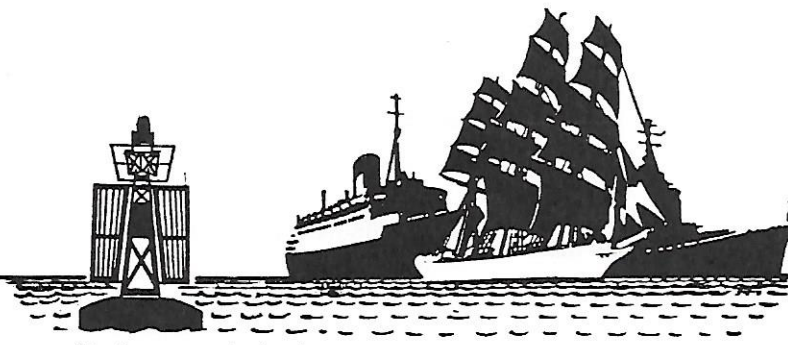


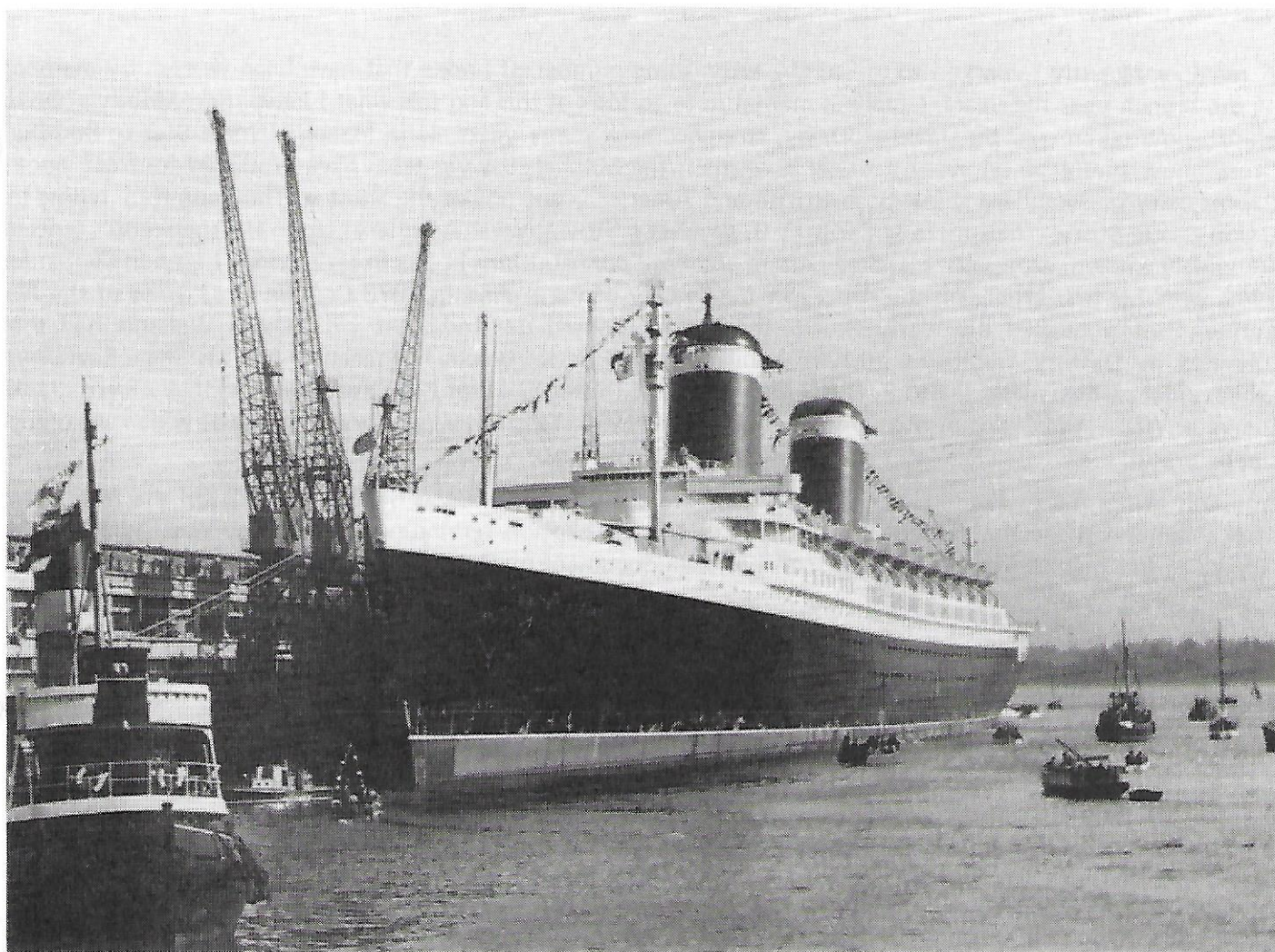
BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



AUTUMN 1986

No. 60



The United States was constructed for two purposes; for carrying passengers on the prestigious North Atlantic service, and as a very fast troopship in a time of emergency. She was built in the drydock of Newport News Shipbuilding & Drydock Company, the first ever to be built as such, and was floated on 23 June 1951. After trials in May 1952, on which she reached a secret 38.32 knots, she commenced her maiden voyage from New York on 3 July and took 3 days 10 hours 40 minutes between Ambrose Lightvessel and Bishop Rock taking the Blue Riband of the Atlantic.

She also took the Hales Trophy, presented by Harold K. Hales, Member of Parliament for Hanley, in 1935 to the Italian liner Rex "to serve as a stimulous to the craft of speed and mechanical perfection which I have loved so well". The trophy, 3 ft in height, is solid silver, covered in gilt and bears plaques of ships which have held the trophy - Rex, Normandie, Bremen and United States.

The mythical Blue Riband was taken from the Normandie by the Queen Mary in August 1936, crossing from Ambrose LV to Bishop Rock at an average of 30.63 knots. But Sir Percy Bates refused to accept the trophy on behalf of Cunard White Star and said they did not approve of a cup being connected with the Blue Riband and that it had always been the company's policy never to indulge in speed for speed's sake.

The Normandie took the trophy in 1937; the Queen Mary regained the Blue Riband in 1938 but the trophy remained at Stokes until claimed by the United States Lines in 1952.

In 1969 the United States was withdrawn and laid-up and the United States Lines thought the Hales Trophy should be handed over. But to whom? Those interested had long gone and the trophy was handed over to the United States Marine Academy at Kings Point, Long Island for safekeeping.

The United States is shown at Southampton's Ocean Terminal after her record-breaking voyage in July 1952.

Published quarterly for the Southampton Branch of the World Ship Society

Editor: Bill Mitchell 559953 Production: Mike Lindsay 694558
 Branch Secretary: Rod Baker)
 Branch Treasurer: Don Baker) 29 Milbury Crescent, Bitterne, Southampton 449972

With this issue — No 60 — we come to the end of the 3rd series of Black Jack. An indexed series consists of twenty issues and two series (40 issues) fit neatly into a lever-arch file, with a card separating the series. You then have a file record of 280 pages of shipping facts and data with dozens of accompanying photos of drawings for your bookshelf.

What is surprising is the number of Branch members who have contributed to Black Jack. The 'I remember' series is quite popular, with much digging into memories. Keep it going! John Lindsay's 'Old Southampton Callers' is a regular feature as is Bill Lawe's 'Naval Notes'. Suggestions, criticisms, ideas are all welcome — it is your magazine ...

A member recently remarked to me of the astonishing number of books that have been written by members of the branch over the years. I made a mental note to look at this and this what I listed. Bert Moody's 'Ocean Ships', now taken over by David Hornsby, stretches back many years. John Maber's 'North Star to Southern Cross' must surely be on every nautical bookshelf; the Mitchell/Sawyer team have produced fourteen books, the majority on 'standard ships' both British and American, but one of the latest is 'The Cape Run' telling the Union-Castle Story. Then there is Capt. E. E. Sigwart's 'Royal Naval Auxiliary'; John H. Isherwood's writings are widely known, especially his 'Steamers of the Past' contributions in Sea Breezes which began in September 1949 with his first article on the American Line's City of Paris. And in 1973 Captain F. O'Brien of the Red Funnel fleet published his 'Early Solent Steamers'. Richard de Kerbrecht with David Williams had their 'Damned by Destiny' published in 1984, whilst Richard de Kerbrecht has recently had his Shaw Savill published under his own name. David F. Hutchings, jointly with Bill Miller of New York also had their 'Transatlantic Liners at War — the Story of the Queens' published in 1985. This list, surely, is something of which the branch can be proud.

And this brings me to the latest publication as this issue of Black Jack is being prepared. On the front cover of the Summer issue the Queen Mary was pictured, the caption reminding that 27 May was the 50th anniversary of her maiden voyage in 1936. This has been documented by David F. Hutchings in his latest publication.

Perhaps more fortunate than most, Southampton branch is so well represented in the world of ship book publishing that it is perhaps apt that a Southampton branch member should write a book about a Southampton-based ship, with production by a Southampton publisher.

'RMS 'Queen Mary' — 50 Years of Splendour' is published by Kingfisher Railway Productions (well, the 'Mary' did use the Southern Railway Docks!), is a local tribute to a grand lady, and marks the golden anniversary of her maiden voyage. The book was recently launched at a reception at the Dolphin Hotel and among the guests were Captain John Treasure Jones (who took the liner to Long Beach), Commodore Donal MacLean and Captain Peter Jackson, with a cross-section of ex-passengers and crew members from various points in the liner's career. A local survivor from the Mary/Curacoa collision was also present.

The book was written and produced within three months and contains 56 pages, dozens of black and white photographs — many previously unpublished — and four pages of colour. The glossy soft cover was also designed by the author and includes a painting by artist Harley Crossley, another branch member. Tracing the liner's career from her conception to her delivery to Long Beach, the book is a 'snip' at £3.95 and is available at bookshops in the city, from the author and publisher.

Branch meetings: October 14 AGM - plus
 November 11 'Song of the Clyde' — tape talk
 December 9 'Nostalgia' — Nigel V. Robinson

Frank Pearce (Tugs) Ltd., incorporation Poole Tugs, began business in March 1975, acquiring their first vessel, Pullwell of 65 gross tons, 300 bhp and with a bollard pull of 4 tons. She was employed in a large beach reclamation scheme in Bournemouth Bay. Also in 1975 they purchased the Belgian motor tug Hendrik II, 114 gt with measurements 93.2 loa x 20.5 breadth, which had been constructed by Ch & Nat de Rupelmonde in 1955 for the Antwerp owners, Soc. Anon Entreprises Ackermans and Van Haaren. She was given the name Pullwell Bravo and began work in January 1976, being mainly employed in sea-towing operations. Her bollard pull was 7.5 tons.

The company's interests were now, broadly, in two areas; deep-sea towage, and in the dredging and marine civil engineering field. Their fleet consisted of Pullwell Bravo, Pullwell and smaller sundry units, including the harbour tug Union of 65 gt; the 200 hp, 18-ton Pushwell, and some barges and hoppers.

The Union was a former Thames lighterage tug, built at Blackwall in 1895. Of 64 ft ~~hp~~ and 15 ft breadth, her gt was 48. At one time she had been owned by Richard G. Odell, London.

An addition to the fleet was made in May 1977 when Pearce's fifth tug was acquired, the 248 gt Campaigner. Built by J. Lamont & Co. Ltd of Port Glasgow for Steel & Bennie Ltd in 1957, her hull measurements were 114 ft loa and 29.9 ft breadth, giving a gross tonnage of 248. She had an 8-cylinder diesel engine and a bollard pull of 13½ tons. The Campaigner joined Cory Ship Towage (Clyde) Ltd of Glasgow when the fleet was acquired in 1970 and on becoming a Pearce tug, was renamed Pullwell Victor.

Another Thames tug, Hembo, was purchased in 1979. Much smaller, at 80 gt, she had been built in 1953 for the Union Lighterage Co., then moving on to S.B. Towage Ltd., in 1971 for dredging and contracting work. She moved again in 1978 to the Greenhithe Salvage Company and then to Pearce who renamed her Pullwell Zulu. She was of 560 bhp.

The company were now building up a reputation for coastal towing and dredging work and at the end of 1979 purchased their first twin screw tug, Craigleith, from Forth Ports Authority. Henry Robb Ltd built her at Leith in 1958 and her measurement tonnage was 184 gross. Horsepower was 818 (b). It was nearly a year after her acquisition before her new name of Pullwell Lima was given.

Next, in 1980 came the Duncan, from Wenhove Ltd., Aberdeen. Another Cochrane-built ship, she was completed in 1963 as Workman for the United Towing Company of Hull, becoming Dunan in 1978. Details were 105 ft 8 in loa, 29 ft 9 in breadth giving 193 gt. Two 8-cyl oil engines were fitted. Her Pearce name was Pullwell Delta.

Late in 1983 the Cultra was purchased from Cory Ship Towage Ltd., Newport, Mon. Built in 1962 by T. Mitchison Ltd., Gateshead for John Cooper Ltd., Belfast, she had worked for Cory at Newport since 1980 as Pullwell, the second tug to be so named. Details 106 ft 9 in loa, 27 ft 8 in breadth, 202 gross tons.

Colouring: Red funnel; thick white band, edged with thin black bands, and letters FP. Hull black, upperworks white, wheelhouse varnished (on most tugs).

<u>DISPOSALS</u>			
	Union	1980:	Laxey Towing Co., Isle of Man.
	Pullwell (1)	1983:	M & M Main Tugs, Bristol. Renamed Mainpull.
	Pullwell Bravo	1981:	(Owners in Cornwall) Renamed Proceed.
	Pullwell Victor	1981:	Atrees Sg Co., Piraeus. Renamed Marambu.
	Pullwell Zulu	1983:	Stripped of all worthwhile machinery and equipment; used as a floating workshop for a Poole company.
	Pullwell Lima	1984:	East Three Marine, Vancouver. Renamed Beaufort Spirit.
	Pullwell Delta	1985:	Oil Transport Co. Panama. Renamed OTC Elizabeth.
	Pullwell (2)	1985	Rodos Towing Co., Greece. Renamed Polyikos.

Two Dover tugs, Dominant and Diligent were bought in 1984, but were soon resold.

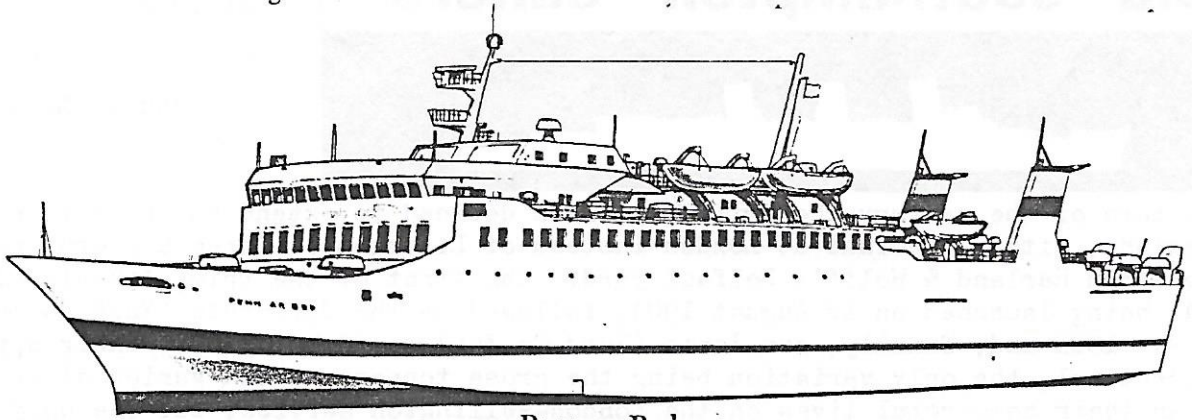
NOTES ON BRITTANY FERRIES

Bretagne, Angleterre, Irlande SA., Roscoff.

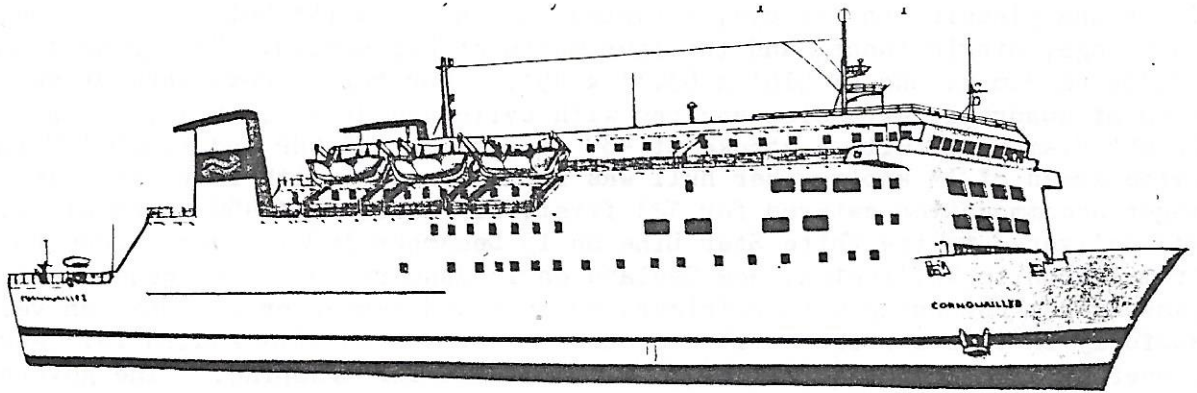
1972. A passenger/car service from Plymouth to Roscoff was suggested. A new ferry port at Roscoff was planned for completion in Autumn 1972; there were to be ro-ro facilities at Millbay Docks, Plymouth.
- 1973 (19 May) A joint passenger service was begun with Poseidon (Vedettes Armoricaines, Brest).
- 1974 (24 Jan) The Penn Ar Bed began service; more services were operated with the chartered Prince de Bretagne.
1975. Plymouth/St Malo service began.
1976. Portsmouth/St Malo service started.
1978. Plymouth/Santander service announced, with a Rosslare Branch service.
- Other services: Plymouth/Roscoff : Plymouth/Santander: Roscoff/Cork:
Portsmouth/St Malo: Plymouth/St Malo.
1985. Truckline, operating a freight ro-ro service from Poole to Cherbourg was acquired and,
1986. (Jan) the two freight ferries Coutances and Purbeck were sent to La Rochelle for stretching.
1986. (6 June) New Portsmouth/Caen service commenced with the Duc de Normandie.
1986. (13 June). The Cornouailles began a daily passenger service between Poole and Cherbourg.

Ships

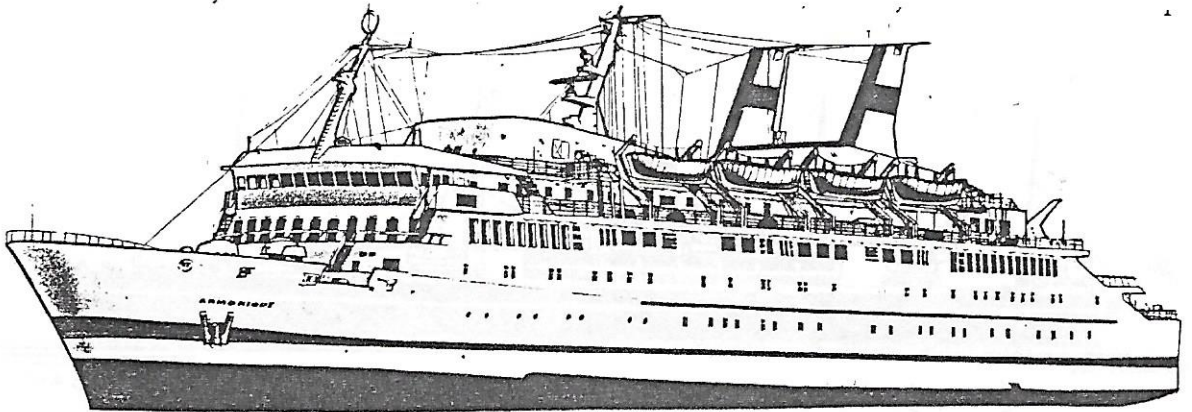
Acq:	Name	Built	g.t.	
1972	Kerisnel	1972	2,239	Built by Astilleros Construccions, Vigo as Lilac for Topaz Sg Corp., Liberia and acquired when fitting out. 1974: La Durance (CGM, France)
1973	Penn Ar Bed	1973	2,891	Built At & Ch de La Rochelle-Pallice. 1984: Sven No Marina (Swed-Sven-No Line)
1977	Cornouailles	1977	3,383	Built A/S Bergen, MV. 1984: (SNCF)
1975	*Armorique	1972	5,732	Built: Soc Nouv A& C due Havre as Terje Vigen for JS Hagen, Norway. 1972: (Skan Fahre KG) 1975: Armorique.
1980	*Prince of Brittany 1970		5,465	Built: Schiff Unterweser, Bremerhaven for Lion Ferry A/B Sweden as Prince of Fundy. 1978: Prince of Brittany (chartered by Brittany Ferries) 1980: Acquired.
1980	Breizh-Izel	1970	2,708	Built: Taikoo D & E Co as Wanaka (Union ss Co of New Zealand) 1976: Rata Hills (Sea Lanes Tpt Corp) 1978: Iniochos Express (Iniochos) 1980: Breizh-Izel
1984	*Quiberon	1975	7,927	Blt: Werf Nobiskrug, Rendsburg as Nils Dacke 1982: Charter as Quiberon. Acquired 1984
	*Tregastel	1971	3,999	4.1985: on charter. Blt: Unterweser, B'haven 1971 as Travemunde. 1981: Njegos (Yugo)
1985	*Prinses Beatrix	1978	9,238	Blt: Verolme Syd, Heusden for Zeeland Stoom Maats.
	*current fleet			



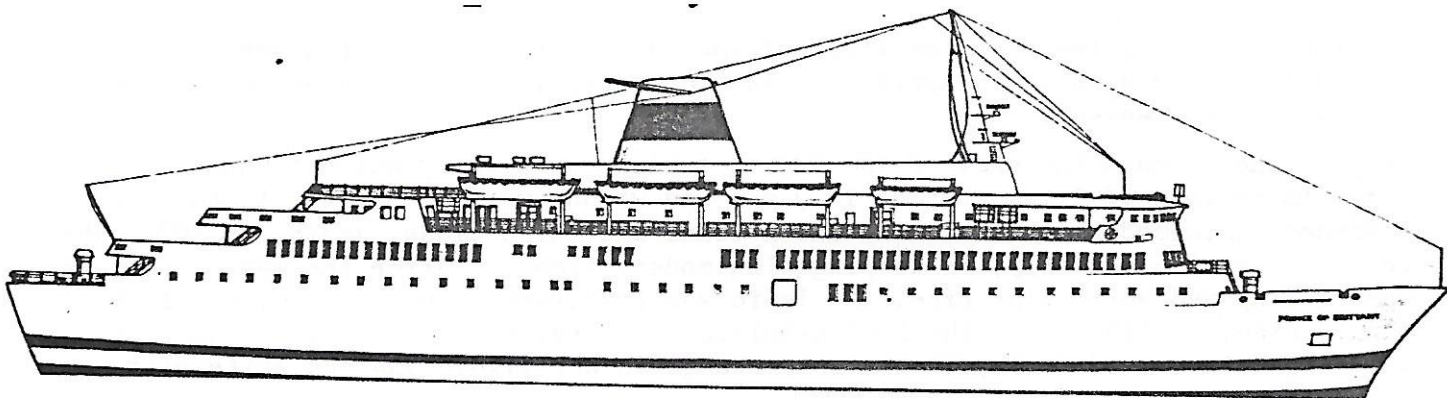
Penn ar Bed



Cornouailles

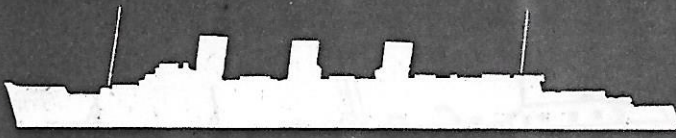


Armorique



Prince of Brittany

old southampton callers

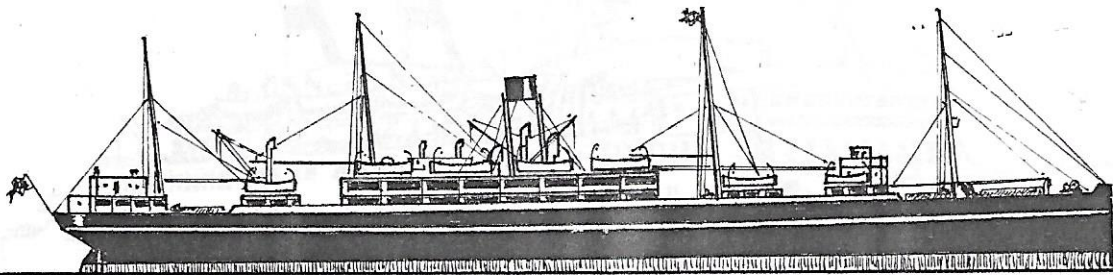


The
WHITE STAR LINER IONIC
of 1902.

by
John S. Lindsay.

At the turn of the century the White Star Line decided to extend their service to New Zealand, with a terminal at London instead of Liverpool. Three sisterships were ordered from Harland & Wolff's Belfast yard; the first of the trio, Athenic (Yard No 343) being launched on 17 August 1901, followed by the Corinthic (Yard No 343) on 10 May 1902 and, finally, the Ionic (Yard No 346) on 22 May 1902. Their appearances were identical, the only variation being the gross tonnages which varied slightly. They ran their commercial lives on the London-Wellington service, but the only ship to use Southampton regularly was the Ionic, which flew the Shaw, Savill & Albion Company flag.

The Ionic was pleasing to the eye, a typical Harland & Wolff hull and profile, with island bridge, single funnel and the four masts of her period. Her gross tonnage was 12,352 on dimensions of 516' x 63.3' x 45'. Her twin screws were driven by two sets of quadruple expansion engines with cylinders HP 22", IP 31.5", IP 46" and LP 68" diameters, with a stroke of 48" developing 641 NHP and 5,000 IHP to give a service speed of 14 knots. Her hull was built of steel with four decks and her passenger accommodation catered for 121 first, 117 second and 450 third class. She was delivered to the White Star Line on 15 December 1902. Her maiden voyage was from London to Wellington, New Zealand on 16 January 1903 with general cargo and passengers; returning with refrigerated meat and passengers. She ran very successfully in this service until the outbreak of war in 1914 and in 1917 was taken over by the liner requisition scheme and used for trooping. The government liner requisition scheme ended during February 1919 but the Ionic had been derequisitioned a month earlier and made her first postwar commercial sailing in January 1919, although the Government still then controlled the passenger allocation.



IONIC (1903)

JOHN S. LINDSAY.

Towards the end of the year the first of the passenger fleet was released for reconditioning and early in April 1920 the Ionic rejoined her regular peace-time service to New Zealand.

In 1927 she rescued the crew of the French sailing ship Daisy which foundered but with no loss of life. During 1929 she was withdrawn from service to have her passenger accommodation altered to cabin class and third class; again, in 1932, she became tourist class only, in keeping with modern times. After the merger between Cunard Line and White Star Line, the Ionic was transferred to the Shaw, Savill & Albion Line, continuing in the London-Wellington service, calling at Southampton with the Mataroa and Tamaroa. The only change in her livery was the White Star

ROYAL NAVAL AUXILIARIES (continued from Black Jack No 59)

7

Recovery (W.21)	Twin screw tug, Devonport.	ex Rollicker '34, ex Rover '29 Blt: Chatham Dyd '08. 615 dis.
Redwing	Particular service ship.	Tender to Defiance. (Torpedo School, Devonport). JS White, Cowes '33. 225 dis.
Reina Victoria	Tug, Gibraltar.	
Resolve (W.85)	Twin screw rescue tug Portsmouth Dyd service 1945-	Blt Ayrshire Co. Irvine '18. 1,400 dis
Respond (W.92)	Twin screw rescue tug Alexandria Dyd service 1919-	Blt Ayrshire Co. Irvine '18. 1,400 dis
Retort (W.84)	Twin screw rescue tug Devonport Dyd service 1919-	Blt Day, Summers, So'ton '18. 1,400 dis
Revue	Twin screw tug, Rosyth	Blt Cochrane, Selby '39, for Beira Works, London. 245g. Hired in 1939.
Rival	Tug, Chatham.	es Jason '37. 85g Purchased 1915.
Robust (W.28)	Paddle tug, Malta.	L: Bow, McLachlan '07. 690 dis
Rollicker (W.00)	Twin Screw rescue tug, Gibraltar.	L: Ferguson '19. 1,400 dis
Roysterer (W.91)	Twin screw rescue tug, Alexandria.	Blt: Thornycroft '19. 1,400 dis
Ruthenia	Oil fuel hulk, Singapore	ex Lake Champlain '14. Blt: Barclay, Curle 1899. 7,208g
St Blazey (W.46)	Rescue tug, Bermuda.	L: Cran & Somerville '19. Dyd tug. 860 dis.
St Clears (W.06)	Rescue tug, Sheerness	L: Livingstone & Cooper '19. Dyd tug. 860 dis.
St Dogmael (W.66)	Rescue tug, Simonstown.	L: Taikoo Dyd, HongKong '19. Dyd tug. 860 dis
St Omar (W.34)	Rescue tug, Gibraltar	L: Ferguson '19. Dyd tug '20. Fleet tug '42. Dyd tug 45. 860 dis.
Sandboy (W.48)	Paddle tug, Bermuda.	ex Strenuous '18. Blt: Thornycroft '12. 690 dis
Sandgate	Boom Defence vessel, Trincomalee.	Converted Barrage vessel. Blt: Workman, Clark '17.
Scottie	Diesel tug, Gibraltar	Blt Faversham '30 for McDougall & Bouthron Ltd. London. 50g 1942: Hired as Dockyard tug.
Southgate	Boom Defence vessel Trincomalee.	Converted Barrage vessel. Built Workman, Clark 1917.
Spabeck	Water tanker.	L: Philip, 1943. ex Rivulet. 1219 dis.
Springard	Naval Arm Harbour ML, Bull Point, Plymouth.	
Sprite (W.53)	Paddle tug, Portsmouth.	Blt: Thornycroft 1915. 690 dis.
Steady	Mooring steamer, Portsmouth.	Blt: Simons 1916. 758 dis. (One source reports 17.7.1940 Mined off Newhaven. Sold '42
Stobo Castle (C102)	Tug, Devonport NS Dept. 1917:	Cran, Leith. Acq 1917.
Sunbird	Tug, Chatham.	Blt: Holland '07. 1940: Hired from WHJ Alexander (Sun Tugs). 64g
Sunfish	Tug, Chatham.	Blt: Hendrik Ido Ambach '07. 1940: Hired from Sun Tugs, 65g
Sun VI	Tug, Sheerness.	Blt: Preston '02. 1940: Hired as Dockyard tug Sun VI, 139g. ex Conservator

8	Supply	Steam tank vessel, Malta (Vict Dept. Blt:Cox, Falmouth 1910. 405 dis.	
	Swarthy (W.12)	Tug, Portsmouth. Blt:Thornycroft 1912. 690 dis ex Sturdy 1917.	
	Tampion	Naval Arm tug, Chatham AS Dept. Blt, Yarwood, Northwich '38. 178g	
	Taurus	Tug, Alexandria 107g Blt 1931. 1943:Hyades (minesweeper).	
	Terrier	Tug, Chatham. Acq.1913 ex Viking.	
	Thorpe Bay	(Westcliffe Sg Co London) Manitowoc '18.2182g	
	TID 3	Tug, Portsmouth 54g	
	TID 4	Tug, Portsmouth 54g	
	Truncheon	Nav Arm tug, Devonport AS Dept. Yarwood 1938. 178g	
	Tyke	Tug, Chatham Blt: 1911 Purchased 1912. 95g	
	Ugnor	Steam Naval Arm Storeship, Priddys Hard, P'mouth. Built: Bow, McLachlan 1899. 600 dis.	
	Urgent	Tank vessel water carrier. Sheerness Vict Dept. Cox, Falmouth '10.425dis	
	Useful	Tug, Royal Clarence Yd, P'mth Vict Dep. Blt:Philip, Dartmouth (35. 92 dis.	
	Vesuvius	Lighter top discharge vessel, Portsmouth.	
	Volatile (W.61)	Paddle tug, Portsmouth. Barclay, Curle 1899. Ex Volcano '19 700 dis	
	Volens	Mooring steamer Rennoldson, S. Shields '16. ex Volunteer '18 750d	
	War Bahadur	Oil hulk Blt: Devonport '18 5,800g	
	West Bay	Tug. Priddys Hd AS Dept. Po'mth L Yarwood '19 131g.	
	West Cocker	Tug. Malta Blt:Philip, Dartmouth '19. 135g. (One source says air attack Malta 9.4.1942, wrecked and broken up 7.1943).	
	West Creek	Tug, Sheerness Blt: Yarwood, '18. 135 g	
	West Hyde	Tug, Chatham Blt: Crabtree '19 154g	
	Whitburn	Paddle tug, Rosyth. Blt: '05 119g 1942: Hired fm Grangemouth & Forth Towing Co for harbour service.	
	Winkle	Water lighter, Chatham Vic Dept. Bt '15 160d (ex X77 (landing craft))	
	Wyandotte	Tug, Chatham (C.E in C Dept) Rowhedge IW 1920. 65g	
	X 21	Lighter, Malta)	
	X 36	Vic lighter. R.Vict Yd, Deptford)	All built 1915 as
	X 40	Insulated lighter, Vict Dept. Malta.)	Landing craft.
	X 45	Vict lighter. R.Vict Yd, Deptford)	
	X 64	Vict lighter. R.Vict Yd, Deptford)	160 dis
	X 76	Vict lighter. R.Vict Yd, Deptford)	
	X 95	Lighter, Chatham NS Dept)	
	X120	Lighter, Malta)	
	X127 (ex L9)	Water lighter, Vict Dept. Malta)	
	X131 (ex L10)	Water lighter, Vict Dept. Malta)	
	X134	Lighter, Portsmouth)	ex cable layer
	X140	Lighter, Devonport)	
	X149	Lighter, Sheerness)	
	X182 (ex L1)	Water Lighter, Vict Dept. Malta)	
	X201	Lighter NS Dept, Malta)	
	X206	Lighter NS Dept, Malta)	
	X209	Lighter, R Clarence Yd Vict Dept)	
	X213	Lighter, Chatham)	
	X216	Vict lighter. R.Vict yd, Deptford)	ex cable layer
	X217	Lighter, Chatham NS Dept)	
	X218	Lighter, Chatham NS Dept)	
	X224	Lighter, Po'mth NS Dept)	ex cable layer
	X225	Lighter, Chatham NS Dept)	
	YC 20	Lighter, Devonport	
	YC 34	Tank vessel, R. William Vict Yd, Plymouth.	
	YC 37	Devonport (ex Viviv ex Cuckoo)	
	YC 70	Lighter, Chatham	

No 4 DRYDOCK
SOUTHAMPTON

Number 4 Drydock was the last one built for the old Southampton Dock Company. On the eastern bank of the Outer Dock, it was completed and put into use in 1877, a year after the opening of the river quay - known as the Old Extension.

The dock entrance was 56 ft; length on blocks was 445 ft 6 in and the depth over blocks at HWOSt was 22 ft 9 in. Overall length was 478 ft 6 in.

At the time of completion, development of trade between South Africa and Britain, via Southampton, necessitated the Union SS Company acquiring larger ships and the Tartar, Mexican, Athenian, Moor, Spartan and Trojan were built. These were too large for the Inner Dock berths of the Union Line and Berths Nos 1, 2 and 3 of the extension (later berths 30,31 and 32) became the Union Line home. Homeward vessels generally discharged their cargoes at Nos 2 or 3 (31 and 32 berths) and when necessary, moved northwards from these berths into the drydock and from there back to load at No 2 (30 berth), near the south end of the drydock. Until the late 1890s the dock was used almost entirely by Union ships and was familiarly called Union Steamship Co's Graving Dock. It could take ships to about 6,000 tons.

No.4 Drydock was filled in a year or so ago and one of the last ships to be drydocked was the submarine HMS Alliance, in September 1979. The submarine is now preserved at HMS Dolphin, Gosport.

::::::::::::

OLD SOUTHAMPTON CALLERS (IONIC) from page 6

Line yellow band around the hull being replaced by a white band. On 4 September 1936 she left Southampton on her 79th and final voyage to New Zealand for she was 34 years of age and not up to the modern standards required. Her place was taken by the Aberdeen & Commonwealth liner Esperance Bay, built in 1922. She was renamed Arawa and carried 292 passengers as well as refrigerated meat. The Ionic was not laid up for long as the Japanese, then hungry for scrap metal, purchased her and in January 1937 she sailed on her last voyage to Osaka for breaking up. So ended the life of a graceful Harland & Wolff, Belfast-built ship which had served so well.

Note: The Daisy was a French Grand banker - a wooden three-masted schooner, 246 gross tons, built in 1908 by A.D. Mills & Sons, Granville Ferry NS and owned by P. Toravel, Paimpol.

::::::::::::

ROYAL NAVAL AUXILIARIES (from page 8)

- YC 71 Lighter, Chatham NS Dept. ex AS 28.
- YC 72 Lighter, Chatham NS Dept. ex AS 29.
- YC 80 Water Lighter, Sheerness Vict. Dept.
- YC 81 Water Lighter, Sheerness Vict. Dept.
- YC 199 Lighter, Malta.
- YC 204 Water Lighter, Vict. Department, Gibraltar.
- YC 297 Lighter, Sheerness NS Dept. ex AS 25.
- Flamer (YC 298) Tug, Sheerness ex C.108 '43. Blt: Bowling 1915. Purchased 1915.
- YC 304 Water Lighter, Royal Clarence Yd., Gosport.
- Y 306 Tank vessel, Royal Clarence Yard Victualling Dept.
- YC 358 Insulated Lighter. Vict Dept., Malta.
- YC 374 Water Lighter, Vict. Dept., Malta.
- Zealous Water carrier, Rosyth. ex Zest '44 ex Zealous '18. Built: Hall, Russell 1913. 415 dis.

nautical notebook

After a period of lay-up of over three years the Burmah Endeavour sailed from Southampton on Monday 2 June. She left 101/102 berths at 1 pm and was very slowly towed to the swinging ground off No.7 drydock. There she

waited for one hour for high water, held steady by the eight tugs employed in her departure. The Keren, at 109 berth undergoing engine trials, was causing an under-current and was asked to stop engines. Eventually, the giant tanker was turned. She was at Dockhead at 4.30 pm, Cowes at 6 pm and off Ryde at 7 pm. Two tugs were detached off Netley. She sailed on down Channel to Lyme Bay for bottom cleaning and then went on to Lisbon for drydocking before her long voyage to the Persian Gulf where she will be used to store oil for a year at Sirri Island.

Tugs involved were Red Funnel: Clausentum, Hamtun, Sir Bevois, Totland and Alexandra Towing: Victoria, Albert, Flying Kestrel and Ventnor. The Burmah Endeavour has a gross tonnage of 231,629 on dimensions of 360.28m bp 378.42m oa and 32.31m breadth. She has a capacity of 457,841 tdw. Her sistership, Burmah Enterprise (1978) is also a storage tanker at Semangka Bay where she arrived on 1 May 1983. (see BJ No.47 Summer 1983).

L.M. Balder The large, flat top pontoon barge L.M. Balder spent a week or so at 101 berth in early June, preparing for work in connection with the repairs to the French end of the new, but unfinished, cross-Channel power cable in which four breaks were discovered in 1985. The pontoon will work about 250 metres off Sangotte, hauling up cable for joining. Also attached for the work was the pontoon L.M. Noord. Owned by Land & Marine Engineering Co.Ltd of Port Causeway, Bromborough, the L.M. Balder (7,772 gt) has eight winches, cranes, a helipad and accommodation for eight personnel. Both pontoons were moved to Husbands Shipyard in mid-June for some structural work to be done over which the power cable will be hauled. There are two support ships for the work, Forties Service and Biscay Service which is estimated will take about three months, beginning July.

NAVAL NOTES by Bill Lawes

Southampton hosted quite a wide variety of naval vessels during the past few months. The largest single gathering was in mid-June when five West German 'Lindau'-class minehunters visited the port. They were Marburg (M.1080) Minden (M.1085) Wetzlar (M.1075) Flensburg (M.1084) and Volklingen (M.1087) of the wood-hulled Type 331, all built by Burmeister at Bremen 1960-4. Full load displacement is some 400 tons and diesels of 3,340 hp give 17 knots. A complement of 46 includes 6 divers. They were accompanied by the depot ship Werra and support ship Nienburg. The Werra (A.68) was built by Lindenauwerft at Kiel and entered service in 1964. She is a member of the 2,680-ton 'Rhein'-class which, in common with apparent German practice, look very similar to active naval vessels, with a single 100mm gun fore and aft and several 40mm guns. Diesels of 11,400 hp produce a speed of 20 knots. The Underway Replenishment vessel Nienburg (A.1416) can carry fuel oil, ammunition, spares and fresh water. She was built by Flensburger Shipyard and completed in 1968. Her full load displacement is 3,483 tons; her speed 17 knots from 5,600 hp diesel engines. The group arrived Saturday 14th June and left on 16th June.

Another West German-built vessel in the docks was the Nigerian Landing Ship Ambe. She is of the 502-type vessel, built in 1979 by Howaldtswerke at Hamburg. She can carry 400 tons of vehicles and 540 troops.

No.6 drydock saw a 'new ship for old' act as HMS Hydra entered for a refit following her sale to Indonesia, to be joined there a few days later by the RN's newest survey vessel HMS Roebuck. The latter was launched by Brooke, Marine Ltd., Lowestoft in November 1985. Although her design was supposedly based on the earlier 'Bulldog'-class, she lacks their graceful lines, particularly on the hull, which is marred by prominent 'knuckles' at the bow and stern. The profile is further spoilt by a now apparently obligatory box-like funnel that is attached to all new vessels of whatever type.

The new Russian cruise liner Mikhail Scholochov is due to begin a 13 days maiden voyage around Western European ports on 11 September this year, under time charter to the German cruise operator Jahn-Reisen. She is the 5th ship of a group of cruising ships which began with Dmitriy Shostakovich (9,878g) in 1980, Lev Tolstoy in 1981, Konstantin Simonov in 1982 and Mikhail Suslov in 1983. She can carry 200 passengers on three decks and has one large restaurant.

ZUID HOLLANDSE SCHEEPVAART MAATS BV (South Holland SS Co)

FLEET LIST

This Rotterdam company have been steamship owners since 1914 when the company was registered. Has two ship operating companies with vessels engaged in short-sea oil products carrying. Have been frequent loaders at Fawley.

Theodora Rederij BV (formed 1947)

Name	Gt	tdw	Built:
Stella Orion	1,600	3,264	Nieuwe Noord Nederland, Groningen 1973.
Stella Antares	864	1,541	as above 1962 11.1983:Scr.Holland.
Stella Sirius	870	1,630	as above 1967
Stella Castor	1,499	2,272	as above 1980
Stella Pollux	1,499	2,272	as above 1981
Stella Procyon	2,711	4,520	Tille Scheepsbouw BV Kootstertille 1978.
Stella Wega	1,599	2,870	Krogerwerft, Rendsburg 1981. ex Hanne Lupe 1985.
Stella Fornax	499	1,110	NV Mch & Sch P Smit, Rotterdam 1964. 1984:Sold; renamed VasiliosIV

Stella Shipping Co BV (formed 1978)

Stella Duval	1,585	3,255	Nieuwe Noord Nederland, Groningen 1971
Stella Rigel	1,596	3,130	as above 1971

NAUTICAL NOTEBOOK (continued from page 10)

Ashington's wingsail On 13 June Stephenson Clarke's Ashington (4,334 gt left No.7 Drydock fitted with a British-made singsail, built by Walker Wingsail Systems, Hamble. The 14 metre wingsail was fitted on the bridge deck, supported by attachments to the forward face of the funnel. The wind powered propulsion unit is computer controlled and when not in use in high winds, has a quick feathering response. The aim is to reduce fuel costs of the ship by at least 10% by harnessing wind. The Ashington (6,570 tdw) was built by Clelands, Wallsend in 1979, one of a fleet of eighteen bulkers within the Stephenson Clarke fleet of twenty-five owned or managed ships.

New role for Oriana The P & O liner Oriana (41,920 gt), Southampton-based for so many years, left Sydney NSW in tow at the end of May for a 23-day voyage to Japan. She was purchased by the Daiwa Group and is to be moored at Beppu Bay in southern Japan as a cultural and tourist attraction. The tug/offshore vessel was Lady Lorraine.

Addition to Alexandra tug fleet Another tractor tug arrived at Southampton in early June for the Alexandra Towing Company. She has been renamed Flying Osprey and is a sister tug of the Flying Kestrel.

Built as Johanna by Mutzerfeldwerf, Cuxhaven in 1976 for Petersen & Alpers, Hamburg, she is driven by two 8 cyl oil engines. Measurements are 28.61m length and 9.15m breadth with a gross tonnage of 223. Bollard pull is 36 tons. In 1978 she was acquired by Emden Busier-und Bergungsgeschaft P.W.Wessels Emden and renamed Cornelia Wessels. She replaces the Victoria which has gone to Swansea.

Scrap export The first large scrap metal shipment from 44 berth was made in June in the Boe Sea (1985, 5,451 gt) which arrived on the 2nd. The ship, registered at Panama, is owned by the Perseus Shipping Company of Tokyo who also own the Boe Sound and Boe Strait. She loaded some 6,000 tons for Barcelona.

Mobil tanker

One of Mobil Oil Co's largest tankers, Mobil Swift was at Fawley at the beginning of August. Of Liberian flag, she is 119,969 gt and 272,494 tdw. She was formerly the Takakurasan Maru, built by Mitsui, Chiba for Mitsui-O.S.K Lines Ltd and was sold to Mobil in 1978.

.....

FOR SALE

Lloyds Register
1977-78
(2 volumes)

Sensible offers
only please.

DAVE HUTCHINGS.

Year: Spring: Summer: Autumn: Winter:

1981				41
1982	42	43	44	45
1983	46	47	48	49

A

Abdul Aziz. Saudi Arabian Royal ship 48(11)

B

Banana Trade, Southampton's 50(3)
 Bembridge Maritime collection 53(5)
 Ben Line 45(20)
 Bowker & King Ltd 51(3)
 British & Continental SS Co 48(8)
 British-India SN Co.Ltd 58(8)
 Burmah Endeavour (Burmah Oil Co) 47(3)
 48(11)60(10)

C

Calshot (1930) tug/tender 52(15)59(11)
 Coastal cruising 1933-1934 53(3)
 Coastal trade in the 1930s 50(13)

D

Drydock No 4, Southampton's 60(9)

E

Empress, Paddle steamer 48(12)
 Everard sisters, The 58(9)
 Ex-Press, Notes 57(12)

F

Ferry Trade, The 54(11)

Fleet Lists:

ARC Marine Ltd 52(5)
 Becks Scheeps BV 45(4)
 Bowker & King Ltd 51(3)
 Buttner, Carl 51(7)
 Cory Maritime Ltd 48(7)
 Esso Marine (Belgium) 52(14)
 Klondyke Shipping Co. 57(12)
 Lubeck Line AG 47(8)
 Knohr & Burchard 56(11)
 Leth & Co 49(14)
 Lineas Maritima Espanola SA 57(13)
 Mediterranean Shipping Co 46(3)
 Pan Ocean Storage & Transport 48(7)
 Stella Shipping Co.NV 60(11)
 Theodora Rederi NV 60(11)
 Trinity House; Corporation of 58(4)
 Utkilens, Anders 51(10)
 Zuid Hollandse Scheep Maats NV 60(11)

Floating Bridge No 7. Loss of 56 (5)
 Floating Crane, The 150-ton 55 (2)
 Floating Dock, Southampton's 54 (2)
 Four Avons, The 50(15)
 French Line reprise 43 (4)

G

Greendale H (Southern Water Auth.) 56(12)

H

HMS Itchen 57(5)
 HMS Southampton, The six 47(4)

Year: Spring: Summer: Autumn: Winter:

1984	50	51	52	53
1985	54	55	56	57
1986	58	59	60	

Hanseatic(s) and Hamburg, The 49(3)
 Deutsche Atlantik's
 How to buy and sell a ship -
 Free Enterprise III 53(11)

II remember series:

An exciting day on the
 Solent (J.Havers) 55(3)
 Coronation Review of 1953
 (A.C. Challands) 57(7)
 The cruising bug (R.Hume) 59(4)
 The night the Bardic came
 ashore (F.Phillips) 56(6)
 To the edge of the East
 (W.H.Mitchell) 58(5)
 Inns of Southampton 52(2)

J

'J'-class yachts 59(3)

L

'Lady' ships, The 45(5)
 Laid up tonnage, October 1983 49(14)
 Liners on requisition July 1946 53(8)

M

Mail intelligence 46(9)
 Medway Queen goes home 52(15)
 Mizpah's loss, The 57(3), 58(2)

N

Nautical Notebook:

41(12) 42(11) 43(12) 44(6)
 45(6) 46(10) 47(9) 48(13)
 49(13) 50(17) 52(13) 52(15)
 53(11) 54(11) 55(12) 56(12)
 57(14) 58(13) 59(14) 60(10)

Naval Notes:

48(5) 50(9) 51(13) 52(16)
 53(10) 54(12) 56(5) 57(13)
 58(3) 59(8) 60(10)

New to the Port:

Hapag to North America 48(3)
 Polish Ocean to Australia 48(3)
 Stena Trader 49(12)
 Viking Trader 49(12)

Nopal Tasco 55(12)
 Norasia Notes 59(9)
 Norasia Samantha 57(14)
 Norske Amerika Linje 41(3)
 Nosac Car Carriers 51(11)

Nostalgia:

No 9 - 29 June 1935 45(8)
 No 10 - 13 September 1951 50(10)