

BLACK JACK

world ship society
southampton branch magazine

A QUEEN TO THE RESCUE

by A. K.

SOS.... SOS.... Medical help needed urgently. And a Queen came to the rescue. The Royal lady in question was the famous liner "QUEEN ELIZABETH". The place - mid-Atlantic one dark night in September some years ago.

Sea rescues are taking place all the time. The dramatic ones, such as a plane ditching, or explosions on board, hit the headlines. But I witnessed a sea rescue from the Boat Deck of the "QUEEN ELIZABETH". It went entirely unnoticed apart from the ships' company and a few passengers on the deck of the "QUEEN ELIZABETH".

Ships go about their transitory business without fuss and it was quite by chance that I learned of the planned rescue.

We were three days out of Southampton en route to New York. I was walking on deck after dinner. The night was dark. The sea slightly ruffled. I passed the Bo'sun and a dozen or more sailors. They were busy with ropes on the port side forward of Boat Deck. I looked at them with mild curiosity.

On the second time around the deck, I realized that ten o'clock at night was a bit late to be doing such work.

On the third time round, my curiosity conquered me. I went up to the Bo'sun and asked what they were doing. He cast a glance over his shoulder. Reassured that no one could hear, he said, almost in a whisper, "We're rigging the ropes for a sea rescue. We're taking a sick man at three o'clock in the morning."

A sea rescue! What ship? What's the matter with the man? How on earth are we going to get him on board? I bombarded the innocent man with questions.

The "QUEEN ELIZABETH" was going to rendezvous with a weather ship at three o'clock; a man needing urgent medical attention was to be transferred to our hospital.

I thanked the Bo'sun and made my way round the deck again. Looking out into the blackness I wondered how on earth we could rescue anyone or anything. I decided to find out.

I went down to my cabin and at once realised that I didn't know whether the three o'clock was "old" time or "new" time. All the clocks would stop for one hour at midnight. So I decided to play safe.

I got up at two o'clock and looked out of the open port-hole. The blackest night ever. Not a thing to be seen. I put on the warmest clothes I had with me and went up to the Boat Deck.

The deck sailors were standing around, shuffling from one foot to another in the cold night air. Large coils of rope were stacked neatly on the deck. Some ropes were tied to the boat rail. A rectangle of light shone on to the water from the shell doors on "R" Deck, six decks below.

A few crew members, mainly from the night catering gang, stood around. A party of revellers from the Veranda Grill had left the merriment to come and watch. The ladies shivered in their evening dresses, clutching their inadequate mink wraps affectionately around them.

A searchlight from the Bridge penetrated the night sky. I stared into the blackness from the shelter of a lifeboat davit. Then I saw a single diamond in a black

velvet curtain. The light passed parallel with us. Then as it got nearer, it swept in an arc to our port side astern.

The one light fragmented into many. I could now see the red and green of port and starboard as she wheeled round to come towards us.

The "QUEEN ELIZABETH" sat motionless in the ocean as we waited. The lights crept closer and closer. Slowly, out of the darkness, the ghostly outline of a grey, trim ship became clear.

Signals were flashing to and from the two ships. I could see "W.39" painted in black on the grey bows. She was now very close.

The sea was rough and W.39 was pitching heavily. Then from her port side, a lifeboat slipped silently under her bows and made its laborious way towards us. Half a dozen lights bobbed up and down in the lifeboat. It made steady progress in spite of the tossing and pitching.

Meanwhile, the "QUEEN ELIZABETH" sat without movement in the very same sea.

As the boat approached, I could see that the lights were on the orange lifejackets of the men in the boat. They sat there like advertisements for rubber tyres.

The boat was soon in our lee. The deck sailors a few yards away from me, clicked into action, like clockwork. They ropes to the men below. The little orange figures below hunched over the ribs of the boat. They secured a rope to each end of a stretcher lying in the bottom.

The men moved back and one gave a signal with the wave of an arm. The deck sailors heaved gently on the ropes rigged to the rail. Slowly the stretcher rose from the boat.

For the first time, I saw the inert body of a man lashed into a stretcher. His face was ghastly grey. The stretcher was now clear of the boat and it swung slowly in one direction and then back again - suspended like a horizontal pendulum. For what seemed endless minutes the stretcher hovered in mid-air. At last it was in the right position and steady, opposite the open shell-doors below on "R" Deck.

Eager arms reached out from the yellow rectangle of light and guided the stretcher gently into the side of the ship. After a few seconds, the ropes which had held the stretcher were tossed out. The men in the lifeboat retrieved them and fastened them to something else in the boat. It was a brown suitcase. This was hoisted up with less ceremony and taken into the shell doors.

The men in the lifeboat looked up and one gave another a signal. As the lifeboat, its cargo discharged, pitched its way back to mother ship, a thin cheer from the onlookers was carried into the crisp night air. The men in the lifeboat waved back.

During these tense moments, W.39 had temporarily vanished from sight to lie astern in case a heavy swell brought her too close. She had now moved forward and was lying off port side.

The lifeboat vanished under her bows again and within a few minutes, W.39 moved away and vanished silently into the night, from whence she had come.

The engines of the "QUEEN ELIZABETH" murmured into life. We were on our way again with the sick man safely in the ship's hospital. The subdued revellers wandered back to their merrymaking.

I stared into the night once more and marvelled that two ships in such an infinity of sea, can know exactly where to meet. Without modern navigational aids it would

not have been possible. I remembered Marconi and the many un-named pioneers to whom we owe so much for our safety at sea.

And so, the engines of the "QUEEN ELIZABETH" gathered strength. The dark water sped by. The mission was complete. A Queen had come to the rescue.....

SHIPPING CASUALTIES OF THE
PORT OF SOUTHAMPTON

by David Oldham

During the last few years some ships which have been familiar in Southampton have come to grief in one way or another.....

Nearly all vessels have engine failures sometime during their careers and similarly many vessels run aground or have minor collisions. Such ships as the Queen Elizabeth 2, Cunard Adventurer, Eagle, the German liner Hamburg and the New Zealand ferry Rangitira have had 'teething' troubles during their first few months of operations, but a few other Southampton visitors have had more serious mishaps

Allegro This 46 000 gross ton tanker collided with another Liberian tanker, the 43 000 gross ton Pacific Glory during 1970, after sailing from Fawley. The Pacific Glory was on a voyage from Bonny to Rotterdam when the collision occurred. Explosions followed and a fire commenced in the Pacific Glory and thirteen of her crew were lost. The after-end grounded on a sandbank and Pacific Glory had to off-load some 20 000 tons of her 77 000 tons of crude oil to enable her to refloat. She was then towed to Tor Bay and then on to Schiedam near Rotterdam where she underwent repairs. The Allegro was only slightly damaged and anchored in the Solent.

Antilles was a well known French liner which called at the port with her sister Flandre (now the Carla C of Italian Costa Line). The 19 823 gross ton liner was owned by Cie Generale Transatlantique and on the 8 January 1971 she ran aground on the island of Mustique while on a voyage from San Juan to Le Havre. Fire broke out and completely gutted the vessel, which had been abandoned by her passengers and crew.

Claude, a 1 200 gross ton Swedish gas tanker collided with the Associated Humber Lines' Darlington, which was on charter to British Rail. The accident occurred in the Solent at 5 am on 25 September 1969. The Claude, outward-bound from Fawley at the time, capsized and was beached by the tug Culver, 1½ miles north-east of Cowes. She was owned by A/B Transmarin and after the collision she was righted and dry-docked at Southampton, later leaving for more permanent repairs. The Darlington, on the Channel Islands run arrived at berth 35 with the Claudes crew. She has since been sold and is now the Gulf Sky of Cyprian owners.

El-Hassani a 2 500 ton Moroccan cargo vessel which had only been completed a few months before and owned by the Royale Marocaine de Nav was towed into the port on 5 November 1967 after sustaining serious damage on a voyage from Delfzyl to Casablanca, when fire broke out in her engine room. From berth 109 she was towed to Marseilles to her builders for repairs. Sold at the behest of the Admiralty Marshal and the Soc Espanola de Construccion Nava together with her sister El-Idrisi, she was renamed Majsan by Mediteranska Plovibda of Yugoslavia.

- Fairsea an Italian liner owned by Passenger Liner Services of Panama (Sitmar Lines of Italy, managers) arrived at Balboa on 3 December 1969 after a fire had disabled her. The fire had commenced in her engine room when she was 900 miles west of Panama during a voyage from Sydney to Southampton. Extensive damage resulted in her being sold for 300 000 Dllrs to scrap dealers in Spezia where she arrived on 6 August 1969.
- Heinrich Hauschildt owned by Julius Hauschildt has been to Eling Wharf to discharge timber. Of 425 gross tons built in 1955, she capsized and sank on the 30 December 1969 in a position 54.18N, 10.14E during a voyage from Hamburg to Frederica with the loss of her master. She has since been righted and repaired in Hamburg and is serving under the same name.
- Heron This Danish coaster of 400 tons owned by Fru Elfreide B M, ~~K~~aberg unloaded a cargo of timber at Vancouver Wharf before taking a cargo from Dibles Wharf during September 1969. She was sold and renamed Christa by J Hansen of Denmark. On the 31 July 1971 she sank off Rozewie after colliding in fog with the 2 500 ton Nordheide a vessel which has also been seen in Southampton her visit being in March 1971. Heron was built 1939.
- Hoendiep a Dutch coaster of 200 gross tons and built in 1939 called at Pollock and Browns Wharf during 1969 to load scrap metal. She sustained serious damage when she collided with the Zaanstroom, of 500 tons, about 30 miles north-west of the Hook of Holland on 21 September 1971 when she was outward-bound from Rotterdam to Boston (Lincs), and had to be scrapped.
- Ilse Suhr a German coaster of 500 tons, built in 1950 and owned by Heinz Suhr had to be abandoned by her crew after listing during heavy weather in the Baltic on a voyage from Mantyluoto to Kings Lynn. She rolled over, but was towed keel-up to Kappelhamn Bay where she was righted and repaired.
- Lakonia Purchased in 1963 by the Shipping Investment Corp., of Greece from the N V Stoomv Maats 'Nederland', the former Johan van Oldenbarnevelt caught Fire 200 miles from Madeira in a position 15.15W while on a cruise from Southampton. She finally sank in tow on 29 December 1963, seven days after the outbreak had begun, in a position 35.36N, 10.00W. Of the 1 041 passengers and crew 128 lost their lives. (see also Black Jack No 5. Pp 5)
- Menje This coaster of 300 gross tons, sustained heavy weather damage during a voyage from Charlestown to Dublin. This resulted in her being scrapped, in January 1971. She was on the Dutch registry.
- Meppel Another Dutch vessel, of 250 gross tons, she was destroyed by fire while she was off the Norfolk coast. The fire started in the galley and spread rapidly through the vessel. Abandoned she was taken in tow to Harwich and was sold by N V Gruno for breaking-up. Voyage was Newburgh on Tay to Ipswich.
- Nordpol This 5 000 ton Danish freighter which called at berth 107 on 15 September 1969 was heavily damaged by an Indian air attack whilst lying at Chalna on 10 December 1971. The 14 year-old vessel was gutted by fire and written off by her owners Damp Norden A/S.
- North Star sailed from Southampton on 3 September 1970 after discharging bananas at berth 24-5. Fire broke out in her engine room about a month later when she was about 450 miles north of Puerto Rico on a voyage from Montego Bay (where she had arrived from Southampton) to Sheerness with bananas. She was abandoned by most of her crew and all of her passengers and was towed to Jacksonville. Her owners, C Haaland decided to scrap the 1948 built, 4 001 gross ton vessel and she arrived at Santander on 26 March 1971 to be broken-up by Recuperaciones.

SOUTHAMPTON DOCKS

Position of ships Saturday 6 July 1935 and
including the day's movements

The first of three lists spanning the period 1935-1953 which indicate the ever-changing shipping scene. Other lists will be for 2 October 1946 and 16 June 1953. Some memories will be stirred.

Berth	Ship	Blt/grt	Owner	From/To
2	Ringwood	1926/755	Southern Railway	
3	Hantonia	1911/1560	Southern Railway	
	Princess Ena	1906/1198	Southern Railway	
4	Haslemere	1925/576	Southern Railway	fm Guernsey
7	Dinard	1924/2313	Southern Railway	fm/to St Malo
8	Isle of Guernsey	1930/2143	Southern Railway	fm/to Jersey/Guernsey
9	Isle of Sark	1932/2188	Southern Railway	fm Jersey/Guernsey
	Pratton	1925/757	Southern Railway	
10	Ngaroma	1931/503	W.A. Wilson (coaster)	
11/12	Bonawe	1919/355	J & A Gardner (coaster)	
14/15	Port of Spain	1932/1031	Nash Dredging (dredger)	
17	Lathama	1897/366	(yacht)	
18	Nelson		(harbour craft)	
19	Rion	1928/298	(yacht)	
20	Karanja	1931/9891	British India SN. fm India	
22/23	Arlanza	1912/15044	Royal Mail	
26/27	Onyx	1910/592	J. Robertson (coaster - SR charter)	
	Aldershot	1910/600	Southern Railway	
29	Seaville	1918/716	J.S. Monks (coaster - SR charter)	
30/31	Naldera	1918/16088	P & O SN	fm London f Yokohama
32/33	Alcantara	1926/22209	Royal Mail	
34	Grantully Castle	1910/7617	Union-Castle	to London
35/36	Alaunisa	1925/14030	Cunard White Star	to Montreal
	Ubena	1928/9523	German East Africa	fm Hamburg to L. Marques
38	Kenilworth Castle	1904/12975		
41	Nevasa	1913/9213	British India SN (trooper)	
44	Majestic	1922/56551	Cunard White Star	from New York
46	Montrose	1922/16402	Canadian Pacific	for Atlantic Isles
47	Homeric	1922/34356	Cunard White Star	from cruise
48	Floating Crane		Southern Railway	
49	Essequibo	1914/8489	Pacific SN	
102	Empress of Britain	1931/42348	Canadian Pacific	for Quebec
103/3	Alphard	1937/5483	Van Nievelt	
103	Strathnaver	1931/22283	P & O SN	for Madeira cruise
105	Viceroy of India	1929/19627	P & O SN	
106	Jevington Court	1925/4544	Haldin & Co	
108	Olympic	1911/45324	Cunard White Star	

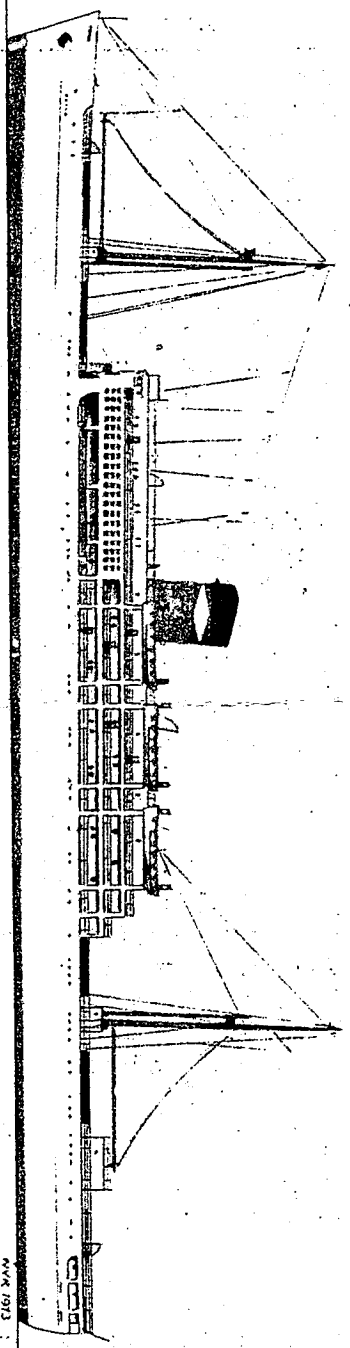
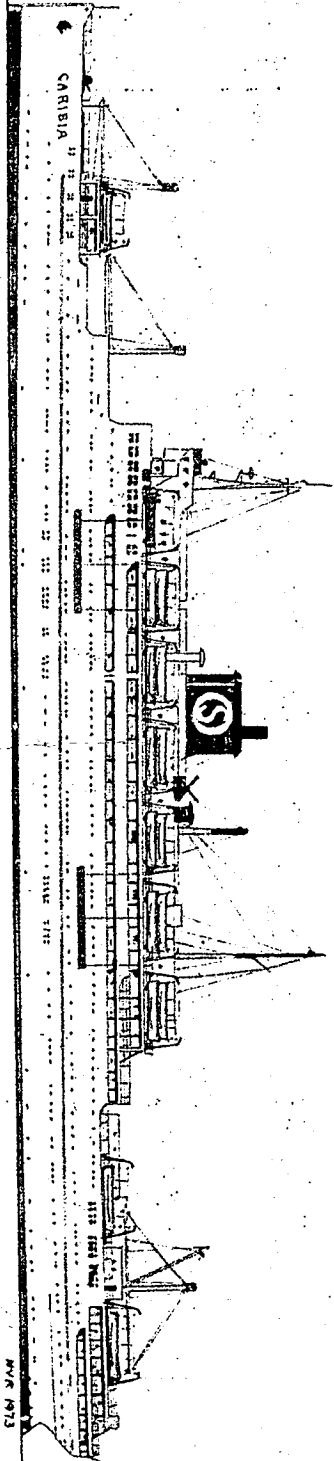
Tendering at Cowes Roads

Pennland	1922/16381	A. Bernstein	fm Antwerp to New York
Statendam	1929/28291	Holland America	fm Rotterdam to New York

Dry Docks

3	Twickenham Ferry	1934/2839	Southern Railway
4	Patricia	1911/1116	Trinity House

A notable feature of the list is that only four ships - Ubena and Pennland (German) and Alphard and Statendam (Dutch) wore foreign flags - all others the Red Ensign.



CARIBIA (1928. 24 496 gross tons) of Sicula Oceanica S A (SIOSA Line)
see article on page 10

GOLFITO (1949. 8 740 gross tons) of the Fyffes Group
see article on page 9

drawings by Nigel V Robinson

No longer Southampton callers
CAMITO & GOLFITO of Fyffes Group

by Nigel V Robinson

Three Elders and Fyffes passenger liners survived the Second World War to re-enter the West Indies service; they were Ariguani (26,6747g), the Bayano (17,6815g), the second of that name and the Carina (24,6907g) also the second vessel to bear that name in the fleet. All three steamers were nearing the ends of their working lives and as part of the fleet rebuilding programme the Golfito was laid down at the Glasgow yard of Alexander Stephens & Sons Ltd. She was delivered in December 1949 and her maiden voyage was to Central America including the Costa Rican banana port from which she took her name. The town of Golfito gave the ship 'Golfito' a very warm welcome and bestowed the Freedom of the Town on her; a signed scroll and the National flag of Costa Rica being displayed in the vessels main entrance hall.

Golfito represented the largest practical vessel for entry to Jamaican ports. On an overall length of 447 feet and a beam of 62 feet she measured 8,740 gross tons with a deadweight of 5,800 tons. Refrigerated capacity totalled 203,900 cubic feet (Banana capacity amounted to some 140,000 stems (1,750 tons)). Power was by double-reduction steam turbines gear 1 to twin-screws to provide a service speed of 17½ knots. Excellent accommodation was provided for 100 first class passengers plus 10 children

Initially she ran on the Central America- Rotterdam service but in 1952 she was transferred to Southampton - Barbados - Trinidad - Jamaica route although occasional voyages started and terminated at Avonmouth.

In November 1956 Golfito was joined by a sister, ship, the Camito. Again a product of Alexander Stephens, building had commenced in 1955 to virtually the same design as that used for the earlier vessel. Dimensions were to all intents and purposes identical, but opportunities were taken to improve on the previous ship. One notable improvement was the construction of all doors, bulkheads, ceilings and linings of a non-combustible material, thus making each cabin individually fire-proof. This was the first construction of its kind in a British passenger liner with accommodation for over 100 passengers.

With two modern ships in service the West Indies Service looked set for a rosy future; and so it was, for with minor modifications the Camito and Golfito were to maintain it for fifteen years. In 1963 Barbados was dropped from their schedules. Both ships were sent to Cammell Lairds at Birkenhead in 1966 for a thorough overhaul and the installation of air-conditioning. February 1967 saw the closing down of Fyffes' operations at Avonmouth (following Garston (Liverpool) which closed in 1965) and their concentration of their U K services on Southampton.

Some five years later in October 1971 they suddenly appeared on the sales list. Golfito completed her final voyage shortly after, and on 31 December 1971 she arrived at Shipbreaking Industries of Faslane at the end of her career. Camito was to carry on for a little longer and then she too was finally laid-up on 28 June 1972 and after a lengthy stay at 20-1 berth in the Empress Dock she loaded an export cargo for the West Indies and left Southampton on 1 February 1973. From the Caribbean she sailed on to Far East shipbreakers.

With the disposal of Camito and Golfito, passenger operations by Fyffes Lines ceased. Passenger carrying had begun in 1912 when Elders and Fyffes, already established since 1902 on the U K - Central America banana run, had stopped into the West Indian service on the demise of the short-lived Imperial Direct West India Line.

GOLFITO	12.1949	8313 gross 4293 net 5800 dwt 447ft oa x 62ft. Draught 26ft 3ins
		D R steam turbines, twin-screw 17½ kts. 100 passengers.
CAMITO	11 1956	8587 gross 4131 net 5995 dwt 448ft ca x 62ft. Draught 26ft 1in
		D R steam turbines, twin-screw 17½kts. 103 passengers.

A fleet list of
 SICULA OCEANICA S A (SIOSA)
 of Palermo, Sicily (Italy)

by W H Mitchell

This company, a subsidiary of Fratelli Grimaldi Armatori was established in 1955 to provide a service to the West Indies from Genoa and other Mediterranean ports. During its seventeen years of existence it has acquired some very interesting tonnage and has developed varied interests which include passenger carrying, the tanker trade, ore-carrying and the transport of motor-cars.

To commence the service two ships were purchased from the French company Soc. Generale de Transports Maritime, also engaged in the South America trade, the Florida and Campana

ASCANIA
 acq. 1955

The Florida was renamed Ascania by her new owners. She was some thirty years old having been built in 1926 by Ateliers & Chantiers de la Loire at St Nazaire and was a twin-screw ship with four steam turbines. She had a cruiser stern. Measurements of 470ft bp x 60ft gave her a gross tonnage of 9,236 and she had a deadweight capacity of 5,730 tons.

It was not long before another service to the West Indies was started between Southampton and those Caribbean islands and it was the Ascania that commenced the Grimaldi (SIOSA) association with Southampton when she called on 7 Dec 1955.

IRPINIA
 1955

The second ship purchased was the Campana, also from the Soc. Generale de Transports Maritime. She was renamed Irpinia. Slightly larger, her measurements were 509ft bp 516ft oa x 67ft which gave her a gross tonnage of 10,800. Tyne-built by Swan Hunter in 1929, she had twin screws driven by steam turbines and was also given a cruiser stern. She was in South America at the outbreak of war and was immobilised. In 1943 she was requisitioned by the Argentinian Government and renamed Rio Jachal being returned to her French owners in 1946. She was put on the Marseilles - South America service under her former name until 1951 when she was switched to the Marseilles - Saigon run. She joined SIOSA in 1955 and after modification was used in both services to the West Indies, making her first call at Southampton on 15 April 1956. Extensively refitted at Trieste in 1962 she returned to service in 1963 with now oil engines, a single funnel and a single short mast abaft the bridge. At the same time her passenger accommodation was remodelled to carry 209 first class and 972 tourist class.

PERSEO
 1955

Also in this year SIOSA acquired their first tanker. She was an ex-U S T2-SE-AL turbo-electric standard vessel built by the Sun Company at Chester, Pa., in 1944. Originally named Sandy Creek for the U S Maritime Commission she joined the Esso (British flag) fleet in 1946 as Esso Bristol and then in 1954 became North Duke before being sold to SIOSA and renamed.

VENEZUELA
 1956

In 1956 the Empress of Australia was purchased from Canadian Pacific Steamships Ltd. Another thirty-year old ship she had been built by Cammell Laird of Birkenhead in 1924 as the Cie Generale Transatlantique De Grasse, although at one time she was to have been named Suffren. She was for the Havre - New York service and her measurements were 552ft oa x 71ft, 17,707 gt. Twin-screws were driven by steam turbines. Seized by the Germans in 1940 she was used as an accommodation ship near Bordeaux where she was scuttled on 30 Aug 1944. Refloated the following year she was reconditioned and given one funnel in place of two. She now measured 18,500 gt and re-inaugurated the CGT's North Atlantic post-war service in July 1947 until Sept 1951. In 1952 she served in the West Indies service until her purchase by C.F.Ss in 1953 for the Liverpool - Quebec trade her masts being shortened by 25ft to enable her to get under the Quebec Bridge. In 1956 (Feb) SIOSA purchased her for a Mediterranean - Venezuela - Central America service but she also made some trips Canada and the West Indies. Her first call at Southampton from Kingston appears to have been on 21 July 1957. At this time

she had been at the Ansaldo yard at Spezia for a 58-day refit and now had a sweeping bow which extended her length from 552ft to 618ft oa, corresponding tonnages being raised to 18,769 gt and from 6,480 to 10,899 dwt capacity. On 16 March 1962 she struck a rock off Cannes while on a voyage Naples - La Guaira with passengers and general cargo and had to be beached. Refloated on 13 April she arrived at Genoa in tow on 21 April but was declared a total loss and was sold for scrapping at Spezia in the following August.

AMELIA GRIMALDI
1960

The next acquisition for the fleet was a tanker, the Amelia Grimaldi. Ordered from SRD Adriatico - San Martin, she was a giant of her day - a 50,000 tons dead weight carrier. Driven by steam turbines she had a gross tonnage of 30,584 on measurements of 745ft oa 705ft bp x 102ft. She visited Fawley in December 1962.

ALGOL
1961

From one extreme to the other - the next ship was of 1928 vintage - one of Hogarth's tramps, the Baron Yarborough. A product of Ayrshire Dockyard Co., Irvine, she was previously named Algol D and then Algol De of Fratilli Delfino before coming under SIOSA colours. Details 342ft bp x 48ft 3,486 gt. Triple expansion engines,

ORIONE (I)
1961

Transferred from the Grimaldi fleet in this year was the Liberty-type ship Orione (I). Originally built as the Mary Wilkins Freeman for the U S Maritime Commission, she came from the New England S B Corp., Portland, Maine in 1943.

AURIGO PRIMO
1963

A repeat of the Amelia Grimaldi, the tanker Aurigo Primo also came from SRD Adriatico and was launched on 6 Nov 1962 for completion early in 1963. She was measured at 750ft oa, otherwise the measurements were similar.

On her entry into service the Perseo (I) was sold for breaking up, arriving at Vado on 8 May 1963.

FIDES
1964

Also a product of SRD Adriatico, San Martin was the bulk-carrier Fides, completed in 1964. Of 16,200 gt on 635ft oa 587ft bp x 76ft, she had a carrying capacity of 25,100 tons.

The company disposed of Algol in this year, the ship arriving at Spezia for breaking up on 19 November.

PERSEO (II)
1964

Another tanker joined the fleet in 1964 - the Noerwegian motor tanker Vanja from Halfdan Ditlev-Simonsen & Co. She was originally built by the Furness S B Co., Haverton in 1951. Details 589ft oa x 560ft bp x 80ft. 15,418 gt 24,700 tdw.

ORIONE (II)
1965

On 4 September 1965 the Orione (I) arrived at Spezia for breaking up, her place being taken immediately by another Liberty-type ship. There was a difference, however, in that this vessel, originally named Jesse Billingsley, built by Todd Houston Corp., in 1943 was a motorship, having been given new Fiat oil engines at Trieste in 1950 after her purchase by the Nav-Libera-Triestina as the Laguna. She had then been sold to the Reefer Nav Co., of Panama before SIOSA bought her in 1965. She sailed for several years under the SIOSA flag when, on 3 February 1969 her engines broke down in a storm near the Azores while on a voyage from Bourgas to Galveston with iron ore. Abandoned she arrived at Fayal in tow on 4 Feb 1969, then arrived at Vigo on 8 March in tow for discharge and moved on, again in tow for breaking up at Bilbao where she arrived on 9 June 1969.

CARIBIA
1965

In 1965 SIOSA made the biggest acquisition for their liner fleet with the purchase of the Vulcania. Designed for the Cosulich Line's Trieste - New York service, the Vulcania and her sistership Saturnia (scrapped Spezia 1965) became part of the Italia Line in the 'thirties as

a result of the re-grouping of Italian shipping companies and in December 1935 both ships were re-engined with Sulzer diesels to give an increased speed of 3 knots. During the war they were used as safe conduct Repatriation ships and in 1943, after the Italian armistice, the Vulcania served the U S as a troopship. Both vessels returned to the North Atlantic in 1947 until early in 1965 when they were displaced by the new Michelangelo and Raffaello. Sold to SIOSA in 1965 the Vulcania became Caribia. She made an inaugural cruise from Venice which terminated at Southampton on 28 January 1966 and made her first voyage to the West Indies from the port on that day. Built in 1928 by Cant. Nav. Triestino, Monfalcone, she has a gross tonnage of 24,496 and measures 630ft bp x 80ft. She has a somewhat massive superstructure on which the bridge is stepped back, two masts and double-banked lifeboats and her wide funnel has a flat top with flat cowl. She has accommodation for 1400 - in three classes on the West Indies service and in two when cruising.

(Late note: Caribia spent some time laid up at Spezia from 29 Sept 1972, and although she is booked to carry out a cruise programme reports seem to indicate that 1973 may be her last year in service). -- see also Black Jack No 2 - page 12

On 1 October 1967 the Ascania was laid up at Spezia and early in 1968 was broken up there.

ANGLIA
1968

This side-loading car-carrier was built by Trosvik Verksted A/S Brevik for Jan-Erik Dyvi of Oslo in 1964 and was then named Dyvi Anglia. A motorship, she is of 499 gt, 288ft oa x 48ft measurements. In mid-1971 she made several visits to Southampton to discharge Renault cars and attracted attention because of a somewhat modern but bizarre art design with car motif in several colours adorning her hull. In late 1971 she was renamed Anglia.

BELLO
1970

Another Norwegian-flag tanker, the bello was purchased from Geo Vefling of Tonsberg in 1970. Built 1963 at Lervik she has a gross tonnage of 26,805 on measurements of 701ft oa 669ft bp x 96ft and a deadweight capacity of 45,750tons.

In 1972 the Porseo (II) was sold for scrapping at Spezia where she had been laid up since 2 August 1971.

The SIOSA company funnel is blue with a narrow black top and has a white 'S' in a white ring.

In late 1972 the fleet consisted of:

Passenger ships: Caribia, Irpinia

Dry-cargo ships: Anglia, Fides

Tankers: Amelia Grimaldi, Auriga Primo, Bello

-----oO-----oO-----oOoO-----oO-----oO-----oO-----

FOR SALE - shipping books - SAE for list. Walker 7 Newton Rise Swanage Dorset

Adverts are accepted for 'Black Jack' at 5p per line (or 13 words). Adverts must be received well in advance of publication (see B J No 5 page 14). Adverts will be printed subject to space being available.

YOUR EDITORS NEED YOU - to contribute new ideas and articles - if you feel any aspect of shipping, with particular reference to Southampton, is not getting fair coverage in 'Black Jack', why don't YOU WRITE ABOUT IT and submit it to us? We need a wide selection of articles to put variety into each issue!!

A new ferry for

The Red Funnel Group

by David T Hornsby

In January 1972, the Southampton based Red Funnel Group quietly announced the order of a new ferry for the Southampton - Cowes route. In the same way that the introduction of mv Carisbrooke Castle in 1959 heralded a major departure from previous vessels on the route, so this new vessel will be another major advancement in the movement of vehicles and passengers to and from the Isle of Wight.

Although British Rail and the old Southern Railway have operated double-ended ferries on the Portsmouth - Fishbourne and Lymington - Yarmouth routes for several decades, this complex new vessel will be considerably larger than any previously employed on the Isle of Wight services.

The builders of the new ferry are Ryton Marine at their Newcastle shipyard and this vessel will therefore be the first Red Funnel ferry built away from Woolston for many a year. With an estimated gross tonnage of 1100, the vessel will have a length of 67.10m (223ft) bp, a moulded beam of 14.63m (48 ft) and a moulded draught of 3.66m (12ft). As in the case of the previous class of ferries, the maximum service speed will be about 13 knots due to port restrictions.

The passenger accommodation should prove far more satisfactory than that that has been provided previously; seating for 700 passengers will be installed on the saloon deck in two saloons one incorporating a bar and buffet. The car deck will be capable of carrying up to 80 cars and for the transport of lorries the deck is strengthened allowing vehicles of up to 40 tons gross on board. Each side of the car deck a casing will contain passenger entrances and provide support for the saloon deck and on the inner sides of the casings will be portable car decks some 7 feet wide.

The propulsion of the new ferry will be of special interest; each end of the vessel will be fitted with two Finnish Aquamaster propulsion units, each powered by a Caterpillar D379 diesel engine rated at 500 bhp at 1225 rpm. The ferry will have two wheelhouses with duplicated interlinked controls (Aquapilot control systems). The two units at each end will be linked together and both units will rotate through 360 degrees using a single operating lever moving in a horizontal plane. This same lever when moved in a vertical direction will control the propellor speed from zero up to maximum. Transfer of control from one wheelhouse to the other will be by means of a key to prevent accidental operation of the controls. A fluid coupling on the output shaft of the engines is to be fitted thus enabling the propellor to move at a speed slower than the idling speed of the engine. As this allows the propellor speed to be controlled over the whole range from the wheelhouse the ship can be held against the berth without tying up.

The final drive to the propellers is to be via a V-belt and this allows the engines to be installed below deck level. All four engines will be mounted in wells and this will enable them to be lifted out for overhaul without dry-docking the vessel.

No name has been announced as yet for the new vessel but it may not be a "Castle". She is due for delivery in the Autumn of this year.

For this season however services will be maintained by the four "Castle" class ferries, whilst the Hydrofoil service, its early running experience behind it, will be operated by the 1972 built 72 seater Italian HRS-70 Shearwater 3 assisted by Shearwater 2 (1970, type H57); the original Shearwater of 1969 also type H57 will be held in reserve.

Our thanks are due to the Red Funnel Group for details of the new ferry.

Nautical Notebook

a look at the current shipping scene

Above Fawley movements in the Port of Southampton have been so few and far between as to cause great rejoicing when anything other than ferries appeared!! However as is bound to happen interesting ships have made occasional calls:-

THE reappearance of Seatrain did not last, whilst the saga of the South American Conference Lines wishes to be quickly forgotten. Despite these setbacks the second Far East Container Berth came into use in early March, whilst new 'feeder' services are operating to Le Havre/Bilbao (Rolo), to Cadiz/Lisbon/Leixoes (Ibesca), to Bilbao (Euronorte) and to Barcelona/Valencia/Carthage (MacAndrews).

An unusual visitor to 201 berth on 10 March was mv Flying Scott, registered in Singapore, and with Sealand funnel markings. Another Singapore registered visitor was mv ASD Meteor (71. 2700g) ex Holmia. Owned by World Wide Shipping of Singapore she is on term charter to the Belfast S.S Co for their Heysham - Belfast service. She used 2S berth on her one and only visit on 25 February.

At the banana berths the sale and scrapping of a number of United Fruit / Pyffes vessels has brought unusual visitors, including Belgian Fruit Lines mv's Frubel Africa and Frubel Prinses Paola (67. 5154g), Frubel Oceania (68. 5154g) and Frubel America (65. 5060g). February 6 saw the arrival of mv Jamaica Planter (59. 6159g) whilst the German mv Anonacore (70. 8191g) unloaded on March 8. Loading cars at 35-6 berth was mv Orchidea (72. 8500g) -- both the latter vessels are managed by Maritime Fruit Carriers. Also loading cars at the same berth was Salen's San Blas (67. 8344g), and at 40 berth the same cargo brought in mv Nils Amelon (70. 10705g) of Redfern Shipping Co, of Bermuda.

Another interesting visitor was the Portuguese Marlange (71. 12203g) with onions from Leixoes, whilst the Cyprian mv Chrysovalandou Dyo (59. 8950g) ex Eastern Trader 72, called on Palm Line charter for the West African service. She arrived from Rotterdam and loaded Land-Rovers for Apapa. An unusual visitor to the Ocean Dock in February was the Polish stern trawling fishery research vessel Professor Siedlecki (71. 3000g).

The dry-docks have been very quiet, as has the Town Quay although one interesting caller was the Panamanian ss Weston (52. 1865g) ex Velox 70, ex Lcknes 67, ex Aun 63, with packaged timber.

The usually active Western Docks have also been quiet during the last quarter apart from the weekly Cape boat movements and Port Line, Blue Star, and Shaw Savill visitors to the Cold Store. The February storms saw the drilling barge H 102 at 101 berth sheltering, having arrived in tow of the Dutch mt Willem Barendz (63. 659g)

The need for repairs brought the Cyprian ss Atticos (58. 10057g) ex Southern Sunrise 72, ex Atlantic Sunrise 72, to 108 berth at the end of December. At the grain berth the only large visitor was the Swedish mv Anaris (62. 10667g) making two visits from St John (N B) the other visitors being familiar coasters of British origin.

Tankers - the Monomer Venture (45. 6259dwt) a converted LGC/tanker was at the Fawley berths recently. Her former names are Taruaca, Montebello, Esso Venezuela and Esso Centro America. Naticinia (67. 115600dwt) of Shell UK was at the Esso berths recently!!

COVER ILLUSTRATION: Profile drawing of the new double-ended ferry being built for the Red Funnel Group. When complete this vessel will be able to carry up to 1,000 passengers and 80 cars. Drawing by Nigel V Robinson from a drawing kindly supplied by the Red Funnel Group to whom we express our thanks. (see article on page 13)