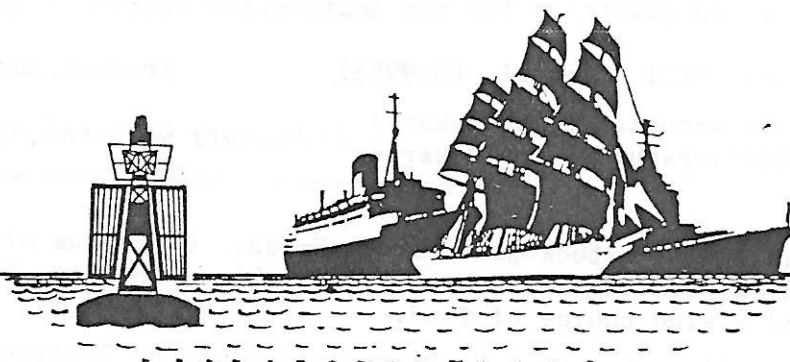


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



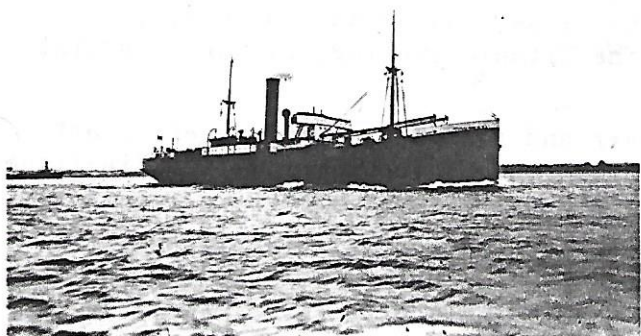
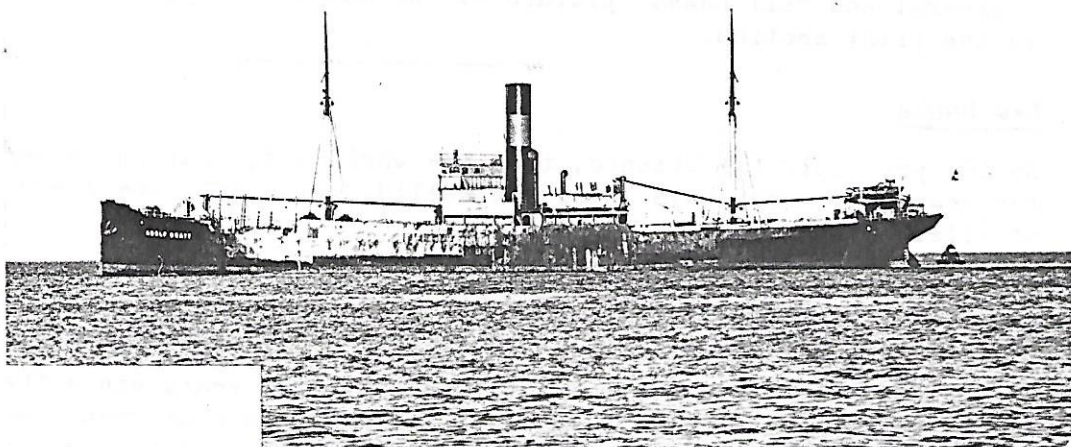
SUMMER 1987

No. 63

TOWN QUAY SHIPPING

Adolf Bratt. 1,818 gt
of A.Bratt & Co., built
by Lindholmens, Gothen-
burg 1918.

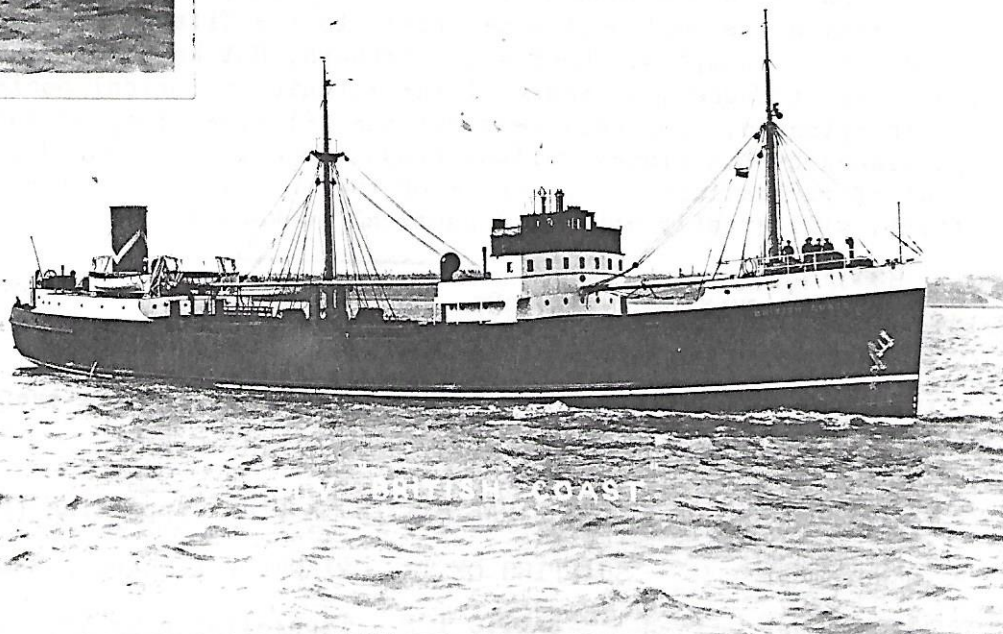
Swedish-flag Bratt ships
called frequently at the
Town Quay between the
wars to discharge timber.



(Left) Lady Emerald, a British & Irish SP
coaster, 1,389 gt built by Caledon SB & E
Co., Dundee 1919. Outward bound 10. September 1932,
in Southampton Water.

A pre-war Coast Lines
twin screw coaster.

The motorship British
Coast, 889 gt was built
by H.Robb Ltd., Leith.
She carried ten passengers.



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)

The Annual Buffet took place on 21 March. Concensus of opinion, especially from the ladies, was that it was very enjoyable. The Cold Buffet was first class and provided a wide choice of food.

The supporting show by A.V. Presentation was of Thailand, Hong Kong and South-East Asia and featured the peoples of the area. It was indeed, of professional quality.

Our thanks go to David Hornsby for arranging such a pleasant evening.

At the April meeting we had our usual yearly slide/print competition, but what was surprising this year was the low entry of slides and prints. In past years we have had 100-120 entries; this year there were two dozen slides and about the same number of prints. Why was this? The high cost of film these days?, lack of local shipping of interest?, or was it because the meeting was the day after Easter Monday? Mike Lindsay won the slide competition with his shot of the Balmoral and Bill Lawes' picture of the submarine Orpheus in drydock was foremost in the print section.

New books

On 10 April 1912 the Titanic, then the world's largest passenger liner, left Southampton for New York. Four days later she collided with an iceberg and sank with a fearful loss of life.

Over the years many books and accounts of the tragedy have been written and another was 'launched' by member David F. Hutchings at the South Western House, formerly South Western Hotel where, indeed, so many of the Titanic's passengers spent their last night ashore.

The date was 10 April 1987, exactly seventy-five years since the sailing of the ship. The title, "RMS Titanic - 75 years of legend" heads no great tome of why and wherefore, but is the story of the ship - her owner's White Star Line's move to Southampton; the introduction of their big 4-funnellers of the day to the Atlantic service; the laying of her keel; launching, and a graphic account of her loss, adding to a dramatic, perhaps awesome, double-page spread in colour of the Titanic sinking, by marine artist Harley Crossley.

The book has an exceptionally eye-catching soft cover and its forty-eight pages of art paper contain 78 photographs, many not previously published. The book is from Kingfisher Railway Productions and at only £3.95 is really excellent value.

Concurrent with the launch of the above publication was another book which illustrates and details the Southampton memorials to the Titanic and her crew most of ~~which~~ whom lived in Southampton. Many will, perhaps, not know that there were seven memorials and Brian Ticehurst, a member of the Titanic Historical Society and himself a Southamptonian, concisely sets out the relative story of each memorial. It is also published by Kingfisher Railway Productions who are rapidly building an interesting list of publications. The price of the book is £1.50; the two books a total of £5.45, will greatly enhance a nautical bookshelf.

WHM

PROGRAMME JULY-DECEMBER 1987

- 14 July A David West quiz.
- 11 August The yearly 'Do what you will' members evening.
- 8 September MINI - TALKS
- 13 October ANNUAL GENERAL MEETING - Plus supporting programme.
- 10 November SHIPPING OF THE ORIENT - Leonard A Sawyer.
- 8 December BALTIC ICE - Tape/slide show (W.S.S.)

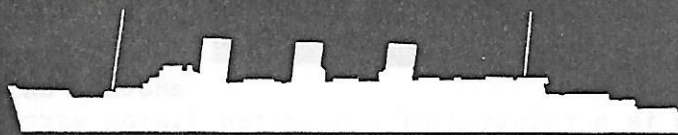
AUREOL

(1951 - 1974)

Elder Dempster Lines Ltd.

by John S. Lindsay

old southampton callers



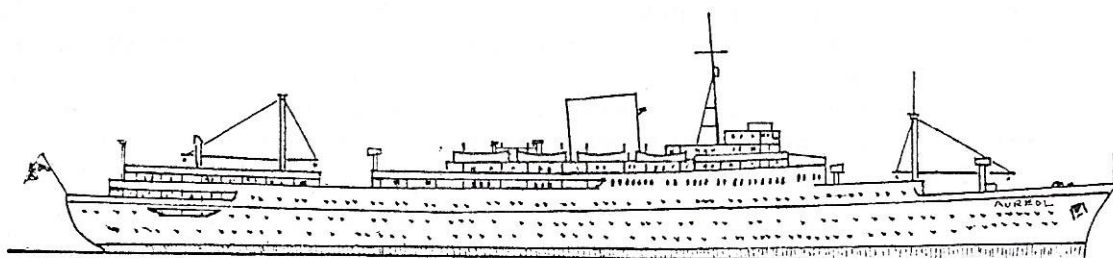
For nearly one hundred years the ships of Elder Dempster Lines ran an exemplary service to the West coast ports of Africa from Liverpool. The service was inaugurated by the African Steamship Company's iron screw schooner Forerunner which made her maiden voyage from London on 20 September 1852, to be followed by the iron screw brig Faith from the same port on 27 January 1853. Their third ship, the iron screw steamer Hope, which was completed in April 1853, sailed from Liverpool and from then on the company's vessels used that port with occasional sailings from London. It was in 1891 that Elder Dempster Lines took over the company and from then on the terminal port was Liverpool.

Owing to the run-down of shipping at Liverpool docks in the early 1970s and the containerisation of cargoes, Elder Dempster Lines sold many of their ships and transferred their passenger service to West Africa down to Southampton, presumably being more economical to run from the southern port. Their commodore ship, Aureol, named after Mount Aureol in Sierra Leone, was transferred to Southampton in 1972 and made her last sailing from Liverpool on 16 March 1972. She was the last regular passenger liner to sail from that port, returning to Southampton on her homeward voyage.


Her first voyage to Lagos from her new terminal port was on 27 April and she continued the service until arriving at Southampton on 21 October 1974 when she was laid up pending sale.

The Aureol was a twin screw motorship (O.N. 183819) and was built by Alexander Stephens & Sons Ltd., Glasgow under Yard No 629. Registry was at Liverpool. She was driven by two Doxford opposed piston oil engines - 2 SCSA 4 cyl. 26 $\frac{3}{8}$ " x 91 $\frac{3}{16}$ " by the builders, developing 9,400 bhp and giving a speed of 16 knots. Her dimensions were 537.1' x 70.2' x 25.1' which gave a gross tonnage of 14,083. Deadweight capacity was 6,937 tons. Passenger accommodation catered for 269 first and 76 cabin class. Her keel was laid down on 17 November 1949 and she was launched by Mrs E. Tansley on 21 March 1951. Completed on 8 October, she made her maiden voyage from Liverpool to Lagos on 3 November 1951.

A few points of interest during her career begin on 1 May 1954 when she took part in the opening ceremony of the Queen Elizabeth II Quay at Freetown. During 1960 her air-conditioning system was extended throughout the ship. On 24 August 1964 she was the first ship to berth at the new passenger terminal at Takoradi, which was opened by Mr Ofora Atta, Minister of Communications for Ghana. In 1969 her passenger accommodation was altered to 451 and towards the end of the year another event occurred when homeward bound from West Africa. The small tug Eppleton Hall, 166 gt and then 55 years old, had left the Tyne on 18 September, having been rescued from the breaker's yard by the San Francisco Maritime Museum and was on a long, lone voyage there with a volunteer crew when she ran out of fuel in heavy weather in Biscay and was in some distress. The Aureol arrived on the scene and was asked for 500 gallons of oil in drums, but the ship was unable to supply drum-oil and stood by the little ship until a Spanish trawler took the Eppleton Hall in tow.



M.V. AUREOL (1951)

ELDER DEMPSTER LINE 

nautical notebook

Black Prince cruises

The cruising programme of the Black Prince from Southampton began on 28 February last, to Spain, Morocco, the Canary Islands, Madeira and Gibraltar, the ship looking very different from her previous calls here. The Olsen flag has been painted on her hull, extending about 10 feet from her stem and down to the waterline; there is another on her funnel and towards the stern, on her

hull there is a painting of a helmeted Viking warrior. About £10m was spent in refitting the ship for her new role, an innovation being a marina park, designed to be floated out from the stern of the vessel when she is at anchor in small bays, offering passengers the facility for water sports or leisure. The Black Prince has been to Southampton before and her sistership Black Watch was her in February 1980.

Bill Lawes' NAVAL NOTES

The winter months are usually a quiet period for warship visits, but the spring brings more naval vessels to Southampton. This year has proved no exception. One winter visitor was HMS Ariadne, one of the last 'Leander'-class frigates to be completed in 1973 and, as such, she has remained relatively unaltered, whereas many of the earlier ships of the class have undergone a variety of conversions. Many conversions were actually more expensive than the original building cost. The Ariadne was built by Yarrow & Co. Ltd., of Scotstoun. Her armament consists of a twin 4.5" and 3 single 20mm guns, one Lynx helicopter and a 'Limbo' A/S mortar. With a standard displacement of 2,500 tons and twin steam turbines producing 30,000 hp, she has a speed of 28 knots.

MCM ships call

A number of mine-counter measure vessels have appeared in the port during the last few months. The 'Hunt'-class HMS Atherstone which was launched by Vosper Thornicroft in March 1986, was commissioned at the end of January. Other 'plastic' MCM vessels of a 'Tripartite' design have entered service from the French, Dutch and Belgian navies. Southampton has played host to the Belgian Bellis and Dutch Harlingen, Hellevoetsluis, Makkum and Schiedam of this design. Each displaced just over 500 tons and is fitted with remote control mine location devices. The Dutch vessels were constructed by Van der Gissen de Noord at Alblasterdam. The Bellis was launched at Ostend, but fitted out by Beliard Mercantile at Antwerp.

Nuclear submarine calls

In March, amidst a certain amount of controversy, the submarine HMS Conqueror, which sank the Argentine cruiser General Belgrano, visited Southampton. She is one of the 'Valiant'-class of nuclear-powered submarines that were developed from the Dreadnought, the first such vessel to enter RN service. The Conqueror was launched in 1969 by Cammell Laird, thereby being one of only three nuclear submarines not to be built by Vickers at Barrow. This class have a full load displacement of 4,200 tons surfaced and 4900 tons submerged. They are powered by a P.W.R and two steam turbines to give an underwater speed of about 28 knots. The 'Valiant'-class are fitted with six torpedo tubes and can carry twenty-six torpedoes.

RFA Engadine

Visiting Southampton at the same time as Conqueror, was RFA Engadine, (pennant K 08). She is one of only two ships with the K prefix; the seabed operations vessel Challenger is the other. The Engadine is a unique vessel. She can operate up to four helicopters on a full load displacement of 8,690 tons. A single 5,500 hp diesel engine gives her a speed of 16 knots. Her complement is 61 RFA personnel plus a RN crew of 14. In addition, she can carry an air group of over 100. The Engadine was built by Henry Robb Ltd and began service in 1967, but will be phased out when the larger Argus (formerly Contender Bezant) enters service next year.

...

England leaves Cunard

In 1983 Cunard acquired the Danish passenger/vehicle carrier England, 8,117 gt, built in 1964, from the D.F.D.S Company, Copenhagen for the transport of workmen to and from the Falkland Islands who were engaged in a government contract to build an airport there. She made twenty-one round voyages from Capetown but was laid up at Birkenhead in May 1985 when the contract ended. The England arrived in the Mersey on 2 July 1985 and apart from a short NATO exercise charter, was laid up at Birkenhead ever since 29 September 1985. She was sold earlier this year to the Bilinder Corporation, Athens (John S. Latsis) and was renamed America XIII.

John S. Latsis is one of the major shipowners of Greece and many well-known ships have come under his ownership - Elder Dempster's Aureol, the naval tanker Black Ranger, Union-Castle's Windsor Castle, a host of Esso tankers of various flags etc.....

...

The last shipowners using the Town Quay, Williams Shipping Co (Fawley) Ltd., of Clyde Buildings, moved their fleet of motor barges and fast passenger launches in January 1987 to 24 berth in the Empress Dock of Southampton's Eastern Docks system, although they have not yet moved their warehousing facility. The Town Quay was then ready for its new era in the leisure industry, destined to become part of the new multi-berth yacht marina. This will be situated between the Town Quay and 50 berth in the Eastern Docks, an area which has seen the huge liners of the 1930s towering high and dry in the floating dock

which began its work there in 1924 and ceased when war broke out. It has also seen the tenders working from the former tender station at 50 berth, ferrying passengers and mails to the liners anchored in Cowes Roads and when the tender station became a B.O.A.C terminus for the huge flying boats which linked the Empire with Britain, it also bore witness to their movements. But all that is in yesteryear and a new era is about to begin.

Ships have traded to and from Southampton for centuries. The Norman Conquest was influential in a period of prosperity as many continental traders visualised Southampton as a trade centre and in the 12th century the lower area of the town was riddled with wine cellars.

In the mid-13th century the wool export trade was established, giant bales of wool being shipped out to Belgium, Germany and Venice. Exports of leather and waxes to Spain were built up and imports included timber from Scandinavia, wines and currants from Genoa and from Venice silk and spices. Coastal shipments of coal came from north-east England.

A protective wall around Southampton against invaders and marauders was begun, but built piecemeal and things turned sour in October 1338 when a French fleet raided and burnt the town, resulting in a visit by the King's council in the following year who ordered the wall to be completed, but even then threats of invasion continued.

There were seven gates in the wall, the two most important for seaborne traffic being Westgate, which fed the West Quay and the Watergate, giving access to the Town Quay, both quays outside the wall perimeter and dateless in origin. The West Quay was by far the most important at that time. On 14 July 1346 Edward III and the Black Prince left from there for the Battle of Crecy and in 1415 King Henry and his troops departed for Agincourt, then two years later leaving again for France. And some two centuries later the smaller band of Pilgrim Fathers sailed from there to found America.

On the eastern side of the Watergate, at the bottom of the High Street, was the Watchbell Tower, with a clear view down Southampton Water. Seawards from the tower was Watergate Quay (Town Quay) and in 1410 work on reconstruction was completed with the addition of a crane. The Quay now began to become more important. By 1450 Southampton was listed as England's third port, behind London and Bristol. But in the early years of the 16th century a new route to India was established, sailing from England, picking up the north-east trades, then leaving the African coast and crossing the Doldrums by standing towards South America and then sweeping round the Cape of Good Hope. The Venetian traders were hard hit; trade dropped and by 1532 shipments between Southampton and Italy were negligible. Stagnation set in and for two centuries remained. Then, in the middle years of the 18th century Southampton became a spa town - a prosperous watering place - but far removed from the shipping and trading it had previously achieved.

By 1800 the town still lived within the confines of its encircling 14th century walls. Outside the walls the two old quays, West and Watergate, still accepted what ships there were. But things were to change, the 1800s witnessing the

THE TOWN QUAY

by
W.H. Mitchell

evolution of Southampton into a major port of the United Kingdom, with an ever-expanding dock system and shipping companies forging liner routes to the world as the clipper ship era changed to the steam-driven ship.

This renaissance of seaborne trade began with the Harbour Act of April 1803:

for abolishing certain Dues called Petty Customs, Anchorage and Groundage and for improving the Port of the Town of Southampton by making a convenient dock for the Security of Ships; for extending the quays and wharfs, and making Docks and Piers in the Harbour there and for erecting warehouses for the safe custody of Goods and Merchandise; and for imposing certain Duties for the above purposes.

One of the first moves made was to improve the Watergate Quay and many town properties round the Water Gate area were acquired to provide greater access to the Quay. Some victims of the demolition were the old Water Gate itself and two inns, the Globe and the Sun - the barrier between the town and the quay.

The Sun was rebuilt on its present site - the line of the old sea wall of the 13th century including the old Watch Tower, the outline of which is a curve in the pavement at that point.

The next move was to build a breast wall to the west of the quay, but this was swallowed up in the reclamation period of 1929 for the East-West Docks railway link.

A great step forward was in 1821 when gas lamps were placed on the Quay. The gas was piped from Northam where a gasometer had been erected in 1820 and within a year gaslit streets had spread in the town. All the posts for the gaslamps were supplied by W. Chamberlayne MP and in commemoration of his gift a pillar was erected; first in Northam Bridge Road; then was moved to the area of the old Watergate fronting the entrance to the Town Quay; then to the centre of a traffic roundabout outside Edwin Jones' (later Debenhams) store, where it still stands.

Another extension to the Quay was made in 1835, this time to the east. Then, in 1853, a seaward extension was made for the first time, with a construction of a 300 ft long wooden pile jetty with a width of 55 feet.

During this decade the Hythe & Solent Steam Ferry Company, whose steamers Forester and Gypsy had been working between Hythe and Southampton's Royal Pier, introduced their steamer Prince Alfred on a new Hythe-Town Quay service. This first caused great displeasure to the numbers of wherry-men whose livelihood was in ferrying passengers, but it transpired that many would still be required to ferry Hythe passengers from ship to shore and in the reverse direction.

The area became busier, the High Street with its stores and markets and the adjacent warehouses. The Sun Hotel at its eastern corner became a mecca for the traders and sailors, and those from Hythe were also much attracted to its open doors. Ketches, hoys and numerous small craft daily traded to the Medina River and the 'ice boat' from Norway became a feature, its cargo of 4-5 cwt blocks of ice being loaded to flat carts that trundled up the High Street to Mowat's ice-well.

Improvements and extensions to the Town Quay continued over the years. Cast iron piles replaced the old wooden piles in 1870; in 1893 the first electric crane in Britain was installed there and between 1910 and 1913 two warehouses, A and B, each of two floors were constructed. Of reinforced concrete throughout, the walls were not more than 4 inches thick and the roofs about 3 inches thick. In 1925, adjacent to the Town Quay the large clock-domed office building of the Southampton Harbour Board was constructed, the Board's authority exercising jurisdiction over the whole port, including the approach channel. The Town Quay frontage was then 4,500 feet, with a depth of 19 feet at varying berths and with much of the old structure having been replaced by reinforced concrete.

Outside of the privately owned docks estates, the Town Quay had its own berth-numbering system, Nos 1-5 along the shore between the Town Quay and the Eastern Dock estate and No 6 onwards, the Town Quay itself.

Berth Nos 1-2 backed on to Parsons Engineering Works with a 120 ft Fixed Landing Stage (No.5) between berths.

- 3 the Harbour Board Wharf
- 4 accommodated the Southampton Borough Council's pumphouse, sewage tank and slipway.
- 5 Southampton Harbour Board offices, wharf and 'D' warehouse.

Then came No.3 Pontoon Landing Stage and Landing Steps (No 7) for the Hythe Ferry.

The Quay berths followed, but when the complete dock numbering system was revised in April 1968, the berth numbers were altered:

Berth No 6	(became No.61)	Berth No 15	was just outside the Quay Gate and included No 9 Landing Steps.
7	62		
8	63		
9	64		
10 (Quay Head)	65		
11	66	No 16	was the quay face stretching from the Town Quay to the Royal Pier.
12	67		
13	68		
14	69		

Berths 1-9 faced the Eastern Docks estate, 11-15 the West estate. Access to the Town Quay berths 6 - 14 was by Gate No.6.

Warehouses:	'J' - between berths 6-14 (61-69)	'C' - between berths 9-11 (64-66)
	'A' - between berths 7-13 (62-68)	This warehouse was destroyed by enemy action during the war.
	'B' - between berths 8-12 (63-67)	

The shipping

For the past hundred years shipping at the Town Quay can be roughly classified to three headings; ships entering/sailing foreign; the coastal liner trade and local trading.

Under the first heading come the Baltic and Russian timber ships, most of them discharging overside to lighters on 11-12 berths. There was once a trade in fish from Newfoundland, but this ceased just after the Great War ended. Ketches from France were to be seen at No 9 Steps, with cargoes of onions traded by Frenchmen adorned with strings of them as they pedalled their bicycles from house to house in local streets.

Some of the largest ships calling were the Canadian Pacific 'Beaver' ships in the early 1950s on a London-Canada service.

Coastal liners - The Clyde Shipping Company

The coastal liner trade was one of great importance to the Town Quay. One of the oldest companies trading there was the Clyde Shipping Company of 1815, whose coasting fleet origins date back to 1856. The company built up trade between Scotland and Ireland; then between Scotland and the South of England. The third route was from Ireland to England and this came about by the acquisition of Malcolmson & Bros., of Waterford in 1871-2 whose trades were Belfast/Waterford and Waterford/Plymouth/London, although at this time Southampton was made the distant port. The trade developed and Southampton became, at first, the port for London traffic from Glasgow, Greenock, Belfast and Waterford, which was subject to through rates for on-carrying by rail. Then, in 1844, Newhaven and Dover were added to the schedule and by 1914 the Clyde Shipping Company's Southampton call was in the service which began on Thursdays from Glasgow for Waterford, WSouthampton,

Newhaven, Dover and London, returning via Southampton, Plymouth and Waterford.

The ships were black-funnelled, black-hulled with brown-grained deckhouses and ventilators, the insides of which were red. The ships, of about 1,500 gt carried a few passengers and were named after lighthouses: Ballycotton, Eddystone, Weachy, Copeland, Goodwin, Pladda, Toward, etc. Their berth was No 13 on the Western quayside. Clyde Shipping Company opened offices at Clyde Buildings, near the Town Quay, but after war ended in 1945 used Dundee, Perth & London Shipping Company as their agents.

The City of Cork Steam Packet Company Ltx was another very old established concern, its predecessors, the St George Steam Packet Company, being founded in 1821, with headquarters in Liverpool and its first ship constructed there. In 1824 the main office was transferred to Cork. Competition in their Bristol Channel trade was so fierce that at one time the Cork-Bristol fare was cut to two shillings; a brass band was employed to parade the streets to draw passengers, and each passenger boarding the ship was given a loaf of bread. The company eventually purchased its competitor and went on with rapid success, its ships in a year or so, to be seen in practically all the main United Kingdom ports and also in Dutch, Danish and Russian ports.

In 1844 the company became City of Cork S.P. Company and there came the weekly service from Cork to London. Then in 1871 an important change was made when the company separated to coasting and foreign services; the City of Cork S.P. Company Ltd., whose ships were seen weekly at Southampton trading between Cork, Plymouth and London, and at Southampton again on Mondays, homeward from London to Cork; and the Cork SS Co. Ltd., whose weekly service between Cork Amsterdam, Rotterdam and Antwerp also made calls at Southampton.

At the end of the Great War the City of Cork SP Company became part of the Kyslant group but in 1937 was liquidated and moved under the Coast Line's umbrella. The Cork SS Company was taken over by Amalgamated Industries Syndicate and re-organised as the British & Continental SS Company Ltd., becoming quite well-known at Southampton Docks.

The British & Irish Steam Packet Co.Ltd was founded in 1836 for passenger, freight and the movement of cattle between London and Dublin. The service also took in some South coast ports. In 1919 B & I took over the City of Dublin S.P. Company with their Dublin/Liverpool/Manchester services; then Tedcastle, McCormick & Co., (Dublin & Manchester SS Co.Ltd) and the Dundalk & Newry SP Company in 1926 which gave them great control over the Irish Sea traffic.

At Southampton the ships arrived Tuesdays and Saturdays from Plymouth, Falmouth and Dublin and left London to arrive at Southampton on Mondays and Thursdays, sailing at 2 pm for Plymouth, Falmouth and Dublin.

Originally the funnel colouring was black; then was made emerald green and, in 1937 a thin white band was added. The berth for these was No 9. The names help memories of the green funnels: Lady Longford (1921), Lady Louth (1923), Lady Limerick (1924), Lady Connaught (1916), Lady Cloe (1916)..... The B & I Company eventually became part of the Coast Lines organisation.

Coast Lines Ltd was an amalgamation of several coastal companies and began in 1913 when F.H.Powell & Co.Ltd., Samuel Hough Ltd and John Bacon Ltd., combined to Powell, Bacon & Hough Ltd., changing to Coast Lines Ltd in 1917. From then on many other concerns became subsidiaries - Volana Shipping Co.Ltd., H.L.Stocks & Co.Ltd., and M.Langland & Son, whose ships ran down the East coast connecting Hull, Middlesbrough Newcastle, Aberdeen and Southampton Town Quay at the turn of the century. Fisher Renwick Manchester-London Steamers and Tyne-Tees Steam Shipping Co.Ltd., were acquired in 1939. Others associated were Aberdeen S.N. Co., Belfast SS Co.Ltd., B & I, Burns & Lairds Ltd., Queenship Navigation Ltd., British Channel Islands Shipping Company Ltd.....

In December 1951 the group operated 109 cross-Channel ships and coasters of which fifteen were passenger ships, thirteen cattle carriers and eighty-one cargo vessels. At Southampton, Coast Lines ships usually berth at No 8. They were easily identifiable; blackhull, black funnel showing a white 'V' on either side and names ending in Coast - Southern Coast, Hampshire Coast, Dorset Coast



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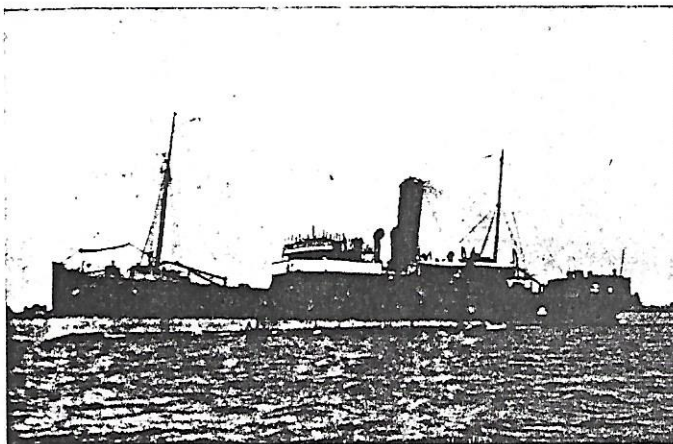
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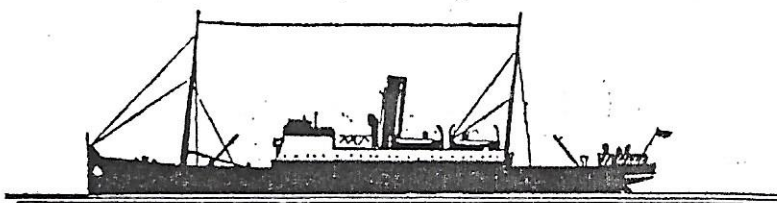
Advertisements of the 1930s

Copeland 1,526 gt 2 decks
 Built Caledon, Dundee 1923
 1946: North Down (N.Continental
 Shipping Co.Ltd., Belfast).

Eddystone 1,550 gt 2 decks
 Built Henderson, Glasgow 1927
 1948: Brookmount (Belfast, Mersey &
 Manchester SS Co.Ltd).

Toward 1,571 gt Single deck
 Built Stephen, Glasgow 1923
 7.2.1943: Sunk by submarine (U.402)
 torpedo, 55.13N 26.22W in convoy
 SC 118 acting as a rescue ship.

All were 270 ft length, 37 ft breadth
 and driven by triple expansion engines.



Local trade - the sailing ships

The third type of trade was local, embracing an area west to Portland, east to Littlehampton and including Portsmouth and the Isle of Wight. In this trade all manner of craft were in use - ketches, schooners, sailing barges and the hoy which was a small sailing ship up to about 60 tons, single-masted, sometimes with a boom. These were the small craft that abounded a century and a half ago moving to and from the ports of the area, sometimes to a small wooden quay, but more probably to a beach where cargo would be manhandled and where passengers could embark or disembark without too much trouble.

But as in deep sea shipping, the sailing ship was gradually being ousted by the petrol and diesel engine and the barges and ketches began to be motorised. Yet some owners still held on to the sailing ship and Everard's barges could still be seen, indeed, they had a class of four built in 1925-6.

Everard's barges could often be seen at Southampton, not only in the Itchen where they frequented Elliott's yard and the oil and cake mills of Dixon & Cardus adjacent to Northam Bridge, but at the Town Quay and at the end of the 1930s there were still seven in their fleet. These coastal barges carrying a topsail, with bowsprit and good headsails and a mizzen to balance were extremely seaworthy vessels.

Many will remember the steel sailing barge Will Everard, 97 ft, about 190 gross tons, carrying 5,600 sq ft of sail and about 300 tons of cargo. There were three sister sailing ships, Ethel Everard, Fred Everard and Alf Everard. The four were built at Great Yarmouth in 1925-6 by Fellows & Co.Ltd., each costing about £5,000. Their crew two men and a boy was, indeed, the peak of economy. But unlike so many other sailing ships it was found that if a diesel engine was fitted, the balance of the craft was disturbed; this despite an allowance in their design for auxiliary power.

But there were many more in the Solent area. Two elder local bargees racked their brains when asked to remember those days and very soon there was a list of names, some traceable, n some not.

Fraser & White Ltd., of Portsmouth had the Louisa, 44 gt, a spritsail barge built at Northfleet in 1883, Lucretia, 41 gt of the same type built at Ipswich in 1872 and Myrtle, 47 fgt constructed at Emsworth in 1898. A.J.Riding, of Cowes had the 'spritty' Minnedosa, 42 gt which came from Strood builders in 1901. Then there was the Leigh, Thomas & Co's Gazelle, another barge built at Rochester in 1893 working between Southampton and Emsworth with grain. She was motorised as war began in 1939 and in 1943 was run down by a RN frigate in the Solent. She was loaded with potatoes from Newport to Southampton; all crew were saved.

The Associated Portland Cement Manufacturers of London worked their barges to the area. The 42-ton Medina was built at Southampton in 1905; another was the Youngarth, a 63-ton 'spritty' constructed at Sittingbourne, Kent in 1913 and also the Genesta, built in 1903 at East Greenwich.

The Underwood 'spritties' Silver Spray (42 tons, 1898), R.B (44 tons, 1903) and Asphodel (52 tons, 1900) were all Rochester-built. Registered in the name of Basil Underwood, they were managed by Philip Underwood. Philip, born in Tollesbury, Essex in 1881 was in business at Southampton in 1901, fishing, yachting and barging. The first barge was the Henry, built at Grays in 1904. He was master of the barge Blackwater when 16; went treasure hunting in the Cocos Islands and served in several yachts, including Thomas Lipton's Erin. Other barges connected were Tim, ex Maria built Sittingbourne 1898; R 13 and Itchen.

The ketch-rigged Lord Kitchener, 70 tons, built in 1899 at Emsworth had many owners, including Jack Beadle and Percy Coster of Cowes. She spent some years in Solent waters moving coal and coke and was broken up at Cowes after war ended. The names go on - Alert, Rollo, Vivian - ketches with brailed mainsails owned by Bevis, Portsmouth. Shepard Brothers, Cowes had the ketches Arrow, Iona and Bee. The Bee, built by Hansens, East Cowes in 1801 plied between Southampton and the Isle of Wight for 126 years, making about three trips each week. In total she sailed 567,000 miles carrying some 400,000 tons of cargo. In early 1927 the Bee, like many more of these sailers, was sold to become a breakwater in the River Medina.

The ketches Swift, David and Lydia of Mc, Langton & Company, Newport; the yawl Rose, owned by J. Butler, built at Northam in 1899 and who also owned the barge Cadiz.....

The following are examples of disbursements of a local barge owned by Williams & Son in September 1925.

Voyage 37		Voyage 40	
100 tons of Cement from		400 qtrs Wheat from	
Medina to Southampton		Newport to Portsmouth	
@ 2/9d per ton	£13.15. 0.	@ 11d	£18. 6. 8d
Dues, Cowes	2. 6d	Dues, Portsmouth	5. 0d
Dues, Southampton	7. 0d	Tow at Portsmouth	10. 0d
	<u>13. 5. 6</u>		<u>15. 0d</u>
			<u>17.11. 8d</u>
Barge			
Stores and Maintenance: August 1924		Stores and Maintenance Nov/December 1924	
5 galls of Paraffin	5.10d	5 gallons of Paraffin	5.10d
Repairs to side at Dibles	£ 7. 0. 0	6 Cone glasses	6. 0
Pump handle	5. 0	2 bales Sewing twine	2. 6
New ladder, 16 rungs	16. 0	Straightening boat davits	5. 0
	<u>8. 6.10</u>		<u>19. 4</u>
Stores and Maintenance: Sept/Oct 1924			
Repairs at Dibles	£42. 0. 0	Total expenditure for 1924 was	
6 hours labour	5. 0. 0	£105.19.5d, but this did not include	
Overhaul mainsail	4. 0. 0	insurance club calls.	
New topsail	5. 0. 0		
	<u>£56. 0. 0</u>		

(To be continued)

OLD SOUTHAMPTON CALLERS continued from page 4.3

After completion of her 203rd and final round voyage at Southampton in 1974 the Aureol did not stay in lay-up for long, being purchased by the Marianna Shipping & Trading Corporation of Athens, with registration at Panama and was given the name Marianna VI. She was then sent to Jeddah where she became an accommodation ship with 402 berths. On 22 February 1979 she arrived at Piraeus in tow from Jeddah and was laid up; then was sent to Rabegh, arriving 24 February 1980, where she was again used as an accommodation ship. On 31 August 1985 the Bilinder Marine Corporation S.A. of Athens were appointed to manage her and she was put back into service.

Before the commissioning of the Aureol, the pre-war flagship of the company, the Abosso, was always considered to be the best looking ship, even outclassing the postwar sisterships Accra and Apapa. I remember this fine ship when she used to sail into Takoradi unescorted during the war. Unfortunately, during a homeward bound voyage from Capetown on 29 October 1942 she was attacked and sunk by submarine U.575, in position 48.31N, 28.50W, with a loss of 350 passengers and crew. A sad end to a fine vessel.

But the Aureol was the finest and most beautiful ship to wear the livery of Elder Dempster Lines and was always known to be popular with her passengers and crew. Her colouring broke with the tradition of the line in that her hull was painted white with a gold band around the hull and green boot topping. With her buff funnel her appearance was that of a cruise ship.

I remember.....

'Tender' memories

John Havers refers to his diaries of the 1930 years

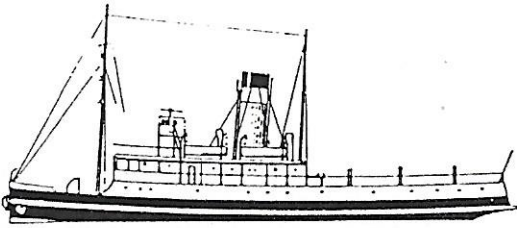
2 September 1937: Travel by tender (name not recorded) to visit Cap Arcona 27,561/1927, flagship of the Hamburg South America Line and the fastest ship on the run. We passed the giant Empress of Britain and then close to another tender job of the day, the Danish Canada, 11,108/1935 of East Asiatic; this one had two large dummy funnels instead of the usual four masts and a stove pipe. The Cap Arcona looked fantastic with her three white funnels with pink tops. The "different" feature of the Cap Arcona was her full-sized tennis court abaft the third funnel. The public rooms were large and palatial, connected by a long gallery. I 'coincided' with the Canape hour, on a help yourself basis, so I joined in this preliminary feast. The dining saloon (Speisesal) was a splendid two-deck high room, well lit by windows of the same height. There were minstrel galleries and huge tapestries at each end. During the war Cap Arcona became an accommodation ship at Gdynia and then was used in the evacuation from the Eastern territories, in the face of the Red Army, and sunk when packed with refugees and camp inmates only a few yards from the shore at Neustadt near Travemunde. There was enormous loss of life and as the ship was capsized and had a third of her width out of the water, she was broken up on the spot.

Nineteen days after this visit, the Cap Arcona went aground for three days in the Rive Plate, homeward bound. On 20 May 1938 I had my last view of this fine ship I was resident in Old Portsmouth at this time and saw her come up from the Nab in the evening sunshine. A splendid sight especially as I had a powerful telescope at the time. She was travelling at some speed, with a bone in her teeth, and I noted at the time that that was the best view of a liner for some years. I used to cycle to Stokes Bay or thereabouts to see ships being tendered or just passing. To name a few from 1938 - HAPAG'S St.Louis; Normandie, Colombie, Aquitania, with all funnels belching smoke; Dinteldijk, Ussukuma, Orford, Windhuk, Marnix van St. Aldegonde, Bremen, Nieuw Amsterdam, Hamburg, Europa, New York, Montclare, Statendam, Jervis Bay, Isle of France, etc.

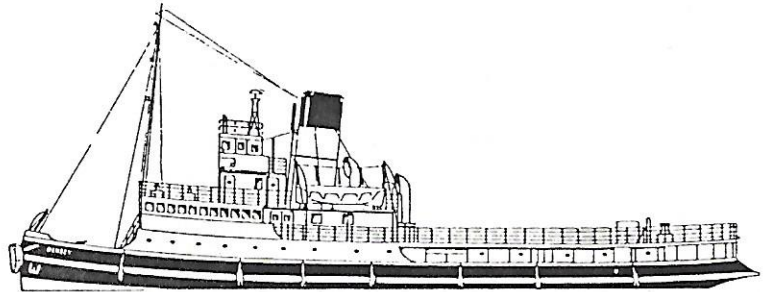
18 August 1938: A friend in Portsmouth was going off to Germany and invited me to see him off in the Deutschland, 21,046/1923. We duly embarked in the Calshot and met the ship off Cowes. Also being tendered off Cowes was another HAPAG liner, Iberia 9,829/1928. In addition we saw the German East Africa liner Tanganyika 8,540/1922 and Windhuk 16,700/1936. The MASM's Damsterdijk 10,155/1930 also passed by.

7 September 1938: Embarked in the Greetings for my fifth and last visit to Normandie. We sailed at 5.15 pm and I stood alongside Robert Donat, the film star for half-an-hour without daring to speak to him! Also saw the film producer Alexander Korda. Found time to see the swimming pools and soak up the atmosphere of the top deck. I have been over more than 500 ships of various kinds, but Normandie was in a class of her own.

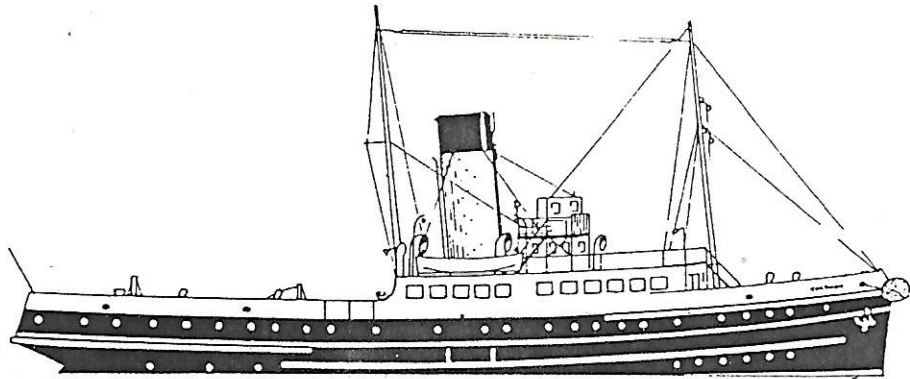
30 July 1939: Go to the railway station to meet a friend travelling Tourist class in Bremen 51,656/1929. Proceeded to berth 103 and board Greetings. Outward bound passed the Port Chalmers 8,535/1933, destined to become a famous Malta Convoy hero plus the Gloucester Castle 7,999/1911, whose crewmen were to suffer terrible privations after being sunk by a German raider in the South Atlantic and eventually ending up as prisoners in Japan. We passed the Edinburgh Castle 13,330/1910, destined to become a navy ship for accommodation in Freetown, whose scrapping was postponed. To my astonishment the Greetings sped on past Ryde, through the boom defence and round to Bembridge where the Bremen was anchored, guarded by a RN MTB. Was being imminent, she was not allowed any further in. I went down to the Tourist class, not usually visited and saw my friend off after a quick 15-minute tour. Then back to the rolling Greetings. The atmosphere aboard the Bremen was horrible. Everyone singing Nazi and anti-British songs and for once I was glad to leave. When the tender left we were greeted by a forest of arms raised in the Nazi salute. Unusually, porpoises played round the tender's bows as we sped back through the boom defence. A bonus was Brocklebank's Maihar, passed at speed.



ROMSEY of 1918

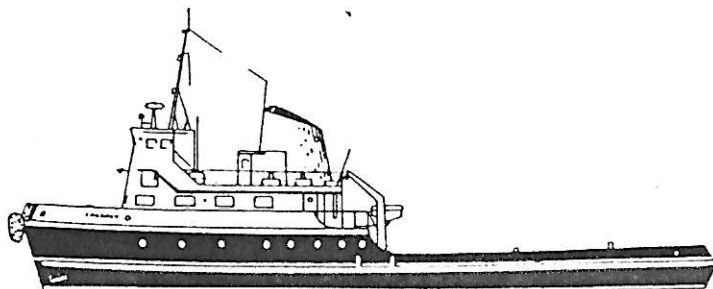
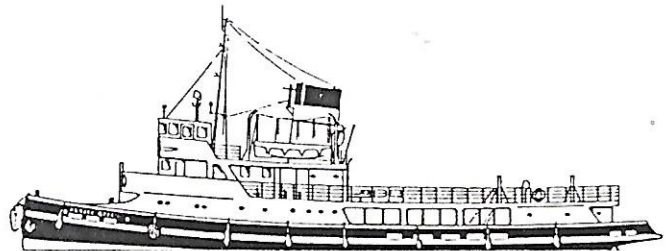


ROMSEY of 1930



CALSHOT of 1930 as she is best remembered;
compare with "as built" drawing in
BJ No 59, Summer 1986

FLYING BREEZE of 1938



CALSHOT of 1964
(GATCOMBE of 1960 similar)

'Tender' memories continued:

Bank Holiday 7 August 1939: I was out in a motorboat for a weekend and left Newport, Isle of Wight at 5.30 am for Cowes and Ryde. It was very rough indeed and by 7.40 am we had reached the Normandie anchored off Ryde. As we struggled around her stern the last tender cast off and the great ship went astern. At that moment our steering broke. The Normandie blew her after whistle like mad. Sufficient to say, she swung herself round without hitting us and we had a fantastic view of the ship for the very last time as it turned out. The severe weather at this point broke nearly all the boat's contents.

It was eleven years later that I was to make my next Southampton tender voyage. I met the French Line agent on the mailship Stirling Castle. He suggested that I come out to the Liberte (ex Europa) to meet the Purser and to compare the ship as a CGT liner with her original German appearance. I jumped at the chance, but do not remember the tender used. The interior had changed completely, being much more colourful in the French tradition and all the First class rooms were merged into one by the use of enormous glass divisions. You could easily walk into them as all you might see was a brass handle on the glass. I told the Purser it looked dangerous and I don't think he was very pleased. He did not know much about Union-Castle but when prompted, remembered the sleek lavender-hulled ships which he had seen at Southampton. However, it proved to be a most interesting and nostalgic visit for me.

...1964: The next tender trip was as a passenger to Statendam 24,294/1956. I travelled in the new Calshot 494/1964 with the Gatcome 489/1960. The ship was anchored off Gurnard and I was bound for Rotterdam, returning later in the Nieuw Amsterdam which used berth 106 on her return.

16 August 1966: Visited NDL's Berlin 18,500/1925 (ex Gripsholm). This was just in time as she arrived at La Spezia to be scrapped on 26 November 1966. The tender used was Flying Breeze 460/1938, built by Scott at Bowling as Zurmand until 1955 and then B.P. Protector until 1961. She was triple expansion drive and carried 260 passengers at 12 knots. The Berlin still had public rooms in the Swedish style and looked good despite her 41 years.

7 October 1966: Aboard the Flying Breeze again, as a passenger. This time on a round trip to Bremerhaven by the Bremen 32,360/1939 (ex Pasteur). The tender arrived off Ryde at 11 am and the only sight of the Bremen was a large funnel on the distant horizon up Channel. However, within 45 minutes she had arrived near the tender - always exciting when the ships come up to the tender while still underway. The NDL had made a good job of the refit in 1958 and the inside bore no resemblance to the Pasteur. In her original form she had been very topheavy and during the war was a worry to call concerned. It was one trooper that I had a job to find my way round in. However, the Germans had made things a lot better and she seemed much steadier. Eventually she capsized, on her way to breakers, in the Indian Ocean in 1980. During trips to Cherbourg in the 1960s, it was very interesting to see the Greetings again. She had become a Cherbourg tender La Bretonniere in 1949 and worked there in company with La France 751/1915k Ingenieur Reibell 478/1908 (ex Sir Walter Raleigh 1948) and Ingenieur Minard 1273/1911 built by Harland & Wolff, Belfast as the White Star tender Nomadic. She went to France in 1934, carried 500 passengers. Her compound 4 cylinder engines gave 8 knots.

October 1968: A WSS outing was arranged to travel to Cherbourg by the Viking ferry and return in the Queen Elizabeth 82,998/1940. The 'Queen' was delayed by gales and our party had to embark by tender after dark. To my delight the tender selected was the Ingenieur Minard. She proved to be very spacious and in an inspection of the ship I found port hole deadlights on the lower deck which had large White Stars on them. The last I heard of this tender was that she was moored on the river bank in Paris.

15 June 1972: Completed round voyage Southampton-Havre-Hamburg in the Messageries Maritimes Pasteur 17,986/1966. Disembarked by tender Gatcombe 489/1960, in the Solent. A splendid voyage in Pasteur with three days in both Havre and Hamburg, with magnificent food. Sadly, this type of voyage is long gone, as is the Pasteur which was broken up in Bombay in 1985 as Chidambaram, following a fire in the Indian Ocean.