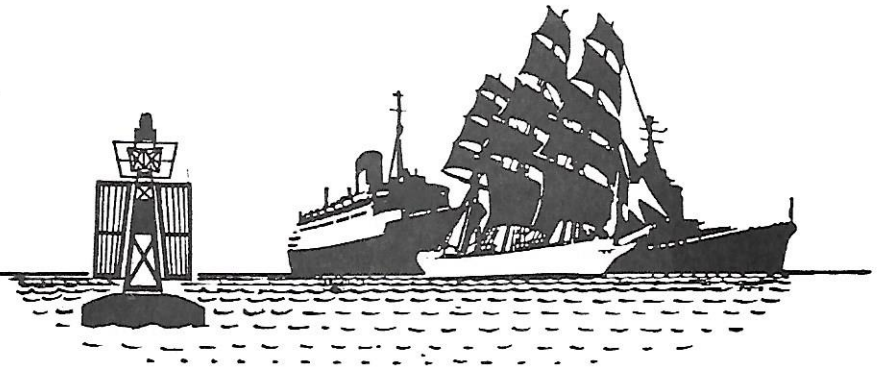


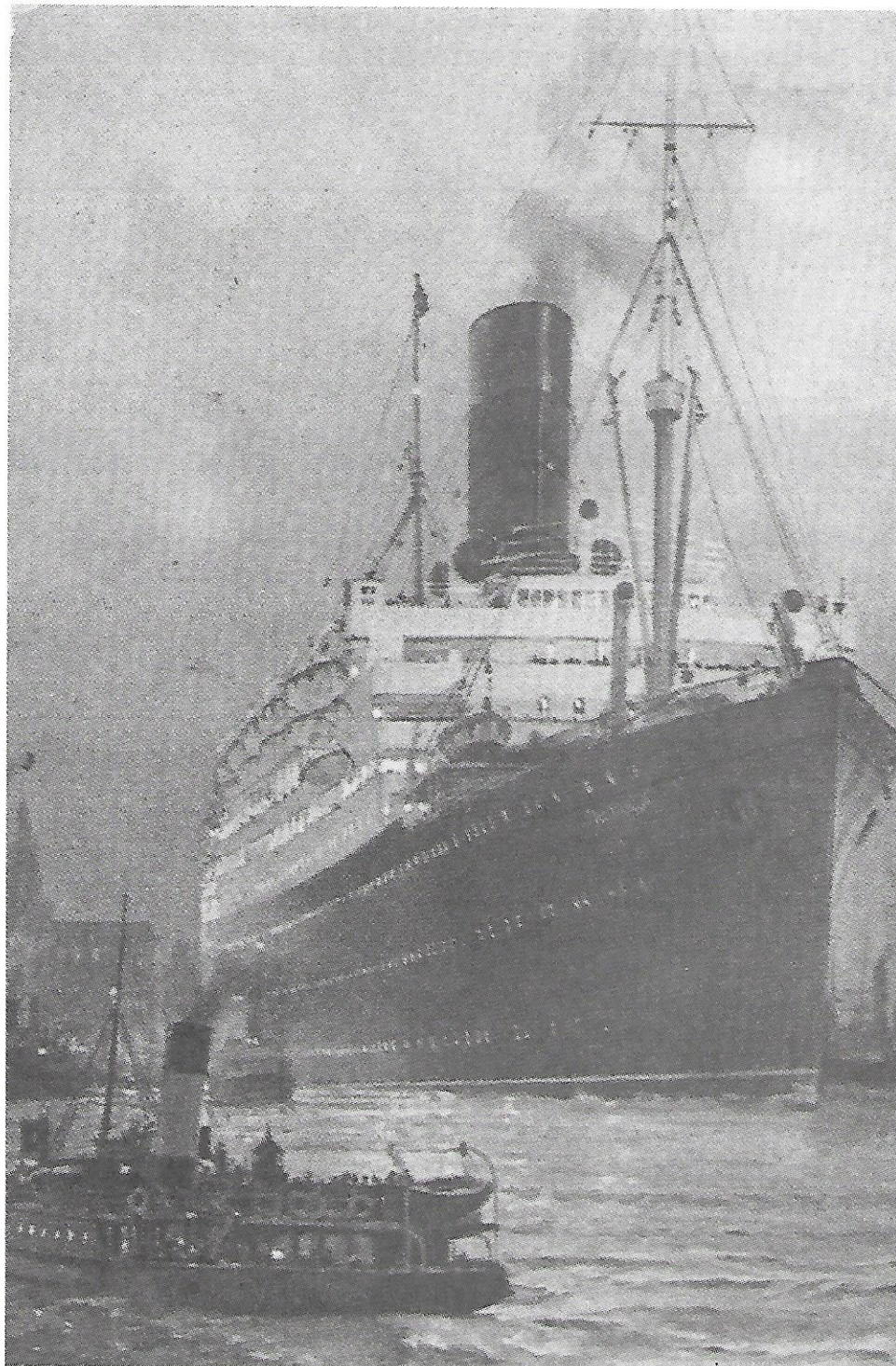
# BLACK JACK

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



AUTUMN 1985

No. 56



CUNARD R.M.S. SAMARIA

TONNAGE 20,000

Editor: Bill Mitchell 559953

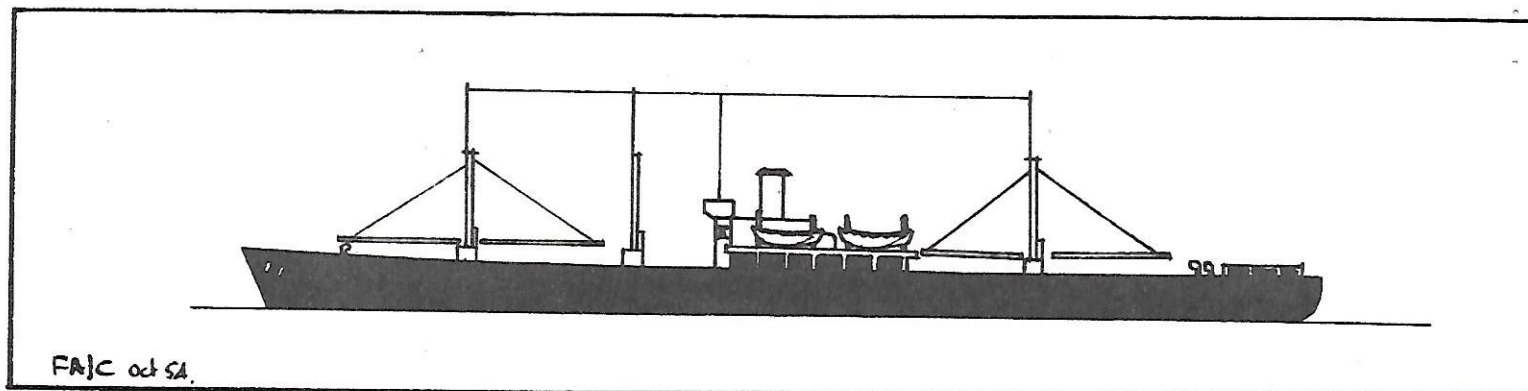
Production: Mick Lindsay

Branch Secretary: Rod Baker 29 Milbury Crescent, Bitterne, Southampton 449972

Branch Treasurer: Don Baker

Members of the Branch have been invited by the Thames Valley Branch to the Leslie Sergeant Memorial Trophy quiz which is to be held at the South Hill Park Arts Centre, Bracknell, Berkshire at 2.30 pm on 2 November 1985. Seven branch teams will compete — London and Home Counties, Mid-Essex, North West Kent, South Coast, Southern, and North Surrey. Tea and sandwiches will be served as the quiz ends at about 5 pm. Branches also take sales stalls for books, photographs etc. Names please to Hon. Sec., who will advise the Thames Valley Branch secretary.

The Sawyer—Mitchell team have recently brought out the second edition of 'The Liberty Ship' history. The publishing date coincided with '40 years on' cruises by the preserved Liberty ship *Jeremiah O'Brien*, based at San Francisco and Len Sawyer flew out for the occasion and spent some days cruising in the local waters. The ship had 820 passengers each time and a forward parcel of 250 books were completely sold out in a few hours.



The book, regarded as a definitive, is published by Lloyds of London Press; £7.95 in soft cover and £27.50 in hard cover. the first edition was published in 1970 and reprinted in 1973.

In my files I recently came across a news-cutting from Lloyds List, dated 26 October 1953 under the heading of World Ship Society, Steadily Increasing Membership. It reads:

"The AGM of the World Ship Society was held in London on Saturday when over 100 members were present. The president, Mr. A. C. Hardy, who was unable to attend owing to his departure for the United States, in a letter stated that the conception of the founder was proving correct and that it was now a world ship society. Membership in the United Kingdom and overseas was steadily increasing and now totalled 560. Mr. Hardy was re-elected president and Dr. Oscar Parkes and Mr. A. L. Bland vice-presidents. Mr. M. Crowdy retired as secretary and Mr. Bert Moody was elected in his place. Mr. Crowdy is now founder treasurer".

An old shipping acquaintance recently asked me if I knew where the 'birdcage' was in the Eastern Docks. I regret to say I did not. I later found it was the timber shed on the corner of the Outer Dock, adjacent to the bonded warehouse along 2 berth and opposite the end of 3 berth. It was slatted, like a half-closed Venetian blind and square in shape. Who can remember it?

Meetings: 8 October: Annual General Meeting  
 12 November: Great Ships of the North Atlantic. Captain Peter Jackson of *Queen Elizabeth 2*  
 10 December: The new Southampton Branch slide show.

1927

by W.H. Mitchell

A year of depression and disaster, from an economic point of view as the world slid further into biting recession. As a passenger port Southampton did not, perhaps, feel the effects as did cargo ports for the trans-Atlantic aeroplane was still thirty years in the future and there was only one way for passengers to cross.

Apart from Cunard and the White Star Line, Red Star Line operated in those days, three ships, Lapland, Pennland and Belgenland running the service. In this year North German Lloyd decided to call at the docks both out and homewards with their ships Berlin and Columbus and United States Lines decided to send their 'calling' ships to berth instead of Cowes Roads, beginning with the George Washington 25,570gt on 28 July, a few weeks after the Leviathan's 50th call, on 25 March using Southampton as a terminal port.

Apart from Union-Castle, two German lines were calling for passengers and cargo in their African services, Woermann Line's Hamburg to West Africa ports service and the German East Africa Line to the East coast of Africa. Both companies' ships had multi-ringed, coloured funnels and named their ships after African tribes - Watussi, Wahehe, Usaramo, Wangoni etc. Another feature of their calling was the German band, recruited from the crew, which played on deck as the ship sailed. Sometimes there were six or seven in the band, sometimes less - cook with a trombone, greaser with cornet and steward with drum. But there was always a band.... Holland Africa also made an experimental call on 27 March with their Randfontein, forerunner of a regular service to come.

Aberdeen & Commonwealth had their five 'Bay'-class running to Australia whilst, on 1 April, the Orient Liner Orvieto inaugurated a homeward-bound call for the disembarkation of passengers. Also through the Suez went the Dutch ships to the East Indies. Nederland Royal Mail had now decided to dock their ships instead of calling at Cowes Roads. P.C.Hooft, Koningin der Nederlanden and Prinses Juliana were three of the ships and on 28 September 1927 their new ship Christiaan Huygens was launched at Amsterdam. Rotterdam Lloyd also launched their new Sibajak for the same destination. Another ship welcomed was the Canadian Pacific's Empress of Australia which sailed to Quebec on 25 June. She

augmented the Southampton service to Canada on which were the Empress of Scotland and Empress of France, with Montroyal and Montnairn calling from Antwerp.

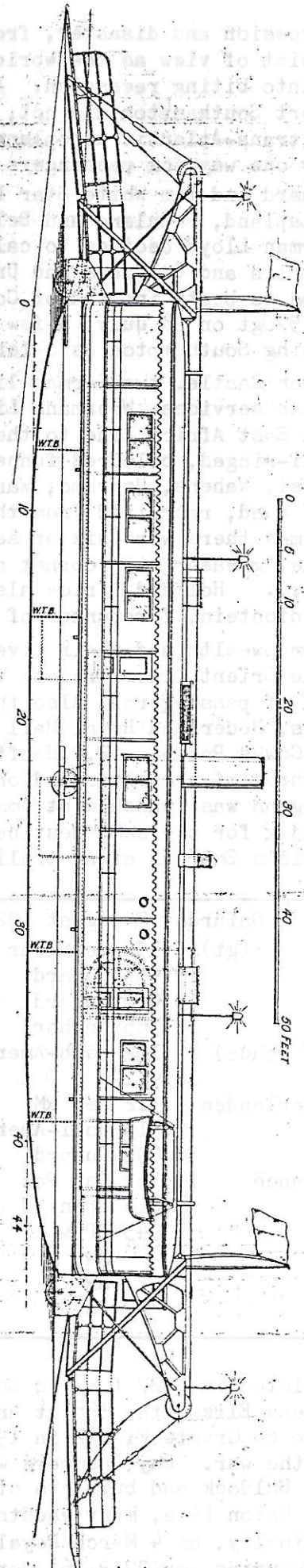
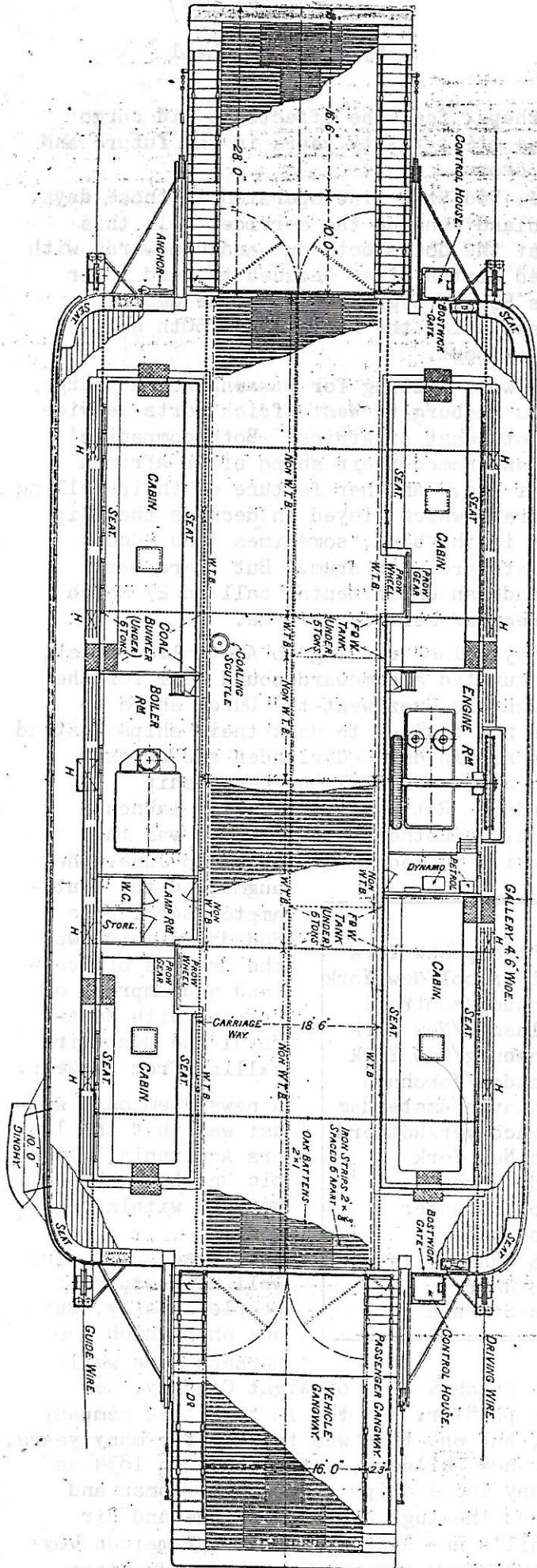
A news item on 7 August was that the liners Aquitania, Olympic and Leviathan all berthed within three hours.

All these ships were well known to most people locally, but one ship which was perhaps more well-

Saturday 7 August 1927			
Belgenland	(gt)27,132	Red Star	Antwerp/New York
Aurania	13,984	Cunard	Liverpool/New York
Alaunia	14,030	Cunard	London/Montreal
Cameronia	16,365	Anchor	Glasgow/New York
Hamburg(Cowes roads)	21,132	Hamb-Amer	Hamburg/New York
Morea	10,911	P & O	London/Yokohama
Prins der Nederlanden	9,322	Ned RM	Batavia/Amsterdam
Grootendijk	8,315	Holl-Amer	Vancouver/Rotterdam
Mauretania	30,695	Cunard	to New York
Empress of France	18,357	Can Pac	to Quebec
R M Cristina	4,818	Span RM	to Santander
Louga	945	DP & L	to Dundee
Alberta		SR	to Channel Isles
Hantonia		SR	to Havre
St Briac		SR	to St Malo

known was completed in 1927 for the Southampton & Isle of Wight Company. Her name was Princess Elizabeth, 388 gt and a paddler. Not the last for the company for that was to be Gracie Fields in 1936, but one that was to sail for many years, both sides of the war. Day, Summers were her builders, established in 1834 as Summers, Day & Baldock and builders of many local ships - Norseman, Roman and Tyrian for the Union Line, many yachts, and the tugs Hector, Neptune and Sir Bevois. And finally, on 4 March Royal Mail's new Alcantara took her maiden voyage and with Asturias (mv 27.2.26) were the crack ships on the South American service, supplementing Almanzora, Araguaya and Arlanza and working short cruises.

FLOATING BRIDGE NO 10



FLOATING BRIDGE No 10

In September 1928, Day, Summers & Co.Ltd., Southampton delivered Floating Bridge No 10 which they had built in six months to replace Floating Bridge No 7, which had been lost through collision. The new 'carriage type' (drawing on opposite page) was built to the order of the Southampton & Itchen Floating Bridge and Roads Co.Ltd and could carry 800 passengers and four 10-ton vehicles. A compound beam engine provided the power, in fact, No.10 was to be the last of the steam-driven Itchen floating bridges. (see opposite)

The building of the bridge was an urgent job, necessitated by the loss of No 7, in collision with the tug Fawley on 8 March 1928.

...

There was fog on the river that day when the tug Fawley left Chapel Wharf at 4 pm. She turned downstream, working against a strong ebb tide. Meanwhile Floating Bridge No 7 had begun her crossing of the river and, not yet the rush hour, carried some sixty passengers and one van. The tug blew a warning on her steam whistle; the Bridge stopped, then moved onwards. Quite squarely the tug hit the bridge, her bow severing one wire rope. The Bridge, with the tug's bow embedded rocked with the impact, then wallowed as she drifted, her remaining wire rope now useless.

On shore the collision had been realised; Rea's two tugs, Rector and Testgarth steamed from the Coal Barge Dock to assist and motor launches sped out from Thornycroft's yard. All passengers and crew were rescued but the Bridge sank after twenty minutes. Little damaged, the Fawley went on to her berth at the Train Jetty.

The tug was built at Northam in 1915 as Cynfal, 68 ft in length, 15.7 ft in breadth and 58 gross tons. She had a 13 hp engine. She later moved to James Dredging, Towage & Transport Co.Ltd., by whom she was owned at the time of the accident.

The F.B.7 was later salvaged, half-dragged and towed to Woolston, later being cut down and used as a pontoon off the Supermarine Works, but was dismantled for scrap in 1941(c).

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Bill Lawes' NAVAL NOTES

The largest naval ships to visit the Port recently were three frigates, two British, Amazon and Alacrity and the Dutch Tjerk

Hiddes. The British ships are type 21 frigates, the Amazon being the 'name' ship of the type. She was completed at Woolston in 1974 as the first ship built to commercial design since the war. The Alacrity was completed in 1977 by Yarrow at Scotstoun. The Amazon's armament has at last been brought up to date with the fitting of four exocet missile launchers, but two triple A/S torpedo tubes have been sacrificed which, in turn, are replaced by two additional 20mm Oerlikon guns-a result of the Falklands conflict. Her hull also shows the strips added to increase longitudinal strength - another effect of service in the South Atlantic. The Alacrity carried exocet missiles from completion. Two ships of this type, Antelope (Vosper Thornycroft) and Ardent (Yarrow) were, of course, lost during the Falklands conflict.

The Tjerk Hiddes is one of six frigates of the Dutch 'Van Speijk'-class, based on the British 'Leander'-class, which have now had major refits to armament and radar to bring them up to date. (Full details in Black Jack No.52). Tjerk Hiddes was completed in 1967 by Nederlandsche DSM and refitted between December 1978 and June 1981.

Conversion work on the three former 'Tribal'-class frigates continued. In mid-June the Marta Kristina Tiyahahu (ex HMS Zulu) left Southampton to start her voyage to Indonesia. The other two ships continue their refit with Vosper Thornycroft.

Another small ex-Naval craft, Tenacity, joined the vessels in Alexandra Dock. She was built by Vosper Thornycroft at Portsmouth as a private venture and was twice chartered by the Navy before being bought outright in 1972. Powered by Proteus Gas turbines, she has a speed of about 40 knots.

The night the Bardic came ashore.

by Frank Phillips

Once my father, who was a Doctor had fallen in love and married his Cornish Dispenser, it was inevitable that we always ended up at The Lizard, Cornwall for our holidays; her parents had a holiday house there.

To start with we had lodgings in Beacon Terrace, which took its name from the days of the Spanish Armada, but as the size of the family increased, it became more and more expensive, until finally, my father had a six-bedroom house built on a piece of land running down both cliff-paths and situated at the centre of Housel Bay, with the lighthouse on the western arm and Lloyds Signal Station to the east, and nothing but the Atlantic Ocean to look at but on which, in those days of 1924, sailed many Atlantic liners and local shipping of every description.

Our one great fear was fog, which descended on us from time to time and could last for days, which meant we could see nothing and hear nothing, except the rhythmical wailing of The Lizard foghorn.

We boys - girls are different, they had knitting and needlework to occupy them - got thoroughly bored and fed up, and began to think what about having a nice shipwreck, the bigger the ship the better, but our Quaker upbringing prevented us from praying for one in spite of the tales we hear that the Cornish people did. But nothing happened until the night of 30/31st August 1924, my last night before returning to boarding school at Reading.

We had gone to bed to be lulled to sleep by the drone of the foghorn and were all fast asleep when, in the middle of the night we were awakened by bangs which could only mean rockets summoning the lifeboat. The effect was instantaneous; we all awoke, groped for matches to light candles and opened our bedroom doors to peer out, only to see all the other doors opening and pale faces in the candlelight anxiously wondering what was happening and what to do next. We three boys soon made our minds up and decided we would go quickly to the life-saving apparatus which was situated at the edge of the village and discover what it was all about.

It took us about twenty minutes to get to the building, to find they were trying to catch the horses in the adjoining field to drag the life-saving apparatus through the village to Kynance Downs, the only suitable place where it could be used if required. But the horses were not stupid and as fast as we moved around the field, they moved ahead of us so that we never caught up with them.

We then decided to manhandle the apparatus, which was kept on a cart. Through the village we trundled the cart, on through the rough country lanes to the open downs, only to find the ship had gone ashore on the Maenheere Rocks, directly under the lighthouse and inaccessible to any rescue attempts, except by lifeboat.

By this time we knew that the ship in distress was the White Star vessel Bardic, on passage from Liverpool to London, and found that she had gone ashore on the same group of rocks as did the Suevic on 17 March 1907.

There was no loss of life, as the crew were all brought ashore, including the ship's cat, at Polpear, the local lifeboat station. The Liverpool Salvage Association worked on the Bardic with their vessels Trover and Ranger and on 28th September at 15.45 hours, six tugs pulled the ship free and took her to Falmouth where she was beached. Six days later she entered drydock for temporary repairs to enable her to go to Harland & Wolff, Belfast for permanent repairs from where she went back into service.

Her later history may be of some interest. In August 1925 she was transferred to the Aberdeen Line under the name of Hostilius and a year later was renamed Horatius. In 1932 Shaw Savill & Albion took her over and renamed her Kumara and in 1937 she was bought by the Marathon SS Co (Katis) of Piraeus and renamed Marathon. Finally, on 9th March 1941 she was sunk by the German battleship Scharnhorst, north of the Cape Verde Islands. The Captain did not have much luck, either. The Bardic was his first command and on travelling to Liverpool for the enquiry he was involved in a train crash at Lytham St Annes and had both legs broken. He died later from his injuries.

## old southampton callers

THE CUNARD 20,000 TON LINERS

by John S. Lindsay

OF THE EARLY 1920s

During the first World War the Cunard Line lost twenty-two ships. To replace these losses the company ordered thirteen vessels as soon as conditions permitted. This was the largest order for tonnage ever placed by a single company. The order consisted of a large 12,767 gt cargo carrier, Albania, five 20,000 tonners, Scythia, Samaria and Laconia, to be followed later by Franconia and Carinthia, six 'A'-class of 14,000 tons gross and the 16,000 gross tons Lancastris.

On 22nd March 1920, Yard No 493 was launched by Vickers, Armstrongs as Scythia and later during the year the Samaria was launched by Cammell, Laird & Co., Birkenhead (Yard No 836). The Laconia, last of the three identical sisters was launched on 9th April 1921 by Swan, Hunter & Wigham Richardson at Newcastle (Yard No 1125). These, then were the first three of the 20,000 ton ships.

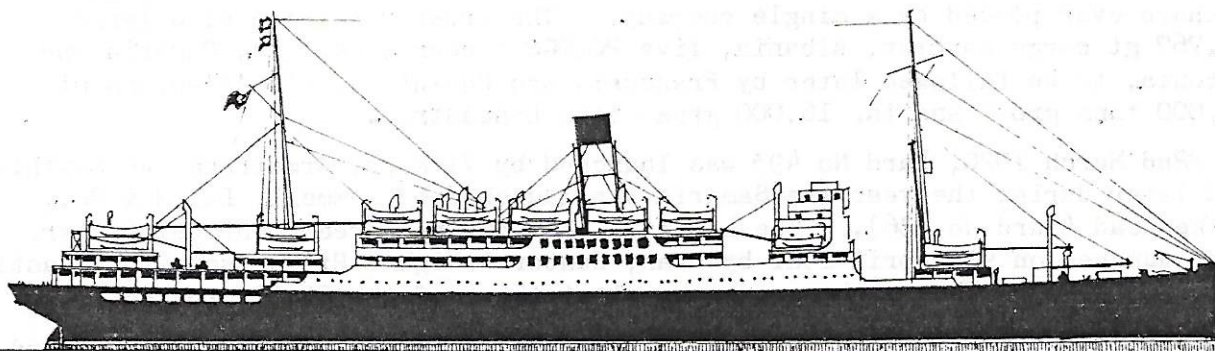
The first to enter service was the Scythia, but owing to a strike at the yard in March 1921, she was sent to Lorient, France for her final fitting-out and was completed in the following August. After trials she sailed for Liverpool. On 20th August she sailed on her maiden voyage from Liverpool to New York. During 1924 her third class accommodation was reduced to 1,100 and she continued her career mainly in this service until the outbreak of World War II when, on 27th August 1939 she was taken over as a troopship. On 23rd November 1942 she was badly damaged by an aerial torpedo at Algiers during the North African campaign and after temporary repairs at Gibraltar, went on to New York for more permanent repair work. In September 1943 she was seaworthy again and left New York to resume her duties. The Scythia was released from troopship duties in 1948 and during October was commissioned to make her first voyage in the repatriation service, carrying displaced persons from Cuxhaven-Quebec-Halifax, making some ten voyages in all. Taken out of service in November 1948, she went to John Brown, Clydebank for a general overhaul and refit which lasted until August 1950 when she emerged with a gross tonnage of 19,930 to carry 248 First class passengers and 630 Tourist. The Scythia made her first sailing from Liverpool to Quebec on 17th August and on the 14th September transferred to the London-Quebec run. On 10th April 1951 she made her first voyage on the Southampton-Quebec service. On 5th June 1952, whilst sailing up the St. Lawrence river to Quebec she collided with the Canadian steamer Wabana but there was no serious damage. Her last voyage was in 1957 and on 1st January 1958 she left Southampton for Inverkeithing to be broken up.

At the time of her build the Scythia measured 624 ft x 73.5 ft to 19,730 gross tons. Geared turbines of 13,500 shp drove twin screws for a speed of 16 knots. She carried 337 first, 331 second and 1,538 third class passengers and crew of 409.

The Samaria, with similar dimensions, carried a slightly different complement of 350 first, 340 second and 1,500 third class passengers with a crew of 410. Completed in August 1921, her maiden voyage was on 22nd April 1922 from Liverpool to Boston and in 1924, as with Scythia, her third class accommodation was reduced and other passenger accommodation altered. In 1926 she made her first voyage in the Liverpool-Queenstown (Cobh)-Halifax-Boston service, sometimes calling at New York. During 1934 the Samaria made summer cruises from London and at the outbreak of World War II was taken over as a troopship until 1948 when she joined Scythia in the Cuxhaven-Canada repatriation service. In 1950 she was put on the London-Quebec run and in the autumn of that year was sent to John Browns for a major overhaul and refit, leaving with a tonnage of 19,848

8

and carrying 248 first and 641 tourist class passengers. On 14 June 1951 the Samaria made her first voyage from Liverpool to Quebec and on 12th July transferred to the Southampton-Quebec service; with Scythia. In 1952 she was around near Quebec but was satisfactorily refloated. In Coronation year, 1953, she represented the Cunard Line at the Naval Review, Spithead on 15th June. In 1955 the Samaria was withdrawn from service and on 27th January 1956 arrived at T.W.Ward's yard, Inverkeithing to be broken up.



SCYTHIA (1921)

JOHN S. LINDSAY

The launch of the third sister, Laconia, which should have taken place in November 1920, had to be postponed. The newly-built French liner Meduana had caught fire and sank, blocking the slipway. After the obstruction had been removed, the launching took place on 9th April 1921 with completion in January 1922. Her maiden voyage was from Southampton to New York on 25th May, then she went to the Liverpool-New York service. In 1923 she moved to the Hamburg-New York run and Liverpool-New York again in 1924. During that year her passenger accommodation was altered and reduced, the same as her sisters. During the 1930s the Laconia often left the Atlantic service for cruising.

At the outbreak of war the Laconia was taken over by the Royal Navy and used as an armed merchant cruiser and in 1940 she was transferred to become a trooper. It was during this role that she met her end, making extraordinary wartime marine history. On the 12th September 1942 she was in the South Atlantic in position 5.05 S, 11.38 W, some 700 miles from Freetown when she was torpedoed twice, by German submarine U.156. At the time she was carrying 2,732 souls including 1,800 Italian prisoners of war. As the U.156 approached the sinking ship it was realised who was on board and the most unique and dramatic rescue action in the history of sea war began. The U.156 took on board survivors and her Commanding Officer, Commander Werner Hartenstein, with permission from Admiral Donitz, called for assistance from nearby ships, in both open and coded radio messages. The U.506 and U.507 as well as the Italian submarine Capellin were ordered to assist and arrived on the 14-15th September. Admiral Donitz asked the Vichy government for rescue vessels and the French despatched the cruiser Gloire, the sloop Dumont d'Urville and the minesweeper Annamite. By this time the German submarines were overloaded with survivors - Italians, Poles (who had been guarding the prisoners), British soldiers, women and children. At one time the U.156 had some 260 survivors on board. A start was made to collect the Laconia's lifeboats together, and care for the wounded and distribute provisions. Then, on 16th September an American Liberator bomber flew over the U.156 which was trying to tow four lifeboats. The submarine was displaying a four sq.metre Red Cross flag and tried in vain to contact the aircraft in Morse code. The Liberator turned away but returned shortly after, making four runs and dropping six bombs at U.156 with its unmanned guns, Red Cross flag and four boats in tow. A bomb fell between the lifeboats, causing

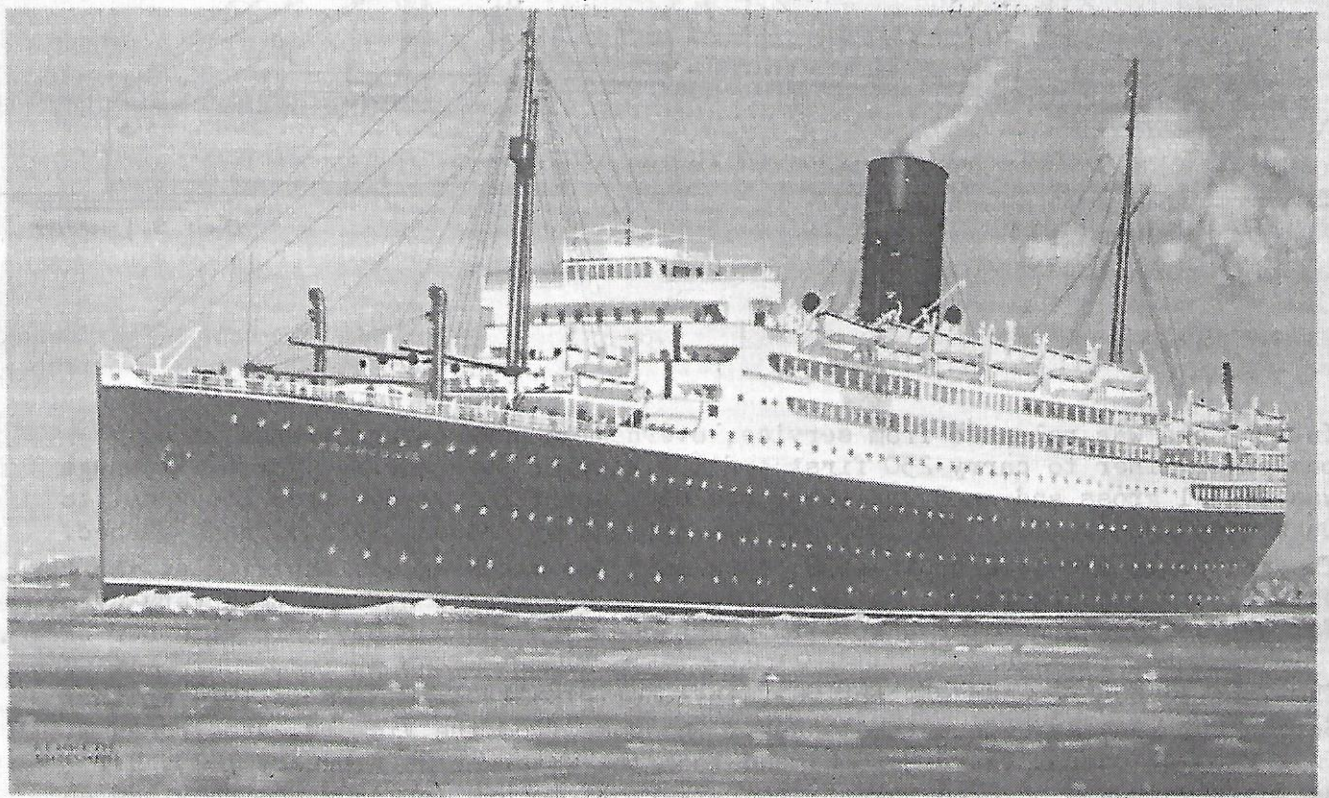


one to capsize and another bomb exploded against the submarine, causing considerable damage. After this incident the commander of U.156 put the fifty-five Britons and fifty-five Italians who were still on board, into the lifeboats and sailed off westwards for repairs. In spite of this incident and the damage to the submarine, Admiral Donitz did not call off the rescue action. Nor did he when U.506, with 142 of the shipwrecked people on board, was again attacked by an aircraft on the 17th September. Fortunately, the submarine was able to dive and was at a depth of 195 feet when the bombs exploded. During the 17th the French naval ships were able to take on the Laconia survivors. The rescued totalled 1,111 including some 400 Italians and after completion of the rescue on the evening of 17th September, the submarine Flag Office issued an order to all U-boats that the rescuing of survivors from the sunken ship was to be discontinued.

This was decided against the background of events which had taken place and also because of the increasing allied air patrols over the Atlantic. This instruction, which became known as the 'Laconia Order', was interpreted by the British prosecution at the Nuremburg trials as a command to murder. However, Admiral Donitz was acquitted of issuing an order that was a crime, but was found guilty on other counts.

The Laconia was built by Swan, Hunter & Wigham Richardson at Newcastle (Yard No 1125). She was of 19,680 gross tons and had a length of 623 ft and breadth of 73 ft 2 in. Her geared turbines were built by the Wallsend Slipway and developed 13,500 shp, giving a speed of 16 knots. She carried 340 first, 340 second and 1,500 tourist class passengers with a crew of 410.

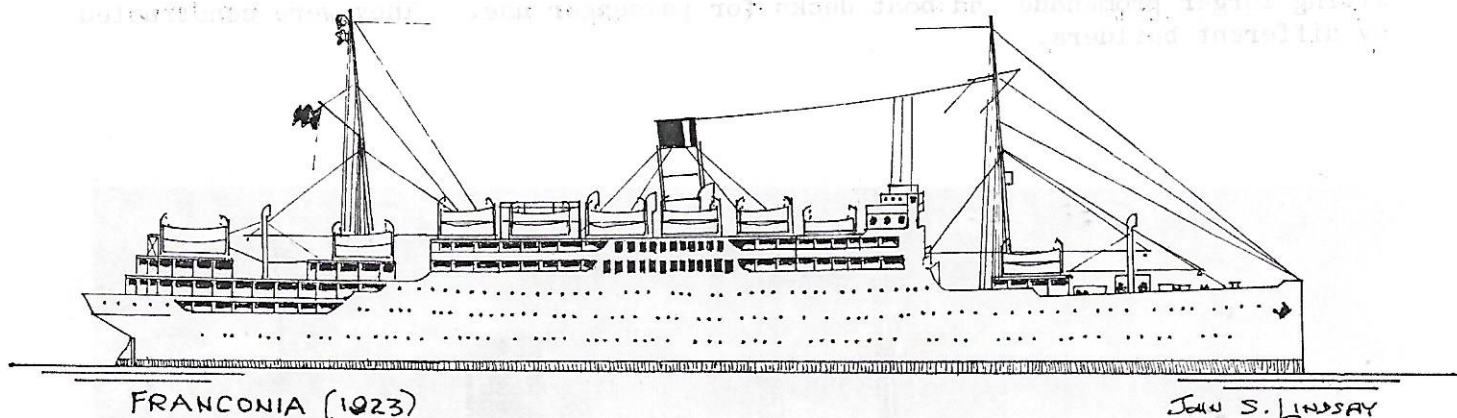
The last of the 'Scythia'-class ships were the Franconia and Carinthia, their profile appearance greatly improved by the joining of the bridge and Boat deck, giving larger promenade and boat decks for passenger use. They were constructed by different builders.



*Cunard R.M.S. Franconia*

The first to be launched at John Brown's yard at Clydebank was the Franconia (Yard No 492) on the 21st October 1922. The gross tonnage was 20,158 on a length of 623 feet and breadth of 73 ft 2 in. Her twin screws were driven by John Brown geared turbines developing 13,500 shp and giving a service speed of 16 knots. The passenger accommodation catered for 221 first, 356 second and 1,266 third class and the crew complement was 414.

Completed in June 1923, the Franconia made her maiden voyage from Liverpool to New York of the 23rd. She continued on this service until 1930 when she was withdrawn for her passenger accommodation to be altered and brought into line with her sisterships. Until then, during the winter months, she was frequently employed in cruising from New York. In 1931 she was chartered for five months by the Furness-Bermuda Line and employed in the New York-Bermuda service. In 1934 she was transferred from Liverpool to the London-Havre-Southampton-New York service and in the following year her hull was painted white and she reverted to the 1923 routings. Sometimes she used Southampton as her port of departure for cruising. In 1938 she made a World cruise, calling at thirty-seven ports. When war broke out the Franconia was taken over for trooping duties and on 5th October 1939 was in collision with the Royal Mail Line's Alcantara; but damage was slight and she was soon in commission again. In June 1940 she received more serious damage when she was bombed by German aircraft off Brittany during the evacuation of troops. Fortunately the bombs were near misses but the force of explosions caused her engines to be unseated from their beds. The Franconia was taken back to Britain, re-engined and returned to service until 1945 when she was chosen to be the H.Q. ship at the Yalta Conference with the Prime Minister Winston Churchill, President Roosevelt and Josef Stalin.



FRANCONIA (1923)

JOHN S. LINDSAY

In 1948 she was released from service, overhauled and re-conditioned as a passenger liner to carry 250 first and 600 tourist passengers. Her new tonnage was 20,341 gross and on 2 June 1949 she made her first voyage from Liverpool to Quebec and Montreal. In 1950 she ran aground on Orleans Island, near Quebec. The Franconia was laid up in 1956, then sold for breaking up, arriving at the yard of T.W.Ward, Inverkeithing on 18th December. Her career had not been very eventful but she was a popular ship with her passengers and a happy ship with her crews.

The last to be launched was the Carinthia, originally laid down in 1924 as the Servia but renamed before the launch. She came from the Vickers, Armstrongs & Co's yard at Barrow (Yard No 586) and took the water on 24 February 1925. Her maiden voyage was on 22nd August from Liverpool to New York and she remained on this route, interspersed by winter cruising. In 1933 she made a World cruise, calling at some forty ports. As with the Franconia, her accommodation had been altered in 1931. In 1934 the Carinthia was transferred to the London-Havre-Southampton-New York service. In 1935 her hull was also painted white and she reverted back to the New York run, with winter cruising.

This old-established company was tramping with barques at the end of the last century. In 1923 the new style company was registered and gradually built up a fleet of tramp steamers in the 2/3,000 ton range, but at the end of the war only two ships were listed, Barmbeck 2,446g/1929 and Thielbek 2,815g/1939. The fleet was gradually built up again until the shipping revolution of the 1970s. The last dry cargo ship was the Dalbek, built by Lubecker Flenderwerke in 1955, 2,904g and she was moved to the Dalbek Navigation Company in 1973 under the same owners, registered in Cyprus as Daniel and re-measured from 4,565gt and 5,263.tdw. In the late 1960s the company turned to short-sea tankers and placed an order for a number of 1,800 tdw ships.

Fleet:	Built	gt	tdw				
				Susebek	1970	999	1,834
Osterbek	1968	999	1,685	Isebek	1968	1267	2,275
Bredembek	1969	999	1,834	*Rodenbek	1981	1,599	2,838
Ammebek	1970	999	1,800	*Flottbek	1981	1,599	3,914

\*=chemical tanker. The Flottbek was built by Buesmer Werft GmbH, the others by J.G.Hitzler, Lauenburg. Colours: Funnel black with white band on which there is a light blue circle. Hulls black with white upperworks.

A casualty in the fleet was the Tarpenbek, 999gt built in 1972 by Hitzler. She was in collision with the logistic ship Sir Geraint 4,473g/1967 in fog off Selsey on 21 June 1979 on a voyage Fawley to Valloy. On 24 June she capsized and was towed to Sandown Bay, righted on 15 July, then left on 17 July in tow of the tug Smit Pioneer for Rotterdam where she arrived on 18 July.

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OLD SOUTHAMPTON CALLERS (Continued from page 10)

At the outbreak of war the Carinthia was taken over by the Royal Navy and converted into an armed merchant cruiser. She was on patrol off the Irish coast in position 53.13N 10.40W when she was torpedoed by the German submarine U.46 on 6 June 1940. She was badly damaged but remained afloat for some thirty hours before she sank during the evening of 7 June. She was similar in appearance to the Franconia, her tonnage slightly more at 20,277g on measurements of 624 ft x 73.5 ft breadth. Geared turbines were by Vickers, developing 13,500 shp to drive twin screws and giving a service speed of 16 knots. She carried 240 first, 460 second and 950 third class passengers; crew was 450.

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NAVAL NOTES by Bill Lawes (continued from page 5)

The Tenacity has been used for Fishery Protection duties and exercises and is now up for sale by Marine Turbo Craft Ltd.

HMS Alfriston, which has served the Solent Division of the R.N.R since December 1978 left Southampton in April to rejoin the Fishery Protection Squadron at Rosyth. Built in 1954 by J.I.Thornycroft, she is one of the original vessels of the 'Ton'-class minesweepers. It is therefore somewhat surprising to see her continue in service when many others in the class have been broken up.

In June, the RFA-operated Seaforth Clansman visited the port. She was built by Cochrane at Selby for commercial use in oilfield support duties, but was chartered in 1978 and is likely to continue in naval service until HMS Challenger becomes fully operational. Classed as an offshore support and salvage ship, the Seaforth Clansman is equipped with a 'moonpool' opening through her keel and a submersible diver's decompression chamber. Her appearance changed recently when a helicopter landing deck was built over her bridge. Full load displacement is 3,320 tons and she is propelled by four diesels operating Kort-nozzle propellers and both bow and stern thrusters.

Her original owners were Seaforth Maritime Ltd., with headquarters in Aberdeen and whose fleet of tug/supply and other support vessels work out to the North Sea oil rigs.

## nautical notebcok

Wheelock, Marden & Company were established in 1863 as Wheelock & Co., and became one of Hong Kong's major shipping groups. Under parental control

they operated Wheelock Maritime International which was built up to control numerous one-ship companies under the Liberian flag. Then, in March last, the parent company was taken over by Sir Yue Kong Pao's Hong Kong & Kowloon Wharf. But the Wheelock Maritime International was recording losses and although several ships were sold, Wheelock Maritime International has recently filed for bankruptcy.

Southampton has not seen many Wheelock ships so it is somewhat of a coincidence that two Wheelock names came up in the shipping news recently. The Annalock arrived at the end of July at Netley moorings, a 64,000 tdw bulk carrier with a gross tonnage of 35,319, built in 1984 and the Malvern, built in 1983 as Sealock and one of the ships sold earlier this year, arrived on 9 August with a cargo of American coal. She has similar tonnages. The Annalock was arrested on 29 July after an application by Lloyds Bank International.

Safmarine's Astor, 18,834 gross tons, has been sold to Deutsche Seerederei of Rostock to fly the German flag but until the end of August will fly the Bahaman flag on her cruises. She was then scheduled to undergo a 4-week refit at Howaldtswerke, Hamburg, where she was built in 1981. A new ship is being constructed for Safmarine and is due in 1987. However, she is being built by Howaldtswerke, Kiel, the yard at Hamburg having ceased new construction.

The Astor, her new name not yet known, will replace the Volkerfreundschaft (11,970 g) of Deutfracht Seerederei, their cruiseship since 1964. She was formerly the Swedish liner Stockholm, built in 1948. (Refer B.J.51, Summer 1984)

After five years, the Shieldhall-Greendale H sludge-carrying partnership at Southampton broke up in July. The two ships were purchased by the Southern Water Authority in 1977 and after two years plus of modifications and overhaul, began their sludge-carrying operation in 1980 under the management of Solent Marine Services Ltd.

The Shieldhall was based at Slowhill Copse, Marchwood and loaded sludge there. She also loaded at 110 berth, Western Docks from the Millbrook depot and from Weston Jetty at Woolston. Her load capacity was 1,670 tons which she dumped south of the Nab. Loading was to requirement and there was no regular service. The Greendale H, once working in northern estuaries for J.Harker Ltd., of Knottingley, loaded daily at Portswood works up the River Itchen, her load restricted to 320 tons owing to the water depth in the river. This, she discharged at Weston for reloading to the Shieldhall. The Greendale H was also used as a relief ship and could load 440 tons for dumping at south Nab. The Shieldhall was withdrawn on 9 July for economic reasons and laid up at 37 berth, pending disposal. She was built by Lobniz & Co., Renfrew in 1955, is steam driven and was built for the Glasgow Corporation, her name being that of a district of Glasgow.

Red Funnel Tugs have placed their Calshot (494 gt) on the sales list. She was delivered by Thornycroft, Southampton in March 1964 and was similar to the Gatcombe of 1960, except that although the Crossley diesels were identical, the Calshot was fitted with a two-speed gear box which improved bollard pull to 26.6 tons and the free speed. She has twin screws and carries about 215 day passengers.

The Calshot is the last of a line of tug/tenders which have been based at Southampton Docks for a century, taking thousands of passengers two and from calling liners in Cowes Roads, Motherbank etc right back to the days of the emigrants.

The Gatcombe has long since departed from the port. With the run-down of passenger liners there was less and less tendering work for her and she was sold in 1969 to the Bermuda Port Authority. She was renamed Bermudian and based at Hamilton.