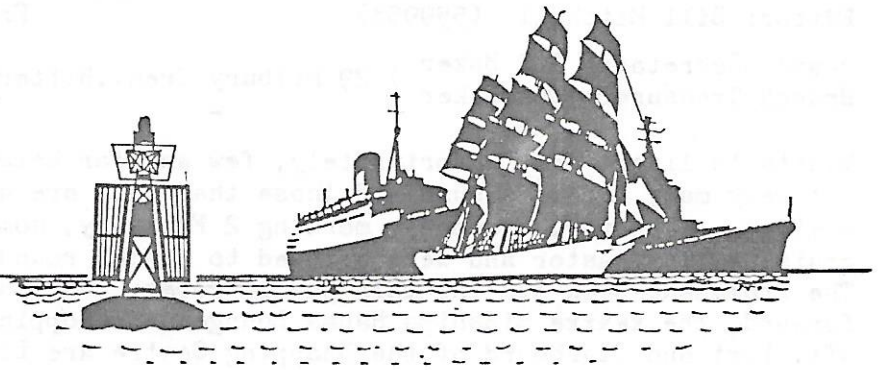


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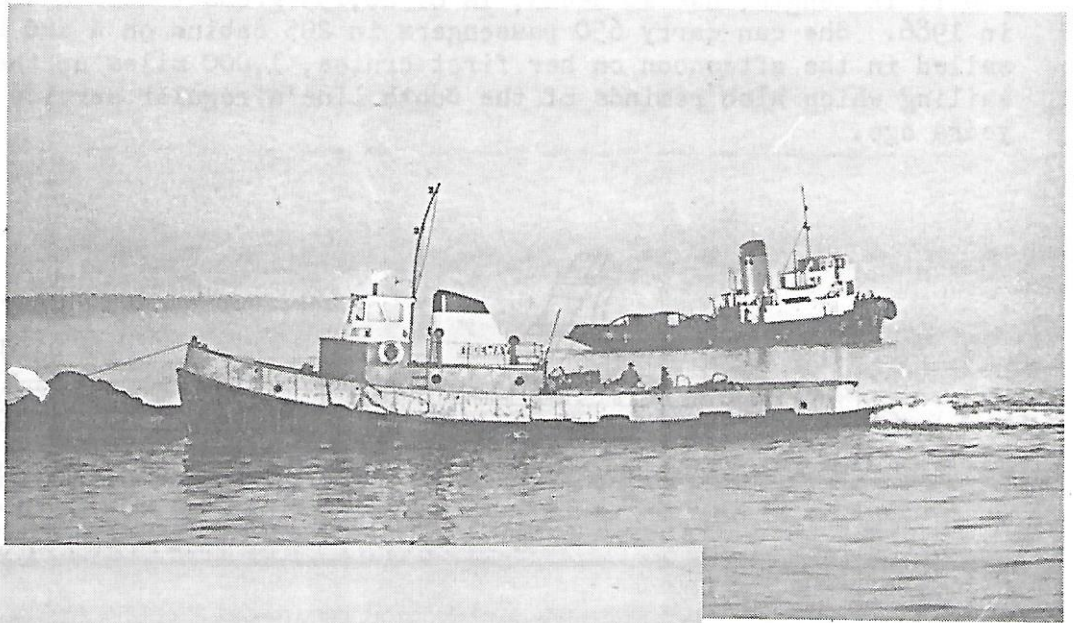
QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



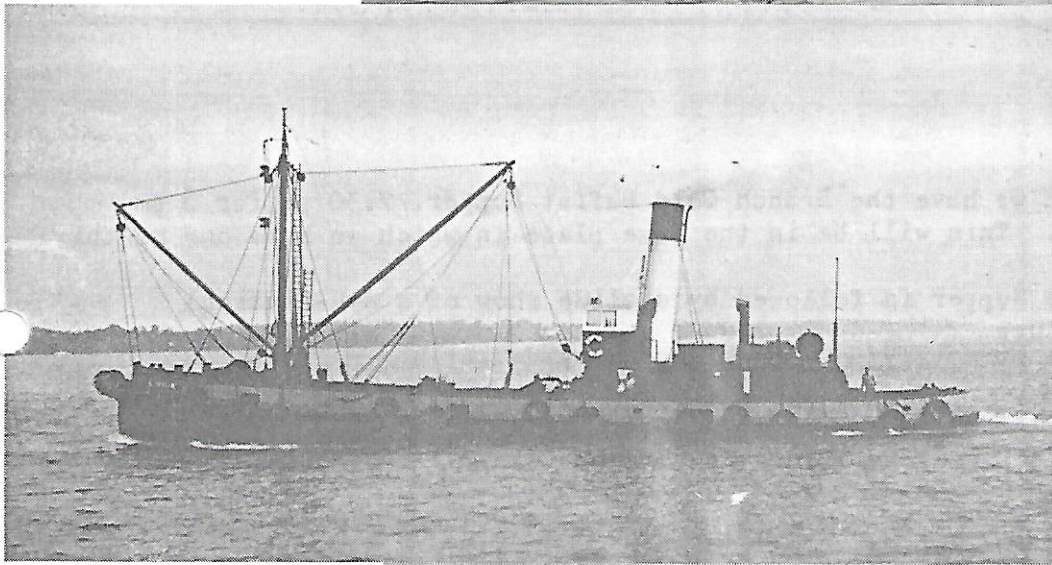
SPRING 1987

No. 62

James' Tid-tug
TIDEWAY
54gt Built 1944



HAULER. Steam towing
barge built by J. M.
Meyer SB Company
Zalt Bommel in 1926



JAMES' CRAFT
at
Southampton



Tug JUMSEY 30gt
Built at Zalt Bommel
Holland 1928

Published quarterly for the Southampton Branch of the World Ship Society

Editor: Bill Mitchell (559953)

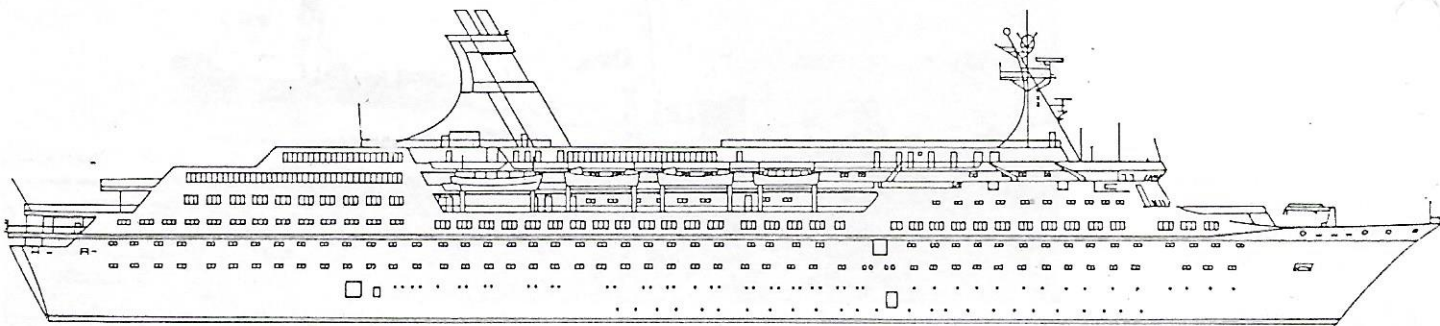
Production: Mike Lindsay (694558)

Branch Secretary: Rod Baker

Branch Treasurer: Don Baker) 29 Milbury Cres., Bitterne, Southampton (449972)

Visits to liners are, unfortunately, few and far between these days, for there are not very many liners around and those that call are usually on schedule which inhibits a visit. However, on Monday morning 2 February, some twenty members visited the new cruising liner Astor and were allowed to wander round the decks and public rooms. The Promenade Deck has the main public rooms; the spacious Astoria (main) Lounge ~~xxxx~~ forward, the ~~xxxx~~ midships Hansa Lounge and Shopping Centre and the Waldorf Restaurant aft. Port and Starboard of the Shopping Centre are Library and Card Room.

The Boat Deck has a Conference Centre forward and Night Club and Swimming Pool aft. What is noticeable are the number of picture prints which adorn the walls, especially along many of the corridors. There is also the Albany Pub on the Bridge Deck. Also noticeable is the pastel shade decor which reminds one of P & O's Royal Princess. The Astor is 580 ft in length, has 10 decks, is of 20,159 gross tons and was built by H.D.W., Kiel in 1986. She can carry 650 passengers in 295 cabins on A and B decks. The Astor sailed in the afternoon on her first cruise, 1,000 miles up the Amazon River, a sailing which also reminds of the Booth Line's regular service from Liverpool so many years ago.



On Saturday 21 March we have the Branch Cold Buffet Supper, 7.30 pm for 8 pm at £5.50 per person. This will be in the same place in which we have our monthly meetings.

The Supper is followed by a slide show of a non-nautical nature

"MONKEYING AROUND SOUTH - EAST ASIA"

(An A.V. Presentation)

Please notify David Hornsby (813704)

- | | | |
|----------|---|--|
| 14 April | ANNUAL PHOTOGRAPHIC
COMPETITION | Prints and slides taken by members
during the past twelve months. |
| 12 May | POSTWAR STANDARD SHIPS | by David Hornsby |
| 9 June | REMINISCENCES OF A ROYAL MAIL LINES MASTER
Captain G. Grant. | |
| 14 July | A DAVID WEST QUIZ | |

TWENTY YEARS ON

The Southampton Branch tape/slide show is available for after dinner presentation. Booking and price arranged through Rod Baker or Mike Lindsay.

A CAP-TIVATING HOBBY

There are many hobbies for those interested in shipping. The collecting of photographs, of slides and of menus; the building of models; reading, writing and research. One rare hobby however, is collecting cap badges....but let

BILL HAWKINS

tell his own story.

The wearing of cap badges by officers of the Royal and Merchant Navies is a relatively new innovation in maritime history, with no evidence of their use prior to the middle of the 1800's when a Master's badge of office was his bowler hat, and a Naval officer, his cocked-hat.

When caps first came into use to supplement the cocked-hat as wear for Naval officers it had no badge, only a band of gold lace whose width depended upon the rank of the wearer, and in 1840 it became fashionable for officers to wear the crests of their ships in those bands. On day, when Queen Victoria visited the ship Queen, she was very taken with the crowns which her officers wore in their caps. The result of this incident was that in 1846 the crown was ordered to be worn as a cap badge by all Naval officers.

With the reorganisation of uniform regulations in 1856 a new cap badge appeared which had a fouled anchor surmounted by a Tudor crown and surrounded by laurels. With small variations the badge remains the same today.

Never to be outdone by the Royal Navy, many shipowners followed suit with badges of their own design - without crowns - frequently depicting their house-flag surrounded by laurels. Royal Charters were awarded to certain companies which permitted the use of the 'royal' crown on their badge and the accompanying prestige was as valued as the Charter itself.

In 1919, the Merchant Navy was awarded its own badge "to be distinct from the Royal Navy's in each particular". The chosen design was a Naval crown (as opposed to the R.N. Tudor crown) surmounting an anchor without cable (who said Merchant ships never foul an anchor?) on a red cushion circled with rope and surrounded by oak leaves. This was proudly accepted into common usage but, thank goodness, many companies preferred to retain their own design, some enhancing theirs by adding the Naval crown which, through the years, has become known as the Merchant Navy crown.

I started my collection of these badges about ten years ago when I saw one on a flea market stall. It brought back many memories and I had to buy it. Now I seek them all the time and never a day passes without my wishing I had started when I was at sea, in the days when ships berthed two abreast in congested ports, although at that time the thought that my badge was different than others never entered my head. They are not easily obtained, in fact the old ones are quite rare, but locating them is a pleasant task, made easier if one has a maritime background, sympathetic friends and contacts, the nose of a bloodhound, the cheek of 'Old Nick', and the thick skin of a scrounger. My more unkindly friends say that I 'ship-visit' armed with a pair of scissors.

My collection consists of all aspects of maritime activity and includes British and foreign Navies, Ports & Harbour Authorities, Maritime Safety & Training organisations, and foreign merchant fleets. My first and main love however, is for my British shipping companies section of over three hundred, ranging from present day lines (not too many of these left now) to those dating back to the middle 1800s and the days of sail. My oldest confirmed one is of the famous, but short-lived, sailing ship company Farnworth & Jardine who traded from 1866 to 1876, so it must be at least 110 years old. I have several companies that originated before then but as they continued business well into the twentieth century - and indeed, some still operate today - who can say how old the badge is?. It could be well over 100 years old, or relatively new.

Between the wars there were hundreds of small companies, many with their own badge, but regretfully, over the last thirty years or so most of these have ceased to exist, or have been amalgamated with others. It is these that are so hard to find. Today

A CAP-TIVATING HOBBY continued:

there are probably no more than a few dozen fleets using their own badge, and most of these are ferry operators. The days of the tramp-ship are virtually gone.

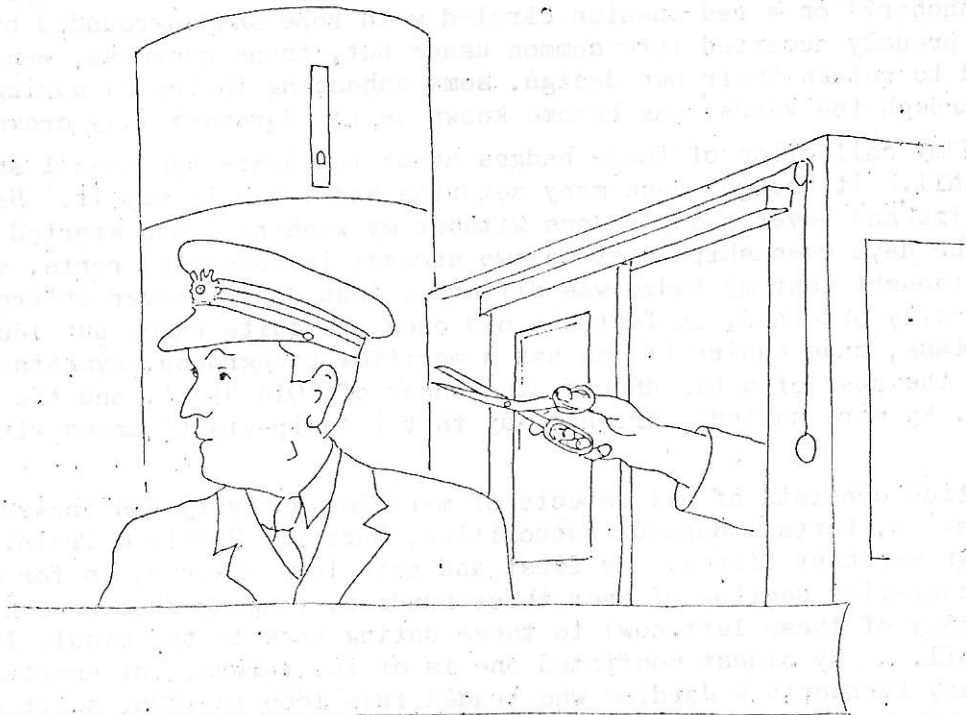
Inevitably, unidentified ones are discovered. I have several and unfortunately there are no publications on the subject to make research easy. Identification is by personal knowledge and occasional clues from books showing Flags and Funnel markings which can sometimes be the same as, or similar to, the badge. Very rarely, if one is lucky, the maker's label is still on the back marked with the name.

Another way is by exhibiting at public venues such as libraries where there is always the disappointing possibility of have a badge recognised by an airline pilot as being one of his.

Looking after each badge and displaying them as a whole is one of the joys of this hobby. As each one is obtained I brush it gently with an old toothbrush, frequently revealing colours long since covered with grime. New ones look bright and attractive but I treasure the old tattered ones with years of unknown service. They fascinate me, each with its own origin and history; if only they could talk!

I then display them, fifty at a time, in wooden frames with clear plastic facing. The badges, with company name and dates of trading if known, are mounted on red felt and fitted into the frame giving an attractive and protective finish.

In the past I have bored many a listening ear with my 'expertise' on this subject but after the last few years of my WSS membership, during which time I have listened in awe to the immense and indepth knowledge of other members, the thought of comparing my knowledge with theirs would - in Richard de Kerbrech's terminology - "Give me the trots!" I would, however, be pleased to share my enthusiasm with anyone interested, and perhaps one of our illustrious author members would consider a joint effort in attempting the first ever publication on the subject?.



11 April 1936 I visited Stirling Castle in the morning and then embarked on the Paddle Steamer Southsea 825g/1930, not a tender voyage, and sailed with about 1,000 others past the Majestic and the new Queen Mary, then on acceptance trials under the houseflag of John Brown & Company, the Southsea going right into the Ocean Dock. After this we accompanied the Stirling Castle down river as she sailed for the Cape. This was exciting enough but a bonus for me was a close look at the ships laid up off Netley - Royal Mail Line's Narenta 8266g/1920 and Nogoya 8468g/1920, Lamport & Holt's Millais 7300/1917 and Marconi 7402/1917, plus the B-I trooper Nevasa 9213/1913. The Southsea was requisitioned in WW2 as a Minesweeper and was herself mined off the Tyne on 11 February 1941 and was declared a constructive total loss.

6 May 1936 My second visit to the Normandie 82799g/1935, flagship of CGT and current holder of the Blue Riband. I was on the tender Greetings and sailed down to the Solent with the Calshot 702g/1930, which became Galway Bay in 1964 and the Red Funnel paddler, Her Majesty 235g/1985 and built of iron. The latter two were needed for the vast amount of baggage. The Normandie was from Havre, bound for New York and would call at about 7 pm at Motherbank, Ryde. I was quite overwhelmed by the grandeur and atmosphere on board and resolved to make more visits so I could soak up more of the magnificent ship. On this occasion I found time to visit the after funnel which contained the dog kennels, complete with American fire hydrant for any curs from New York. The cross-Channel fare from Southampton to Havre and return was £5 plus 15 shillings port taxes and included any meals during the crossing, with free red and white wine plus the use of a stateroom. That was for first class. The third class return was only £1.15s plus port taxes, or £2.10s tourist. As the French Line put it - 'What a way to cross the Channel! Good ships for bad sailors. Just time for a page-boy to show you the whole ship'.

11 August 1936 Travel by tender Calshot to visit Holland America liner Rotterdam 24149/1908. This wonderful old steamer had been built by Harland & Wolff at Belfast and was the first transatlantic liner to have a glass enclosed promenade deck. She had a unique glass painted-domed Palm Court which had proved so popular that another had been put into the new flagship Statendam. This visit was made in the evening and the Calshot had reached the anchorage first, so the Rotterdam had approached underway with her funnels floodlit. It was quite a sight for old ships as we passed the Kenilworth Castle of 1904, Strick's Nigaristan of 1912 and the Britmex tanker Inverarder (ex War Hagara) of 1919.

13 August 1936 Travel by Greetings to visit Hapag liner Hansa 21131/1923. We waited off Cowes this time and the Hansa came up at speed and swung round to come alongside the tender. An exciting moment! She was flying the Olympic Games flag as the games were on in Berlin. One of the worries of these visits was not to miss the tender back to Southampton and I thought I had done it this time, but Greetings was only moving opposite a hatch to take a motor car. The Hansa had been built as the Albert Ballin, after the famous director of the Company, but was renamed in 1936 because he was Jewish. A distinctive feature of the ship was the blister along the waterline, with hydrostatic valves in it to reduce rolling. The Hansa was sunk in WW2 at Warnemunde and salvaged by the Russians who renamed her Sovietsky Soyuz, with one funnel only and just two masts instead of four. She was in service until quite recently.

7 September 1936 Travel by Greetings to visit Normandie in from New York. Full, gale blowing and have difficulty in getting alongside off Ryde. The star-board side of Normandie proved untenable and we transferred to the port side. This involved much rolling and plunging around the great ship. This morning gale was very strong down the sides of the ship and passengers lost their hats - everyone wore one then - during embarkation. Being morning, this was a good chance to inspect the magnificent first class Dining Room. Entering from fore'd, one passed the Cloak Room and down a long approach staircase into this incredible room, three decks high and 300 ft long with a black polished marble floor and gold furniture, capable of seating 1,000 people at a time. The room was panelled with glass tiles, chiselled and engraved. Thirty-eight tall opaque panels of glass shower light on the room and are reflected by the glass walls.

I remember.....continued:

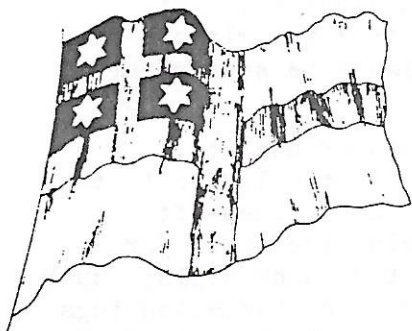
Further lighting was obtained from twelve large standards of glass, tapering skywards and about twelve feet high, which were spread among the stables. This glittering splendour was awe inspiring and made one gasp with astonishment. This room was air-conditioned and without portholes. I vowed to make yet another visit to this fantastic ship.

31 December 1936 Managed to obtain a tender permit to visit Holland-America's Veendam 15450/1923. Left berth 50 in Calshot at 2 pm. Passed Donaldson's Athenia 13465/1923, first ship to be sunk in WW2. Calshot sails to a point between Fawley and Calshot and waits. Gale blowing. I see the Veendam rounding the Brambles and Calshot Spit and to my surprise comes up Southampton Water towards the tender. A curious visit this as we only had 20 minutes alongside and there was just one passenger on board who asked if I had a newspaper, which I hand't. Managed a very fast tour of both classes, all in some disarray and even got to the fore-castle head! On the return trip passed the paddler Gracie Fields, the laid-up Kenilworth Castle, the flying boat Caledonia on the slipway at Hythe. At midnight I heard the distinctive Whoo.. of the Aquitania's steam whistles usher in the New Year.

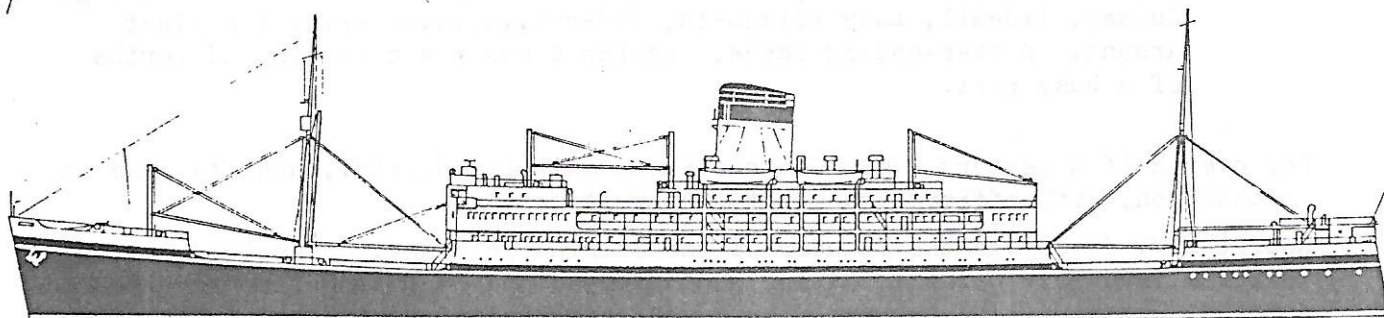
15 April 1937 Get to berth 103 at about 5 pm to catch tender Greetings to visit the CGT liner Ile de France 43450/1927. Out of the Solent murk looms this great ship, whistles blaring and still at speed. Above the overhang of the superstructure could be seen her three great floodlit funnels. This visit was to last 60 minutes - enough time for a good soak up of the atmosphere. This ship was another marvel of French interior design, with a three deck high saloon (in the centre) with two huge circular paintings at each end plus a great staircase, branching three ways at the after end.

25 April 1937 A cloudless afternoon saw me in the docks to look at the salvaged cargo ship English Trader, which had been aground near Dartmouth and then sailed, but leaving her bow section behind. She was seen again in dry dock two days later. Then went to see Almanzora in dry dock and in the late afternoon boarded the Calshot to visit the CGT West India service flagship Colombie 13391/1931. At Fawley were the two large tankers of the day, the G.F.H. Bedford Junior and the Harry G Seidel, both over 11,000 gross tons and built in 1930. The Calshot waited off BCowes for the Colombie, which was found from Havre to the West Indies. She duly arrived from the east, fully illuminated by the bright evening sun - a magnificent sight. On board I found her to resemble a miniature Normandie, with excellent diffused lighting and colourful public rooms. It is very important to the French to eat in comfort, so the first class Dining Room had sliding doors in the ship's side, leaving just a grille, so in hot regions the sea breezes created by the ship's motion wafted across the tables! I have a diary note that I ran into a mob of drunken 'Cubans' one of whom was dressed as a monkey - but they were dealt with firmly by the Master-at-arms. When the Calshot left the side of Colombie and turned for home, the Colombie let fly with both her triple steam whistles situated on the fore'd funnel. A traditional farewell to a tender, but they don't all sound like this one did. I might add that black smoke was pouring out of the funnels as well, making the perfect picture. Entering the docks we passed the ill-fated Dunvegan Castle, lost in the war year of 1940 when only four years old.

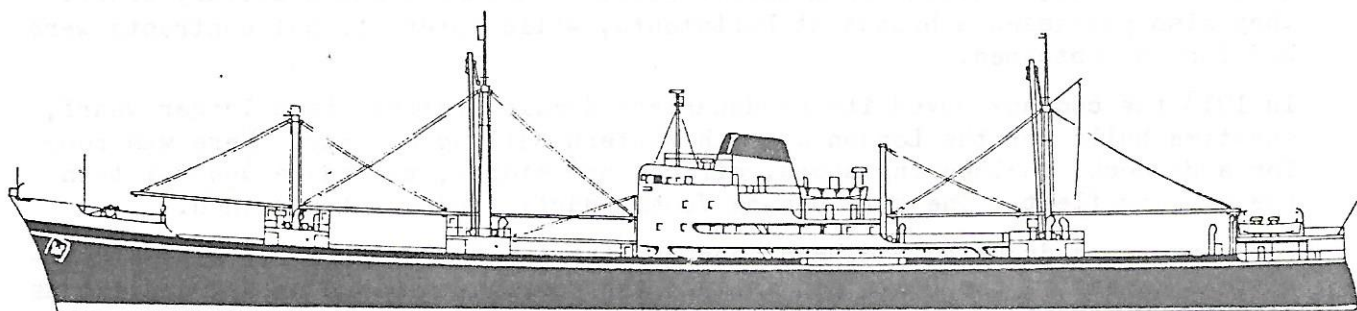
3 May 1937 My fourth visit to Normandie. This entailed getting up at 5 am and rushing down to the docks to embark on the tender at 5.30 am. The tender for a large number of passengers turned out to be the paddler Lorna Doone 400g/1891, quite a bonus. We shot off down the water at high speed and passed the early morning arrivals at the port - Strick's Registan 5886/1930 and the trooper Neuralia 9182/1912, both underway. We overtook the Cowes-bound paddler Princess Elizabeth. It was quite calm and hot on this occasion and the smoke from the Normandie rose straight up in the air. The Calshot was already loading baggage to the Normandie from below the flare of the bow. The Blue Riband was flying from the great ship's mainmast. I have a very good look at the Dining Saloon and managed to get round the Tourist Class public rooms as well. I also admired the great staircase leading to the Smoking Room. A very gradual, long, staircase, it was divided into three by railings, the walls were of lacquered gold and at the top was a great bronze statue symbolising Normandy



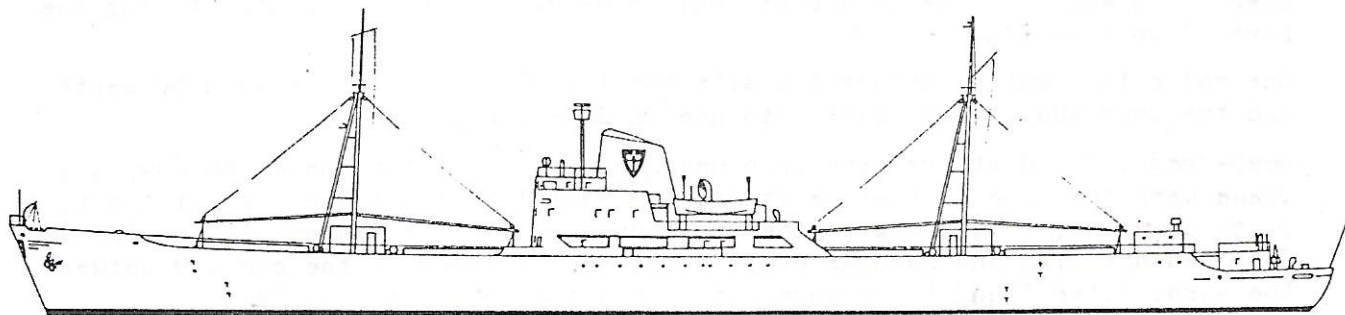
SHAW SAVILL & ALBION



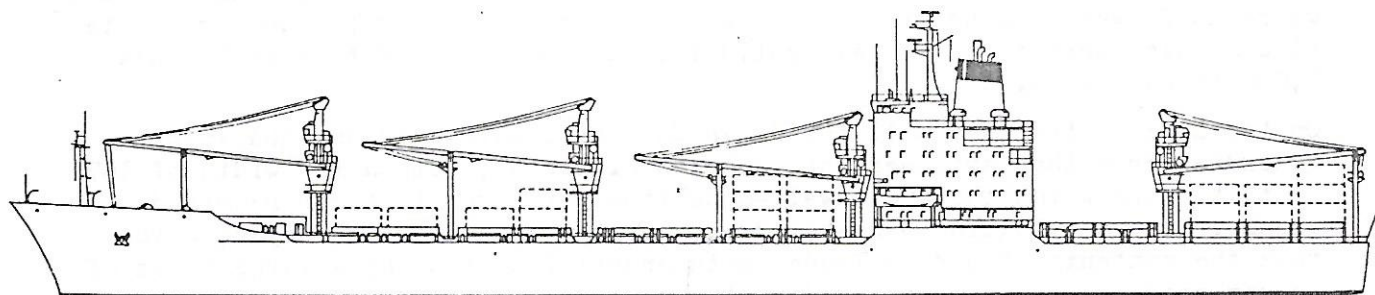
GOTHIC of 1948



ARABIC of 1956



CRUSADER of 1957



DUNEDIN of 1980

Published just a year ago SHAW SAVILL & ALBION by Branch Member Richard de Kerbrech tells of the post-war fortunes of this famous shipping line. Illustrated with over 100 photographs as well as 30 line drawings by Nigel V Robinson the book is published by Conway Maritime Press at £15.00. Above is a selection of drawings from the book.

Docks and harbours need constant maintenance and dredging. - At Southampton, over the years, if one turned away from the glamour of the ocean liners, a James' craft could almost always be seen about its duty in the cause of port working.

The bucket dredger with its endless clanking chain of buckets, groaning in seeming anguish as each bucket moved up the ladder to the top tumbler to empty its spoil into the chute; the engines-aft hopper, usually with a 'Foremost' number, receiving the spoil for dumping or filling; grab dredgers for working at drydock sills; dumb hopper barges, workboats and the small white and black funnelled tugs Junsey, Tideall, Lady Elizabeth, Tiderip.....ushering the plant around. A never-ending scene, keeping clear the channels and berths of a busy port.

For over half a century James Contracting & Shipping Co.Ltd., had its base at Southampton, with offices and depot on the Itchen River.

Robert E.V. James was the founder of the original company, James Dredging, Towage & Transport Co.Ltd., dating back to 1908 and operating from the American Wharf at Chapel. The company's work was in dredging and in the supply of sand and gravel for the building trade, then progressing to major works in dock and harbour schemes, building up a larger fleet of dredgers and ancillary craft. They also possessed a branch at Portsmouth, while international contracts were bid for and obtained.

In 1918 the company moved its headquarters $\frac{1}{4}$ -mile upstream to a larger wharf, one-time built for the London & South Western Railway Company. Here was room for a drydock, engineering shops, offices and stores, to manage and maintain the growing fleet. The site became James Wharf; and so it remained.

For many years dredging had been done for the L & SWR and later Southern Railway, as owners of the Docks and in 1923 the company obtained an appointment as Dredging Contractors, responsible for dredging approach channels and the berths of the Docks. The entire dredging fleet of the Railway Company was taken over by James; thus began a continual sequence of dredging contracts for the Port of Southampton.

One major task was to dredge the site for the Floating Dock between 50 berth and the Town Quay, which came into use in June 1924.

Deep-dredging bucket dredgers were designed and built for the James Company. These were the 'Foremost'-type craft, the world's deepest dredgers at the time, units of which, together with the great number of other 'Foremost' and 'James' designed dredging and harbour craft built to the order of the company between the wars, later found their ways into ports throughout the world.

One of the largest contracts was begun in 1927 when the Southern Railway began the huge scheme for the New (later Western) Docks. The base for the work was where Mayflower Park now is and was used as a casting yard for huge concrete blocks which were to ultimately build the huge monoliths to form the new 8,000 ft quay wall.

On the line of the quay wall the James Company constructed an embankment extending from the Mayflower Park site to Millbrook, with a top width of 167 feet, through which the great wall-monoliths were sunk to their required depths. Special floating bank-building elevator craft were employed, which took the contents of barges loaded with gravel (supplied by a large fleet of bucket dredgers employed in dredging the new waterways and approaches) and deposited the gravel on to the embankment by means of a high-level endless travelling belt extending some 100 ft or so shorewards at right-angles to the ships.

Powerful reclamation dredgers were specially designed and built to the order of the company for the task of reclaiming the large area of foreshore mudland enclosed by the gravel embankment and the Western Esplanade. Some 6 million

JAMES DREDGING continued: cubic yards of selected dredged material, supplied by the dredger fleet, was pumped ashore by powerful pumps in the completion of this operation and the area so reclaimed what became known as the New Docks Estate. Altogether, this immense project involved the removal of some 20 million tons of all types of spoil. The overlying mud and peat was conveyed to and deposited at sea. The gravel was utilised for the construction of the monolith embankment and for concrete aggregate, and the underlying clays and greensand were pumped ashore, as reclamation material. In dredging the difficult greensand material, large quantities of boulders were encountered, often weighing two to three tons each, so that special handling and disposal techniques had to be developed.

In 1947 James Dredging, Towing & Transport Co.Ltd., merged with C.H.Campbell Ltd., to form James Contracting & Shipping Co.Ltd. In 1950 this was split to James Contracting & Shipping Co.Ltd., and Foremost Dredging Co.Ltd.

Another big job was cutting an approach channel to enable tankers, which, by the 1960s had reached the 100,000-ton mark, to berth at Fawley. For this, a total quantity of about 7 million cubic yards of spoil had to be removed. Of this, two million cubic yards was moved in cutting an approach channel to a minimum depth of 45 ft below chart datum at the Nab Shoal, off the eastern end of the Isle of Wight.

Owing to the exposed nature of the site, a suction trailer hopper dredger was employed with total success. This type of dredger, which is self-contained and operates basically in the manner of a domestic vacuum cleaner, has been developed in recent years largely because the increasing size and draught of oil tankers has necessitated dredging work being carried out in shoal areas in open and exposed waters often far removed from the confines of the port concerned.

Apart from the maintenance of the Port of Southampton, the James Company was, for many years, also responsible for maintaining the harbours of Newhaven, where some dredging plant was permanently stationed, and of Folkestone. Further afield, work was done in Sweden, the Persian Gulf States, Aden and India.

In 1963 Robert E.V. James, living in retirement at Mudeford, died. Four years later the company became part of the Westminster Dredging Group Ltd.

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John Haver's diary notes (continued from page 6)

When the Lorna Doone left, we got six long blasts from the forward funnel whistle and six from the whistles on the back of the third funnel. The maximum you can get without sounding the emergency stations signal!

Passengers disembarking were each given a plan of the tender's route back to Southampton, showing the places of interest en route; Calshot Castle and the RAF flying boat base, the long Netley Hospital etc. I have just recalled the extraordinary view one got of the Lorna Doone, looking directly down on her from the promenade deck.

28 August 1937

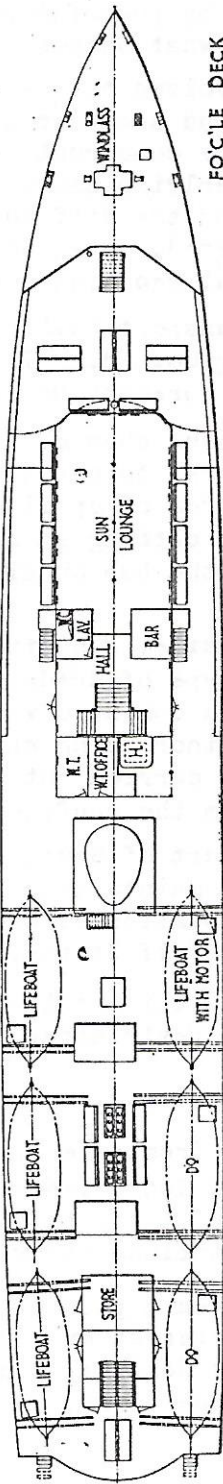
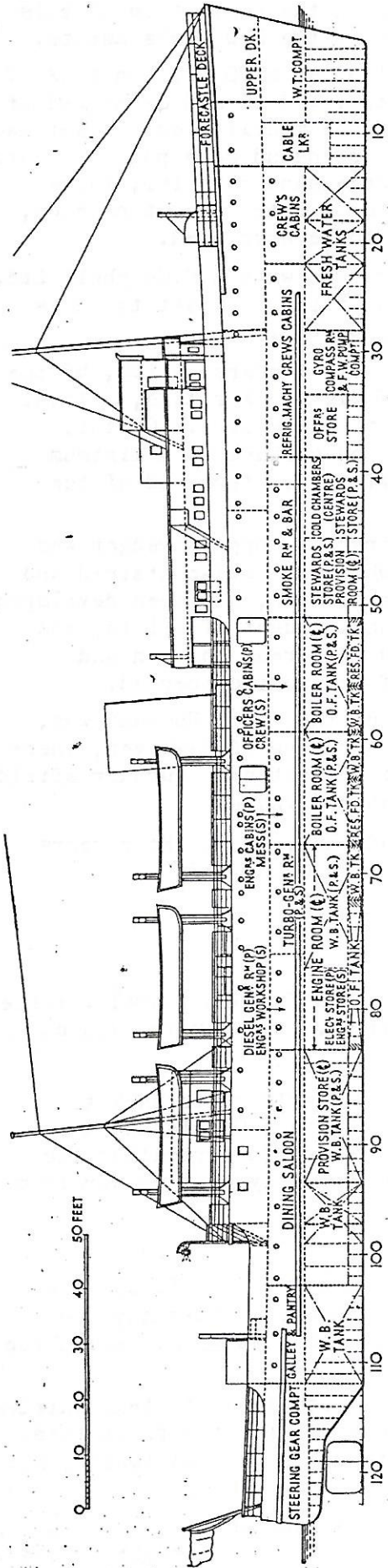
One ship, normally a tender caller, which I had not been able to visit was the Holland America flagship Statendam 29,511gt/1929. However, on this day she came up to the docks, so I went down to see her pass dockhead at 9 pm. All three funnels were floodlit and she was a splendid sight.

I then rushed to the New Docks to see her swung around, with lots of steam whistles blowing and other exciting incidents on seeing the large liner for the first time. She was to be destroyed in the destruction of Rotterdam by the Luftwaffe, May 1940.

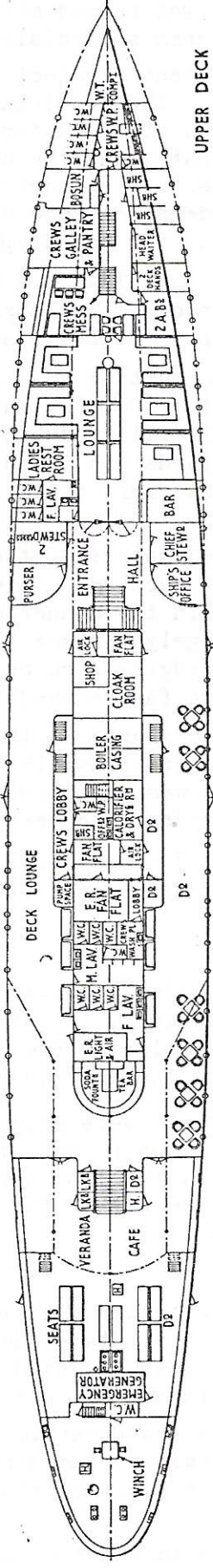
1 September 1937

While in the docks watching the Queen Mary sail, I saw tenders leave port together to serve the Europa and the Berlin 15,286gt/1925. It was sad to miss a visit to the latter ship as she was laid up in 1938 and after numerous disasters in the war, she was salvaged and became Admiral Nachimov of the USSR. She was lost on 1 September 1986 when struck by the bulk carrier Petr Vasev. She was cruising from Odessa to Batumi.

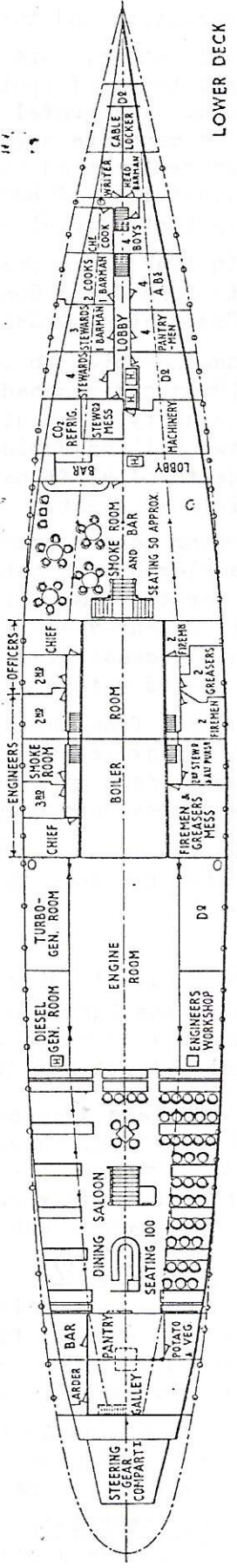
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FOC'LE DECK



UPPER DECK



LOWER DECK

The "Lady Enchantress" after conversion from a naval sloop

The LADY ENCHANTRESS

When war ended in 1945 there were many naval ships superfluous to Admiralty requirements and many were sold for breaking up. Some, however, were converted for merchant service and a vessel that became known at Southampton was the Lady Enchantress.

The ship was laid down as the sloop Bittern and launched at John Brown's Clydebank Yard in 1934. However, just before her launching the Admiralty yacht Enchantress, regarded as too costly for the small amount of work she did, was sold the the Bittern was given her name and status. The work she did included tours of inspection by Admiralty Lordships; training, and special duties included carrying King Edward VIII to unveil the war memorial at Vimy Ridge and later, to France on his Abduction in 1936.

When war began the Enchantress was quickly turned back to a sloop and worked from Londonderry and Gibraltar to Freetown escorting West African convoys and ended herwar days in the Far East as HQ ship of fleet escorts.

In 1946 a syndicate of three, well-known in London's theatre world, purchased her and placed her in a new venture, Three Stars Shipping Co.Ltd., renamed her Lady Enchantress and sent her to Thornycrofts at Southampton for conversion. Major alterations included an extension of the long fore-castle deck and deckhouses further aft; moving the wheelhouse forward and enlarged for the captain's accommodation. A large funnel casing was fitted. She had two sets of geared turbines giving 3,300 shp, a speed of 18 $\frac{3}{4}$ knots and measurements of 256' 6" length bp, 37' breadth and a depth of 17' 6". She was given a B.O.T certificate for 1,010 passengers and the plan was to use her in South coast trips and some day excursions to the Channel Islands.

The Lady Enchantress worked from Gravesend in 1947, but was handicapped by her deep draught and she was laid up until 1950 when, in another venture, she was moved to Torquay. A two-months programme was arranged, sailing from Torquay from 30 July 1950:

Mondays, Wednesdays and Fridays:	to Guernsey (3 hours ashore)	Price: 30/-
Tuesdays:	to Fowey (non landing)	Price 20/-
Thursdays, Sundays:	to Bournemouth (3 hours ashore)	Price 25/-

There was no Saturday sailing.

Her start was delayed due to a burst valve and she did not arrive at Torquay until 2 August. But her Torquay venture was anything but successful. She was plagued by breakdown and subsequent delays, cancelled voyages, substituted trips round the Eddystone Light and culminating in a return voyage from Guernsey on 30 August when she radioed that one boiler was out of action and she was lying 15 miles from the Casquets. The salvage tug Turmoil took her to Torquay and she was then towed from there to Southampton and berthed at Whites Yard, in the River Itchen.

It had been planned that the Lady Enchantress was to have gone into Thornycrofts Southampton in September 1950 for conversion to a car ferry for Continental Car Ferries Ltd's Dover-Calais service but instead, she remained laid up until February 1952 when she was sold for breaking up at Dunston.

WHM

VOLKER

After a year at Southampton, where she arrived on 11 December 1985, the old passenger ship Volker, 11,970 gt left the port just before Christmas 1986 to become an accommodation ship in Norway. She was towed there by the Bamsø, 370 gt, a new tug/icebreaker built by Skaalurens Skibsbyggeri A/S, Rosendal, in 1985 for Bukserog Bjernings A/S Norway. The Volker was once the Swedish America Line's Stockholm, built in 1948 for the Gothenburg-New York service.

In 1960 she was sold to the Free German Trade Unions Confederation of East Germany and became a cruise ship, managed by Deutsche Seereederei and was named Völkerfreundschaft. In 1985 she was sold to a U.S. group and her name was shortened to Volker. Before leaving Southampton she went into drydock in preparation for her new work and has now been renamed Fridtjof Nansen.

Berth

- 1 Normannia (SR)
- 2 Lorina (SR) Princess Ena (SR)
- 3 Isle of Jersey (SR) Haslemere (SR) Southsea (SR)
- 4 Fratton (SR)
- 6 Hantonia (SR)
- 7 Ringwood (SR)
- 8 Isle of Guernsey (SR)
- 9 Dinard (SR)

- 13 Lulonga (Hook SS Co)
- 16 No 48 Light Vessel (Trin.House)
- 17 Freshwater (SR)
- 18 Nelson (SR-Dock appliance)
- 19 St.Briac (SR) Aldershot (SR)

- 20 Falcon (GSN) 1,025g/1927
- 23 Lochee (D.P & L) 934/1937
- 25 Patrol (Trin.House) 261/1914

- 28 Corstar (Cory) 2,337/1918
- 29 Maid of Orleans (SR)
- 30/1 Voltaire (Lampport & Holt) 13,245/1923
- 32/3 Alcantara (RML) 22209/1926
- 35/6 Armadale Castle (Union-Castle) 12,973/1903
- 37 Hansa (U-C) 880/1904
- 38 Winchester Castle (U-C) 20,109/1930
- 40 Tainui (SSA) 9965/1908 (Cold Store discharging meat)

- 43 Homeric (CWSL) 34,356/1922
- 44 Aquitania (CWSL) 34,647/1914
- 46 Arandora Star (Blue Star) 15,474/1927

- 48 Floating Crane (SR)
- 49 Princesa Olga (Jugoslav Lloyd) 8,450/1915

- 102/3 E Rose (coaster)
- 104 Olympic (CWSL) 45,324/1911
- 105 Marconi (Lampport & Holt) 7,402/1916 (U-C charter)
- 106 Neuralia (British India-troop transport) 9,182/1912
- 107 Mauretania (CWSL) 31,938/1907
- 108 Twickenham Ferry, Hampton Ferry (SR)

- 2 DD Greetings (Southampton SS Co)
- 3 DD HMS Forester
- 4 DD Evadne; Ocean Rover (yachts)
- 5 DD Almanzora (RML) 15,551/1914

This, indeed, was a huge panorama of shipping, with nearly all berths occupied. No less than thirteen liners were listed and there was evidence of rationalisation following the Cunard/White Star merger, with the Olympic and Mauretania laid up. The Olympic had arrived on 12 April and in the following October was moved to Jarrow for breaking up. The Mauretania had made her final Atlantic voyage in September 1934 and she, too, had been sold for scrapping and left on 1 July for Rosyth. Other ships of the merged fleet were the Aquitania, in service, and Homeric, then solely cruising, and to be scrapped in March 1936 at Inverkeithing.

Another old liner, Armadale Castle, was shortly to be withdrawn and scrapped in 1936.

At 49 berth, refitting, was Princesa Olga, flying the Yugoslav flag after her sale from the Pacific SN Company in 1934. She was built by Workman, Clark, Belfast as the Ebro.

There were no less than seventeen Southern Railway ships listed, many overhauling for the forthcoming season. Eight were Southampton-based ships; the Maid of Orleans was from Folkestone and four were cargo vessels. Two train ferries were from Dover and there were two paddlers, Freshwater and Southsea from the Isle of Wight services.

One of these Southern Railway ships was Princess Ena, built by Gourlay Bros., Dundee in 1906 for the L & SWR and was currently engaged on the Jersey-France service. On 3 August 1935 she caught fire on a passage from Jersey to St.Malo and sank.

At Wood's coal depot at 13 berth in the Inner Dock, the Hook SS Co's Lulonga, 821 gt, engines-aft coaster was discharging coal. She was built by J.Crown & Sons, Sunderland as Knottingley. The Hook SS Co., owned by Goole & Hull Steam Towing Co.Ltd owned three coasters at the time, the others being Aruba 1,159gt/1916 and Kalua 722/1903. The funnel colouring was red, with thick white band and black top.

The Cory collier Corstar was another collier discharging coal at 28 berth into barges for the coal-burning ships of Union-Castle.

In No 3 Drydock was the new 'F'-class destroyer Forester. She had been launched on 20 June 1934 by J.S.White & Co at Cowes, and was fitting out.

Apart from the Homeric, both Voltaire and Arandora Star were employed in cruising.

The above must be one of the largest day berthing lists of Southampton Docks shipping.

North Atlantic containers

With severe competition in the North Atlantic container trade some companies are beginning to run into difficulties. The 43-ship giant United States Lines slide towards bankruptcy was only halted at the year end when the parent company, McLean Industries, filed for protection from creditors. In the first nine months of 1986 the deficit had reached nearly 250 million dollars and both transatlantic and round-the-world services were suspended pending restructure of operations. All twelve container ships of the round-the-world service were built during 1984-85. Their capacity is 4,458 TEU and the gross tonnage is 57,075. The four transatlantic ships, American Envoy, American Entente (1972-1973) and American Pioneer and American Puritan of 1979-1980 are of 2,326 TEU capacity, just over 28,000 gross tons and were at Southampton in the short-lived calling service in 1984.

nautical notebookThe HAPAG ships

With North Atlantic container ships running eastbound half-empty competition has become so serious that Southampton will be affected when the four HAPAG 38,000 gt container ships currently using the port are withdrawn to operate in a North Atlantic pool of nine ships which begins in July next.

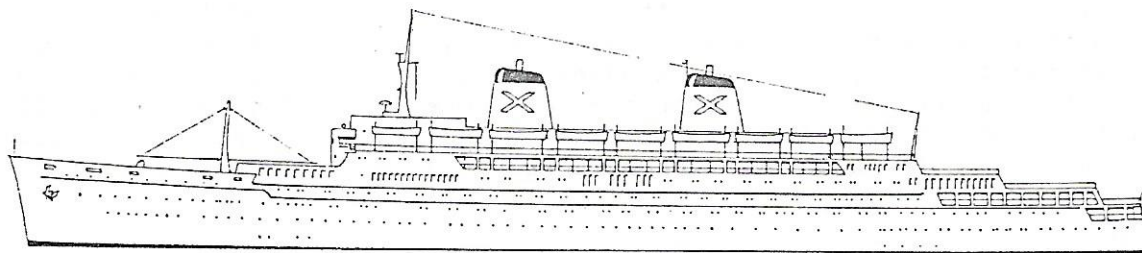
Atlantic Container Line, once based at Southampton, whose partners are Cunard, Inter-Continental of Holland, CGM France and the Swedish companies Wallenius, Transatlantic Rederi/Swedish America, will withdraw four of its nine North Atlantic service ships and the pool will then consist of four German and five ACL vessels. The service will be concentrated at Liverpool. HAPAG introduced their Southampton call in early 1983 with four ships, Dusseldorf Express and Stuttgart Express built in 1977; Koln Express and Nurnberg Express of 1978. All four were enlarged in 1985.

British & Commonwealth

the holding company which acquired Union-Castle, Clan Line, Houston Line, King Line and Scottish Shire Line in 1955 finally ceased British ship-owning in October 1986 when they disposed of their last vessel, Speedster Universal 9,073 gt of 1979. No less than 102 ships were owned by the various companies which came under the British & Commonwealth umbrella in 1955. Clan Line had 53, Union-Castle 28, King Line 11, Houston Line 6 and Scottish Shire Line 4 ships.

Ellinis for scrapping

The Ellinis (Greek girl), so well-known at Southampton in the 1960s has gone for breaking up in the Far East. The liner was formerly Lurline of the Matson Navigation Company of San Francisco, built by the Bethlehem Shipbuilding Corporation at Quincy and completed in December 1932. After an initial round-the-world cruise in January 1933, she settled down in the San Francisco-Honolulu service until taken over in 1942 by the United States War Shipping Administration for troop duties. After a two-year overhaul when war ended, she was back in service in 1948



and so continued until 1963 when she was sold to D & A Chandris (London) Ltd. Chandris had ventured into the emigrant service to Australia in 1959 with the purchase of Union Castle Line's Bloemfontein Castle which was renamed Patris. They then bought the CGT's Bretagne which was renamed Brittany. The third Chandris purchase was named Ellinis and sent to Smiths Dock Company on the Tyne where she was given a new stem, streamlined funnels and on her bridge a new mast structure. Accommodation was made

NAUTICAL NOTEBOOK continued:

for 1,642 passengers. She was put on the emigrant/tourist service from Southampton to Greece, Port Said and Aden to SAustralian ports, sometimes returning via the Panama route. Nominal ownership was under the Australia Line S.A., Panama.

So successful were these ships that Chandris acquired the United States Line's America in 1964 which was renamed Australis and in 1966 the older Atlantic, which had originally been the Malolo of the Matson Line in 1927, until purchased by Home Lines in 1955. Under the Chandris flag she was renamed Queen Frederika.

These Chandris ships were frequently seen at Southampton in the 1960s and 1970s, but ousted by the jet plane the Ellinis was withdrawn from service in 1978 and arrived at Piraeus on 25 October for lay-up at Piraeus. Then she was put on summer cruising with another winter lay-up until she finally arrived at Piraeus on 14 October 1980 where she has been until sold for breaking up.

The Ellinis was driven by six turbines geared to twin screws giving 21 knots. Her gross measurement tonnage was 18,564 on a length of 192.51m (oal) 184.41 (bp) and a breadth of 24.19m.

NOSAC Southampton is losing the vehicle carrying service of Norwegian Specialised Auto Carriers (NOSAC, jointly owned by Oivind Lorentzen, Wilh. Wilhelmsen and A.H. Mathesen of Norway. The orange-hulled ships have been seen at Southampton for several years, mainly the Nosac Barbro, Branco, Tasco and Express, although the trade to the Middle East has declined in the past year. The new port of call is to be Sheerness. Currently the fleet is:

(Lorentzen) Nosac Branco (71/13826); Nosac Express (85/48357); Nosac Trigger (76/6823)
Nosac Verje (72/13,826) and Nosac Sel (76/7,282).
(Mathiesen) Nosac Barbro (82/20,300); Nosac Mascot (78/17647).
(Wilhelmsen) Nosac Takara (86/48,000) and Nosac Tasco (85,48303). (See BJ No.51)

P & OCL On 01 January 1987 the giant Overseas Containers Ltd (OCL) changed its name to P & O Containers Ltd (P & OCL). It was in April 1986 that P & O bought all OCL shares held by Ocean Transport & Trading and British & Commonwealth.

The company has twenty-one container ships working from Europe to Australasia, Africa, the Far East, Middle East and India. Southampton is the main United Kingdom port for the TRIO consortium's Far East service. Inaugurated by the Nippon Yusen Kaisha's Kamakura Maru which called at Southampton on 27 January 1972, the first British-flag ship in the service was Ocean Transport & Trading Ltd's Tokyo Bay, which called at Southampton on 17 April 1972.

The Panther (addendum) In Black Jack No 61 (p.14) it was stated that the Panther, recently sold by Townsend-Thoresen was once employed in the Southampton-Santander run in 1973-4. This is incorrect. The ship in that service was SF Panther, 4,468 gt built in 1965 as Peter Pan for the Travemunde-Trelleborg Line. She became Terje Vige in 1973, then St Clair for the Scottish services.

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The ship recently sold to P & O Ferries was built as Djursland in 1972 for Jydsk Faergefart, Denmark. She was renamed Lasse II in 1974, then became NF Panther in 1979. She was one of the five ships which came under the European Ferries group in 1985 and was placed by them under nominal ownership of Stanhope SS Co.Ltd. She will offer a new passenger connection from Aberdeen to Orkney, and between Orkney and Shetland, with links in summer to Iceland, the Faroes, Norway and Denmark. She has been refitted by Hall, Russell & Co.

Cable Ship disposal One of the three Southampton-based cable ships is to be sold. Apparently this comes about after a review of the market and impact of new technology in cable laying, which has lessened the demand for maintenance. The ship, CS Iris was built in 1975 with a sistership CS Monarch. The registered owners of both is Midland Montagu Leasing Ltd. The third Post Office cable ship is CS Alert, 6083 gross tons and built in 1961. She has twin screws powered by four 8 cylinder oil engines connected to electric motors. (See Cable Ships (Black Jack No.22 Spring 1977)).

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