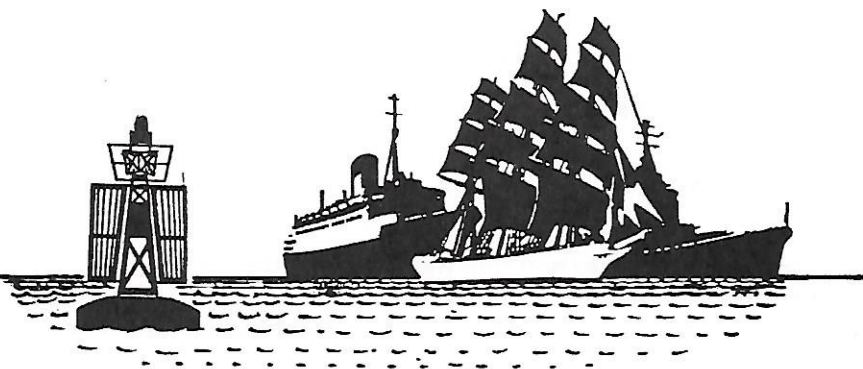


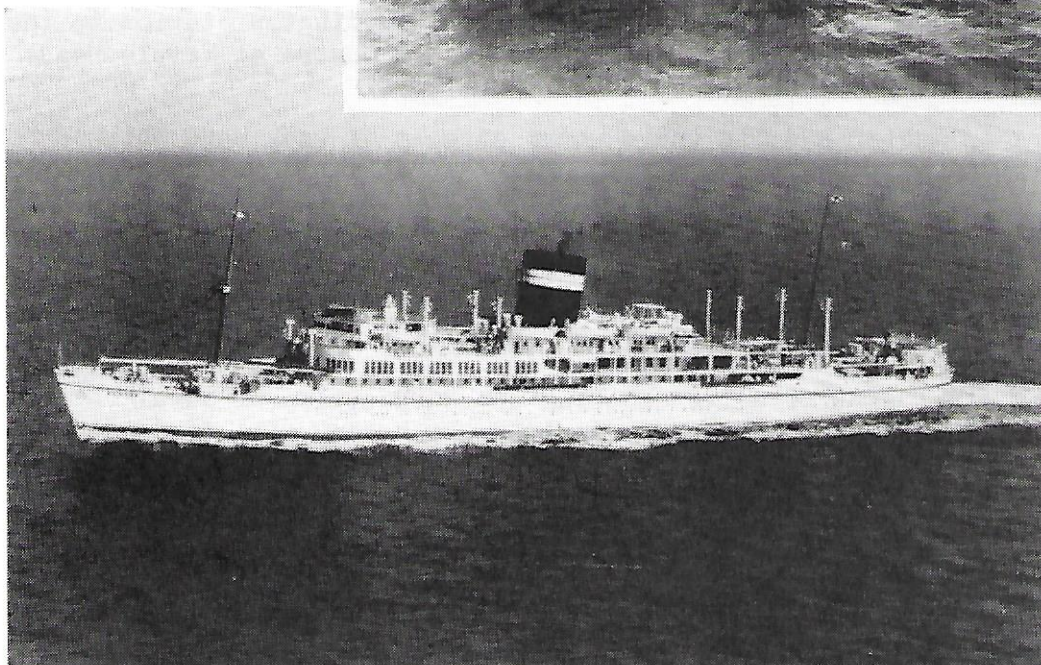
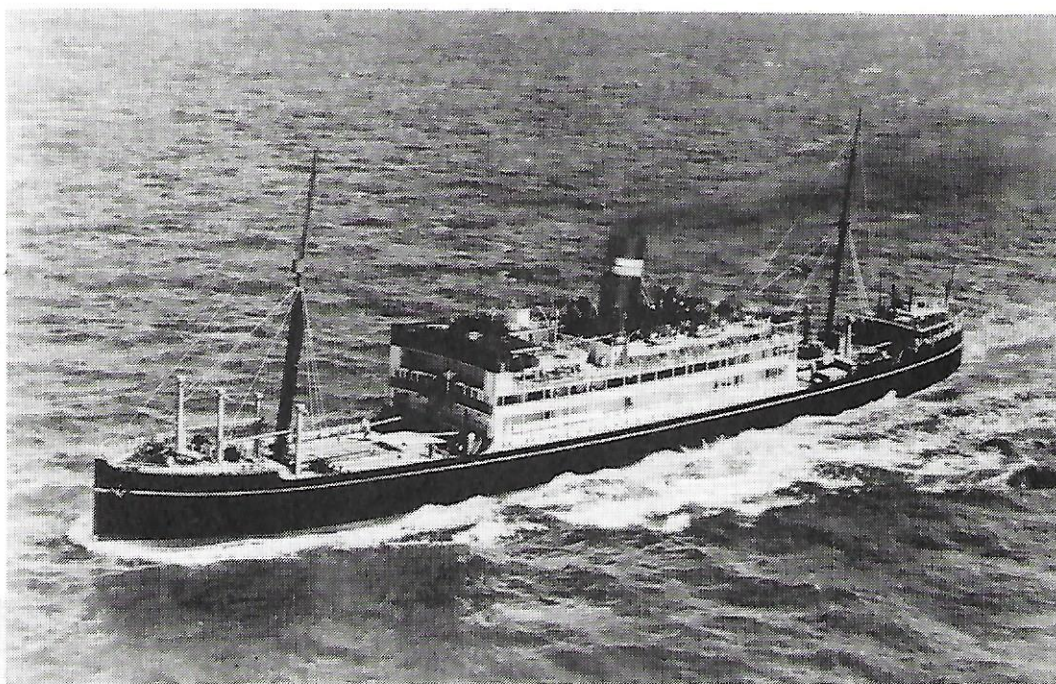
# BLACK JACK

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



SPRING 1986

No. 58



The Madura was built by Barclay, Curle, Glasgow in 1921 for the London-East Africa service. Her hull measured 465 feet x 58 feet and she had a cruiser stern. She had six turbines driving twin screws which gave 12-13 knots. The Madura was withdrawn from service in 1953.

In 1952 the Uganda, 14,430 gt was completed by the same builders for the same service. Her running partner, Kenya, had taken her maiden voyage 539 feet in length; breadth of 71 feet and her huge funnel was 12 feet taller than that of her sistership. In the mid-1960s, as more and more colonies achieved independence, services began running down and on 14 January 1967 the Uganda arrived in London from Mombasa for the last time. She was then sent to Hamburg for conversion to a 'schools ship' (16,907 gt), making her inaugural trip, as such, on 27 February 1968 from Southampton. In April 1982 she was taken up as a hospital ship for the Falklands campaign and converted at Gibraltar. For a short time after the emergency had ended she was back at Southampton, cruising, but on 14 January 1983 became a troopship again, in the South Atlantic, until 25 April 1985 when she arrived at Falmouth and was laid up on the River Fal. The Uganda is the last liner to wear the British India funnel colours.

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\*\*\* Summer is three months away and, presumably, some members will be holidaying in Britain. Devon and Cornwall being considered the sun spots, no doubt some will find themselves there for their hard-earned fortnight!

For those shiplovers who get bored lazing in the sun the area offers quite a number of Maritime Museums of interest.

At Brixham, a Fisheries Museum is in The Old Market House on Brixham Quay - one of the National Maritime Museum's west-country outstations and offers the continuing story of the fishing industry around the coasts of Britain. This small museum tells of changes in catching methods - hook and line, traps, trawling, drifting and seine netting. It is open daily, April-October. Then there is the North Devon Maritime Museum in the seaport village of Appledore, near Bideford. It is not big - a 7-room restored Georgian building, Odun House, featuring local boat and shipbuilding. One room is devoted to the transatlantic links forged between Appledore and Prince Edward Island in the mid-19th century. It opens daily from Easter to the end of September.

Falmouth Maritime Museum boasts the 1929 tug St Denys among other things. Her preserved steam machinery is the last of only 12 Caprotti valve marine engines ever built. It is open April to October (except Saturdays). Charlestown, the old port of St. Austell has a shipwreck centre giving details of the many wrecks around the coast. It also has an Audio Visual Theatre, an 'Upper Deck' for light means, radio controlled boats etc...

Bristol's Maritime Heritage Centre is, of course, wellknown. The Museum is, eventually, to be next to the 'Great Britain' project and will illustrate Bristol's seafaring heritage - shipbuilding in particular during the Brunel period. The major attraction of the scheme is the future potential of Brunel Way from Paddington Station to the Clifton Suspension Bridge, taking in the developing Brunel Centre at Temple Meads and the New Maritime Heritage Centre.

And of course, there is Exeter and its quays where cargoes of wool were shipped down the River Exe in Elizabethan days. It now has the largest collection of working boats in the world - junks and sampans from the Orient, dhows from the Gulf, coracles from Wales, lifeboats, pilot cutters and Brunel's 1844 dredger, still in working order. There are boats from the Congo to Fiji and from Brazil to the Tagus - a total of some 120 craft on display. Open daily, it is 6 minutes walk from Exeter Cathedral and signposted for motorists from the Exe Bridge.

\*\*\* In this issue is the first part of a list showing the disposition of Naval Dock and Yard craft as at the end of the war in 1945 which many will find interesting and which, at least, is a record of those small auxiliaries.

The remainder of the list will be published in the next two issues of 'Black Jack' - Summer and Autumn 1986 which incidentally brings us to the end of our Third Series of 'Black Jack'.

\*\*\* Regarding the Mizpah's loss in the Winter edition of 'Black Jack', Bert Moody says there is no doubt that the locomotive 'Bonchurch' was recovered from the sea bed.

However, he points out there are, least two versions as to what transpired.

Don Bradley in his 'Locomotive History of Railways on the Isle of Wight' states that the locomotive was shipped on board the lighter Nancy on 23rd April 1883 at Portsmouth. By misfortune the usual tug was undergoing repairs, and the less powerful Mizpah had to be employed for the tow to St. Helens. Time was lost en route and in rapidly deteriorating weather the lighter was allowed to broach-to and capsized, depositing

NAVAL NOTES  
by Bill Lawes

The last month or so have seen an interesting cross-section of Naval vessels at Southampton from a number of different countries.

From the U.S.A came three ships of very diverse nature. The USNS Albert J Meyer is one of the older cable vessels still operated by the American Navy. She was launched by Pusey & Jones at Wilmington in 1945 as an S3-S2-PP1 type vessel for the US Army, but was transferred to the US Navy on 18 September 1963. She was rebuilt between 1978 and 1980 by Bethlehem Steel Co., when much of her steel superstructure was replaced with aluminium. Many interior changes were made, including the replacement of her original steam reciprocating engines with diesel-electric drive. The vessel has a full-load displacement of 8,500 tons.

The USS Peterson spent a few days at Southampton. She is one of the 'Spruance'-class destroyers, designed mainly for anti-submarine duties. These ships have an armament of Harpoon SSM, Sea Sparrow and ASROC launchers, plus two single 5" gun mounts and two triple A.S. Torpedo Tubes. They also carry a 'Sea King' helicopter. The Peterson was built by Ingalls SB Co at Pascagola Miss., and was completed in 1977. Her gas turbine engines of 86,000 hp produce a maximum speed of 32.5 knots. The US Navy has plans to update the armament of these destroyers and also fit Kevlar plastic armour over vital areas.

A completely different vessel to visit the docks was the USNS Stalwart, the name ship of a class of Ocean Surveillance vessels. These are designed to operate the Surveillance Towed Array Sensor (SURTAS) which is a 1,800-metre long flexible cable, towed astern of the ship. Information gathered by this Sonar array is relayed to shore via satellite for evaluation. It was originally intended that these ships could be in operation for up to 300 days a year - a considerable feat for vessels of only 2,285 t full load. Operated by the Military Sealift Command, the Stalwart was completed in March 1983 by Tacoma Boatbuilding Company, Washington. Her complement of 30 includes 10 civilian technicians.

There were also submarines at 43-44 berths, two Dutch and a British ship making visits. The Dutch ships were of the 'Dolfijn'-class - HNLS Zeehond (built by Rotterdam D.D.M in 1961 and HNLS Potvis (Wilton-Fijenoord, 1965). The rather unusual feature of this class is that their pressure hull consists of three cylinders, an upper one for crew and armament and twin lower ones for machinery and batteries. Diesel-electric drive gives speeds of 14.5 knots surfaced and 17 knots submerged.

.....000..... continued, page 14

Mizpah's loss (continued from page 2)

'Bonchurch' on the sea bed. A Portsmouth salvage company was commissioned to attempt recovery, but little positive action was possible until the gale abated on 29th April, when two hired Admiralty 'lumps' from Portsmouth Dockyard raised 'Bonchurch' off the sea bed and slowly carried it towards St.Helens Quay where a landing was made the following morning. The engine suffered only minor damage and entered service on 1 June 1883.

Peter Paye in his book 'Isle of Wight Railways Remembered' gives a slightly different version -

The barge carrying 'Bonchurch' foundered in sheltered and shallow water off Bembridge. Salvage operations were quickly organised and 'Bonchurch' was dragged along the sea bed into St.Helens where it was returned to dry land by means of rails which were laid at low water and with assistance given by a sister engine, Bembridge'.

\*\*\*\*\*

\*\*\* SPRING MEETINGS at the Portswood Conservative Club, Highfield Lane:

Tuesday 8 April

A LIFETIME AT SEA

Captain Love

(Fleet Marine and Safety Officer, P & O.

Tuesday 13 May

PRINT/SLIDE COMPETITION. 3 prints &/or 3 slides each member. Entries to HON SEC, April meeting please.

Tuesday 10 June

MUSEUMS EVENING

(Details will be given at meetings)

## old southampton callers



The  
EMPRESS OF SCOTLAND

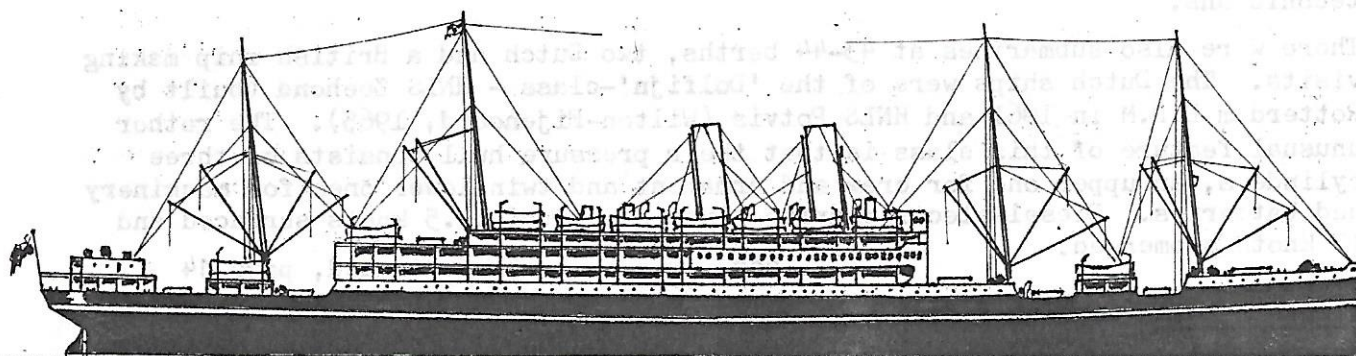
by

John S. Lindsay

To replace their losses at the end of the 1914-1918 war, the newly named Canadian Pacific Steamships Ltd purchased four ex-German built liners from the War Reparations Committee, the largest being Kaiserin Auguste Victoria, a vessel of some 24,000 gt. She was originally to have been named Europa, but this was changed when she was launched by the Kaiserin. Laid down at the Vulcan Yard at Stettin for the Hamburg America Line under yard number 264, she was launched on 29 August 1905 and completed on 28 April 1906, making her maiden voyage Hamburg-New York on 10 May. She was the largest ship in the world until 1907 when the Lusitania was launched, the first ship over 30,000 gt.

The Kaiserin Auguste Victoria was a four-masted ship with two funnels, high superstructure with combined bridge and boat deck, straight stem and counter stern. Her tonnages were 24,581 gross and 14,968 net on measurements of 705 ft loa 677 ft 6 in bp x 77 ft 4 in x 50 ft 2 in. Her machinery consisted of twin screw quadruple expansion engines 2 x 4 cylinders of 36½" x 53½" x 75¾" x 107" with a stroke of 65" giving a nominal horse power of 2,992. She had eight double-ended boilers with 51 furnaces which gave a service speed of 18 knots. Indicated horsepower was 17,500.

Her hull was built of steel, with four decks and a shelter deck; the f'c'stle was 84 ft in length. Passenger accommodation consisted of 652 first, 286 second, 216 third class passengers and 1,842 in steerage; her crew numbered 593.



EMPRESS OF SCOTLAND (1905)

JOHN S. LINDSAY '86

At the outbreak of war in August 1914 she was laid up at Hamburg for the duration. On 23 March 1919 she was handed over to Great Britain and arrived at Hull as a United Kingdom war reparations vessel. She was then chartered to the US Shipping Board by the Shipping Controller and used for carrying American troops back to the United States. On 14 February 1920 she was chartered to the Cunard Line and made her first sailings from Liverpool to New York. Then, on 13 May 1921, she was sold to the Canadian Pacific Railway, London and on 5 August became Empress of Scotland, returning to her builders for refitting and conversion to an oil burner. Her tonnage was increased to 25,037 gt and her passenger accommodation was re-arranged to 459 first, 478 second and 536 third class. On 22 January 1922 she made her first voyage from Southampton to New York, then Southampton to Quebec; then cruised during February.

While at Hamburg in June 1923 she collided with the German steamer Bonus, 1884, 842 gt belong to Johannes Ick, Hamburg. In 1927 she carried the Prince of Wales and Duchess of Kent from Quebec to Southampton but in the shipping slump of the late 1920s was laid up and sold on 2nd December 1930 for breaking up by Hughes, Bolckow & Co., of Blyth. On 10 December she caught fire at Blyth and was completely burnt out and sank. She was raised in May 1931 and then, on 1 June, whilst being moved for final demolition, she broke in two and was scrapped in that position.

I remember.....

To the Edge of the East  
by W.H. Mitchell

Saturday, 29th November 1952. Royal Albert Dock, London. The rain was sleeting down through the light of the tall standard lamps. We had put our hold baggage on board a day or so previous and had only hand luggage as we said our farewells and climbed the gangway. It was 7 pm.

Until that day my overseas journeys consisted of landing craft to and from Normandy, several crossings between Calais and Dover and a two-week jaunt to Dun Laoghaire and Dublin. Now we were on our way to Tanganyika, 6,956 nautical miles from London, where I was to take up a post in the East African Port Department. Apprehensive? A little.

The drinks in the Sun Lounge warmed us and we sat huddled over tiny electric fires and quickly made talk with several others who, incidentally, became lasting friends.

The Madura was thirty-one years old, one of six passenger/cargo sisterships built for British India S.N. Company in 1921-22. The others were Modasa and Mantola of 1921 and Malda, Matiana and Mulbera of 1922. The Malda was caught off the coast of Orissa (East India) in the Bay of Bengal by a Japanese cruiser force and was sunk on 6 April 1942, with nine other British ships. The other 'M's continued their East Africa service, but were now ready for the breakers; all had gone by 1954.

The tugs moved us out into the centre of the Royal Albert Dock at 9 pm and we passed ship after ship of the 'Empire' liners of the day. Aberdeen & Commonwealth's Moreton Bay, 14,400 tons was there; Dunedin Star from Australia and Brasil Star (South America service), and the new British India liner Kenya, in from Mombasa. We glided through the lock and into the river. There was a London bus waiting for the lock gates to close. All red and glistening in the driving rain. A well-lit pub beckoned..... The river was dark, wharf lamps reflected their bobbing lights in the water, but gradually got sparser and more distant.....

I awoke during the night and saw twinkling lights on a far English coast.....

Next day, after lifeboat drill, we looked around. The ship had 176 passengers in one class. We had a 2-berth cabin, fan and wind scoops for the days to come and the usual fitments. Our Indian cabin steward arrived, 'Jubba' was his name. Kanza uniform and round hat stating British India. The uniform of the company. Accommodation included a comfortable lounge, a dining room where a cinema projector was to be erected at various times; the bar which we had already sampled and space where a canvas bathing pool was later to be erected. The Madura was 9,000 tons gross, had a deadweight capacity for 11,000 tons of cargo and was a product of Barclay, Curle & Company on the Clyde. She was three decades old, hardly the last word in ocean travel and could only make twelve knots, which was slower than many cargo ships of the day. Nevertheless, she was comfortable and we were to enjoy nearly five happy weeks aboard her. Our fare was £122, each person.

Monday, 1st December saw us in the Bay of Biscay and we passed Finisterre at 2 pm next day. There were long rollers down the coast of Portugal but it was warmer and I remember sitting with our companions on our first soft, balmy night, sipping a nightcap and watching the flash from the lighthouse on Great Berlengus Island every thirty seconds. On Wednesday, Portugese fishing boats were around. We passed BP's British Birch, 8,600 tons, and Ellerman Wilson's Rinaldo, 2,900 tons also came near enough to read the name as she passed homeward bound. Lisbon was passed in sunshine and next day we moved around Gibraltar. The next wo days were quite rough, easing as we passed Pantellaria with its extinct, seamount crater Montagna Grande, 2,470 ft.

It was getting very warm and many were now wearing their tropical shorts, those returning from leave to Africa exposing tanned limbs. I went to our cabin and put on my shorts. The salesman in the Southampton shop said that they had made shorts and tropical clothes for many years - "Leave it to us Sir", he had said. All I could see now was two inches of white knee between socks and shorts.....

I put my trousers back on and was later supplied from a bumboat in Port Said at about one quarter of the cost of those from Southampton, which I never did wear!

Thursday 11th December. Port Said, 3,406 miles from London. We walked ashore over a snake of pontoons and took a look around the Simon Artz emporium. Everyone did who went ashore in those days. We mooched through the streets for a while. It was very hot and we went back on board where the Gulli-Gulli man dispensed his magic...

The Madura joined the southbound Suez Canal convoy at 2.30 pm. Ellerman Hall's City of Ottawa, 7,600 tons was there; Glen Line's Glenshiel, 7,300 tons, the war-built Alcyone, 7,275t, owned by Van Nievelt, East Asiatic's India and Kambodia, Triestino's Toscana and the Empire Longford, built 1912 as the Dimboola were some of the ships. The Suez Canal is practically straight for half its distance - 42 miles, to Ismailia; then is connected through Lake Timsah, Great Bitter and Little Bitter Lakes; then the canal again, to Suez - 100 miles from Port Said. We stood for a long, long time watching the sand pass by, Arabs and camels trudging along the banks in the scorching heat; we felt the stinging of the sand as it was whipped up by the breeze.

On down the Red Sea. To starboard the great rampart of the Nubian Mountains, and a thought that what we were seeing had been there for countless thousands of years. To port lay the land of 'A thousand and one nights', land of fables and mystery - Arabia.

Sunday 14th December. Halfway down the Red Sea, 700 miles from Suez is Port Sudan. Usually extremely hot, the time we spent there was quite cool. Several hundred tons of cement were discharged from the Madura and we spent much time gazing at the brilliantly coloured tropical fish. We went out in a glass-bottom boat to the Submarine Coral Gardens on Wingate Reef to see hundreds of strange and multi-coloured fish. How can a shoal of thousands of sardines turn, as one, in a split second? One evening we trudded through the town to an open-air cinema - a terraced amphitheatre, with concrete seating. I forget the film we saw, but a forthcoming attraction of an Arabic film seemed to last longer.....

The Hansa Line's Birkenfels, 6,975t was at Port Sudan, with Harrison's Statesman and Erik Brodin's Yvonne, 4,140t of Sweden. Tirrenia's Millano II - a 1945-built Liberty - and several small coasters helped to fill the quays.

We left Port Sudan at 7 pm, 17th and on Friday 19th began passing through the Straits of Bab el Mandeb, which separate the Red Sea from the Gulf of Aden. Here is the island of Perim, only 4 miles long, first occupied by Britain in 1857. Just 103 miles away was Aden and there we arrived at noon on Saturday. The first view of the 'Gibraltar of the East', as Aden was then dubbed, is Shamshan Peak, 1,725 ft. But Aden is on a wild, rugged volcanic peninsula, devoid of any grass; nothing but bare rock. We were ashore by 2.30 pm and took a taxi which wended and twisted its way on a road cut in rock and lava and through tunnels, to the Tawela tanks, believed to have been started by the Persians in AD 600. Part excavated and partly built of masonry, the twelve could hold some eight million gallons of water, at the time not drinkable. Then back to Steamer Point where we mused around the shops of The Crescent and I bought a pair of binoculars which I still have. There were plenty of ships and movements. Most took moorings. I saw Benlawers (7,800g), Blue Funnel's Cyclops, Brocklebank's Mahronda, Loosdrecht (Van Ommeren - another Liberty ship), Glen & Shire Line's Pembrokehire and the New Australia, on her way to Australia with emigrants. Also at Aden was the Cowasjee, 2,849t, which Cowasjee, Dinshaw & Company, Aden, shipowners since 1888, had acquired in 1948. The ship was built by the Chicago Shipbuilding Company in 1901. Mavis Hill, a war-built Canadian, was bunkering. Tankers included the 1922-built British Architect, British Reliance, the Swedish Bia and the Norwegian Marina. Then we were off again, to round Cape Guardafui, Somalia, some 400 miles away and the most eastern part of Africa.

The rocky, barren, but bold headland is majestic in its appearance. Due East, some 140 miles is the island of Socotra, first occupied by the English East India Company in 1834. The Madura turned the headland quite close and the sea, with a



north-easterly monsoon blowing at that time of the year, became quite calm. It was then blue skies and blue water, all the way down the Somali coast.

The Fancy Dress Dinner was on the 24th and for some reason the ship had a slight list to starboard, just enough to cause the dancing couples to gather speed towards the rail before turning uphill again. Christmas came and we spent the day lazing on deck, with an occasional effort at quoits, shuffleboard and deck tennis. Christmas Dinner was superb, especially when one recalls that in 1952 rationing was still the order of the day in Britain. The Dinner began with Fruit Cup Florida, Consomme or Cream soup; Grilled Scotch Salmon, Lobster Patties and Asparagus Hollandaise. Then, of course, Roast Norfolk Turkey or Braised Cloved York Ham and the trimmings. Plum Pudding - ablaze with Brandy Sauce and hot mince pies, fruit, coffee.....

On 26 December, Boxing Day, we arrived at Mombasa, major port of Kenya and Uganda. It was hot alongside the quay and our party took a taxi to an hotel where, we were told, we could swim. We did, then lay on the beach. It was noon. Back on the Madura I just managed to stagger to the ship's doctor, red, sore and very sorry was myself. "Most people do it once" he said, "I'm sure you won't do it again!"

There was much shipping at Mombasa. British India ships included the Mulbera and the coasters Mombasa and Kilwa. Union-Castle's Braemar Castle, Durban Castle and Roxburgh Castle were there and working in the Clan/Hall/Harrison joint service to East and South Africa were Clan MacAuley, City of Canberra, Clan Lamont and Senator. Messageries Maritime's 17,000t liner Marechal Joffre called on her way from Reunion to Marseilles and Lloyd Triestino's Libery-ship Sistiana, discharged cargo. Tankers moving included the new Mette Maersk, the war-built British Progress and the T2 tanker Caltex Singapore.

For several days we lay alongside whilst the Madura discharged cargo. Then we found out that the B.I's Amra, from Bombay for Beira, would be arriving at Mombasa on 30th December. "Could we tranship?" "Yes", they said. And so we did, leaving on 1st January 1953 for Tanga, a small sisal port in North Tanganyika. The Amra, 8,300g was built in 1938 by Swan, Hunter. Accommodation was for 45 first, 111 second and heaven knows how many deck passengers. She left Tanga on 2 January and arrived at Zanzibar next day. A cloves centre of the world, one can smell them long before the ship anchors off Zanzibar. The island has a long history and it was in 1832 that cloves were brought o Zanzibar from Muscat. We wandered through the narrow lanes and passages with their stalls of fish and fruit, cinnamon, cloves and the spices of the Orient. Andrew Weir's motorship Inchanga, 7,000t, carrying 50 first, 20 second and 500 deck passengers in their India-Africa service, had arrived whilst we had been ashore and we passed her at anchor, on our way out to the Amra. Next day, 4 January 1953 we arrived at Dar es Salaam. But that is another story.

How well I remember our first voyage to the 'Edge of the East'. But then, how could I possibly ever forget it?

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#### THE BRITISH INDIA S.N. CO. LTD

lasting more than a century, began in 1856 when William MacKinnon formed the Calcutta & Burmah S.N. Company to carry mails between Calcutta and Rangoon, expanding in the Indian coastal trade to Burmah, the Persian Gulf and South and East Africa, with trade also extending from India to Australia and to the Far East.

Under the heading Shipping Intelligence in the Moulmein Advertiser of 1857 the note appeared:

Arrived: The brig California from Glasgow with a cargo of coal, spoke the screw steamer Cape of Good Hope. Ninety days out from Southampton on her way to start the mail run from Calcutta to Moulmein.

So it was that Southampton had its first link with the British India SN Company for the name of the Calcutta & Burmah SN Company changed to that title in 1862.



The British India SN Co.Ltd continued:

Robert Mackenzie was a merchant trader of Calcutta where he had arrived in 1836 and joined Mackinnon in 1847 to form the trading concern of MacKinnon, MacKenzie & Company whose offices were destined to be seen in every port on the shores of the Indian Ocean. It was MacKinnon who founded the Imperial East Africa Company in 1887 and in 1890 the London - Zanzibar via Suez service was begun. In 1895 a railway was also begun from Mombasa to Lake Victoria and thousands of Indian labourers were transported to the build the line, many of whom were to settle in Kenya.

By 1926, 136 steamers were owned by the BritishIndia SN Company; 111 in 1939. But the wind of change began blowing in the post-war years and as with so many other great trading and shipping companies of Britain, services were dropped as more and more colonies achieved independence. The last of the old B.I. services, from Karachi to the Persian Gulf ended in 1982 with the Dwarka.

The British India connections at Southampton were chiefly in trooping. For many years the white, blue-banded hulled troopers Neuralia, 1912 and Nevasa, 1913 (9,070 gt) were based at the port and laid up off Netley in the off-trooping season. These were followed by the motorships Dilwara, 1936 (11,080 gt) and Dunera (1937, 11,162 gt). In 1956 came British India's last troopship and largest ship Nevasa, 20,527 gt. She became a schoolship in 1965 (20,160 gt) when trooping policy changed to movement by aircraft, making her first cruise from Southampton on 28 October 1965. She arrived at Kaohsiung on 30 March 1975 for breaking up.

In more recent years two other British India ships have been in the Southampton lists. The cargo ships Bacchus and Hebe, built 1962 (4,823 gt) were chartered for nineteen years to the Admiralty for service as Royal Fleet auxiliary stores carriers. At times they could be seen on Netley buoys, loading ammunition. The Hebe was sold in 1980 to become Greek Guardian, Bacchus went to the flag of Singapore in 1982.

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THE EVERARD SISTERS  
by David Oldham

Looking back over my record of ships photographed on my very first film some eighteen years ago, the third entry read as follows:

Gillian Everard. British. F.T.Everard 102/3 berth 8.9.67 Sunny F16

At that time my funds were limited to black/white film and the photograph showed a stern view of the vessel discharging grain into the two Rank's elevators. Six years later I began colour photography and have since photographed the vessel underway on several occasions. Soon, all the other vessels I photographed in September 1967, which included coasters owned by General Steam, Bugsier, Cunard freighters, an American Libery ship and a French Line cargo ship, had either been scrapped or lost at sea. Yet the Gillian Everard kept sailing on. In October 1983 the ship was again alongside Rank's elevators and I repeated my earlier photograph, but in colour. Now twenty years old, with extra insurance premiums and surveys required, it would only be a short time to her disposal.

The Gillan Everard was one of four sisters, all completed in the mid-1960s at Wallsend for F.T.Everard & Sons. The other ships were named Ethel Everard, Penelope Everard and Rosemary Everard. For some twenty years their sandy-yellow hulls were seen on many occasions, either discharging coal at Dibles Wharf on the Itchen, or at Ranks elevator berth.

In 1984 all four were sold to a Greek concern and were soon bound for Piraeus under the Maltese flag. They were renamed - Ethel Everard (1966/1599) to Angie (Mortec Shipping); Gillian Everard (1963/1598) to Captain Christos G; Penelope Everard (1963/1583) became Panagiotis G and Rosemary Everard (64/1579) became Theodoros G, all three by Interuniversal Shipping.

They were never mothballed at Piraeus, but immediately commenced trading in the Eastern Mediterranean/Black Sea range. On 15 August 1985 the Angie

TRINITY HOUSE (1985)

FLEET LIST

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District tenders

		gt	loa					
THV Patricia	1982	2,540	283 ft 4in	THV Stella	1961	1,425	221 ft	
Mermaid	1959	1,425	221 ft	Winston Churchill				
Siren	1960	1,425	221 ft		1963	1,451	222 ft 2 in	

Henry Robb, Leith completed the Patricia in 1982, the largest ship in the Service and she perpetuated the name of the old Patricia, flagship for over forty years. With the other ships her work is the continual inspection of over 650 navigational aids around the English and Welsh coastlines. She is fitted with a search sonar for wreck location and has a helicopter pad aft. She has diesel-electric propulsion giving 14 knots; a draught of 14 feet and a deadweight capacity of 1,020 tonnes.

Workboats

THV Burhou	1948	27	49 ft 10 in	THMB Beacon	1966	27
THV St Tudwal	1945	34	47 ft	THMB Satellite	1962	32
THMB Deva	1977	32		THMB Triton	1963	32
				THMB Farne	1981	54

Light Vessels

(Manned)

Channel	South Goodwin	St Gowan	
Dowsing	Humber	Tongue	
Dudgeon	Helwick	Varne	(Light floats)
East Goodwin	Newarp		English and
Falls	North Goodwin	(Unmanned)	Welsh grounds.
Haisbro	Outer Gabbard	Sunk	
Smiths Knoll	Scarweather	Calshot Spit	
	Sevenstones	Shipwash	

Pilot vessels

The Trinity House Pilot Vessel service comprised two cutters and seventy-six launches. Largest of the cutters was THPV Pathfinder, 175 ft oa, built 1955 and stationed at Sunk; the other was Lodesman, 71 ft oa, London District. Of the seventy-six launches, thirty-seven are Trinity House vessels, the remainder being owned by port authorities, pilots or local companies. There are sixteen Trinity House launches on the London Station, two at Baroow, at Plymouth and at Poole, and one each at Exeter, Falmouth, Fowey, Shoreham, Taw/Torridge and Whitehaven. At the Isle of Wight Station are the following, all 41 ft 2 in oa: Valonia (built) 1970; Vanquisher 1972; Valentine 1973; Vagrant 1974; Vandyke 1973; Valid 1969; Valkyrie 1980 and Vectis (37 ft) 1960.

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THE EVERARD SISTERS continued:

grounded north of Crete while on a voyage from Bar, Yugoslavia to Tripoli, Lebanon and sank on 2 September.

The Captain Christos G has made several voyages from Galatz, on the Black Sea, to Portsmouth carrying Romanian plywood.

During early October 1985, along with many Sunday afternoon strollers, I was lucky to witness the arrival of Panagiotis G at Camber Quay, Portsmouth in brilliant sunshine. She had a cargo of plywood from Galatz. A few weeks later the vessel appeared at 26/7 berths, Southampton from the Continent, with a cargo of animal feedstuffs to discharge.

Meanwhile, the Theodoros G is still tramping around the sunny Mediterranean and was last reported found for Turkey.

As for the old Gillian Everard, there is always hope that I will see her next time at Portsmouth before she disappears from the shipping lists.

## ROYAL NAVY AUXILIARIES

The disposition of  
Harbour and Yard Craft  
at the end of war, 1945.

Aberfoyle	Special service vessel.	Submarine Depot, Portsmouth.	Tender to HMS Dolphin (late Aberfoyle).
Advice (W24)	Tug	Sheerness	Blt: London & Glasgow Sb Co., Glasgow. 1899. 700 t. disp.
Aid	Tank vessel	Vic Dept. Royal Clarence Yd. Gosport.	Launched Willoughby, Plymouth 1900. 390 t. disp.
Allen	Twin screw tug.	Portland.	
Anchoria	Mooring steamer.	Devonport	(ex Progress). Launched Simons, 1916. 750 t disp.
Ancient (W54)	Tug (Paddle)	Malta	L. Thornycroft 1915. 690 t dis. (ex Veteran 1918).
Ancona	Naval Armament tug.	Upnor, Rochester.	L. Scarr, 1919. 67 t disp.
Asp	Water tanker	Vic. Dept. Chatham.	L. Green, Blackwall, 1890.
Atlas (W41)	Twin screw tug and tank vessel.	Devonport	L. Chatham Dockyard, 1909. 615 t disp.
Ballista	Naval Armament Motor Lighter.	Plymouth.	L. Yarwood, Northwich. 122 gt Store carrier.
Bat	Diesel tug.	Rosyth	Blt Amsterdam 1912. 74 gt. 1943: Hired from Pickfords Ltd.
Beacon	Launch.	Upnor, Rochester A.S. Dept.	
Belgol	Oiler	Harbour service.	Blt: Irvine SB Co: W. Hartlepool 1917. 2,648 gt
Bermudian	Tug	Bermuda.	Blt Middlesbro 1915. 237 gt ex Arcticwhale. 1940: Hired from Bermuda & W.I. Sg Co.
Bison	Store carrier	Naval Armament, Priddys Hard, Portsmouth A.S. Dept.	L: Mordey, Carney 1902.
Blossom	Water Tanker	Vic. Dept. Gibraltar	L. 1901 by Bow, McLachlan. 390 t dis.
Bowstring	Motor Lighter	Naval Armament, Milford.	L. Scarr, Hessle 1938. 220 gt.
Briton	Tug	A.S. Dept. Devonport.	
Broomhead	Puffer	Portsmouth.	
Buckie Burn	Tug	Rosyth	Purchased 1919. 172 gt
Buffalo	Mooring steamer.	Singapore	L. Bow, McLachlan, 1916. 750 dis
C.1		Coal Depot, Portsmouth	
C.3	Steam launch	Portsmouth.	
C.4	Derrick towing lighter.	Rosyth	(ex Onward 1905). Built 1900. 640 t. disp.
C.5	Der. tow. lighter	Portsmouth.	
C.6	Der. tow. lighter	Portsmouth.	
C.9-West Acre.	Tug	N.S. Dept. R'mth	L. Yarwood, Northwich '19 135 g
C.10	Diesel tug.	N.S. Dept. Po'mth	

## ROYAL NAVY AXUILLIARIES (continued)

C.11	Tug	N.S.Depot,Po'mth	
C.15	Steam launch	Portsmouth.	
C.66 (A.S.41)	Steam barge	Portsmouth.	
C.67	Steam launch	Devonport.	
C.83	Motor lighter	Devonport.	(ex X.207, landing craft)Blt 1916. 137d
C.84	Motor lighter	Devonport.	(ex X.223, landing craft)Blt 1916.137d.
C.107	Steam pinnacle	Sheerness.	
C.109 (Agincourt)	Coal Depot	Sheerness.	
C.129	Diesel tug.	N.S.Dept.Devonport.	
C.134 (A.S.40)	Steam lighter	Sheerness.	
C.152	Steam lighter	Sheerness.	For lubricating oils.
C.166	Motor lighter	Portland.	(ex X.162, landing craft)Blt 1915. 160 t.dis. For lubricating oils.
C.212	Motor lighter	Malta.	(ex X.31, landing craft)Blt 1915. 160 t.dis. For oil fuel.
C.214	Motor lighter	Malta.	(ex X.111), landing craft) Blt 1915. 160 t.dis. For oil fuel.
C.320 (Welshman)	Tug	Gibraltar N.S.Dept.	Acquired 1901. 92 gt.
C.405	Tug	Trincomalee N.S.Dept.	
C.406	Steam pinnacle.	Hong Kong.	
C.407	Oil barge	Wuhu,Yangtse.	
C.450	Steam launch	Singapore.	
C.451	Lighter	Singapore.	
C.508	Steam launch.	Rosyth.	
C.509	Motor lighter	Rosyth.	(ex X.219, landing craft). Blt 1916. 137 t.dis. For fuel oil.
C.618	Tug	Sheerness N.S.Dept.	
Cairney	Steam lighter	N.A.Stores Devonport.	Blt: Livingstone,Hull 1915. 131 g
Camel (W.38)	Paddle tug	Devonport	L.Bow McLachlan 1914. 690 dis.
Cannon	Steam tug	N.A.Upnor.	Blt. A.Hall 1943. 96 gt.
Canute	T.S. tug	Portsmouth	Blt:Thornycroft, Southampton 1922. 1941 Hired from S.I of W & SE RMS Co.Ltd.
Carbine	Steam tug/cargo	Malta ASDept.	Blt:Yarwood,Northwich 1935. 151 dis
Carbon (C.150)	Tug	Portland	(ex John Holloway). Acquired 1900.
Carmina	Tug	Gibraltar	Blt:1915. Bought for examination service in 1939.
Catapult	Motor lighter	N.A.Milford.	Blt:Yarwood,Norwich 1944) 184g
Cherbourgais IV	T.S.tug	Devonport	Blt:1930. 1940 Seized, Plymouth. 296gt.
Clinker	Tank vessel	Malta	Blt:Willoughby,Plymouth 1901. 390 disp.
Cochin		Bull Point AS Dept. Devonport.	Blt: Yarwood, Northwich 1919. 61 gt
Cockle	Motor lighter	Sheerness	(ex X.79, landing craft) Blt: 1915 For oil fuel.
Conqueror	Tug	Portsmouth	Built 1913, purchased 1915.
Carnation	Tank vessel.	Vic.Dept.Malta.	Blt:Crown,Sunderland 1937. 477 disp.
Cracker (W.19)	Paddle tug.	Sheerness.	L.1899 London & Glasgow SbCo. 700 dis.
Cray	Steam tug.	NA Priddys Hard, Po'mth.	Blt: Dartmouth 1913. 72 gt.
Cremyll	Tank vessel.	Royal William Vic Yd.Plymouth.	Blt: Crown, Sunderland 1938. 480 disp.
Creole	Tank vessel.	Bermuda.Vic Depot.	Blt: Bow,McLachlan '02. 390 disp.
Dart	Diesel tug.	Sheerness	Blt:Faversham, 1927. 21 g. 1941: Hired from F.E.Walker Ltd., London.

The East German, 12,000 gt liner Volkerfreundschaft arrived at 46 berth at the end of the year to lay up. Completed by Gotaverken in 1948 as Stockholm for Swedish America Line, she made history when she collided with the Italian liner Andrea Doria on 25 July 1956 about 100 miles off New York in thick fog, resulting in the loss of the Italian liner. The Stockholm was sold in 1960 to The Free German Trades Unions Confederation of East Germany, managed by VEB Deutsche Seereederei, Rostock as a cruising ship.

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The Holland-Canada Line This is an independent container service to the United States and Canada, operating a fortnightly frequency from the ports of Hamburg, Rotterdam, Southampton and, eastbound, from Montreal. Using chartered tonnage giving a good variety of ship-types, the service commenced in September 1985, the first caller being the German Concordia, 1979, 3,650 gt of Gerd Koppelman, whose Teutonia has been a regular caller at the port, on charter to Bugsier Linie, since the early 1970s. The Concordia is ex Zim Australia '82 ex Concordia '79. She was followed by another German vessel, Germanic, 1980, 3,650 gt, previously Johanna Borchard '84, ex Zim Melbourne '83 ex Germanic '80. Next to call was Holsatic, 1981, 5,731 gt ex Atrevida '85, ex Holsatic '84 ex Zim Busan '83. The first two vessels called in September and the Holsatic in October, followed also in that month by Helios, 1982, 3,902 gt flying the German flag and owned by Hans Hermann Knuppel. This vessel recalled at the port in December. She was ex Helios '83 ex Asian Eagle '83 ex Helios '82. Under the Knuppel flag she is named Katherine Borchard.

November's first caller was the Andromeda Star, 1982, 7,958gt, flying the flag of Singapore and is owned by another German shipowner, August Bolten (Wm Nachfolger Reederei). She made a further call in January 1986.

December's callers have been the return call of the Andromeda Star, closely followed by Stubbenhuk, 1978, 7,426 gt, another German, owned by H.M.Gehrckens. To date, these are the only callers on this service, but the company announced in December, that the inclusion of the Southampton call on the service, allied to the competitive rates and frequency of same, has increased the TEU capacity by 25%.

(C.M. Drayson)

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Red Funnel began a new livery for their three ferries when the Cowes Castle underwent her yearly refit. The ship is now in magnolia, black and red; and striped along her hull.

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Logistic ships The logistic ship Sir Tristram returned to Marchwood after an absence of over three years. She was damaged at Bluff Cove, Falkland Islands in 1982 and after a time as an accommodation ship at Port Stanley, was returned to Britain on the heavy-lift ship Dan Lifter. Her major refit and rebuild was by Swan Hunter on the Tyne and included a new steel superstructure in place of aluminium; a lengthening of the ship by 29 ft; a new electronic pneumatic control system for propulsion and a new capability for Cyinook helicopters. Her return presumably released the Sir Lamorak from Admiralty service which was quickly renamed Merchant Trader by her owners, Cenargo, and chartered out to Townsend-Thoresen's freight service from Portsmouth to Havre. Sir Lamorak, ex Lakespan Ontario was originally Lady Catherine. (See Black Jack Nos 45 and 48).

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#### Venezuelan Service (C.A.V.N.)

This service commenced in the Eastern Docks at 40 berth, then moved up to the Containerport.

The first vessel arrived in March 1985, the Greek Irina, 1985, 13,557 gt of the Ormos Cia.Nav. S.A., and was followed in May by another Greek ship, Merbabu, 1978, 12,598 gt of Sea Traders S.A. This ship was previously P & O Line's Strathelgin which became Rheinbels in 1982. She arrived at 40 berth sporting her owners funnel colours, but before sailing was adding the colours of the Compania Anonima Venezolana de Navegacion S.A., of Venezuela.

In June, some once familiar colours to the port again showed themselves in the

NAUTICAL NOTEBOOK continued:

in the form of the "Merkur" funnel, once to be seen on Blue Star's South American service at 201 berth. This was on the Liberian flag Merkur Delta 1984, 10,383 gt of F.A.Vinnen & Co. She went to the Containerport and was followed in September by the same Bremen owner's Merkur Bay 1981, 8,832 gt.

Also in September came the 'first' Venezuelan vessel, aptly named Venezuela, 1971, 10,301 gt which returned to the port in November. In turn, she was followed by another C.A.V.N unit, Lara, 1977, 12,340 gt in October; in November, in addition to the Venezuela, the C.A.V.N colours were to be seen again on the 1978-built Apure, 9,757 gt. These last three ships, being modern general cargo vessels, are rarely seen at the container berths with their forest of derricks, but prove that modern container ports can handle all types of vessels if needs be and are a nice change from the usual floating 'box-barges'.

(C.M. Drayson)

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Alexandra tug Towards the end of 1985 the Alexandra Towing Company acquired the twin-screw motor tug Karl, length 94 ft, breadth 30 ft, giving 224 gt. She was built at Cuxhaven in 1976 for Petersen & Alpers of Hamburg and has been renamed Flying Kestrel.

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Blue Funnel Ocean Transport & Trading sold its last ship in December last, the disposal of the 56,048d products carrier Clytoneus ending the Blue Funnel trading name after over a century. Alfred Holt & Co began in 1852; the Ocean Steam Ship Co.Ltd., was founded in 1866 and China Shippers' Mutual SN Co.Ltd (the word Shippers was later dropped) in 1883. A Dutch-flag associate was Nederlandsche Oceaan Stoomv.Maats NV. Southampton has not seen many Blue Funnel ships, but Lycaon and Laertes were here in connection with the Falklands conflict and the bulk carrier Tantalus was alongside the Ocean Terminal, laid up for many months. And the year ended with the third British company to collapse in 1985. First was the Bristol-based Span-Ocean Line; then, more widely known, was Reardon Smith Line, tramp owners since 1906 and Dundee Ferries, operating from Dundee to Rotterdam with two chartered Spanish ships. This company lasted from July to December.

Overseas, the Sanko SS Co., the world's largest tanker company collapsed, Hong Kong's Wheelock Maritime, and Selco - the large tug-salvage company of Singapore, went into receivership whilst C.Y. Tung's Orient Overseas Ltd and Salinvest of Sweden both required financial reconstruction.

Hamble The tanker Texaco Massachusetts arrived from Amuay Bay on 30 December to discharge at BP/Shell's repaired Hamble Jetty. She is owned by Domestic Tankers Inc., a subsidiary of Texaco Inc and was built in 1963. She is 16,515 gt, 26,000 tdw.

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Naval Notes (continued from page 3)

The R.N. submarine visitor was HMS Odin of the 'Oberon'-class 'conventional' diesel-electric boats. She was completed by Cammell Laird in May 1962, so is an interesting comparison with the Dutch vessels of the same era. Both types are due to be phased out as more modern submarines enter service.

Another trio of ships were the Belgian minesweepers Rochefort, Koksijde and Heist which visited the port at the end of November. These small ships, 390 tons, were built to an American design, using US funds, the first by Beliard at Ostend (both completed during November 1955), the Heist in April 1956 by Boel & Zonen, Temse. During the early 1980s this ship acted as a degaussing tender and carried the pennant number A964, but she now seems to have reverted to her original role and pennant number.

Refitting in No 7 Drydock was the RFA Appleleaf. She was chartered by the Navy in 1978 whilst building at Cammell Laird's yard as the merchant ship Hudson Cavalier. Before entering service she was refitted at Wallsend Drydock during which the funnel was raised, a dry cargo hold added forward and a R.A.S. working deck fitted. But no replenishment equipment was installed until a later date. The Appleleaf, 40,000 tons full load, shared No 7 drydock with Keren, refitting for return to commercial service following her charter by M.O.D for use in the South Atlantic.

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(Bill Lawes)