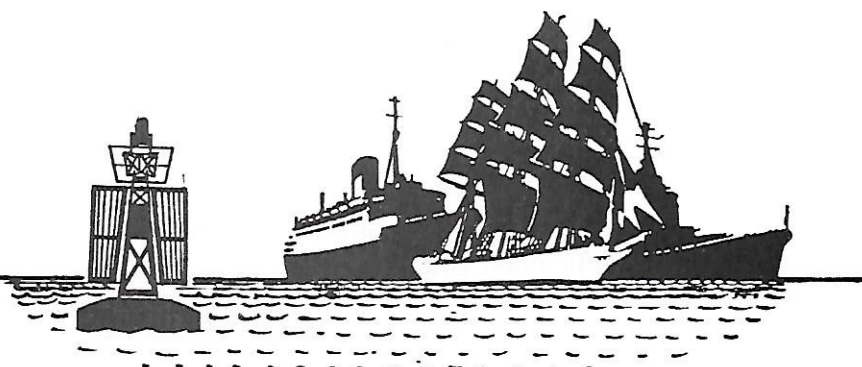


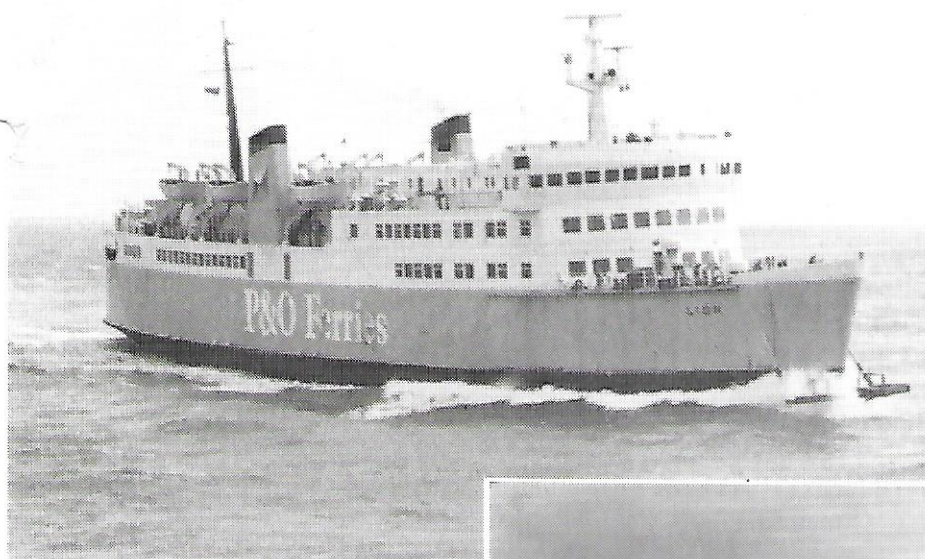
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QUARTERLY MAGAZINE
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WORLD SHIP SOCIETY



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Photographs: D. West



Of the P & O ferries taken over by European Ferries Ltd., in early January 1985, three are quite well known at Southampton. Two, in fact, have been linked with the port since they were constructed. The *Dragon* (6,141g) and *Leopard* (6,014g) (bottom) were built by a consortium, at & Ch de Bretagne and Dubieon-Normandie S.A., Nantes — *Dragon* in June 1967, *Leopard* in April 1968. P & O (Normandy Ferries) owned the *Dragon*, whilst *Leopard* flew the tricolour for S.A. de Gerance & d'Armement (SAGA).

The *Lion* (3,987g) (top) has been to Southampton in a relief capacity when the two regular ships have been withdrawn for drydocking and has herself been drydocked here. She was completed in December 1967 for the Ardrossan/Belfast service of Burns & Lairds' Lines, Glasgow by Cammell Laird and began sailings on 3 January 1968. In 1976 she moved to P & O and began a four-crossings per day service from Dover to Boulogne on 1 May 1976.

WHITE FUNNEL STUFF

of 1900

by 'Clausentum'

.....Ryde, Sandown, Shanklin and round the Island.....1900 is a long time ago.....but who remembers the 1930 paddlers.....?

Pleasure Steamer sailings from Southampton at the turn of the century were really full of interest and variety. This was at the time when considerable competition was provided by the Bristol Channel firm of P. & A. Campbell. For many years the Southampton, Isle of Wight & South of England R.M.S.P. Company had held practically a complete monopoly of sailings from Southampton, but in 1898 Campbell's sent their crack steamer CAMBRIA, which had only been completed three years earlier, and the smaller GLEN ROSA to operate from Southampton and Bournemouth. Earlier the same year the Southampton, Isle of Wight Company had acquired the LORNA DOONE from J. & M. Gunn of Cardiff. The "Southampton Observer" for April 1898 reports that as the directors of the Southampton, Isle of Wight Company, owing to a strike of Engineers, were unable to obtain a new boat in time for the approaching season they have purchased the LORNA DOONE, one of the fine steamers used in the Bristol Channel. The report went on to say that the vessel is very roomy and comfortable and rides very steadily in a heavy sea, and she will prove a very valuable addition to the already fine fleet of the Isle of Wight Company. The LORNA DOONE arrived at Southampton on 1st April, 1898 and informal speed trials were carried out in the Solent, recording an average of 16.3 knots for 2 runs. Her passenger certificate in 1898 allowed for 706 for trips from Southampton to anywhere between Brighton and Weymouth and 818 passengers between the Needles and St. Helens, Isle of Wight.

The sailings in those days gave the pleasure steamer enthusiasts everything one could wish for - in May, 1898 the LORNA DOONE operated the following trips:-

- Saturday 21st - Cheap Afternoon trip leaving Royal Pier at 2.45p.m. Round the Island - landing at Sandown for about one hour. Special fare 1s/6d.
- Monday 23rd - Full day trip calling at Southsea, Ryde, Bournemouth and Swanage. Fares - Southsea and Ryde 1s/-; Bournemouth 3s/-; Swanage 3s/6d.
- Tuesday 24th - Full day trip calling at Southsea, Ryde, Sandown and Bournemouth.
- Wednesday 25th - Half day trip Round the Island
- Thursday 26th - same as Monday
- Friday 27th - same as Tuesday

The "Southampton Observer" of 18th June, 1898 announces the arrival of the CAMBRIA, which is described as the fastest, most powerful and most luxurious excursion steamer on the South Coast. Her sailings for the week were advertised as follows:-

- Saturday 18th - Two round trips to Bournemouth. The first leaving the Royal Pier at 8.45am via Southsea and Ryde, and the second at 2.45pm direct to Bournemouth.
- Tuesday 21st - Southsea, Ryde, Bournemouth and Weymouth.
- Wednesday 22nd - Same as Saturday.
- Thursday 23rd - Southsea, Sandown, Ventnor and Brighton.
- Friday 24th - Southsea and Ryde and then back for an afternoon trip to Ryde and Sandown.

The GLEN ROSA was shown to have arrived for the following week. The fares were practically the same as the Southampton, Isle of Wight Company - Ryde and Southsea 1s/-, Sandown, Shanklin and Ventnor 2s/-, Bournemouth and Swanage 3s/-

The "Southampton Observer" of 9th July, 1898 announced the sailing of the CAMBRIA to Cherbourg. During the same week there were special announcements by both P. & A. Campbell and the Southampton, Isle of Wight Company, which gave clear indications that the competition was warming up. Both companies announced a special reduction in fares for all excursions with the exception of CAMBRIA's trip to Cherbourg, the fare would be 1s/-. During the same week CAMBRIA was booked to sail to Weymouth and the LORNA DOONE to Brighton - all for one shilling a trip!

The price cutting did not continue for very long however, for in August the fares were

practically back to their previous level. On Saturday 20th August, 1898 the CAMBRIA was advertised to make a long weekend trip to Boulogne.

In 1899 the LORNA DOONE operated a rather similar programme as for the previous year - in the height of the season on Mondays and Fridays the run was normally Southsea, Ryde, Sandown, Ventnor to Bournemouth; on Tuesdays and Thursdays - Southsea, Ryde, Bournemouth and Weymouth, while on Wednesdays it was Southsea, Ryde and Brighton. During the same year CAMBRIA again operated from Southampton, but GLEN RCSA remained in the Bristol Channel. CAMBRIA's programme included trips to Brighton and on Thursdays to Cherbourg.

It was obvious that LORNA DOONE was no match for the CAMBRIA, so the Southampton, Isle of Wight Company ordered a new steamer - the BALMORAL from S. McKnight of Ayr. It seems obvious that the competition was getting hotter. In the "Southampton Times" of 24th March 1900 under the minutes of Southampton Harbour Board it is recorded that the CAMBRIA had used berth No. 5 on the Royal Pier, but that the Southampton, Isle of Wight Company had made a request for the use of the berth every other week throughout the summer. The notes further state that the Southampton, Isle of Wight Company's monopoly had been broken by the CAMBRIA, and that the Southampton, Isle of Wight Company could not have much cause for complaint as during the winter season their boats were laid up at the Royal Pier without their paying a penny for the privilege.

Unfortunately not all the Campbell sailings are recorded in the local papers although great publicity is given to the Southampton, Isle of Wight Company. In the "Southampton Times" for 2nd June, 1900 LORNA DOONE is advertised as being "newly appointed and magnificent steamer". The BALMORAL was completed and ran her trials on the Clyde on 10th July, 1900, when over the measured mile a maximum speed of 19.51 knots was produced, with a mean average of 19.25 knots over four runs. She then had a gross tonnage of 473 and her No.2 certificate allowed for 1,033 passengers. The BALMORAL arrived at Southampton on 14th July, 1900, and it is reported in the "Southampton Times" for 21st July, 1900 that on 17th July she made a special cruise with a party of guests - Captain Gandy was in charge of the vessel. The BALMORAL first ran over the measured mile at Stokes Bay in just under three minutes giving a speed equal to nearly 20 knots, and the report comments on the extreme steadiness of the ship and the absence of vibration at top speed. After the run over the measured mile the steamer sailed for Southsea and Ryde where further guests joined the vessel. The BALMORAL then cruised through the Solent and on to Bournemouth - luncheon being served in the dining saloon. After a short stop at Bournemouth the vessel continued to Swanage.

The competition with the CAMBRIA, which was to develop into a fierce battle in following months was first experienced on the return trip according to the newspaper report. The CAMBRIA had left Bournemouth for Ventnor four minutes ahead of BALMORAL. The latter steadily overhauled CAMBRIA, although frequent belchings of black smoke from the funnel of the CAMBRIA told of what was going on aboard that vessel (there are no comments as to what was coming out of Balmoral's funnel, but one can well guess!). The BALMORAL had got level with the CAMBRIA by the time the Needles light house was passed and the party of guests went down to tea, and by the time Ventnor Pier was passed the CAMBRIA was quite a mile astern and in fact 5 or 6 minutes elapsed from the time of BALMORAL passing the Pier till the CAMBRIA came alongside the Pier. It is quoted that there was much jubilation on board the BALMORAL.

BALMORAL's first commercial trip was a special excursion to Cherbourg to witness a Grand Naval Spectacle at that port on 19th July - the return fare was 6s/6d and the advertisement mentions that this being the first trip of the BALMORAL early application for tickets should be made. The vessel was described as being absolutely the fastest, largest and most palatial saloon steamer on the South Coast.

About this time both Campbell's and the Southampton, Isle of Wight Company started operating excursions on Sundays, and these came in for certain criticism for in the Southampton Harbour Board's notes for July, 1900 it is stated that objections had been made to the Sunday opening of the Royal Pier and to the running of excursions on that day. It is quoted that 10,800 people passed through the gates on Sunday 15th July, 1900. Of course all these did not join the excursion steamers for entertainment was provided on the Royal Pier even in those days. There was a Grand Vocal & Instrumental Concert by the South Hants Temperance Reed Band, the Band of the 2nd Volunteer Batt. of the Hampshire Regiment and the Southampton Borough Police Band were also regular performers. Admission to the Pier was 1d and an extra penny gave admission to the Pier Pavilion for the concerts.

5

Other entertainment included automatic picture machines and in the Southampton Harbour Board's notes appearing in the "Southampton Times" for 21st July 1900, it is stated that some objection had been raised to the provision of these machines - it being suggested that it was unwise to exhibit pictures of "The Adventures of an Eloping Couple" and "Intrigues of the Harem" as it was not good for people to look at such pictures on Sunday evenings. (Presumably it was in order on other days!)

With the introduction of the BALMORAL on many of the longer day trips it was possible to operate extra cruises with the LORNA DOONE. On 23rd July 1900 the latter vessel made a Round the Island cruise - landing at Shanklin for three hours. A special fare applied - 2s/6d. The BALMORAL operated a special half day trip to Bournemouth on Saturday afternoons the fare being 1s/6d. Another extra cruise made by the BALMORAL was after a day trip to Bournemouth she arrived back at the Royal Pier at about 6.25p.m. to make a "delightful moonlight trip to the Needles" leaving at 7.0pm and returning at about 10.30pm the fare 1s/-.

During the first part of August, 1900 really bad weather was experienced. On 2nd August, the BALMORAL left for Cherbourg and after calling at Southsea where a large number of passengers embarked she made for the open Channel. High seas were soon encountered and the question arose as to whether it would be wise to proceed. Shortly afterwards the steamer shipped a heavy sea which slightly damaged some of the deck fittings - this settled the point and the BALMORAL turned back and landed her passengers. The weather on the following day was so rough that no excursions were run from the Royal Pier.

The competition between CAMBRIA and BALMORAL continued throughout the following year, both vessels were then operating regular trips each week to Cherbourg. A report in the "Southampton Times" for 31st August, 1901 shows that the passengers on the CAMBRIA had a similar experience to those on the BALMORAL the previous year. The report states that a number of pleasure seekers who intended paying a visit to Cherbourg took passage on board the CAMBRIA which left the Royal Pier early on Monday 26th August. After calling at Yarmouth and Bournemouth over 400 passengers were on board. In the Channel, gale force winds and tremendous seas were experienced and after steaming for about 1½ hours the passengers were in a pitiable plight owing to seas making clean breaches over the vessel. The passengers besought the Captain to turn round and make for Weymouth, which he did arriving shortly after 1.0pm. When the appeal was made the seas were very high, but the ship was skilfully handled. A deck door was carried away and the water poured in. About 6 miles off Portland two men were rescued from a fishing vessel which was taken in tow. On the same day, the BALMORAL was booked to sail to Weymouth as also was the MONARCH from Bournemouth. Both these vessels arrived at Weymouth, but owing to the heavy seas the greater part of the passengers elected to return home by train.

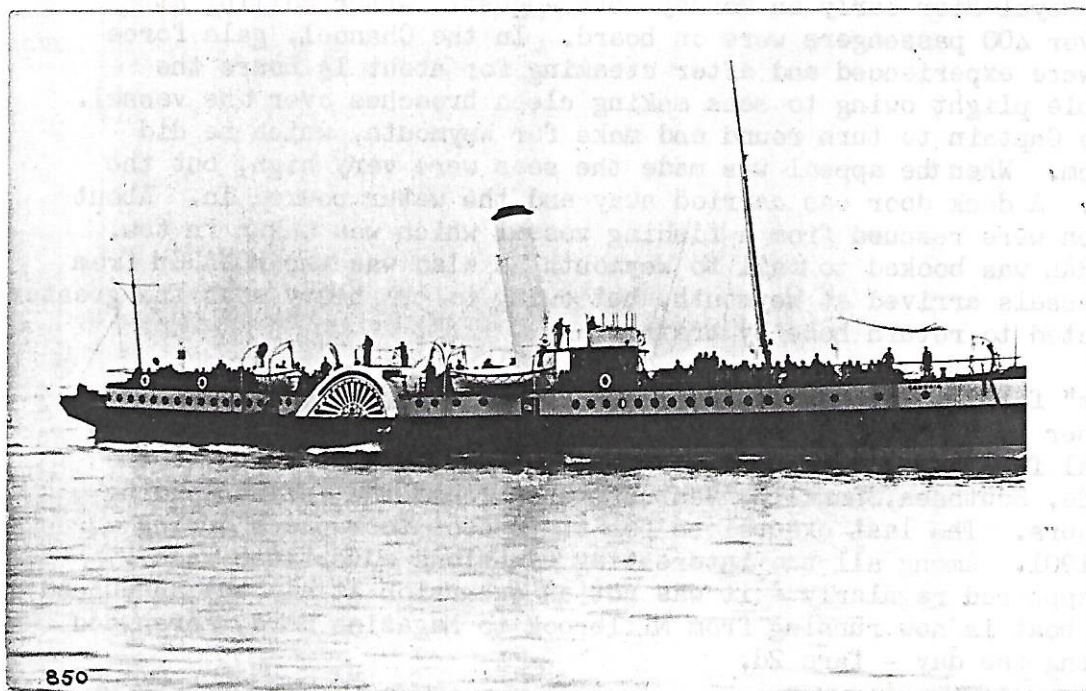
The "Southampton Times" for 14th September, 1901 advertises "By Special Desire" a trip on Monday 16th September by BALMORAL to Southsea, Shanklin and Cherbourg - the last trip of the Season - special fare 5s/-. The same week on Thursday 19th September - the BALMORAL made a trip to Ryde, Southsea, Shanklin, Ventnor, then round the Island landing at Alum Bay for about 1½ hours. The last excursions for the season took place during week ending 12th October, 1901. Among all the interesting excursions advertised each week, there was one which appeared regularly - it was not an excursion at all but announced that Mr. A. Whitby's ferry boat is now running from Millbrook to Magazine Hard, Marchwood about every 20 minutes during the day - fare 2d.

1902 was notable for the Coronation Naval Review - it was originally arranged to take place on Saturday 28th June, but owing to the illness of King Edward VII, it was postponed at short notice until 16th August, 1902. If the Review had been held in June a number of very interesting pleasure steamers would have made special trips to mark the occasion. The BALMORAL was advertised to make a special cruise with the number of passengers being limited to two thirds of the number allowed by the Board of Trade. The fare for the Review was 30s/- plus an additional 10s/- for the illuminations, a combined ticket being available at 37s/6d. Quite expensive for those days. Additional steamers were also operating with fares of 15s/- for the Review and 5s/- for the illuminations. The London firm of New Palace Steamers were advertising both the ROYAL SOVEREIGN and the KOH-I-NOOR to be operating trips from Southampton round the fleet for the week - 25th June to 2nd July 1902. For the same period the Southampton, Isle of Wight Company were advertising special trips round the fleet every hour from the Pier by the Balmoral and other steamers. The London paddler SOUTHWOLD BELLE was also advertised for a full day trip on the Review Day, as was also the Devon Steamship Company's DUKE OF DEVONSHIRE and DUCHESS OF DEVONSHIRE. The London and South Western Railway planned to have their COLUMBIA operating a special cruise on the

Review day - fare £2 - 5s - 0d including catering, except wines and spirits. The British and Irish Steam Packet Company advertised that they had had their LADY MARTIN 1,355 tons specially fitted for the occasion with a special party of 200 - fare £2 - 2s including all provisions on board except wines and spirits. Other steamers included in the advertisements of the time were the HEATHER BELL and the LADY OF THE ISLES.

Unfortunately owing to the cancellation of the Review at short notice it is not stated in any of the reports whether all the above steamer actually arrived at Southampton. When the Review eventually took place on 16th August, the BALMORAL still made her special cruise with passenger capacity limited to two thirds the normal, but the fares were reduced to Review on 20s/- and the combined Review/Illuminations trip 25s/-, and the additional steamers operated at 12s/6d for the Review or a combined ticket for 15s/-. The L & S.W. Railway operated COLUMBIA on a trip for the Review at only 15s/-, whilst the British & Irish S.P. Company advertised their LADY HUDSON KINAHAN 1,372 g.t. at £1 - 5s including provisions on board - some reduction to the trip advertised for LADY MARTIN. All the normal excursion traffic from the Royal Pier was cancelled for the whole week prior to the Review, when the vessels were operating special trips round the fleet. Apparently the weather for the actual review was fine, but the illuminations were damped down somewhat for in one report it is stated that the thunder and lightening was vivid and this was soon followed by rain falling in "sheets", and it came so quickly that very soon between decks of the BALMORAL were crowded with wet through passengers.

So much for the delights of pleasure steamer sailing. The competition between the CAMBRIA and the BALMORAL ceased at the end of the 1902 season when Campbell's withdrew from Southampton and left the Southampton, Isle of Wight S.P. Company in complete control of all sailings.

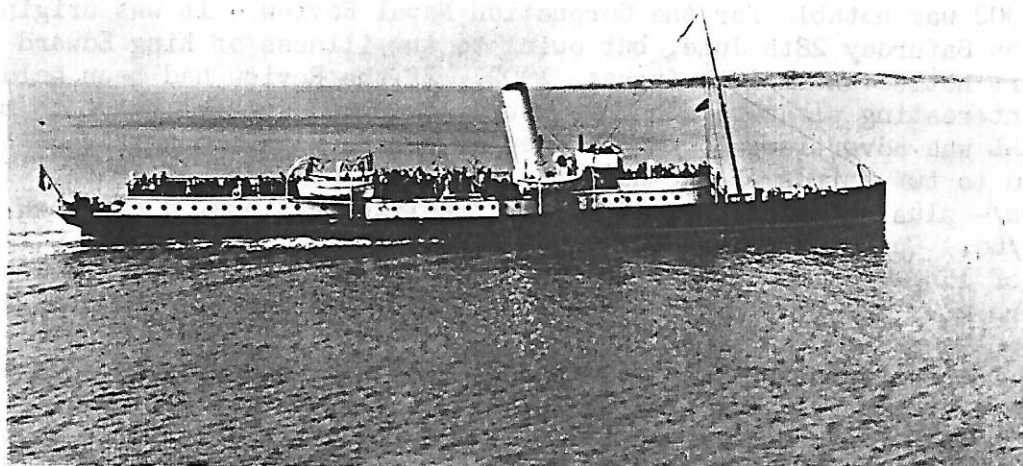


The Cambria was from McIntyre's yard at All in 1895. She was at Southampton during the years 1897 until 1902.

She was broken up in 1946.

The Ravenswood of 1891 was built by S. McKnight & Co Ayr.

She was worked from Brighton in 1912 to 1914 and again from 1923 to 1925. Was eventually broken up in 1955.



P.S. "RAVENSWOOD"

ROYAL PRINCESS - P & O's new flagship

Much was written about P & O's new luxury cruise ship Royal Princess when she came to Southampton at the end of 1984 and a great deal more will, no doubt, be written about her as she travels the world.

The design is quite revolutionary in that all cabins face outwards and are in the higher part of the ship; the public rooms lower in the hull. The space usually taken on passenger ships for inside cabins contains the air-conditioning trunking. There are eight decks and the Promenade Deck encircles the ship.

The public rooms are everything they say, breathtaking at first sight, elegant in their soft pastel shades. A surprise is the amount of brass-work to be seen.

The Catering Department provides 3 tonnes of food which are consumed each day:

1 tonne of meat/poultry, $\frac{1}{4}$ tonne fish, $\frac{3}{4}$ tonne vegetables, $\frac{1}{4}$ tonne flour, 3,000 eggs, 2,000 pieces of fresh fruit, 4,000 bread rolls, 1,500 pastries.

Accommodation
for 1,200 passengers:

Royal suites	2
Suites	12
Special de luxe cabins	2
De luxe cabins	50
Twin outside cabins	534

The eight passenger/crew bars have an average weekly consumption of 1,000 bottles of wine, 200 of champagne and 500 of spirits. Seven tons of ice is produced daily by the ship. An average of 18,000 items are laundered daily. Waste - some several tonnes daily - is burned in the incinerator room.

No cash is taken at sales points. Instead of cash registers at bars, shops, hairdressing salons, radio room; telephone calls and laundry, all charges are entered to the visual display computer terminals at each point. These are then transferred to the main frame computer and are added to customer accounts.

Engines

Main engines are 4 x Wartsila-Pielstick diesels, each of 9,000 bhp arranged in pairs and each pair driving a heavily skewed propeller for less vibration, less noise and better fuel economy, through reduction gearing. There are two oil-fired boilers.

Only one grade of high viscosity fuel is burned, this having a major bearing on the economics of ship costs.

Works of art by British and American artists for cabins and public rooms cost £1m.

*There are two acres of open deck space, four swimming pools and two freshwater whirlpools. The Sun-Deck pool takes 95 tonnes of water.

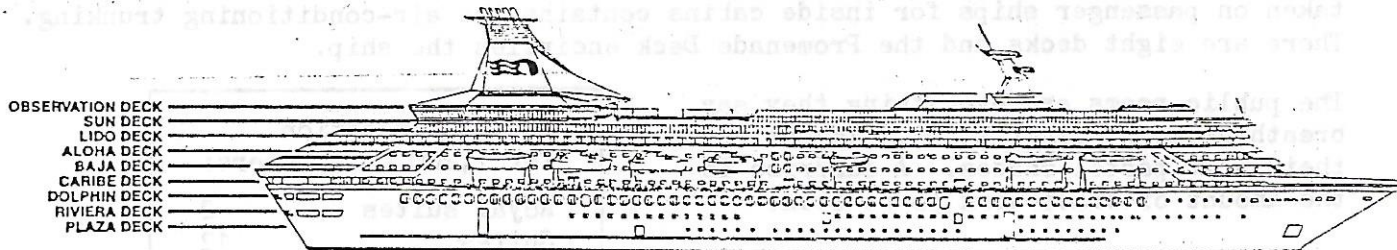
*In case of fire, accommodation spaces have sprinkler systems and machinery spaces a halon gas system.

*The underwater hull is coated with self-polishing paint.

For the record:

Monday 5 November 1984	The Royal Princess berthed at 107 at 0800 hrs (weather fine, slight sea mist).
Saturday 10 November	Moved to 106 berth.
Thursday 15 November	Officially named Royal Princess by the Princess of Wales. In attendance were The President of the Republic of Finland, Dr Mauno Koivisto and Mrs Koivisto, in Britain on a state visit.
Friday 16 November	Sailed for a shakedown cruise at 1900 hrs.
Sunday 18 November	Arrived at 106 berth at 1400 hrs (weather dull and wet).
Monday 19 November	Sailed at Noon on maiden cruise to Miami (weather fine).

Details of Royal Princess: Length oa 231.0m (757'10") w1 196.5M (644'7")
 Breadth moulded 29.2m (95'10")
 Depth to upper deck (Deck 4) 19.4m (47' 2")
 Draught maximum 8.0m (26' 3") Crew: 500
 Gross tonnage 44,348 Trial speed: 22 knots.



And her builder..... Wartsila Ab O/Y is the largest of the four shipbuilding/repairing companies of Finland and has several establishments - at Helsinki, the largest and their main works; Kotka; Perno; Turku and Vasa with its engineering shops.

Wartsila is a success story. The company is, undoubtedly, top of the list for the construction of luxury liners and conforms with the traditional Finnish policy of specialised building rather than of standardised ships.

The construction of passenger ships only really began some twenty-five years back when the company turned out the 3,600 gt ferries Skandia and Nordia in 1961-2 for Nils Wetterstein's Silja Line service from Abo and Mariehamn in Finland to Norrtalje in Sweden. These were followed by the sisterships Floria and Botnia, 3,440 gt in 1967 for the same owner. The Bore I, 8528 gt, which became Skandia and moved to Finska Ang in 1980 was delivered in March 1973. She became the Russian Ilich in the Spring of 1984. Then, in 1981, Wartsila delivered the much larger vessels Finlandia and Silvia Regina. The first was for Finska Angfartys, the latter for Svea Line. Both ships were 25,677 gt and the length oa 544 ft.

Yet bigger ships were ordered and in 1985 three large ferries will be completed, two for Silja and one for Viking Line; another one is due in 1986 for Birka Line and one for the Slite concern. These ships will be in the 36,000-37,000 gt range. Due in May 1985, the Viking Line's Mariella to carry 2,500 passengers in as many berths will be the largest ferry in the world. The first of the Silja ferries of 1985 will be Skandia, 2,000 passengers with 75% sleeping accommodation available, 35,000 gt and a speed of 21-22 knots. These are some of the achievements of Wartsila's ferry buildings.

But not only do they specialise in ferries, but in the cruising field have built many luxurious ships. The five Russian ships Azerbaidzhan, Belorussia, Gruzia, Koreliya and Kazakhstan, all came from Wartsila's Turku yard in 1975-76. And so well-known at Southampton are the Royal Viking Sea, Star and Sky of Royal Viking Line. The Song of Norway for I.M.Skaugen, Oslo came in 1970, Wilhelmsen's Nordic Prince in 1971 and Skaugen's Sun Viking in 1972 - all around 18,000 gt when built and carrying some 720 passengers. They were operated by Royal Caribbean Cruise Line. Then came the beautifully-lined Song of America, delivered at the end of 1982 and nearly 38,000 gt. And so to the Royal Princess, the largest cruising ship ever built. This is a look at the passenger-ship construction of Wartsila yards over 25 years. It is a marvellous achievement. Britain was once tops in the building of passenger ships. We seem to have slipped a long way down the hill.

P & O Cruises have Royal Princess, Pacific Princess (71/20636), Island Princess (72/19907) and Sun Princess (72/17370) based at Los Angeles; Oriana (61/44807) is based at Sydney and Canberra (61/44807), Sea Princess (66/27670) and Uganda (on UK Government charter) (52/16907) are based at Southampton.

WORLD WAR TWO SHIPS OF THE UNITED STATES NAVY

by Bill Lawes

The US Navy and its auxiliary services have maintained in operation a wide variety of ships of the 1939-45 period which other navies have discarded years ago. Most of them have been refitted and re-equipped to extend their useful lives. The following list is intended to give some idea of the type of World War II vessel still in service with the US Navy.

Over the past few years Southampton and Portsmouth have been visited on occasions by US Navy ships dating back to the 1939-45 war. Bill Lawes has now compiled a list of these vessels.

*** **

Name	Type	Completed	Notes:
Midway	Aircraft carrier.	10. 9.45	Built Newport News SB & DD Co. Has undergone many refits to keep her up to date.
Lexington	Aircraft carrier.	17. 2.43	Bethlehem, Quincy. Ex 'Essex'-class carrier. Employed as deck-landing training ship at Pensacola. Major refit 1980.
New Jersey	Battleship	23. 5.43	Reactivated in 1968 for service in Vietnam. Decommissioned again December 1969. Modernized 1981-83, including fitting of 'Tomahawk' and 'Harpoon' missiles.
Iowa	Battleship	22. 2.43	Recommissioned 28.4.84. Fitted with missiles. Built: New York SB Co.
Dixie	Destroyer	25.4.40	New York SB Co.) Modernised from 1959- New York SB Co.) 1963 to serve as main-
Prairie		5. 8.40		tenance vessels for
Sierra	tenders	20. 3.44	Tampa SB Co.) Tampa SB Co.) guided-missile ships.
Yosemite		25. 3.44	
Preserver		11. 1.44)
Curb		12. 5.45)
Clamp		23. 8.43	) Built Basalt Rock Co.,
Gear		24. 9.43	) Napa, California.
Bolster	Salvage ships	1. 5.45)
Conserver		9. 6.45	) Equipped for Diver support,
Hoist		21. 7.45	) salvage and towing
Opportune		5.10.45)
Reclaimer		20.12.45)
Recovery		15. 5.46)
Fulton	Submarine	12. 9.41	Built: Mare Island NSY
Orion	Tenders	30. 9.43	Built: Moore SB, Oakland
			Both ships modernised and can support nuclear submarines.
Florikan	Submarine Rescue ship.	5. 4.43	Built: Moore SB, Oakland.
Norton Sound	Guided missile ship.	8.1. 45	Built: Los Angeles SB & DD. ex Seaplane Tender. Has served as Guided-missile trials ship since 1948. Various refits to keep missile systems up to date.

USN Ships continued:

Elk River	Test Range Support Ship.	27. 5.45	Built: Brown SB, Houston. ex LSMR 501 (Fire Support Rocket Ship). Converted 1967-68 as Support Ship for Deep-submergence diving programme.
Moctabi		25. 7.44	Charleston SB & DD)
Quapaw		6. 5.44	United Eng., Alameda)
Tekelma	Ocean tugs	3. 8.44	United Eng., Alameda)
Paiute		27. 8.45	Charleston SB & DD)
Papago		3.10.45	Charleston SB & DD)
<u>SHIPS OPERATED BY MILITARY SEALIFT COMMAND</u>			
Vanguard	Research vessel		Marine Ship Corp., ex Mussel Shoal Sausalito, Cal. ex Mission San Fernando. Converted from T2 tanker to Tracking and Communications Ship (1964-1966) 1980 converted to Submarine Navigational System Trial ship.
Redstone	Range Instrumental ship.	22. 4.44	Marine Ship Corp., ex Johnstown ex Mission de Pala. Converted 1964-66 as Tracking and Communications ship.
Kingsport	Research Ship	12. 7.44	California SB Corp. ex Kingsport Victory Acquired by USN 1950 as a Cargo ship. 1961-2 modified as a Satellite Communications Relay Ship. 1966 re-assigned to Hydrographic Research Vessel.
Bowditch	Surveying ship	30. 6.45	Oregon SB., ex Southbend Victory
Dutton	Surveying ship	8. 5.45	Oregon SB., ex Tuskegee Victory
			Both converted to support the SSBN programme. Used for seafloor charting and magnetic mapping.
Range Sentinel	Range Instrumental ship	20. 9.44	Permanente Meals, Richmond, Cal. ex Sherborne (APA 205) 'Victory'-type attack transport. Converted 1969-71 as Support Ship for Poseidon and Trident program.
Furman	)	18. 5.45	ex Furman Victory (Oregon Sb., Portland)
Victoria	) Cargo ship	28. 4.44	ex Ethiopia Victory (Permanente, Richmond)
Marshfield	)	15. 5.44	ex Marshfield Victory (Oregon Sb., Portland)
			Converted 1964, 1965 and 1970 respectively to carry 16 vertically stowed Poseidon or Polaris missiles. Also carry torpedoes and submarine spares. 1981 Furman transferred to Naval Electronic Command for experimental work.
Aeolus	Cable Ship	18. 6.45	ex Turandot (Attack cargo ship) Converted to Cable Layer 1955-56.

All vessels are not in service at the same time, as many are retained within the Reserve Fleets. Those listed represent types of vessels still seen in active service. To include all ships in reserve would need a much greater list. Two 'Iowa'-class battleships, Missouri (which started reactivation refit last summer) and Wisconsin which may enter service in a year or so. Five other 'Essex'-class carriers are maintained in reserve, but are now beyond economical use. Auxiliary ships in the reserve fleets include transports, floating docks, tugs and lighters. At least two 'General'-class troop transports have been rehabilitated, without engines, to act as barrack ships. There are also a number of US Coastguard WW II cutters. The pre-war 'Treasury'-class Taney of 1936 is the last active survivor of the attack on Pearl Harbor in 1941.

The Ferry trade

At the time of writing, Southampton's oldest dock - Princess Alexandra Dock - has no ferries using its facilities. Apart from war years this is the first time in a century that there is no link with Havre.

The 1960s-1970s appeared as a halcyon period for ferries at the Dock. There was a constant movement of the 'Vikings' of Thoresen Car Ferries to Cherbourg and Havre with three passenger ships, Vikings (I), (II) and (III) and the freight ferry Viking IV, the service beginning in May 1964 whilst P & O introduced two ships, Dragon and Leopard. This service began from Southampton on 29 June 1967 and the Leopard joined on 20 May 1968, making a first voyage from Havre to Rosslare on 1st May in a once-per-week branch service which ran in summer months until 1971. Both ships measured 439.75 ft (overall) and 71.66 ft breadth. Twin screws were driven by two 12 cylinder diesels.

But not all ferries were making money for their owners. A direct link to Lisbon and on to Tangier was introduced by P & O using the 11,609 ton Eagle. Her maiden voyage was on 18 May 1971 but she never made a profit and was sold in 1975 to Nouvelle Cie de Paquebot and renamed Azur for Mediterranean service. P & O also tried a service to San Sebastian with the Panther, 4407g. She ran from 22 December 1973 to 30 October 1975 and was then transferred to a Northern Isles route.

Swedish Lloyd came on the scene in 1967, starting a direct service to Bilbao on 5 April and introducing a second ship, Hispania in 1969. This was a new move for Swedish Lloyd who, with the Danish DFDS, had dominated the England-Sweden and England-Denmark routes across the North Sea for many years. Of all the cross-Channel ships using the Dock in the past two decades, Patricia and, for a shorter time, Hispania, must surely rate as the handsomest of all ferries operating from Southampton.

In 1966 the Tor Line had been formed by a group of Swedish shipowners and in 1966-67 the 7,338 ton ferries Tor Anglia and Tor Hollandia were placed in the Immingham service to Gothenburg and Amsterdam, with a number of trailer ferries chartered from Triport Shipping Co, in support. Two larger ferries, Tor Britannia and Tor Scandinavia were completed by Flender Werft, Lubeck, in 1975-76, 15,650 gt, for the UK-Gothenburg-Antwerp run. Also in 1966 the England-Sweden Line had come about, formed by three companies with much expertise in the UK-Scandinavia trade. Ellerman Line of Hull provided the Spero 66/6,916g; Stockholms Rederi Svea had the Svea, 66/7,883g and Svenska Lloyd the Saga, 66/7,928g. The service offered nine sailings during a two-week period, two ships based at Hull and Saga at Tilbury. All sailings were to Gothenburg. But early in 1972 the service completely folded up and the ships moved on to other waters. All are still afloat:

- Spero 1973: Sappho (Maritime Company of Lesvos (Piraeus-Salonika).
- Svea 1969: Hispania (Svenska Lloyd), 1972: Saga (Svenska Lloyd (Gothenburg-London), 1978: Knossas (Minoan Line (Piraeus-Crete)).
- Saga 1971: Stena Atlantica (Stena), 1973: Finnpartner (Finnlines), 1976: Olau Finn (charter to Olau Line), 1982: Folkliner (Folk Line), 1984: Festos (Minoan Line)
- Patricia 1978: Stena Oceanica (Stena), 198 : Stena Saga (Stena (Oslo-Frederikshavn)

On 17 June 1976 Thoresens sent their first ferry from Portsmouth to Cherbourg and established a daily summer service. Portsmouth was one hour's steaming nearer France. At Southampton the writing was on the wall. Gradually, year

by year the services moved and all Thoresen passenger ships were based at Portsmouth as from 1 January 1984. Only the freight ship Viking Trader remained at Southampton. She was to transfer in early November 1984 but the move was precipitated by industrial troubles and she sailed on 21 October from Portsmouth to Havre a few days earlier than planned.

Within a few days P & O Ferries also moved their two ships Dragon and Leopard to Portsmouth. Thus ended Southampton's ferry link with France. Then, effective from 1 January 1985 P & O's complete English Channel fleet of ferries was acquired by European Ferries and placed under nominal ownership of their subsidiary, Stanhope SS Company Ltd. Dragon and Leopard were included in the purchase as were the three Dover/Boulogne ferries, Lion, Panther and Tiger.

Bill Lawes'

NAVAL NOTES

In early December the former Ocean Terminal berths once again took on the appearance of a Naval Dockyard. Two of the Tribal-class frigates being refitted were moved alongside - still displaying their RN pennant numbers F.122 and F.124, but also with their new Indonesian numbers 332 f kha and 331 for Zulu. Near-by was another of the Algerian support vessels, Kalaat Ben Hammad, which was built by Brooke Marine at Lowestoft, but which called into Southampton after trials in local waters.

HMS Gloucester completed her builder's trials prior to Christmas. One of the stretched-type 42 destroyers at 4,500 tons full load, she must be one of the largest vessels built by Vosper Thornycroft. These ships, compared to the original 'Sheffield'-class, have an additional 52 ft section worked into their bows to improve seaworthiness and endurance. Although armament is the same as the earlier ships, the additional space offers more scope for modifications during the life of the ship.

R.F.A Olua occupied 7 Drydock for some time during a refit. Built by Hawthorn, Leslie, she is designed to carry all types of fuel and lubricating oils. With a full load displacement of 36,000 tons (18,600 gt) she can carry two Sea King helicopters, although only one is usually operated. She is fitted with a 'Marisat' communication satellite system.

After mentioning in an earlier 'Black Jack' that USNS Zeus was the replacement for the USNS Aeolus, it was somewhat surprising to see the latter named ship loading cable at 201 berth in November. She was completed in 1945 as an attack cargo ship Turandot, by Walsh-Kaiser at Rhode Island, and converted to a cable layer in 1955-56. Powered by turbo-electric drive, she has a full load of 7040 tons (6063 gt).

Another foreign flag vessel in port was the small French survey vessel L'Esperance (1,300 tons f.l.). Launched in 1962 at Gdynia as the ocean-going fishing trawler Jacques Coeur, she was converted and entered service with the French Navy in 1969.

The former Fast Patrol Boat Scimitar has been sold to Greek owners and renamed Aquilon with registration in Panama.

At the end of October the minesweeper Itchen was launched by Richards at Lowestoft. How long will it be before the Alfriston, now one of the oldest 'Ton'-class 'sweepers leaves HMS Wessex?

We have recently received the liner programme for Southampton Docks for 1985. There are seventy-six passenger ship movements, 27 P & O (Canberra and Sea Princess), 24 Cunard (QE2 and Vistafjord), 7 calls of Safmarine's Astor and 10 Royal Vikings - Sea and Sky. There are 5 Russian ships in the list including Ivan Franko (15 May), Maksim Gorkiy and Lev Tolstoy, 9,878gt, built 1981 which is due on 5. December. The Greek-flag Epirotiki ships Argonaut and Jason will call and Europa is calling on 1st July.

May has 10 movements, June and July each have 13 and August, 11. The busiest day promises to be 17th August with three ships, Queen Elizabeth 2, Canberra and Royal Viking Sea.