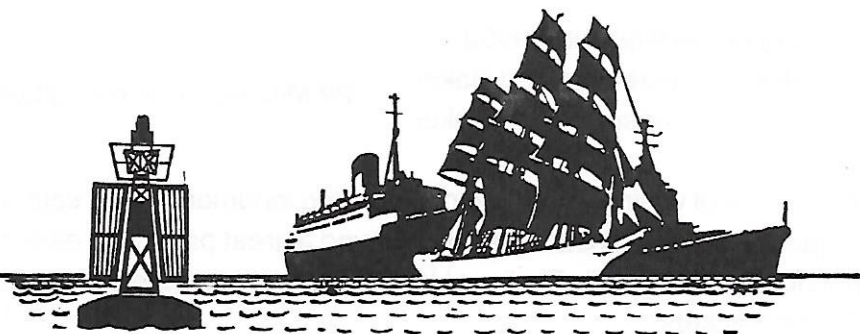


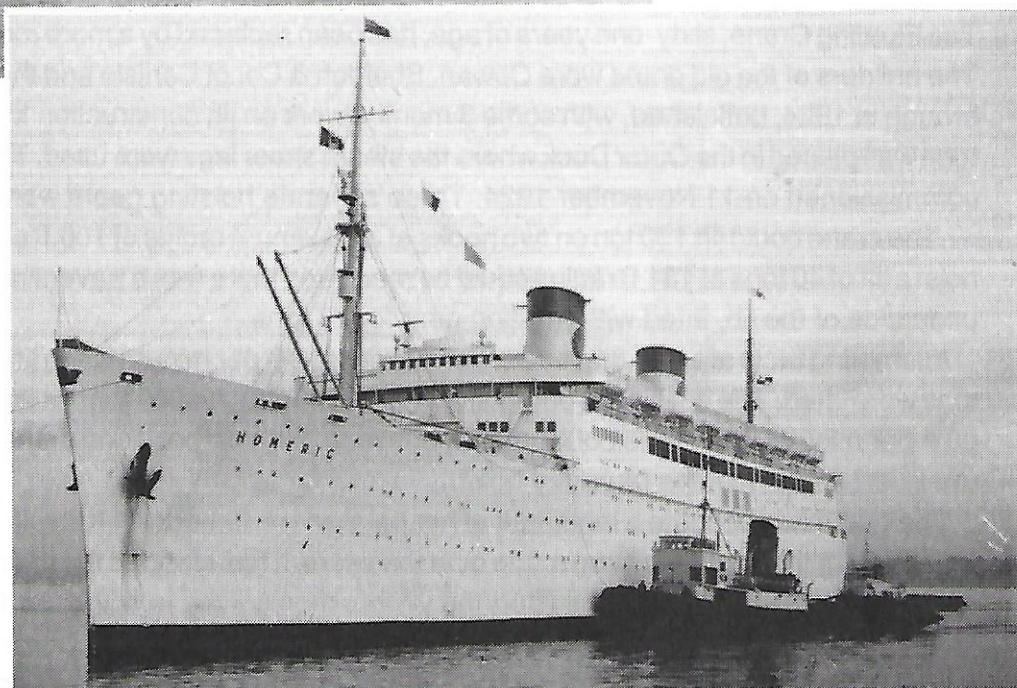
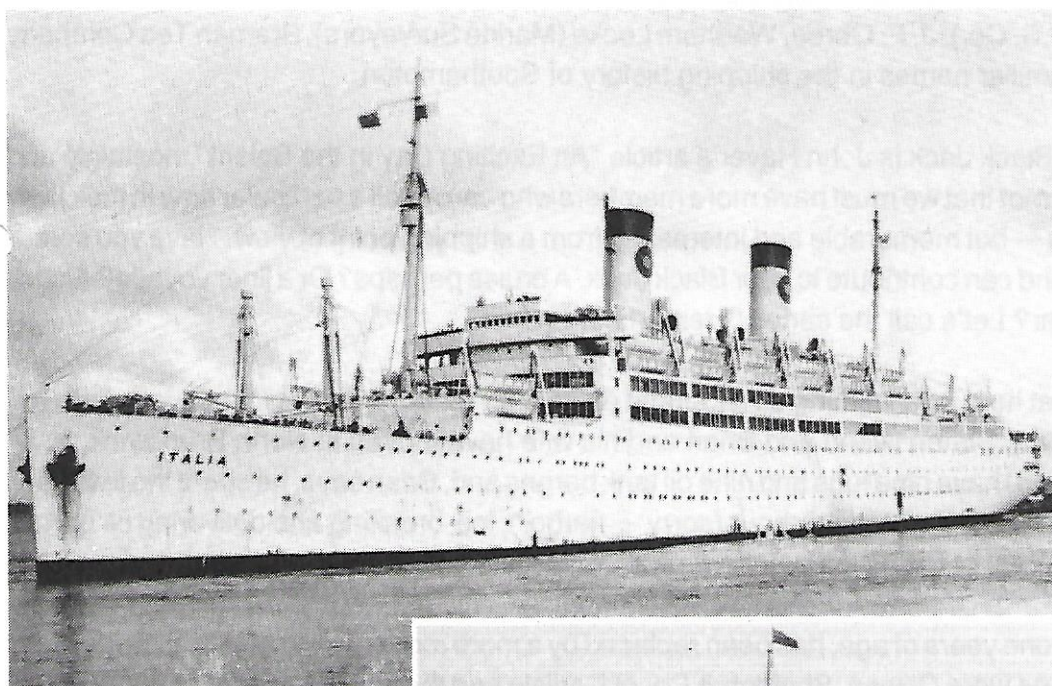
BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



SUMMER 1985

NUMBER 55



The Italia, 16,777 gt was originally the Swedish American liner Kungsholm, built in 1928 at Burmeister & Wain's yard at Copenhagen. During the war she raised the United States flag in 1942 as John Ericsson, but was back in Swedish control in 1947. Next year Home Lines bought her and she became the Italia, making her first call at Southampton in 1952 and the last in 1960 on the Germany—Canada run. In 1965 she was broken up at Bilbao.

Towards the end of 1953 Home Lines purchased the Matson Navigation Co.'s Mariposa, built in 1931 by the Bethlehem Co. at Quincy for the San Francisco—Honolulu—Sydney service. After the war she was placed in reserve until acquired by Home Lines and renamed Homeric for the Germany—Canada service. Her first call at Southampton was in 1955; her last in 1963. She then cruised and on 1 July 1973 was afire in the Dining Room and kitchen. After damage assessment she was sold for scrap, arriving Kaohsiung on 29 January 1974.

Editor: Bill Mitchell 559953
 Branch Secretary: Rod Baker
 Branch Treasurer: Don Baker

Production: Mick Lindsay 694558

29 Milbury Crescent, Bitterne, Southampton 449972

At the time of writing one of the old shipping landmarks is for sale — Royal Mail House in Terminus Terrace. Adjacent to the Terminus Station it played a great part in the early build-up of Southampton as a passenger port for it was originally Radleys Hotel, used by passengers in the early days of the Union Line and Royal Mail Steam Packets.

The building has housed many companies and offices connected with the life of the port. Apart from Royal Mail in their halcyon days, Thomas Meadows & Co., shipping agents for Norddeutscher Lloyd and B & N Cruises have been long term occupants of the main offices. And on other floors Southampton Cachalots had their Master Mariners Club, formed in 1928, and Customs had offices. In recent years MacGregor Gow and the Escombe Group have worked from downstairs offices. On other floors Dawson Bros. (one time agents for the British & Continental S.S. Co.), J. F. Obree, Wadham Locke (Marine Surveyors), Bramah Tea Company . . . have worked . . . all familiar names in the shipping history of Southampton.

Published in this issue of Black Jack is John Haver's article "An Exciting Day in the Solent", nostalgic and easily readable. It occurs to me that we must have more members who can recall a particular time in their lives — not necessarily exciting — but memorable and interesting from a shipping point of view. Have you something you can remember and can contribute to your Black Jack. A cruise perhaps? Or a liner voyage? A dock visit? Something in the war? Let's call the series "I remember . . ."

News from Brian Cliff is that he is now working as a tugboat dispatcher for the Reinauer Transportation Co., registered at Port Richmond, Staten Island and Brian and his wife have moved to North Brunswick, N.J. The company (family owned) have nine tugs and nine oil tank barges and, Brian says, he spent the first week on board the tugs moving about New York harbour (sorry — harbor), ice-breaking and delivering oil barges up-river — just getting the feel of things. Hopefully we will get more notes from Brian as time goes by.

The Floating Crane, sixty-one years of age, has been replaced by a more modern structure from Rotterdam. The builders of the old crane were Cowan, Sheldon & Co. of Carlisle and the pontoon arrived from Middlesbrough in 1924, unfinished, with some 3 months work on jib construction to be done. At sometime the pontoon was placed in the Outer Dock where the steam sheer legs were used. The crane was finally finished and commissioned on 11 November 1924. Three separate hoisting gears were provided.

The crane could lift 150 ton on two hooks at a maximum radius of 106 ft on the main hoist. On the auxiliary hoist a lift of 40 tons at 131 ft radius could be made and there was a traversing trolley running the length of the underside of the jib, fitted with hoisting gear for 10 tons.

Interesting facts are that the main hoist worked at 8 ft per minute when lifting 150 ton and 16 fpm when 75 tons were lifted. The auxiliary worked at 20 fpm on 40 tons and 40 fpm on 20 tons. The 10-ton trolley worked 60 ft per minute. The crane could derrick between extreme positions of the jib with full load in 121 minutes (main lift) and 6 minutes (auxiliary hoist).

The crane has become a landmark at her permanent 48 berth with the jib towering over sheds and ships. Many interesting lifts have been made over the years. It has stepped the masts of some 'J'-class yachts, notably Shamrock and sometimes lifted the yachts themselves to ships; Sir Malcolm Campbell's racing car 'Bluebird' has been loaded; it has lifted sunken craft; transferred quay cranes, and has been used in moving railway rolling stock to the Isle of Wight — the movement of a locomotive and twelve coaches — 278 tons on the pontoon — was once made to Medina Wharf, Cowes. In 1962 the steam plant powering generators and electric motors was replaced with three diesel driven generators.

Summer meetings: 9 July	POSTWAR SOUTHAMPTON by Bert Moody
13 August	'do what you will' evening
10 September	CRUISING WITH P.&O. Dan Robertson, P.&O. port lecturer.

On Saturday 4 August 1934 I was invited to join the Royal Southampton Yacht Club outing to Cowes to witness their Annual Regatta, especially Race 1, for yachts of the "J" Class and old yachts above 65' rating.

An exciting day on
the Solent.

by John Havers

For this purpose the paddle steamer Solent Queen had been chartered. She had been built (of iron) by Barclay, Curle in 1889 and had a gross tonnage of 324. She had the necessary speed to keep up with these fast yachts and also the necessary catering and bar facilities to keep the members happy. In fact, there were times when I was alone on deck! We sailed from the Royal Pier at 10 am in order to catch the first race for the "J" class due to start at 11 am, passing many ships in the Docks or in Southampton Water.

There was Carinthia (20,277/25) of Cunard White Star, Hemsley Bell's Cretol (690 tons), Eastwick (526/20) of Anglo American Oil, Fredrika (1,751/04) a Swede with four previous names, Francunion (737/21) the well-known Britmex bunkering tanker, Fairoil, 200 tons with the German flag, Homeric (34,351/22) Cunard White Star, Inveritchen 708/20, another Britmex bunkering vessel and useable on the Dover to Falmouth areas, the Stephenson Blarke collier Matching (1,321/24), Royal Mail Line's Nogoya (8,468/20), Majestic (56,621/21) - still just the largest ship in the world - Nictheroy (8,265/20) also Royal Mail and built by Workman, Clarke, Elders & Fyffe's Tortuguero (5,285/21) and Saxon (12,386/00), the reserve mail-ship laid up off Hamble and the last Union liner. She had a lone shipkeeper aboard who was later to become the Marine Superintendent. Another Union-Castle liner, Winchester Castle (19,950/30) was the next ship out on the Cape mail run, the Arlanza of Royal Mail (14,934/12) and the beautiful motor yacht Virginia 675 tons, built by Beardmore at Dalmuir in 1930 for Major Courtauld MC.

Positioning ourselves off Cowes, we waited for the race to start. Flag A and Gun 10.50 am; Blue Peter and gun 10.55 am, and Starting Gun and flags lowered 11.00 am. Two rounds of the course had to be made totalling 41.4 miles; the course including such points as Warner Lightship, East Lepe Buoys and to the north of Noman's Fort.

The six yachts racing were K1 Britannia (221/93) owned by HM The King; K2 Astra (164/28) owned by H.F.Paul; K3 Shamrock V (163,30) owned by C.R.Fairey; K5 Westward (323/10) owned by T.B.David; K7 Velsheda (205/33) owned by W.L. Stephenson and K8 Candida (174/29) owned by H.A.Andreae. All were Bermuda cutters except Westward which was a schooner. The Britannia was built by D.Henderson; Westward by Herreshoff at Bristol, Rhode Island and the rest by Camper & Nicholson.

The Westward had won the King's Cup two days before, but I have no record of who won on the 4th August even if I knew at the time - due to time allowances. For example - Westward was scratch but Candida had 9 mins 10 secs. There was one more season like this in 1935 and then owing to the death of King George V in 1936 no "J" class races were held. Neither were any held in 1937, in fact, I went again in that year and the 12 metre International Class was won by Evaine (C.R.Fairey) and Little Astra was third (H.F.Paul). Same owners, smaller boats.

But to return to 1934. The spectacle of these huge yachts was breathtaking and being near them in the Solent Queen made the sight even more fantastic. I doubt if anything has excited me more. For some reason I had no camera with me - I suppose shortage of money for film may account for this.

While following the racing several ships passed us underway. There was Alaunia (14,030/25) of Cunard White Star, Beeston (466/21) - a three master of Overton SS Co., Beaully Firth (489/20) ex Cliffsider, Northern Coasters, Ballycotton (1,337/11) of Clyde Shipping Company, making her Saturday arrival (as in my article on coastal cruising in Winter '4/85 'Black Jack'), Europa (49,746/28) of North German Lloyd, the Southern Railway steamers, Dinard and Isle(s) of

Sark, Guernsey and Jersey, The R.N. minesweeper Tiverton, Ubena (9,554g/28) of the German East Africa Line, her funnels coloured like the present container ship Transvaal, a lovely sight. The Ubena was to become Empire Ken. Also seen was the wooden coaster Sande (578g/22) of Nils Larsen Sonner and finally the famous Rawalpindi (16,619/25) of P & O, which made history in World War 2 as an armed merchant cruiser.

In addition, off Cowes, was the King's Yacht, Victoria & Albert (5005/99) built at Pembroke with triple expansion 8-cylinder engines and her guardship, the battleship Malaya (31100/15). Altogether over 300,000 tons of shipping was seen that day.

But apart from the excitement of seeing the King racing, the scene stealer was undoubtedly Westward, with a real cloud of sail on, perhaps up to eight different sails set, giving her a majestic appearance.

This article would not be complete without a word about the owner of Westward at this time. He was Thomas Benjamin Davis, son of a fisherman, born in Jersey in 1868. At the age of 18 he signed on for his first deep water voyage away from the Channel Isles aboard the schooner Satellite. The ship struck the Haisborough Sands off Cromer. The Master, fearing loss of his ship, put the longboat over the side with Davis in it plus the Captain's log book and effects.

A large sea burst over the ship and the painter to the longboat parted and the Satellite drove over the sands into deep water and reached Great Yarmouth. There Davis was reported missing. After being adrift for nineteen hours, very cold, Davis was rescued by the Norwegian schooner Urda, bound Southampton with oats. Eventually he returned to Jersey in the packet Diana and said "It's not given to everybody to read his own obituary". He lived another sixty years. Davis made the sea his career and at 25 passed for Extra Master, one of the youngest seamen ever to receive one. After three years in the RNR he went to South Africa and founded a very efficient stevedoring business, based in Durban. After making a fortune, he returned to settle in St. Brelades Bay, Jersey. In 1933, in Norway with Westward, and with the help of King Haakon, he sought out the man who had pulled him out of the longboat 50 years before. Not only did he reward him, but all the dependents of the long dead crew.

King George V admired his ability to handle Westward and asked his advice on rigging problems in Britannia. Downwind in a Force 4, Westward could set ten sails. Frank Beken said "to photograph her gives me the greatest pleasure due to her matchless beauty". It appears that there was a race in August 1937 off Ryde in which Westward beat Shamrock V by ten seconds. T.B. Davis died in South Africa in 1942. In 1983 I saw his collection of Cups and Westward memorabilia in the Museum at St. Helier, left to the Societe Jersaise. It includes the Gold, King's Cup from 1934 and the lovely Lymington Cup won in 1933 and other cups, glasses and decanters. Also the beautiful dining saloon table, seating six, set in gimbals and so nicely balanced that anything on it stayed in position, even when the schooner was sailing on her ear when racing. Davis's eldest son was killed in WWI and many benefactions were given in his memory. Visitors to Jersey will know the Howard Davis Park, with its statue of King George V, specially purchased and laid out. Also the Howard Davis Hall in Victoria College, St. Helier. The General Botha Training ship was presented to the Union of South Africa after WW1 and a college of Engineering in the University of Natal, Durban. The Westward was left to the family, providing it could be maintained and not fall into decay. In postwar Britain nobody could be found and the schooner was towed out to Hurd Deep by the tug Portwey and three charges of explosive ignited near her keel. On 15 July 1947 at 12.45 pm she sank. Still in her keel were 75 tons of lead and her keel bolts were solid bronze.

From 1912 to 1919 Westward had been in the possession of Kaiser Wilhelm II, as Hamburg II, but had survived the war, carefully laid up in the Kiel Canal. She was brought back to Britain by a London financier and re-registered as Westward.

A brief outline with special reference
to John I. Thornycroft & Company Limited.

by B.S. Ireland.

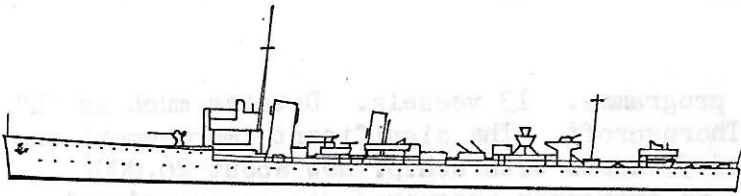
For so long has Thornycroft's yard been a dominant feature of the Itchen scene that the uninquisitive resident may be forgiven for assuming that the firm has always been there.

The firm, in fact, was originally situated at Platt's Eyot, near Chiswick and moved to Southampton only in the early years of the present century. The common factor of both sites, however, was the limited depth, which restricted the size of any vessel constructed. As warships became a large part of the firm's output it was almost inevitable that the Destroyer and Thornycroft would develop together.

This story is, really, the story of the Destroyer itself and is really beyond the scope of a short article. The most concise form would be a chronological table, which would logically start at:

- 1864 Robert Whitehead develops Luppis' idea for submerged, self-propelled torpedo.
- 1870 Admiralty takes up idea. Torpedoes built at Woolwich Arsenal. Charge: 33 lb explosive. Range about $\frac{3}{4}$ mile.
- 1874 J.I. Thornycroft builds Torpedo Boat for Norway. Other countries taking boats from other builders. Advantages: small, fast vessels, difficult targets, able to hit much larger vessels below their armour, cheap to build.
- 1877 Admiralty appreciates threat and purchases launch LIGHTNING from Thornycroft, fits her with torpedo dropping gear. Her length was but 84 ft overall and sea speed was 18 knots.
- 1878-9 Eleven similar vessels ordered by Admiralty. Tube used to launch torpedoes for first time.
- 1880's Foreign development proceeded apace and caused increasing concern to the Admiralty who, therefore in...
- 1883 ...order a prototype class of "Torpedo Boat Destroyer" to be large, fast and with sufficient power to overwhelm any T.B. The class were of about 130 ft oa and carried guns or torpedoes. Inadequate sea boats.
- 1885 RATTLESNAKE-class T.B.Ds ordered. 200 ft oa., 550 tons, 18 knots and with a 4-inch gun. Followed by even larger SHARPSHOOTERS. All proved really too slow; underpowered with locomotive boilers.
- 1890 Thornycroft builds SPEEDY with watertube boilers. A success. Torpedo boat speeds now about 27 knots in certain cases. Admiralty places orders with private firms for T.B.Ds of at least this speed and with superior gun armament.
- 1892-3 The first six of the new class enter service. Designated 'A'-class (of the 27-knotters). DARING and DECOY by Thornycroft. 240 tons displacement, $27\frac{3}{4}$ knots, $185\frac{1}{2}$ ft oa. Basically satisfactory; hell to live in and difficult to fight in a sea way.
- 1893-4 Three dozen more of same class ordered from 14 different yards. ARDENT, BOXER and BRUISER from Thornycroft. Length to 200 ft to increase seakindliness. The Thornycroft boats were the best group doing 29-30 knots on trials. Armament now one 12 pdr gun, five 6 pdrs and two 18-in torpedo tubes.
- 1894 'B'-class (or 30 knotters) programme started. Similar to later 'A'-class but about 10 ft longer to improve lines. Class totalled 68 vessels when the four year programme was complete. All Thornycroft boats had two funnels and were known as the 'D'-class 30 knotters. They were the ANGLER, COQUETTE, CYGNET, CYNTHIA, DESPERATE, FAME, FOAM, MALLARD and STAG. Many of the class had difficulty in meeting contract speed and several firms suffered severe financial troubles in getting their vessels accepted. They were quite successful vessels and some twenty (including eight of the Thornycroft boats) saw World War I service. Nine were lost.

- 1896 Three "Special" destroyers ordered by Admiralty with a 32 knot target speed. Dismal failures. Best of the trio was Thornycroft's ALBATROSS which achieved $31\frac{1}{2}$ knots on trials in 1899. The limits of the capabilities of the reciprocating engine were in sight.
- 1897 Parsons' TURBINA demonstrates capability of turbines after three years of development.
- 1898 Admiralty asks Parsons to build a repeat 30 knotter with turbine machinery, to be called VIPER.
- 1899 37 knots achieved on trials with much reduced vibration. Sister COBRA launched.
- 1901 VIPER wrecked and COBRA breaks in two in gale. Confidence of Admiralty in turbine vessels shaken. VELOX built stronger but failure in service as could not meet contract speed.
- 1901-2 First group of ten RIVER ("E" class) commenced. Only one vessel with turbines. Raised forecastle to improve sea-keeping.
- 1902-3 Repeat order for nine more. JED and KENNET from Thornycroft.
- 1903-4 Repeat programme of fifteen plus three "spec" built boats. CHELMER and COLNE from Thornycroft. Few of the class exceeded 26 knots but were excellent seaboats. Length about 225 ft o.a. and displacement 550 tons. Six were sunk in World War I.
- 1905 Criticism of the Rivers' lack of speed resulted in a requirement for 33 knots in the "F" class (the Tribals). They were also to carry three - 12 pdr. guns and two 18 inch torpedo tubes. The length increased to 270 - 280 ft. and tonnage to over 1,000 in some of the class. (It should be remembered that individual firms designs varied greatly within the general class requirement). First group was five vessels with TARTAR from Thornycroft the fastest with over 35 knots trial speed, (also the first destroyer from the Woolston yard).
- 1906 Two more were ordered (AMAZON from Thornycroft). Larger boats to mount two 4 inch guns instead of 12 pdrs.
- 1907 Final five, similar to previous pair, with NUBIAN from Thornycroft. All Tribals were turbine driven but had small radius of action. For this reason, most of them operated out of Dover during World War I. It was during October 1916 that NUBIAN, in a confused night action lost her bows to an enemy torpedo. At the same time ZULU was mined and lost her stern. They were afterwards joined, creating the ZUBIAN who survived the war with a U-boat to her credit. Trials were carried out with a 6 inch gun on VIKING but she proved too small. The 4.7 gun was first mounted in AFRIDI, who carried two.
- 1908 BEAGLE (G) class ordered, sixteen boats with SAVAGE from Woolston. Size much the same as Tribals but 2 inch torpedo introduced. The reason for the Tribals' small radius was that they were the first oil-fired vessels and given insufficient bunkering capacity. The BEAGLES, however, reverted to coal burning, retrograde but trusted. Their range being greater, they spent most of their time in the Mediterranean and were scrapped soon after the war.
- 1909 ACORN (H) class. 246 ft o.a. 760 tons disp. Twenty vessels with four from Thornycroft, LARNE, LYRA, MARTIN and MINSTREL. The sacrifice for range was speed and those two classes were only $27\frac{1}{2}$ knots; even so the Acorns' radius left much to be desired. MINSTREL served part of the World War I under the Japanese flag, being broken up in Germany in 1922.
- 1910 Repeat ACORNS (or I class). War was a definite possibility and the fleet was expanded rapidly. Fourteen more ACORNS were ordered and individual firms, including Thornycroft given a chance to improve the design in the same general size; this led to six "specials" with ACHERON and ARIEL from Thornycroft. Speed generally under 30 knots.
- 1911 ACASTA (K Class) of twenty vessels ordered. HARDY, PARAGON, PORPOISE, UNITY and VICTOR from Thornycroft. Speed about same but gun armament increased to three 4 - inch, the 12 pdr now being abandoned. The class were known temporarily by names commencing with "K" the first class nomenclature, but, for some reason this was abandoned. The tonnage was still just under the 1,000 mark, but length was 267 ft o.a.
- The class was completed just prior to World War I and saw service in Home Waters with Grand Fleet, suffering severely at Jutland.
- 1912 LAFOREY (L class) ordered. 22 vessels, 1,100 tons displacement. The armament as previously except that two pairs of 21 inch torpedo tubes mounted for first time. All names commenced with "L" with LANCE and LOOKOUT from Thornycroft. LANCE had the distinction of firing the first shots in anger at sea in World War I when she and LANDRAIL sank the minelayer KONINGEN LUISE on 5th August, 1914. Passive stabilisation was fitted to this class as an experiment.



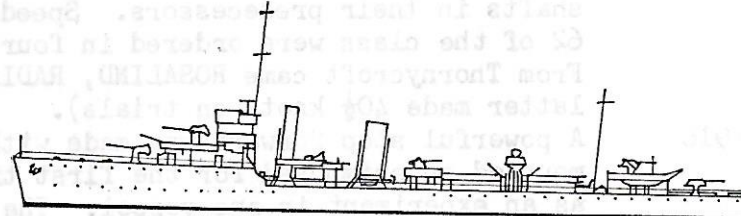
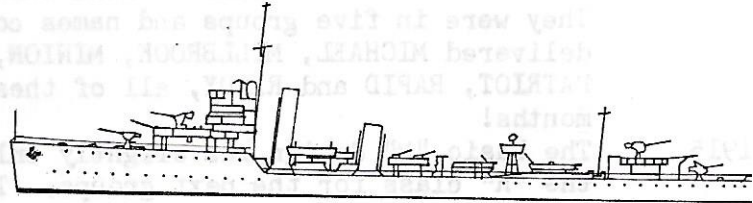
**THORNYCROFT
DESTROYER
TYPES**

S Class 1918-19 (276 ft)

Speedy Tobago Torbay
Tourmaline Toreador

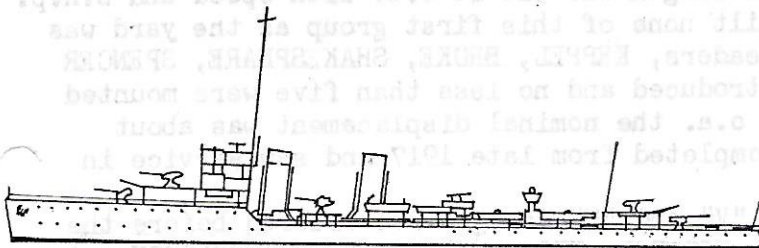
V class 1918 (312 ft)

Viceroy, Viscount



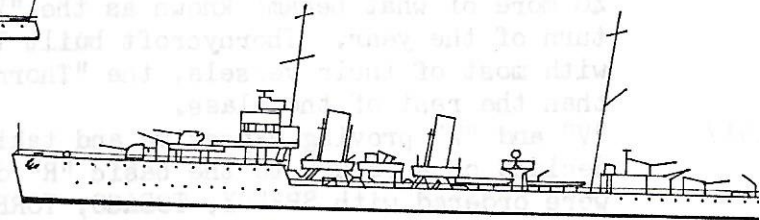
W class 1918-19 (312 ft)

Wolsey Woolston Wishart
Witch (completed Devonport)



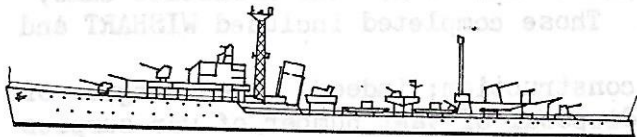
Flotilla leaders (329 ft)

Keppel
(completed Portsmouth 1920)
Broke
(completed Pembroke 1924)



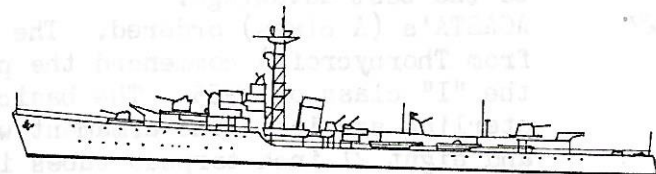
A class 1931 (323 ft)

Acheron
Similar ships:
Skeena Saguenay
Both 1931 for
Royal Canadian Navy



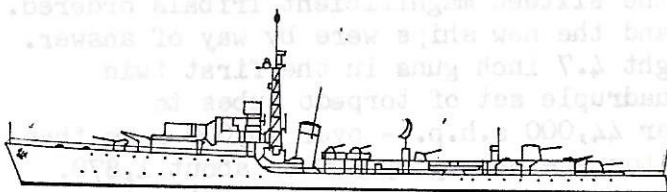
O class 1942 (345 ft)

Opportune Orwell



Z class 1944 (363 ft)

Zest Zodiac

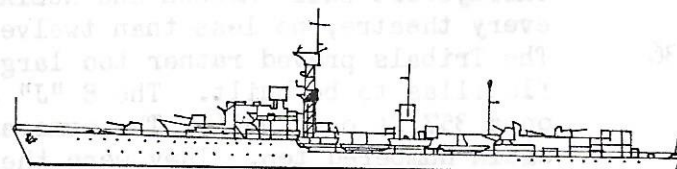


Ch class 1945 (363 ft)

Chaplet Charity

Co class 1946 (363 ft)

Comus Concord



Weapon class 1948 (365 ft)

Crossbow

- 1913 M class ordered. The first "crash" programme. 13 vessels. Details such as "L" class with MASTIFF and METEOR from Thornycroft. The significant improvement was in speed, which varied between 33 and 37 knots with s.h.p. now about 26,000.
- 1914 As soon as World War I was declared, an emergency programme was commenced and in the first nine months no less than 92 destroyers of the basic M-class design. They were in five groups and names commenced with M,N,O,P and R. Thornycroft delivered MICHAEL, MILLBROOK, MINION, MINSTER, NEPEAN and NEREUS, PATRICIAN, PATRIOT, RAPID and READY, all of these being launched in the space of fifteen months!
- 1915 The basic "M" design was slightly enlarged, with the same armament and designated the "R" class for the next groups. The main difference was the adoption of twin shafts absorbing 27,000 s.h.p., about the same power as was transmitted by triple shafts in their predecessors. Speeds were generally improved by a knot or two. 62 of the class were ordered in four groups. Names commenced with R,S,T and U. From Thornycroft came ROSALIND, RADIANT, RETRIEVER, TAURUS and TEAZER (which latter made 40½ knots on trials).
- 1916 A powerful step forward was made with the Admiralty "V"s. Four 4 inch guns were mounted superimposed for the first time and the triple torpedo tube introduced, as an experiment in one vessel. The length was 312 ft o.a. with speed and s.h.p. remaining the same. Thornycroft built none of this first group as the yard was occupied on a class of five super leaders, KEPPEL, BROKE, SHAKESPEARE, SPENCER and WALLACE. The 4.7 gun was re-introduced and no less than five were mounted together with six tubes. On 329 ft o.a. the nominal displacement was about 1,550 tons. Superb vessels, they completed from late 1917 and saw service in World Wars I and II.
- 46 more of what became known as the "V" and "W" design were ordered before the turn of the year. Thornycroft built VICEROY, VISCOUNT, WOLSEY and WOOLSTON. As with most of their vessels, the "Thorny" boats were higher powered and faster than the rest of the class.
- 1917 "V" and "W" proving expensive and taking too long to build, the admiralty decided on a return to the basic "R" design and the "S" class of 67 vessels were ordered with SPEEDY, TOBAGO, TORBAY, TOREADOR and TOURMALINE from Thornycroft. Many of the class saw service in both wars.
- 1918 The final war programme was for another 54 "V" and "W"s. The Armistice came, however, and 38 of these were cancelled. Those completed included WISHART and WITCH from Thornycroft.
- The years after World War I involved no construction; indeed, the energies of the Admiralty were directed towards the disposal of vast number of war-surplus vessels.
- 1924 AMAZON (Thornycroft) and AMBUSCADE ordered as logical development of "V" and "W"s. Slightly longer at 323 ft o.a. they mounted the same armament and achieved over 37 knots on trials in 1926. The two vessels differed in many fittings to assess to the best advantage.
- 1927 ACASTA's (A class) ordered. The class of eight plus flotilla leader (ACHERON from Thornycroft) commenced the pattern of "a class a year" which went up to the "I" class of 1935. The basic design was the same over this period and gave sterling service. The armament was constant at four 4.7 guns (five in leaders) and eight 21 inch torpedo tubes increased to ten in "H" and "I" classes. From Thornycroft came DARING, DECOY, GLOWWORM, GRAFTON, HIGHLANDER and HESPERUS.
- 1935 This year saw a great step forward with the sixteen magnificent Tribals ordered. Again, foreign vessels had set the pace and the new ships were by way of answer. 377 ft o.a. they mounted no less than eight 4.7 inch guns in the first twin destroyer mounting. They had only one quadruple set of torpedo tubes to compensate. Their turbines developed over 44,000 s.h.p. - over 10,000 more than the "I" class of the previous year. The tonnage was up by 500 to about 1,870. Thornycroft built MOHAWK and NUBIAN. The class saw extended war service in every theatre, no less than twelve of them being sunk.
- 1936 The Tribals proved rather too large and certainly too expensive for more than two flotillas to be built. The 8 "J" class of 1936 decreased in size to 1,760 tons on a 357 ft o.a. hull. The armament was reduced to three 4.7 guns but the tubes again numbered ten. They were the first single funnelled destroyers in the R.N. Rather slow at 33 knots.
- 1937 The eight "K" class were repeats of the "J"s with KASHMIR and KIMBERLEY from Thornycroft. This year saw, also the "L"s ordered. At 1,920 tons, they were larger than the tribals and mounted six 4.7's, in twin, power-operated turrets

- 1939 in four vessels and eight 4-inch twin shields in the other half flotilla. Probably the finest looking destroyers ever designed for the Royal Navy with a distinctive large single funnel, the "L"s were followed in - by the order for the eight "M"s, exact repeats of the 4.7 "L"s. Four of this class still serve under the Turkish flag. The "N"s were also ordered in 1939. They were repeat of the "J"s with NORMAN and NEPAL from Thornycroft. On the dat War was declared the eight "O"s too were ordered. They were the first of the small eight vessel classes that were built in rapid succession as the Fleet expanded. The "O" class (OPPORTUNE and ORWELL from Thornycroft) were 345 ft o.a. and of 1,610 tons and only 33 knots. A half-flotilla was designed as mine-layers and was armed with three 4-inch guns and no tubes. The other four mounted the standard 4.7 guns and eight tubes. The following month saw the eight "P"s ordered. They had four 4 inch guns and eight tubes and were, otherwise "O" repeats.
- 1940 The eight "Q"s saw the first class of the war standard destroyer. 1,710 tons, four 4.7's eight tubes, 32 knots, 358 feet o.a. Followed by "R"s and "S"s.
- 1941 "T"s, "U"s (UNDINE and URSA from Thornycroft), "V"s and "W"s - 32 vessels ordered.
- 1942 The eight "Z"s (ZEST and ZODIAC from Thornycroft) continued the series, but had a major change with the introduction of the 4.5 gun. The final vessels of the "standards" were the four flotillas of the "C"s (there were no "A"s or "B"s) which totalled 32 vessels. They had a much improved director system in the Mk. VI 'glasshouse'. CHAPLET, CHARITY, COMUS and CONCORD came from Thornycroft. The same year saw the ordering of the first sixteen vessels of an enlarged, more powerful class with much improved A.A. capability. They were the beautiful 'Battles'. Two feet longer than the 1937 Tribals, their tonnage was up to 2,315. An innovation was the main armament of two twin 4.5 turrets placed forward. The powerful A.A. complement of S.T. A.A. G.40m.m. was placed aft, eight tubes and an A/S mortar were carried.
- 1943 A further twenty four "Battles" ordered. Two extra tubes shipped, improved director and an extra 4.5 gun abaft the funnel to augment astern fire-power. Sixteen were cancelled incomplete at the end of the war.
- 1944 As with the 1937 Tribals, the Battles were criticised on the grounds that they were too large and vulnerable. It was desired to produce a smaller vessel with full A.A. capability. This meant a 4-inch H.A. armament. The resultant class was the Weapons, 1960 tons, four or six 4 inch (twins) dependent upon duty. Ten tubes were mounted. The class reverted to twin funnels to have the advantage of staggered boiler and engine rooms. The forward funnel was led up inside of the foremast. Sixteen of the class were ordered, but twelve were cancelled at cessation of hostilities. the CROSSBOW came from Thornycroft.
- 1945 The requirement for further fleet destroyers resulted in the DARINGS. Sixteen ordered, eight cancelled, the DUCHESS came from Thornycroft's. Tonnage was 2,610 and length 390 feet o.a., 54,000 s.h.p. gave an average trial speed of about 33 knots. Armament was six 4.5 guns in three twin mountings with ten tubes and an A/S mortar. The funnel arrangement was as for the "weapons".

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

UGANDA

News of the withdrawal of the Uganda, pending disposal is not unexpected for she is now thirty-three years of age and is the last British India liner. Of 14,430 gt, built in 1952 at Glasgow, she and her consort, Kenya, maintained the London-East Africa service, turning homewards at Beira. In 1967 she was converted into a school cruise ship at Hamburg and began cruising in February 1968 with 1,200 children. The Uganda was never a 'Southampton' ship but was seen here in her cruising role many times.

In the Falklands conflict she was requisitioned to be a hospital ship at Gibraltar and after hostilities ceased arrived back at Southampton on 9 August 1982, escorted in by the tug fleet with flags, sirens and water sprays. The Uganda then continued as a troopship in the Ascension/Port Stanley link. The Uganda and Kenya were two of the largest ships in the B-I fleet. The largest was the Nevasa, 20,527 gt, built in 1956 as a troopship, part paid for and chartered for 15 years by the Ministry of Transport. She became a schoolship in 1965. The B-I Company was formed in 1856 and owned some 500 vessels in their long colonial history. Southampton can remember Dunera, Dilwara, Neuralia, Nevasa.

old southampton callers

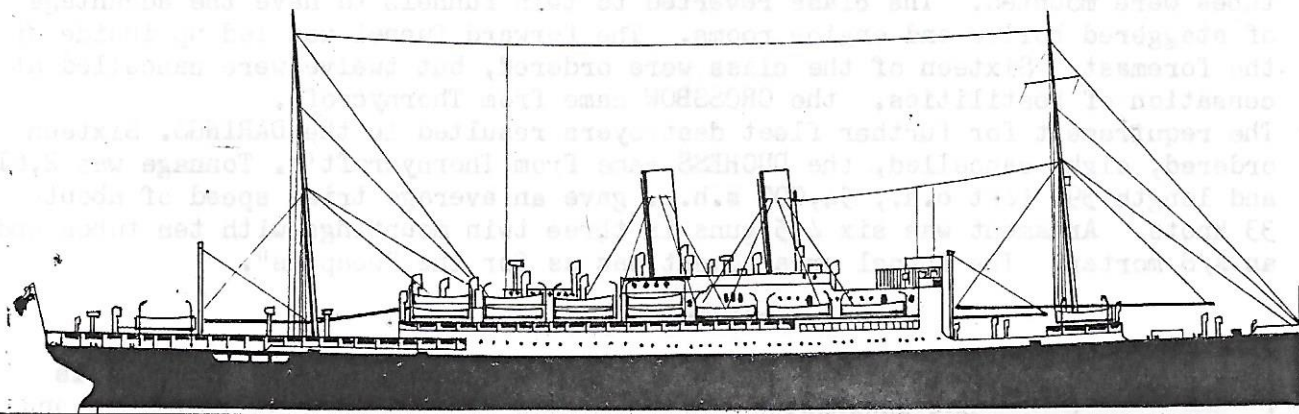
THE R.M.S.P. Co's OHIO and the
NORTH ATLANTIC SERVICE.

by John S. Lindsay.

After the 1914-1918 war with the absence of German competition on the North Atlantic, the Royal Mail Steam Packet Company decided to enlarge its passenger carrying services once again, on a new route from Europe to America. The new service was to operate from Hamburg to New York via Southampton and Cherbourg. Owing to the recent opening of the Panama Canal, which gave quicker access to the West coast of South America, two ships from the allied company, Pacific Steam Navigation Co, the Orbita and Oropesa had been made temporarily surplus and with the Orduna which had just finished service on the Atlantic for Cunard Line, were used to open the new run.

The first sailing from Hamburg was made by the Orbita on 30 April 1921 and, in fortnightly sailings, followed by the Oropesa and Orduna. Unfortunately, the company could not have started at a worse moment as the United States government passed their new Immigration Act on 3 June 1921 which restricted the annual intake of immigrants into the country to 3% of the total nationality by nationality, according to the 1910 census.

Not to be discouraged by this, the company put the cruise liner Araguaya on the service in December 1921 and in May of the following year, chartered the Lamport & Holt liners Vestris, Vandyck and Vauban to add to the route. During the autumn of 1922 the Oropesa was returned to the Pacific Steam Navigation's South America service as the new R.M.S.P.'s liner Orca was completed from her war service at Belfast to make her entry on the route as a passenger liner. She was to be joined later by the Ohio.



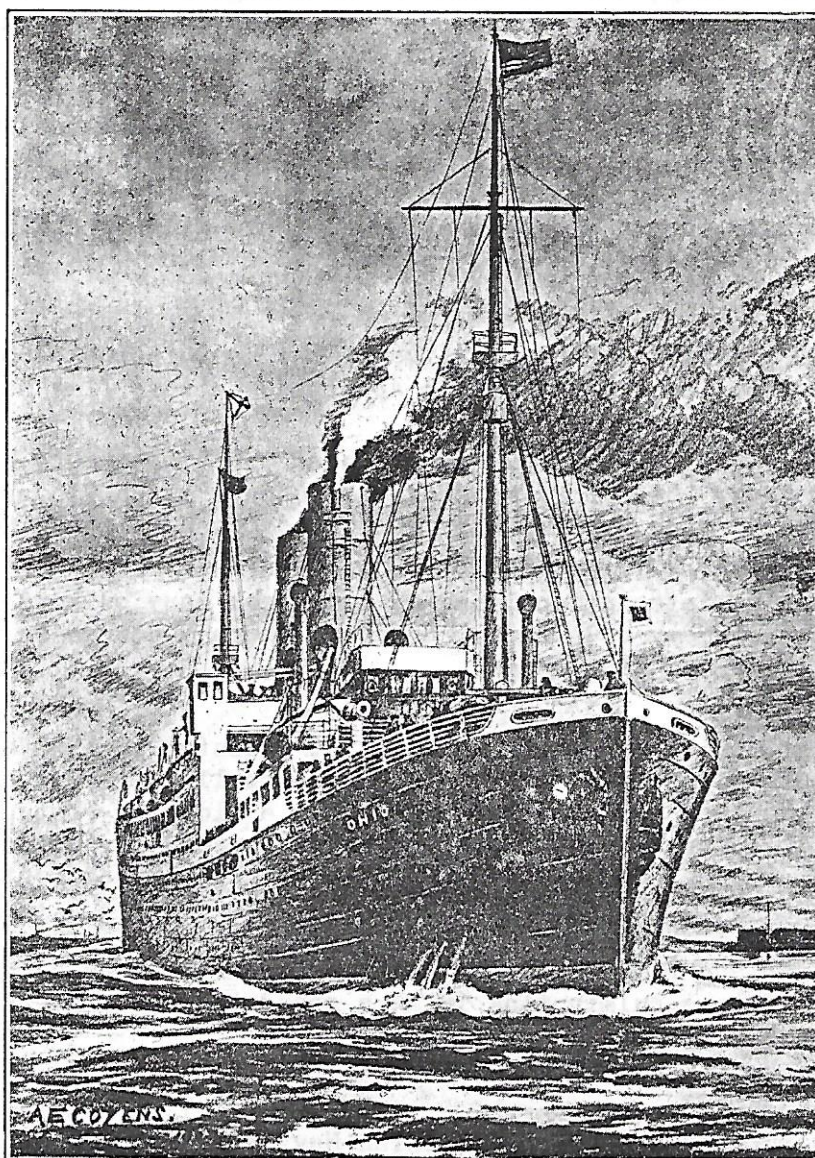
OHIO (1919)

JOHN S. LINDSAY

The Ohio was the ex-German liner Munchen, which before the war had belonged to the Norddeutscher Lloyd and had been transferred to Great Britain under the War Reparations Agreement. She was built by A.G. 'Weser', Bremen, yard No.209, her keel being laid down in 1914, but no further work took place during the war. On 28 June 1919 she was handed over to Great Britain and launched on 23 March 1920. Building on her was resumed for the R.M.S.P Co and completed on 26 March 1923. She was renamed Ohio the next day and made her maiden voyage from Hamburg to New York on 4 April. Her speed of 17 knots enabled her to complete the voyage in eight days compared with ten days of the other ships.

She carried on in this service, sometimes cruising from New York, until 1927 when she was sold to the White Star Line and renamed Albertic, making her first voyage on 22 April of that year from Liverpool to Montreal. In 1929 she was sailing Liverpool to New York, replacing the lost Celtic and then in 1930 returned to the Liverpool-Montreal service. In March 1933 she was taken out of service and laid up in the Firth of Clyde at Holy Loch and then in 1934, after the amalgamation of Cunard and White Star lines was put on the sales list. In July of that year she was purchased by Japanese shipbreakers and arrived at Osaka on 29 November to be broken up after fourteen years of service.

Her gross tonnage was 18,940 with a length of 615 ft and breadth of 71.5 ft. Her twin screws were driven by four cylinder quadruple expansion engines, developing 16,000 ihp, giving 17 knots. Steam was supplied from two boiler rooms with six double-ended and one single-ended boilers. She was built of steel, with three decks and ten watertight compartments. There were six cargo holds. Accommodation was for 229 first-class passengers, 523 second and 690 third class; there was a crew of 400. She was a popular ship with the travelling public and fitted in well with the Royal Mail S.P. slogan "The Comfort Route" which was established in the public's esteem by the excellent accommodation in all three classes, coupled with good food, service and reasonable fares.



nautical notebook

More containerships?

The Greek semi-containership Irini, 13,557gt berthed at 41 on 26 March under charter to Compania Anonima Venezolana de Navegacion (CAVN), which is controlled by the Venezuelan Government, to load Ford car parts for Venezuela. CAVN operates as part of the South American conference out of Liverpool and the new service is separate. The second, Merbabu 1978/12,598gt came in early May. She is also Greek, one of six ships built in Poland in 1978-79 for P & O. She was then named Strathelgin.

Cruising - the Sea Princess

P & O's Sea Princess is to be based on Port Everglades from 17 December next and will operate ten and eleven-day cruises right through until April 1986. The ten-day trip will take in Cozumel, Ocho Rios, St Maarten, St Thomas and Nassau; the eleven-day will be to Aruba, Barbados, St. Lucia, Guadeloupe, St Thomas and Samana. This means she will not be making a 1986 round-the-world cruise and her place will be taken by the Canberra which will not go to Australia for the seasonal 1986 cruises.

New NOSAC ship

On Wednesday 3 April the new NOSAC car carrier Nosac Tasco was officially given her name by Mrs Mary Gilroy, wife of Land Rovers managing director, in a ceremony at 38 berth. The usual champagne bottle was broken on the ship's hull with accompanying brass band and balloons. Land Rovers are a big export through Southampton.

The Nopal Tasco, built in Korea, 36,000 gross tons, was launched at Okpo on 30 September 1984 and has a sistership, Nosac Express building. These two ships stem from an agreement of May 1983 between the Norwegian companies Wilh. Wilhelmsen and Oivind Lorentzen to form a new company NOSAC (Norwegian Specialised Auto Carriers), tonnage to be shared on a 50-50 basis (See Black Jack 51, Summer 1984).

Grain bulkers

Grain loaders still provided the alternative to the containerships over the past month or so in the shipping lists and on 3 April the Chinese flag Maguanhai loaded at 47 berth silos.

She is one of the largest bulkers to load grain at Southampton and has a deadweight capacity of 41,000 tons. Her gross measurement tonnage is 26,736 and there is a sistership, Malonghai. Both are owned by the China Ocean Shipping Co (COSCO), Beijing and were built in 1984. The Maguanhai took on 10,000 tons for Ethiopia.

Shipping, of course, is international and we have seen many bulkers loading grain and flying the flags of many countries. However, there seems to be a marked absence of ships flying the Red Ensign.

New work for the Balmoral?

The Balmoral, 688 gt, built by J.I. Thornycroft at Woolston in 1949 still keeps going. This old Southampton ship, sold to P & A Campbell in 1979, worked from Bristol for some time and was then sold to be converted to a floating restaurant in Scotland. However, the deal fell through and there are moves to send her on local cruising work in the Bristol Channel under the Waverley Excursions management.

Cruising - The America's Cup

The Royal Viking Star and P & O's Oriana have been chartered by a Melbourne Agency for special cruises culminating in a grandstand view of the America's Cup races off Fremantle in 1987.

'Tribal'-class frigates.

The three frigates purchased by the Indonesian Navy and refitted by J.I. Thornycroft have been renamed:

Zulu (F 124)	to Kri Marta Kristina Tiyahahu	(331)
Gurkha (F 122)	to Kri Zakarias Yohannes	(332)
Tartar (F 133)	to Kri Hasanuddin	(333)