping Co (Liberian flag), a subsidiary of C.M.Lemos & Co of London. Laid up at Piraeus 7 June 1982 she went to the Nereus Shipping S.A the following month. Tonnages 17,487 g, 30460 tdw.

And the largest grain ship to bad at Southampton, the Stamy, was at 47 berth in October. She is normally owned by Cia Nav Cosma S.A., one of a number of single-ship companies operated by Phoenix Maritime Agencies Inc., New York and was built in Japan in 1972 for them. Of 30,315 gt, her dwt is 61,400 tons.

Tug changes

In August Alexandra Towing made a change in their tug fleet, moving the Brockenhurst to Liverpool and bringing the Hendon south. The Hendon was completed by R.Dunston, Hessele in May 1977 for Lawson-Batey Tugs Ltd., Newcastle. Immediately acquired by Alexandra, she has been working at Swansea and Port Talbot. Comparative details are Hendon 266 g 32.80m length 9.68m breadth and 45 tons bollard pull. Brockenhurst 173 gt 31.40m length 8.23m breadth 18 tons bollard pull. But these were quite dwarfed by the salvage tug Salvageman which called on 28-30 September to store before making another journey to South Georgia. She is owned by United Towing Co of Hull. At Georgia she will tow the Argentinian submarine Santa Fe to deeper water after salvage. The Salvageman only returned from the Falklands in June 1984 - a tour of duty lasting from April 1982 clearing wrecks ammunition dumps etc. Of 1,598 gt she is 69.1 m length and 14.9m breadth. She has a speed of 17½k with four Ruston oil engines developing 20,000 ihp. She has twin screws and a range of 40,000 miles.

Passenger ship - Norway

After seven weeks in European waters, the world's largest cruise liner, Norway 70,202 gt left Southampton on 24 September for the Caribbean. In this period she made her first cruises ever to the West Norway coastline and the North Cape; was three times larger than any previous ship when she visited Amsterdam; then docked at Bloy & Voss's yard, Hamburg for the fitting of two new diesel generators enabling fuel consumption to be cut by 20% to 1,000 tons per week. The Norway is regarded as having 20 years of life left and no plans are in hand to re-engine completely to diesels. She left with 1,500 passengers.

Tamira (ex Free Enterprise III again. (see above).

The Tamira stayed under the Maltese flag for a very short time, being sold to the Isle of Man S.P.Company. Their first ro-ro passenger ship, she is to be renamed Mona's Isle and will be altered for her new service in Maltese waters.

P & O's new flagship

Somewhat reminiscent of the arrival of Canberra from the Falklands in 1982, the Royal Princess came out of the mist on Monday morning, 5th November, passing dockhead at 7.45 am for 107 berth. The liner was handed over at Wartsila's Helsinki shipyard on 30 October and took a short mini-cruise when the formal flag change took place. She left Helsinki at noon on Wednesday for Southampton, there to prepare for her official naming on 15th. Then a two-day shakedown cruise to Guernsey, arriving Southampton Sunday 18th and departing on her maiden cruise to Miami the next day. Then she moves to her Pacific cruise base of Los Angeles, a long way from the Helsinki yard of her build where a foot of ice had to be broken by icebreakers to allow her to be floated out of Wartsila's covered shipyard on 17 February.

All passenger accommodation on the Royal Princess is in outside cabins, a revolutionary achievement over many years of endeavour. All are built high in the superstructure with public rooms down in the hull. The first ship for 25 years built from the keel up for P & O's passenger fleet; she is now their seventh cruising liner. In Europe there are the Canberra and Sea Princess; in Australia the Oriana and working on the US West coast, Island Princess, Pacific Princess and Sun Princess.