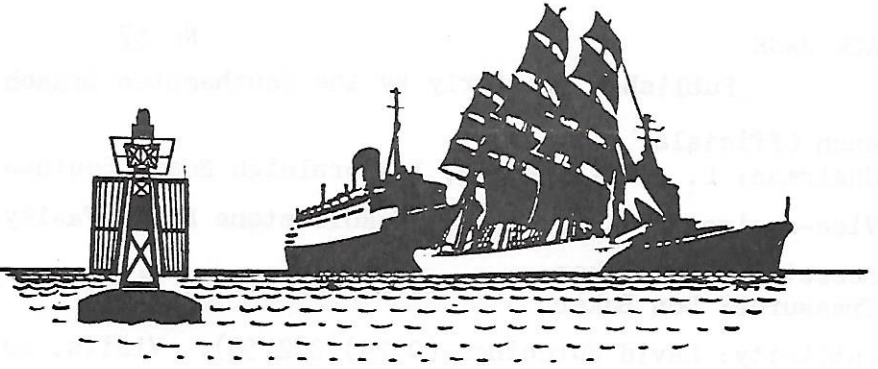


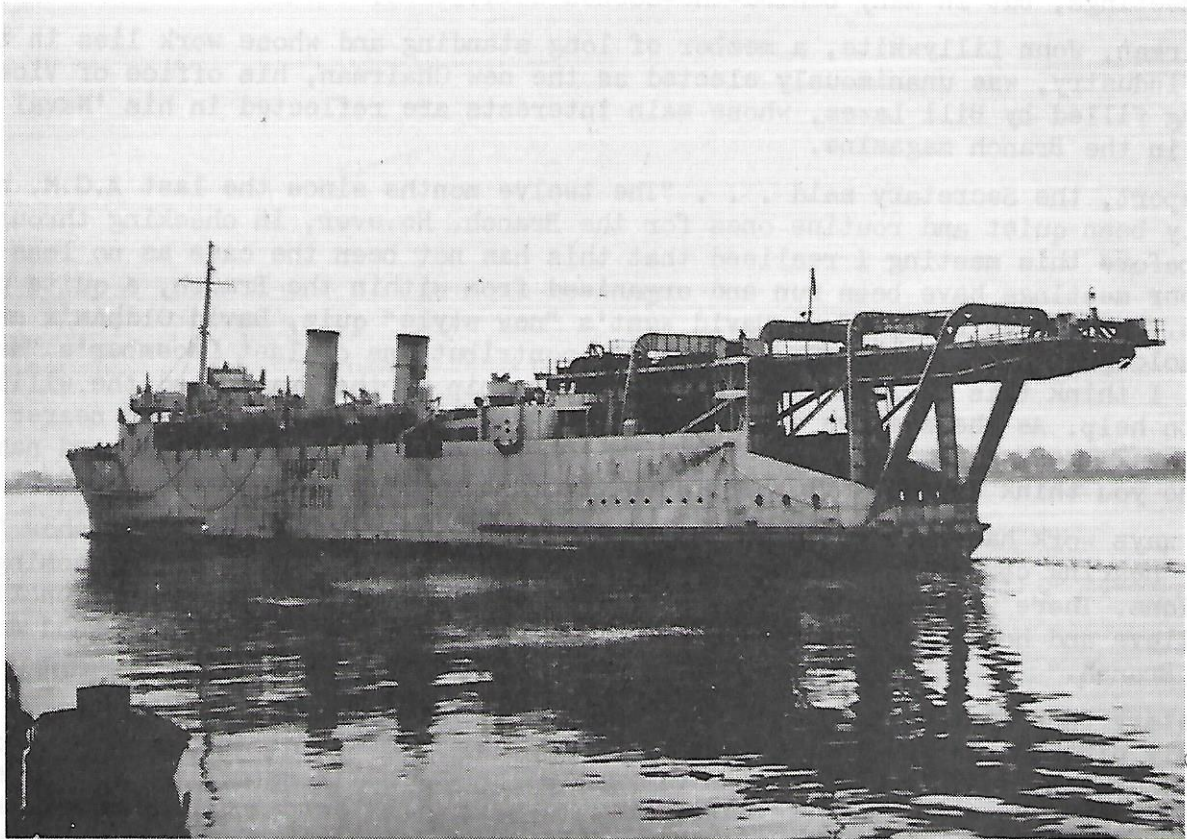
BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



WINTER 1985/6

No. 57



From a careful study of the goods train ferry service of the Great Eastern Train Ferry Co. Ltd., which ran between Harwich and Zeebrugge from 1924, there evolved the train ferry service of the Southern Railway from Dover to Dunkirk. The plan was for two services each way each day, goods by day and passengers in sleeping cars on the night ferry from Dover which they left on arrival in Paris on the following day. Twelve Wagon-Lit were carried, or forty wagons, the two loading tracks branching to four on the ship. There was also space for 25 cars and passengers, a dining room, smoking room and some cabins.

Swan, Hunter & Wigham Richardson of Newcastle built the three ships, *Hampton Ferry*, *Shepperton Ferry* and *Twickenham Ferry* on the Tyne, the latter jointly owned by Angleterre-Lorraine-Alsace S.A., in view of French participation. They measured 346.8x60.7 feet to 2,839 gross tons and turbines gave over 16 knots. All were ready by 1935 but owing to fissures developing in the chalk foundations of the docking berth at Dover, remained tied-up there until October 1936 when the service began.

They came to Southampton for their winter overhauls and during the war were used to ferry military stores from Stranraer to Larne, but not railway stock for the gauge was different. Later they were fitted with a large gantry extending 35 feet over the stern, to lift to 60 tons, with a derrick for 84-ton lifts. These alterations were for the movement of large locomotives and rolling stock for the devastated railways of Europe and the ships began working from Southampton to Cherbourg after the invasion, unloading by ramp from the gantry.

The Dover service resumed after the war; *Hampton Ferry* was withdrawn in 1967, *Shepperton Ferry*'s last run was in August 1972 and *Twickenham Ferry*'s last voyage was in May 1974. The picture is a rare photograph of the *Hampton Ferry* leaving Southampton in her war work on 12 August 1944.

Published quarterly by the Southampton Branch of the World Ship Society

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

The 35th Annual General Meeting of the Southampton Branch was held on 7th October. The meeting was opened by John Havers, who then stepped down after eleven years chairmanship of the Branch. On behalf of the Branch members, Bill Mitchell presented John with an engraved tankard as a token of appreciation of his work, not only as Chairman of over one hundred meetings, but in many behind-the-scenes activities.

Vice-chairman, John Lillywhite, a member of long standing and whose work lies in the ship-building industry, was unanimously elected as the new Chairman, his office of Vice-chairman then being filled by Bill Lawes, whose main interests are reflected in his 'Naval Notes' articles in the Branch magazine.

In his report, the Secretary said . . . "The twelve months since the last A.G.M. have apparently been quiet and routine ones for the Branch. However, in checking through my minutes before this meeting I realised that this has not been the case as no less than nine of our meetings have been run and organised from within the Branch, a quite unusual situation. These have ranged from David West's "new style" quiz, David Oldham's and Bert Moody's solo presentations to the almost mass contributions of last December's "Members evening". I think this reflects well on the membership of the Branch and the willingness of many to help. As the average attendances this year have frequently been nearer fifty than forty, I presume that you approve of this. Please continue to put forward names of people who you think would visit the Branch, and don't hide your own light under a bushel!

In other ways work has been going on behind the scenes, with the 1986 slide show "Twenty Years On" nearing completion and various members continuing to work on forthcoming publications. There will be one or two changes in both personnel and Branch functions, but I believe and hope that these will not affect what I hope you see as a good and friendly Branch."

The Secretary then stated that notification had been received from the University that the monthly hire charge for the Lecture Room would be raised from this month (October) to £30 per meeting. This would mean an extremely sharp rise in subscriptions which was unacceptable and there was no alternative but to seek other accommodation. The Treasurer pointed out that there might have to be a small increase in subscriptions for a new venue and after discussing various venues, it was agreed to leave the final choice with the Committee.

Later in the month the University, in acknowledging we were an academic society and the length of time we had been there, reduced the fee, but this still could not be met and after negotiations, the Committee chose the upstairs room of the Portswood Conservative Club at the Portswood Junction end of Highfield Lane as the new venue, the first meeting there to be held in February.

It is always pleasant to see old friends and at our September meeting was Roy Henderson, now resident in Cambridge. Roy was an active member of our Branch and Committee for some time. He still manages a 'local' get-together with some WSS members but is envious of our meetings . . . Come again, Roy.

A MERRY CHRISTMAS AND A HAPPY NEW YEAR

WORLD SHIP SOCIETY SUBSCRIPTIONS

Society membership	£ 13.00 per annum
Additional family membership	£ 1.00 each
Branch membership	£ 3.00 per annum

BRANCH MEMBERSHIP IS THE ONLY WAY TO OBTAIN
'BLACK JACK'

IT IS IMPORTANT TO THE BRANCH FINANCIALLY THAT ALL SUBSCRIPTIONS ARE PAID
TO THE BRANCH TREASURER.

VENUE The January 1986 meeting will be held at the University, as usual.
The February meeting and onward meetings will be held at the
Portswood Conservative Club, Highfield Lane except the June
meeting for which details will be given later.

PROGRAMME 1986

- January 14 'SPINDRIFT' - a W.S.S. Tape/Slide show.
- February 11 CRUISING with the P & O
(Don Robertson, Cruise Director of P & O)
- March 11 PASSAGE THROUGH THE PANAMA CANAL
Captain Gregson.
- April 8 A LIFETIME AT SEA
Captain Love
(Fleet Marine and Safety Manager P & O)
- May 13 PRINT / SLIDE COMPETITION
- June 10 MUSEUMS EVENING -(Details later)
- July 8 A NAVAL EVENING - by Bill Lawes
- August 12 Members evening.
- September 9 MINI-TALKS
- October 14 A.G.M. - Plus
- November 11 'SONG OF THE CLYDE' - a W.S.S. Tape/Slide show.
- December 9 'Nostalgia' - Nigel V Robinson.

On a Monday afternoon in April 1883 the Southampton tug Mizpah was towing a barge loaded with a railway engine named Bonchurch, for use on the Isle of Wight Railway, to St Helens harbour, when the barge was filled by a heavy sea and sank between the Island and the Sandown, had contracted to carry the locomotive safely to the

The MIZPAH's
loss

The Mizpah, 65 gt and measuring 71 st x 18 ft was built at Cowes in 1873 and was owned by H.J. Whittington, also of Cowes. However, what is not understood is that a locomotive named Bonchurch, built in 1883, ran on the Isle of Wight Railway until withdrawn in 1928. She was one of a class of seven 2-4-0 tank locomotives of Beyer-Peacock design, built between 1864 and 1883. The weight of the locomotive was 34-35 tons and her driving wheel measured 5'0 $\frac{1}{2}$ " dia. It would be interesting to know if the sunken locomotive was recovered. And how? Or if this was a renamed locomotive. The Bonchurch was number W.18 under the Southern Railway.

SOUTHAMPTON'S

TRAIN FERRIES

by Rod Baker

One of our recent speakers, giving a history of the port, showed some fascinating and to me, previously unseen photographs of the First World War train ferry pier. What was not shown and I thought might interest the Branch is the vessels that used it.

The amount of cargoes, supplies and vehicles carried across the English Channel during the First World War was, as can be appreciated, on an enormous scale and many times that carried prior to August 1914. All this extra traffic had to be carried by traditional cargo vessel and towed barges with its requisite loading and unloading. This was an enormous logistical problem and consumed a lot of time, an undesirable feature in a military situation. By 1917 the situation on the Western Front and therefore the Channel had become acute, so that a train ferry service, with its attendant great saving of time, across the Channel from Richborough, Kent and Southampton to Calais and Dieppe respectively had been decided upon and three vessels ordered.

At Southampton a 100 yard long pier with a 120 ft linkspan was built just west of the Royal Pier with a rail connection to the site of the West (now Central) Station. In December 1917, just 11 months after approval, an alternate day service was operating.

The ships concerned with this service were indeed a specialist breed, three purpose built and one specially imported and they must have been some of the strangest looking vessels to use the port at that time.

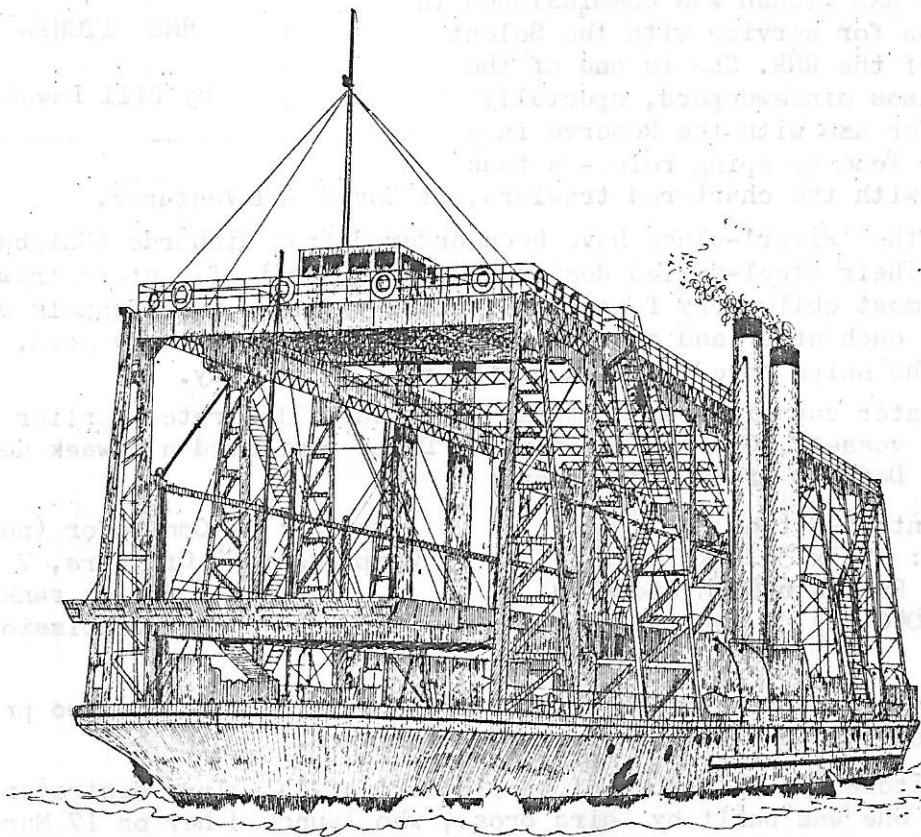
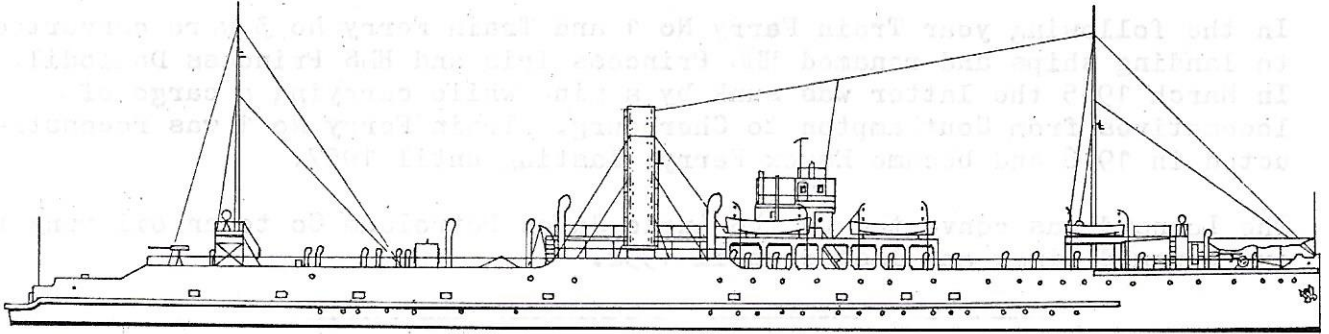
Train Ferry No 1 and Train Ferry No 2 were built by Armstrong-Whitworths on the Tyne and Train Ferry No 3 by Fairfields at Govan on the Clyde. Strictly functional in appearance, the railway wagons were carried on an open four-tracked deck with minimal bridge and superstructure above deck level. In fact each ship had 1080ft of track and could carry 54 standard goods wagons of the time. Of 2672 gross tons they had 3-cyl T-exp engines fed by four oil-fired boilers with a maximum speed of 14 knots. They had twin screws and rudders and two funnels athwartships.

No sooner had this service started operating than the German Spring Offensive of 1918 (which nearly succeeded in their objective of breaking the Allied Lines) called for an expanded supply of material. It was therefore decided to open a second train ferry service from the port, but to Cherbourg this time. Time was of the essence in the military situation and fortunately the Government was able to acquire a recently redundant Canadian train ferry from Quebec, the ss Leonard. Built in 1914 by Cammell Lairds of Birkenhead to the order of the Canadian Government she was a strange looking vessel with a framework of girders along her entire length with a bridge placed on top of this and two very tall funnels on each side. All this structure was to allow her to operate in an 18ft difference in tide and always be level with the Quay. The train deck had three parallel tracks capable of carrying 39 wagons and which could be raised or lowered by hydraulic means.

This unique vessel sailed across from Quebec in 17 days and on arrival her name was changed to Train Ferry No 4 and she began operating from an extra berth constructed here. In fact this service began on November 6, 1918, just five days before the Armistice.

This whole service lasted for only a short time altogether being stopped in March 1919 but the specially erected piers, which we saw in the presentation in November 1984, remained until 1927.

TRAIN FERRY No 3



LEONARD

DRAWINGS BY NIGEL V. ROBINSON

But this is not the end of the story as far as either the ships or Southampton is concerned.

The vessels were laid up but in 1922 were bought by an Anglo-Belgian consortium for a new train ferry service between Harwich and Zeebrugge during which time they retained their names and operated from the same linkspan which had been brought round from Southampton.

The outbreak of World War Two saw them back in Southampton at the time of Dunkirk. In fact Train Ferry 2 began her last voyage from the port when she went to the mouth of the Somme to pick up the Highland Division. Delayed by fog she was sunk by German shellfire.

In the following year Train Ferry No 1 and Train Ferry No 3 were converted to landing ships and renamed HMS Princess Iris and HMS Princess Daffodil. In March 1945 the latter was sunk by a mine while carrying a cargo of locomotives from Southampton to Cherbourg. Train Ferry No 1 was reconstructed in 1946 and became Essex Ferry, lasting until 1957.

The Leonard was converted by the Anglo-Saxon Petroleum Co to an oil tanker and renamed Limax and lasted until 1932.

Since this article was completed there has been published "Shanklin - ill fated Prince" by Waverley Excursions Ltd. In it author Alan Brown includes an order of priority list for new Southern Railway ships compiled in 1945. This shows that the company was contemplating building two train ferries for Southampton - Le Havre service -- oh what might have been!

In October HMS Itchen was commissioned in Southampton for service with the Solent Division of the RNR. She is one of the 'River'-class minesweepers, specially designed for use with the Reserve in a Deep Water Team Sweeping role - a task perfected with the chartered trawlers, St David and Venturer.

HMS ITCHEN
by Bill Lawes

Twelve of the 'River'-class have been ordered from Richards (Shipbuilders) Ltd., Yarmouth. Their steel-hulled design is based on that of a stern trawler, but with the now almost obligatory features of small vessels, twin funnels widely spaced abreast of each other and an enclosed bridge that gives very good, all round vision. The ships have unmanned engine-room capability.

The deep-water capabilities of these ships was illustrated earlier this summer when three vessels, Carron, Waveney and Dovey completed a 6-week deployment to Canada. Details of HMS Itchen are:

Displacement: 890 tons	Armament: 1-40mm Bofor (not always fitted)
Dimensions: 156 x 34.5 x 10 ft	Complement: 7 Officers, 7 Senior ranks
Engines: 2 Ruston 6-RKCM diesels	16 junior ranks. Launched:
3040 bhp, 2 shafts, 14 knots.	30.10.84. Commission: 12.10.85.

The present ship is the third to bear the name Itchen. The two previous vessels belonged to classes carrying the names of rivers.

The first Itchen was a member of the 'River' of 'E'-class destroyer of the 1901-02 programme. She was built by Laird Bros., who launched her on 17 March 1903. This class was very much a transitional design. They were the last destroyers to be powered by triple expansion engines, but the first to introduce a raised fore-castle, a feature that has appeared in all destroyers designed since that time. Itchen (1) had the following particulars:

Displacement: 550 tons. Length (bp) 220 ft.	Armament: 1 - 12 pdr; 5 - 6 pdrs
Triple expansion engines with twin screws. On trials she achieved 25.6 knots with 6969 IHP. She cost £73,700.	(in 1906 these were replaced by 3 - 12 pdr). 2 - 18" TT

continued/8

The great assembly of ships in Spithead for the Coronation Review of 1953

by A.C. Challands

The Coronation Review was held in the Spithead area on Monday June 15th and I was fortunate enough to view the area on the previous Saturday. By that time the fleet had assembled. The Eastern end of the area was bounded by a line, south from Southsea Castle and the area extended westwards for about seven miles. There were ten lines of ships in all. I visited various vantage points from Haslar Wall, in front of the Royal Naval Hospital, to Lee-on-the-Solent.

There was an enormous variety of ships present. There were warships of all descriptions including Auxiliaries as well as visitors from the Commonwealth and Foreign countries. A large number of Merchant ships were also present.

I suppose the most striking of the warships were the battleship Vanguard and the seven aircraft carriers, Eagle, Indomitable, Implacable, Indefatigable, Illustrious, Theseus and Perseus. In addition there were the Australian carrier Sydney and the Canadian Magnificent. There were cruisers, destroyers, frigates and submarines of nearly every current class present as well. Many of the classes present are no longer represented in the Navy of today such as the Darings, Battles, Bays etc. To the person on the shore, the depot ships were very conspicuous and impressive. The Alaunia, the former 'A'-class Cunarder, was a noticeable feature as was the Forth, which is at present awaiting her marching orders to the 'breakers yard' from Devonport. Further off, one could see the Maidstone, which was the Flagship of the Submarine Command. She lay at the head of a line of submarines. There was a host of smaller ships, Minesweepers of various types, Trawlers, Landing Ships, Fast Patrol Boats, Boom Defence Vessels etc. It is interesting to recall that HMS Reclaim, the Deep Diving vessel was there and that she was also present at the Silver Jubilee Review in 1977 - the only Royal Navy ship present at both reviews.

Besides the two Aircraft Carriers representing the Commonwealth, mentioned above, there were also present the Canadian cruisers Quebec and Ontario, as well as the destroyers Sioux and the frigates La Hullose and Swansea. New Zealand was represented by the cruiser Black Prince, whilst the Indian Navy had the cruiser Delhi, destroyer Ranjit and frigate Tir in the assembly. The frigates Jhelum and Zulfiqar represented the Pakistan Navy.

Foreign warships were present in some numbers with even a cruiser, Sverdlov, from Russia. Cruisers from Brazil, France, Netherlands, Spain, Sweden and the United States were there, as well as a number of smaller vessels from other countries. The Sail Training ship Amerigo Vespucci from Italy made quite an impressive contribution.

A number of fleet auxiliaries were there including the Fort Dunvegan and there were representative ships from Trinity House, the Commissioners for Northern Lights and the Commissioners for Irish Lights, as well as HM Customs, weatherships and lifeboats of the R.N.L.I.

I expect many of our readers will be interested in the contribution made by the Merchant Navy. The liners on parade were:

Andes	39/25676g	Royal Mail.	Hildebrand	51/ 7,735g	Booth Line.
Kenya	51/14464g	B.I. SN Co.	Orcades	48/28,164g	Orient SN Co.
Pretoria Castle	48/28,705g	U-C M.SS Co.	Samaria	22/19,848	Cunard SS Co.
Strathnaver	31/22270	P & O SN Co.			

Ferries and cargo liners were:

Amsterdam	50/ 5092g	Brit.Transport	Borodino	50/ 3206g	Ell.Wilson.
Clan Shaw	50/8101g	Clan Line.	City of London	47/8434g	Ellerman &
Crofter	51/8377g	TJ Harrison.			Bucknall SS Co

The petroleum business was represented by the tankers:

British Sailor	53/20091g	Brit.Tanker Co.	Velletia	52/18661g	Anglo-Saxon
Caltex Bahrein	53/11804g	Overseas Tankship Co.			Pet.Co.Ltd.

whilst the following coasters were present:

Ben Hittinger	51/446g	Nat Benzole.	Copsewood	51/1272g	Jos Constantine SS.
Falconer Birks	53/1762	N.Thames Gas.	Gosport	52/824g	Stephenson,Clarke.
Sir Archibald Page	50/3357	Brit.Elec.	Magrix	38/454	J.R. Rix & Sons.
Irish Coast	52/3813	Coast Lines.	Milo	53/991	Bristol SN Co.
Singularity	52/1566	F.T.Everard.	Whitewing	53/1102	General Steam Nav.

The list concludes with two troopships, Dilwara and Empire Windrush in their impressive white colouring, with a blue line around the hull. There were also a number of trawlers of the fishing industry.

The assembly was set to be received by HM The Queen in HMS Surprise, preceded, as usual, by the Patricia of Trinity House and followed by a number of other warships carrying various guests.

Unfortunately, I was not able to see the review on the Monday afternoon as I had to work for a living! The weather on the two preceding days had been superb, but unfortunately, on the Monday it was very drab and grey.

I went down to Stokes Bay on the evening of the 15th after Her Majesty had reviewed the fleet to see the illuminations and firework display. The lights were switched on at 10.30 pm and it was a very majestic sight. It was a dark evening and to see the various ships illuminated in different ways made a fine spectacle. At 10.40 the Firework display started. This again was really something to remember; fireworks, rockets etc being sent off from all the assembled fleet. The illuminations on the ships were turned off prior to the display and very effective it was to see all the fireworks going into the sky from the darkened fleet.

As a finale all the ships sent off a display of rockets simultaneously into the night sky. Unfortunately, one ship was a little late, a few seconds possibly, in sending off its fireworks. I often wonder what happened to the Captain the next morning? Did he get a rocket too? Altogether the whole review made a very impressive spectacle and one which I shall always remember.

-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-

HMS Itchen (continued): Two of the 6 pdrs were mounted on sponsons at the break of the fore-castle and the hull was cut away to allow ahead fire, a feature that was not continued in later vessels of the class. The Itchen served a short time on the China Station, but most of her career was with the Home Fleet. She was torpedoed and sunk in the North Sea on 6 July 1917 with the loss of one officer and seven men.

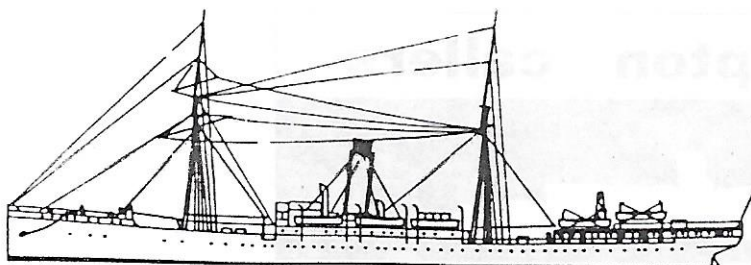
Itchen number two belonged to the 'River'-class frigates of World War II. This was the first type of escort vessel to bear the name frigate. They were larger and faster than the corvettes which were too small for effective ocean-going duties. Construction of the frigates commenced once the corvette building programme was completed. The commercial reciprocating machinery of the smaller vessels was retained to ease the manufacture of the engines, but the frigates were fitted with two sets instead of one. (A few of the ships of the 'River' class were fitted with turbines as they became available with the increase in turbine cutting facilities.

Itchen (2) was launched on 29.7.1942 by Fleming & Ferguson. Her standard displacement was 1,370 tons and dimensions were $301\frac{1}{4}$ x $36\frac{3}{4}$ x 12 ft. A speed of 20 knots was achieved by 2 reciprocating engines producing 5,000 IHP.

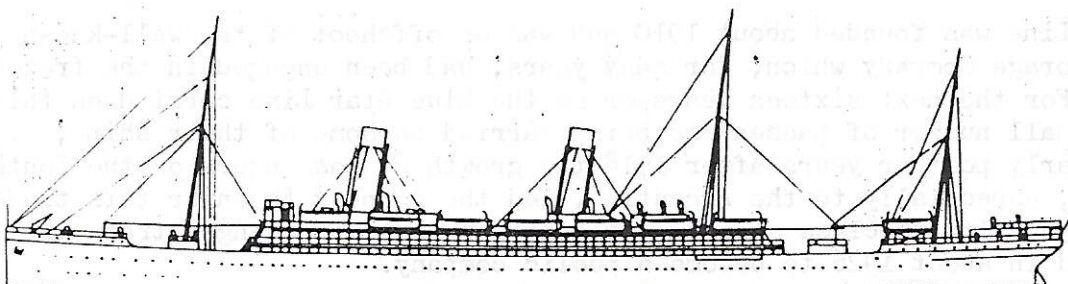
Armament for the ships of this class was 2 - 4 in, 10 - 20mm AA, 1 - Hedgehog (an ahead throwing A.S. mortar weapon) and four depth charge throwers. This class was regarded as one of the most successful anti-submarine types of its time.

H.M.S. Itchen (2) was torpedoed and sunk by U.260, south of Greenland on 23 September 1943.

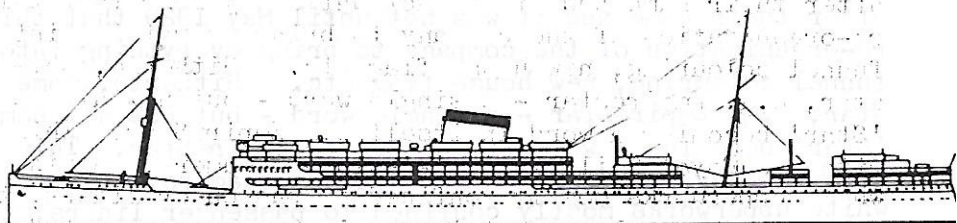
UNION-CASTLE LINE



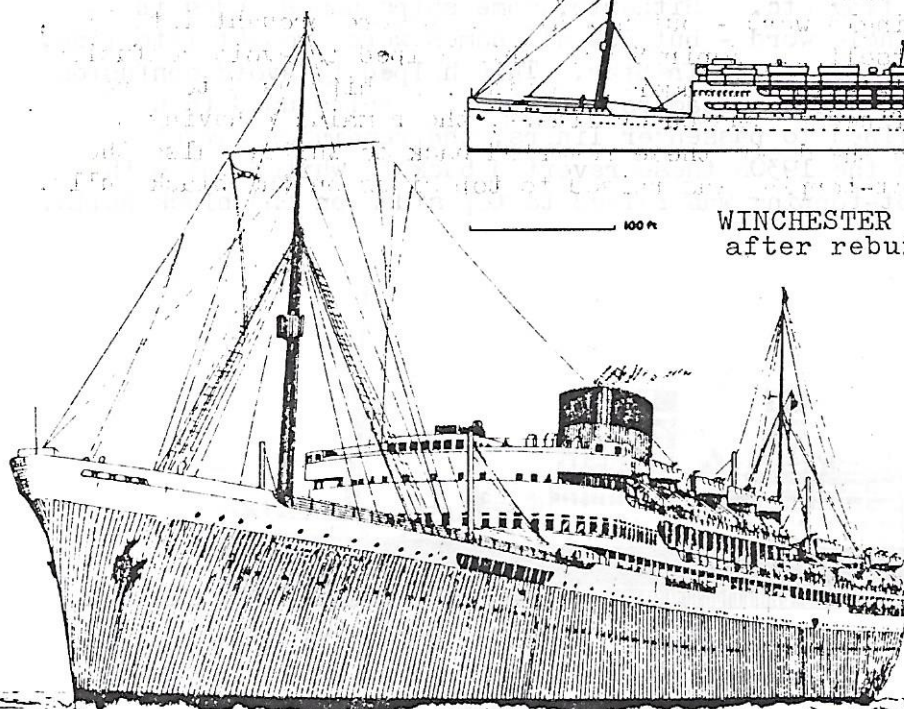
ROSLIN CASTLE of 1883



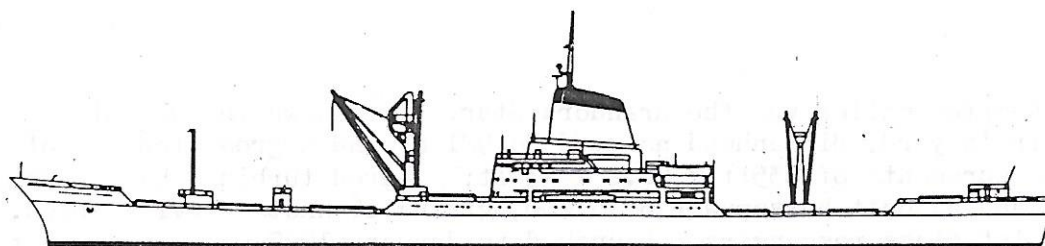
BRITON of 1897



WINCHESTER CASTLE of 1930
after rebuilding



STIRLING CASTLE
of 1936



SOUTHAMPTON CASTLE of 1965

a selection of drawings by Nigel V Robinson from those that appear in "THE CAPE RUN" by W H Mitchell & L A Sawyer, published by Terence Dalton in 1984

old southampton callers

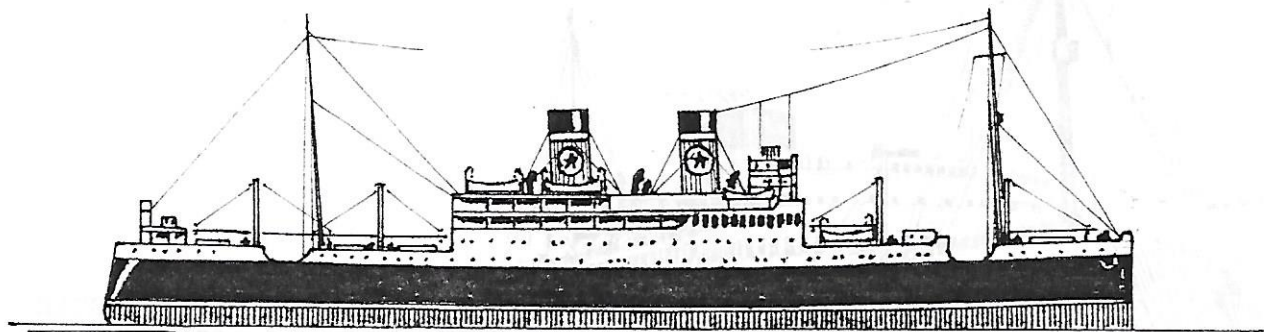


The Blue Star Line's 'Arandora Star'

by John S. Lindsay.

The Blue Star Line was founded about 1910 and was an offshoot of the well-known Union Cold Storage Company which, for many years, had been engaged in the frozen meat trade. For the next sixteen years or so the Blue Star Line carried on this trade with a small number of passengers being carried on some of their ships, but with the early postwar years after 1918 the growth of passengers on the South America routes, especially to the Argentine, led the company to enter this trade with five newly-built 'A'-class ships. Engaging now in the passenger trade the Company decided in about 1926 to become a public company.

In the same year the first of the new ships to be launched was the Almeda, 12,838 gross registered tons and the Andalucia 12,846 grt, both in May, to be followed in September by the Avila, 12,872 grt and the Avelona, 12,858 grt in December. On the 4th January of the new year, the Arandora was launched. It is to be noted that at the time of launching, none of these vessels carried 'Star' after their name and it was not until May 1929 that this was added, due to the re-organisation of the company to bring everything into line, with standard funnel colouring, new house flag etc. Hitherto, some ships names ended in star, e.g. Empirestar - a single word - but now all names were brought into line, 'Star' becoming a word in itself e.g. Empire Star. This helped to avoid confusion with the Royal Mail Line's 'A'-class steamers. Again, ... ships used to have white upperworks mostly confined to passenger liners, the remainder having a brown or drab colour, but in the 1930s these reverted back to white; also the 9-inch white line on the boot-topping was raised to top sides on the black hulls.

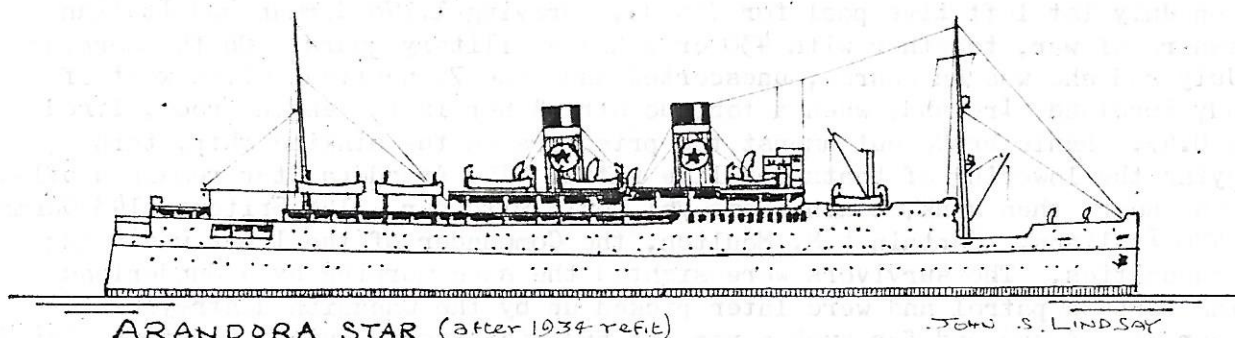


ARANDORA STAR (as built)

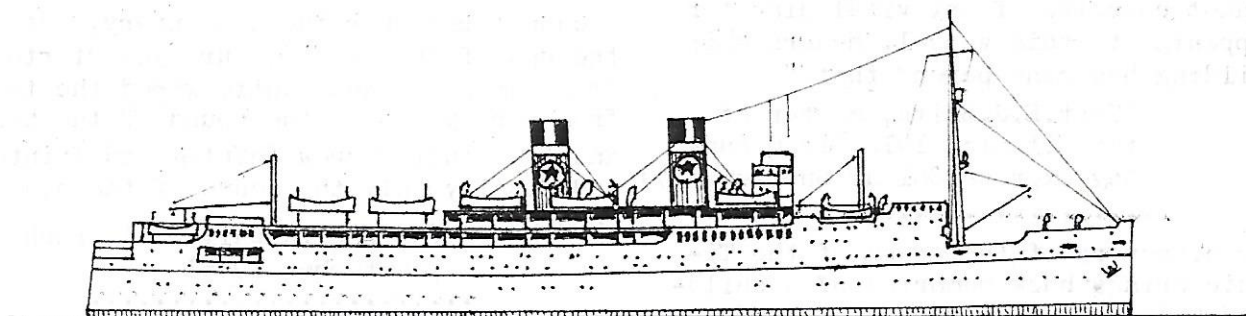
JOHN S. LINDSAY.

An old Southampton caller was the Arandora Star. Laid down in 1926 at Cammell, Laird's yard, Birkenhead as yard No 921 she had a gross tonnage of 12,847 on measurements of 535ft x 68.2 x 43 ft; geared turbines by her builders; twin screws and a shaft horsepower of 8,400, giving 16 knots service speed. She carried 164 1st class passengers. Launched in January 1927 she was completed by May of that year and made her maiden voyage in the London-La Plata service as Arandora. However, owing to a decline in the passenger trade the Arandora was withdrawn from service in 1928 and sent to Fairfields to be refitted as a cruising ship. She was re-measured to 14,694 gross tons. By replacing the passenger accommodation and reducing cargo space, she now carried 354 First class passengers. In June 1929 she was renamed Arandora Star and made her

first cruise on 15 June from Immingham to Norway. At this time she still retained her black hull but in January 1931 this was changed to white with green band topsides. Her first cruise was so successful that she was transferred to Southampton to compete with the other cruising liners, one of her main rivals being the Royal Mail Line's Atlantis. Her main cruises were to Madeira and



ARANDORA STAR (after 1934 refit)



ARANDORA STAR (after 1936 refit)

JOHN S. LINDSAY

West Africa which would be followed by a series of West Indies cruises. At Easter she would revert to the Mediterranean programme and then the Northern Capitals, Norway etc during the summer, after which she returned to the Mediterranean for the autumn followed by winter lay-up and overhaul at Southampton. The Arandora Star also made cruises to Honolulu via the Panama Canal, calling at San Francisco and Los Angeles on the homeward leg. The prices in those days were in the region of £3 to £4 per day, some cruises only costing £23 to £35. Occasionally the Blue Star Line chairman, Lord Vesty and his brother, Sir Edmund went cruising on her, regarding her almost as their private yacht. She was extremely popular amongst the cruising public, many returning time and time again, asking for the same steward to look after their needs. This request was able to be complied with as the same crew, in the main, stayed with the ship until the outbreak of World War II, which goes to show what a happy ship

she was. She was affectionately known amongst the crew as the 'chocolate box', as after her very last refit, with the closing in of decks etc and her continuous band around her hull, she did rather resemble that.

In October-December 1934 she was again withdrawn from service for refit at Southampton, her tonnage altered to 15,305. In 1935 her mainmast was removed and her superstructure built up forward. In 1936 the superstructure was extended to the poop and windows added to the forward part of the Sun deck before the bridge. Her tonnage was now 15,501g.

The Arandora Star carried on with her popular cruising duties until the outbreak of WW II when, in December 1939 she was put into Naval service as an experimental vessel for anti-torpedo nets. In May 1940 she was commandeered as a troopship and on July 1st left Liverpool for Canada, carrying 1,178 German and Italian prisoners of war, together with 430 crew and a military guard. On the morning of July 2nd she was on course, unescorted and some 75 nautical miles west of Bloody Foreland, Ireland, when a torpedo struck her in the engine room, fired from U.47. Panic broke out amongst the prisoners on the sinking ship, this delaying the lowering of boats and life rafts. The Arandora Star remained afloat for one hour, then sank, taking some 761 souls with her - 148 Britons, 143 German and 470 Italians. Captain E.M. Moulton, the Commander of the liner was among the casualties. The survivors were sighted the same morning by a Sunderland Flying Boat on patrol and were later picked up by the Canadian destroyer St Laurent. A sad end for such a popular and picturesque ship. Her four sister-ships were also lost during the war - Avelona Star in June 1940, Almeda Star on 17 January 1941, Avila Star on July 6th and Andalucia Star October 7th 1942.

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EX - PRESS

"I cannot imagine any condition which would cause this ship to founder. I cannot conceive of any vital disaster happening to this vessel. Modern ship building has gone beyond that."

(Capt. E.J. Smith, Master of the Titanic, 1912 (from Sunday Express Colour Supplement))

.....
The discovery of the wreck of the Titanic brings back memories of a childhood holiday, spent with an elderly aunt in Devon.

On Sunday evenings the gramophone with its big horn was set on the table, and we were entertained with records, suitable for the day. Clara Butt sang "Abide with me" followed by many old songs such as "The Lost Chord" and "Where my caravan has Rested." The highlight of the evening came at the end with "The sinking of the Titanic."

The record was carefully polished with a soft duster and the gramophone rewound.

I cannot remember the commentary, but at the end of the record, our eyes started from our heads and auntie wiped the tears from her eyes - as the sound of the band, and the singing grew fainter and fainter, and finally only the sound of the sea remained.

(Letter in Daily Telegraph September 1985)

.....
The Koningen Beatrix, 30,000 tons, which cost £40 million and is the biggest ship ever built for Sealink, will be named by Queen Beatrix of the Netherlands on November 9 and will start service between Harwich and the Hook next spring. She can carry 27,100 passengers.

(Caption to a photograph, Daily Telegraph 3.10.1985)

NAUTICAL NOTEBOOK (continued from page 14)

The KLONDYKE SHIPPING COMPANY fleet has been disposed of owing to lack of freight. The ships have worked in the short sea trade and have, from time to time, been at wharves in the Itchen. The Martindyke (52/2583 tdw) has gone to the Bahaman flag; Avondyke, 1,592g 2,583 tdw, built in 1976 as Skirbeck, (to Panama) and Selbydyke 1,592g (2,711 tdw) which has been transferred to the Dutch associate Erhardt & Dekkens.

Klondyke Shipping Company was part of the North British Shipping group whose two ships Norbrit Hope (1983) and Norbrit Faith (1982), both 1,597g 2,380 tdw have also gone to the Dutch company. (A fleet list appeared in Black Jack No.30 (1979)).

NAVAL NOTES

by Bill Lawes

On Friday 30 August the Branch was well represented at Dockhead to see the arrival of USNS Pawcatuck. This 'Mispillion'-class Replenishment Oiler was launched on 19th February 1946 by Sun Shipbuilding, Chester as a T3-S2-A3 tanker and entered service with the U.S. Navy in May of the same year. Her length was increased by 28.3m under the 1964 Programme to give her a full load displacement of about 34,000 tons. The 'Mispillion'-class ships (others are Navasota, Passumpsic and Waccamaw) carry fuel oil, diesel etc and dry cargo and are fitted with a Helicopter Deck forward. They are powered by two sets of steam turbines which produce 13,500 hp for a speed of 16 knots. In 1975 the Pawcatuck was transferred to the Military Sealight Command.

The USNS Zeus has again a familiar sight in Southampton Docks. The only R.N. vessels observed during August were two minesweepers, the Walkerton of the elderly 'ton'-class - now attached to the Fishery Protection Squadron and the new 'River'-class minesweeper HMS Blackwater.

During September, Southampton was fortunate in acting as host to a squadron of Canadian warships consisting of the Replenishment ship Protecteur; the destroyers Algonquin, Athabasca and Iroquois; and two of the 'St.Laurent'-class frigates, Ottawa and Fraser. The 'Iroquois'-class destroyers displace 4,200 tons fullload and have very conspicuous twin funnels angled outwards to that fumes from their gas engines do not affect the radar antennas mounted on the masts. The armament for the ship consists of two Canadian Sea Sparrow S.A.M., 1 - 127mm OTO Melara D.P. Gun, 1 - Limbo ASW Motor, 6 - A.S.W torpedo tubes and two Sea King helicopters. They are equipped with a Towed Variable Depth Sonar System. The 'St Laurent'-class frigates were the first major ships designed in Canada. The Ottawa entered service in 1956, built by Canadian Vickers. The Fraser, which entered service a year later, was built by Burrard at Vancouver. This class is scheduled for retirement at the end of the decade. They underwent major reconstruction during the 1960s when the original single funnel was replaced by paired twin sets to allow the forward extension of the helicopter hangar. This conversion also produced the armament they now carry - 1 twin 3 inch DP, 1 Limbo ASW Mortar, 6 A.S.W. TT and one Sea King helicopter. Steam turbines of 30,000 hp produce 28 knots. Full load displacement is 2,860 tons. The destroyers and frigates are all fitted with the "Bear Trap" helicopter landing system.

The Protecteur was built by St John SB & DD who launched her in July 1968. She can carry all types of fuel, plus dry and frozen foods, munitions and spares and has the ability to produce 80 tons of fresh water each day. When used for Commando purposes the Protecteur can carry military vehicles and troops. Her full load displacement is 24,700 tons and steam turbines of 21,000 hp give her a speed of 21 knots. Originally, she mounted a twin 3 inch gun in the 'eyes' of the ship, but this had the reputation of being easily washed away, and it wasn't fitted at the time of her visit to Southampton. She carries three Sea King helicopters.

FLEET LIST

LINEAS MARITIMAS ESPANOLAS SA

Ships of Lineas Maritimas Espanolas SA have been frequent visitors to Southampton where they discharge cars at 30 berth.

The company belongs to the group Rafael Riva Suardiaz and others (Vapores Suardiaz), registered in Spain in 1930 and a number of ro-ro ships are owned. Oldest in the fleet is Rivainfanzon, 1,286 gt and built in 1975 which was seen many times a year or so ago, running with Rivainervion (73/684 ft), no longer in the fleet. A sistership to Rivainfanzon is the Antonio Suardiaz, built 1976 and both by E.Lorenzo & Co., Gijon, where the ships are registered. Both are stern loaders.

Two modern ships frequently seen are Cervantes and Velazquez, both 4,98 gt, 6,000 tdw and completed in 1984 and 1983 respectively. The Cervantes was launched by Empresa Nacional 'Bazan' CNM, San Fernando of 14 October 1981; Velazquez on 14 May of the same year but lay uncompleted for some time.

nautical notebook

In this quarter two more container services were welcomed to the port. The largest was the Norasia service which was introduced with a new ship. Built by Howaldtswerke-Deutsche Werf

at Kiel, the Norasia Samantha was handed over on 1 October and arrived at Southampton on 6 October on her maiden voyage. She is owned by Partenreederei MS Norasia Samantha and partners are the Swiss operator Norasia, the Hamburg Investment Fund and shipowner Peter Doehle Schiffahrts KG, who is acting as managing director. The ship is chartered by the operator.

Dubbed 'ship of the future' the research programme for her construction was begun in 1981 and was supported by the West German Government. Low fuel consumption is guaranteed and manning is only 19 crew; then after three trips 16; then eventually scaled down to 14. Her sistership Norasia Susan was delivered on 15 November. Details of these two prototype ships are:

Length (oa) 569 ft (bp) 530 ft
Breadth 93 ft 27,150 tdw
Container capacity: 1,550 TEU.

Orders for two more ships have been placed and will be around 40,000 tdw: there is option for another two. Exports will be to the Middle East and imports from the Far East and an eventual weekly service is envisaged.

The Holland Canada Line began their service with Concordia (79/3650g), owned by G.Koppelman, Wedel, W.Germany, which called on 16 September en route from North European ports to Montreal. Ships will call eastbound, fortnightly. The Concordia changed her name from Zim Australia in 1982. She is supported by the similar-sized Germanic, built 1980 and owned by Reederei Beilken of Elsfleth.

RED FUNNEL TUGS have taken delivery of their new tugs Hamptun and Sir Bevois, built by McTay Marine, Bromborough. Each has a bollard pull of 35 tons. With Clausentum and Chale, the Red Funnel dock fleet will consist of four tugs, Gurnard having been sold to the Alexandra Towing Co for work at Gibraltar and Calshot for sale. The small Dutch tug Alk, of Papendrecht, worked in the docks again in October towing a spreader over the areas dredged by the suction dredger Swansea Bay, whose powerful suction pipes leave undulations on the sea bed.

BULK TRADE Work is progressing at the old Ocean Terminal site for the movement of bulk cargoes. The old railway gully, where the streamlined locomotives of the past pulled their trains of gleaming green coaches and buff/brown Pullman cars, is being transformed into a road surface. Soon, giant grabs will be working where once stood the Ocean Terminal, the prestigious 'Gateway to England', welcoming the thousands to Britain from the North Atlantic liners in 'the only way to cross'.

CONVOY WORK Townsend Thoresen's Dragon laid-up at 49 berth in late September after duty in NATO exercise 'Ocean Safari '85', simulating convoy reinforcements to Europe. Nineteen ships took part, split into four convoys. There were six British, four US Military Sealift Command ships and the remainder came from Canada, West Germany, Norway, Netherlands and Bermuda.

The biggest convoy was an eight-ship force consisting of the four US vessels; the cargo ships Inga Bastian (77/4624g) of West Germany and Ocean SS Co's Myrmidon (82/32,506g), the part-container ship Sanda (82/5264g) also of West Germany and the tanker Irving Canada (81/23,555g). This convoy left Boston on 29 August for Iceland and there re-grouped to form a second convoy for the English Channel; two other convoys started from Scapa Flow and Lisbon, also for the Channel. Over 160 NATO naval craft took part.

TIMBER is never seen in the Docks these days, but the smaller short-sea ships still discharge at the up-rifer Itchen wharves. At Vancouver Wharf was the Stadeland (65/499g) owned by Wil Rekholtz, Hamburg. There was also the Polish Swieradow Zdroj, 1990 tdw, one of a group of twelve ships built between 1969/72 in the Turnu-Severin Shipyard, Romania for the Polskie Linie Oceaniczne. Some of these ships were built with accommodation for six passengers. Another Comecon ship to discharge was the small, 299g Hagenow, of East Germany. One other timber carrier, the Jennifer (66/499) discharged at Drivers Wharf.

Imports of Animan Feedstuffs began in early September when the German-flag, 497gt Pinnau discharged at 27 berth.

(Contributors include:
Monty Beckett and Colin Drayson) /to page 12