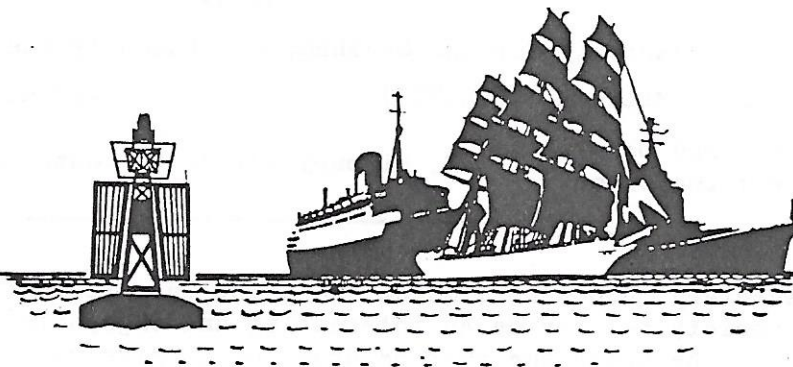


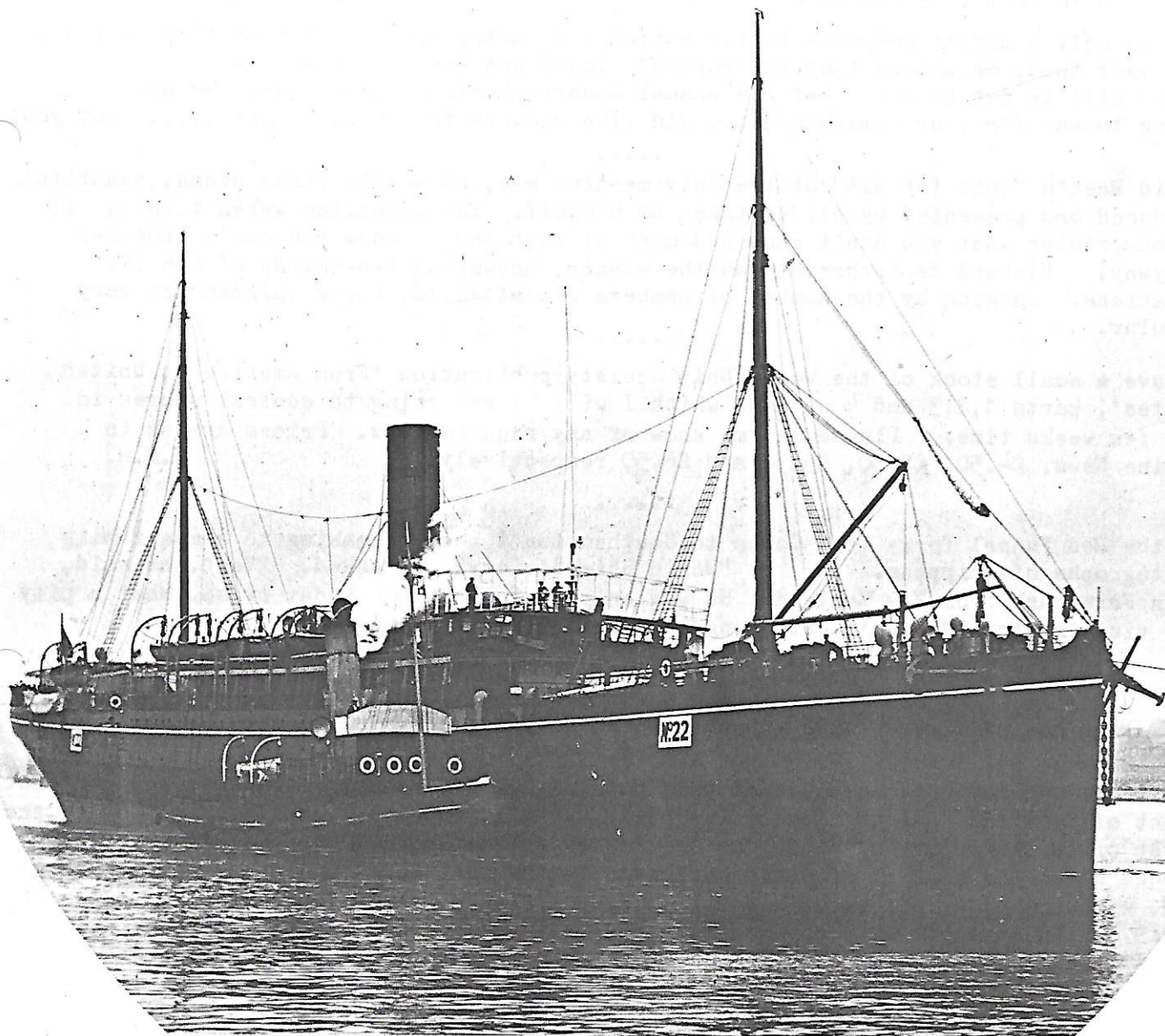
BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



AUTUMN 1987

No. 64



The Peninsular & Oriental S.N. Co's Sardinia (6,574 gross tons) of 1902 at Southampton with the tug Ajax alongside. Note the Transport number 22.

The P & O S.N. Company is 150 years old and has had long connections with Southampton. In 1840, before the first dock was opened, their Oriental, a paddle steamer of 1,674 gt moored off the Royal Pier and then sailed to inaugurate a monthly mail service to Alexandria. The construction of the new dock was causing great interest and in the same year the P & O management visited the port to view the site and discuss terms in consideration of making Southampton its terminal port. And so it became the first company to use the first Southampton Dock with its paddle steamers Liverpool of 450 tons from Gibraltar and Lisbon entering the (incomplete) dock at 3 pm on 29 August 1842 and taking passengers and cargo for London at No 9 berth steps. The Tagus

Published quarterly for the Southampton Branch of the World Ship Society

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Your Secretary, Rod Baker, makes the point that it is the purpose of a Committee of any society to provide an interesting and enjoyable 'bill of fare' for its members. The programme must be drawn up to give variety and variation and which allows members the opportunity to participate, as well as to passively receive.

Are you satisfied to get a monthly digest of speakers and slide shows? Do you want a chance to compete in a friendly manner in photo competitions and quizzes? Do you want an annual social function when members can get together in a relaxed manner, chat informally, have light entertainment and give their partner or friend a chance to meet the rest of us?

We had only a modest response to the buffet and photograph competition this year - do you want them, or should they be dropped? These are the questions which will be put to you at the Annual General Meeting in October. We are going to ask for your comments and would like answers to the questions from you!

.....

David West's "quiz for all" at the July meeting was, as usual, first class, beautifully produced and presented by slides taken by himself. The questions weren't easy. It is surprising what you don't know and much of what you do know you can't remember anyway! Richard de Kerbrecht was the winner, answering two-thirds of the 100 questions. Judging by the number of members who attended, these quizzes are very popular.

.....

I have a small stock of the World Ship Society publication 'From America to United States', parts 1,2,3 and 4 on hand which I will be returning to central stores in a few weeks time. Please let me know of any requirements. Prices are as in Marine News, £4.50, £5.00, £5.50 and £6.50 respectively. W.H.M.

.....

On the Red Funnel ferry from Cowes to Southampton I began speaking to a man taking photographs of shipping. "World Ship Society?" I asked. "Yes", he said, "Ian Farquhar" from New Zealand. He was only in Southampton a day or so. What a pity our visiting friends can't get along to our meetings more often.

.....

Operating out of Torquay this summer was the Devonian, working to the Channel Islands and in local day cruises to the River Dart.

For those who may have seen her at this popular holiday resort, she came from the West Coast of Scotland, one of three ships built by Hall, Russell & Co.Ltd., in 1964 to the order of the Secretary of State for Scotland. As the Hebrides (2,104 gt), she was placed under the control of David MacBrayne in the West Coast and Western Isles range and, with the other ships, came under MacBrayne (later Caledonian-MacBrayne) ownership in 1973. In November 1985 she was acquired by Torbay Seaways. The Devonian has a black hull and deep blue funnel. She carries 300 passengers and 30 cars.

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PROGRAMME

13 October	Annual General Meeting
10 November	SHIPPING OF THE ORIENT Leonard A. Sawyer
8 December	Tape/slide show: BALTIC ICE

P & O and SOUTHAMPTON continued from front cover

3

In the next year the 548-ton Pacha became the first ship to use the completed dock when she arrived on 1 July from Gibraltar. At that time P & O offices were at 57 High Street (now the Post Office) and their ships accounted for half of Southampton's trade. Then in 1843 the Hindostan, 2,017 gt and the then largest P & O ship, sailed from Southampton on 24 September to open P & O's new service East of Suez - a shuttle service from Suez to India which followed the 4-day overland crossing from Alexandria to Suez. This lasted until the opening of the Suez Canal in 1869.

The 1850s decade began with yet another service when the barque-rigged Chusan, 700 gt, left Southampton on 15 May 1852 to reach Melbourne via Cape Town 77 days later. Meanwhile, the new and splendid Himalaya was being built, 3,438 gross tons, 372 ft overall, engines developing 2,050 hp and a capability of carrying 200 passengers and 1,000 tons of cargo. Crowds flocked to Southampton Docks to see her sail on her maiden voyage after a short Mediterranean work-up and she left on 20 January 1854 via the Cape to Calcutta. But she was quickly taken over as a troopship for the Crimean War and then sold to the Admiralty. Later, she became a coal hulk and in June 1940 was bombed and sank at Portland.

P & O also berthed their ships in Southampton's Inner Dock which was opened to traffic in 1851 (although incomplete) using berths Nos 10 and 12 for traffic from Bombay and Indian ports.

At the end of the 1850s Southampton became a terminal of the Alexandria and Peninsula services and the company established a school in Paget Street for some 700 children of the ships' personnel which eventually developed into Eastern District School. The Inner Dock was finally completed and officially opened in 1859.

Then in the mid-1870s came the blow. Although London-bound passengers were quite satisfied to save a one-day sea voyage by disembarking at Southampton, shippers were not so happy to have to pay carriage for their goods to and from London to the port. In 1875 P & O discontinued much of their activity at Southampton and homeward ships ceased calling and continued to London to discharge cargoes. P & O finally left Southampton in 1881 although the great strike in London Docks in 1889 caused P & O to divert to Southampton for a time with cargoes for China, Australia and Bombay.

But apart from occasional callers, P & O did not use Southampton until 1925 when a fortnightly service was begun to the Far East, beginning on 4 July with the 1914-built Khyber (9,114 gt), later working up to a weekly sailing. Four years later, on 27 April 1929, the 1928-built Bangalore (6,067 gt) commenced the Indian service call to load cargo.

Then into the 1930s; the 3-funnelled 'Straths', all white with cream funnels; the 'S'-class callers Mooltan and Maloja (21,000 gt) of 1923; Cathay, Comorin, Chitral (15,300 gt) 1925; Ranpura, Ranchi, Rawalpindi and Rajputana (16,700 gt) 1925, the turbo-electric Viceroy of India, four more single-funnelled 'Straths' and the Canton in 1938.

When war ended, P & O returned to Southampton with Canton, Corfu, Carthage and 'S'-class cargo ships to the Far East. The post-war liners Chusan, Iberia and Arcadia became based at Southampton for cruising in the 1950s and in 1960 the Orient liner Oriana and the 1961-built Canberra of P & O worked to Australia exclusively from Southampton.

The wheel turned the full circle when, in March 1969, P & O announced that from October 1969 all passenger ships would be based at Southampton and from London River came Arcadia, Chusan, Himalaya, Iberia and the ex-Orient Line ships Orcades, Oronsay and Orsova. In 1987 only the Canberra remains.

P & O still moves cargo through the port via the huge 59,000 gt 'Bay' ships of Overseas Containers Ltd in which the company has vast interests.

It is doubtful whether Southampton Maritime Museum knows of the 'P & O Steps', but a plaque at their quayside head would record their part in the early history of the first Southampton Dock and undoubtedly be of great interest to visitors at the Ocean Village.

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WHM

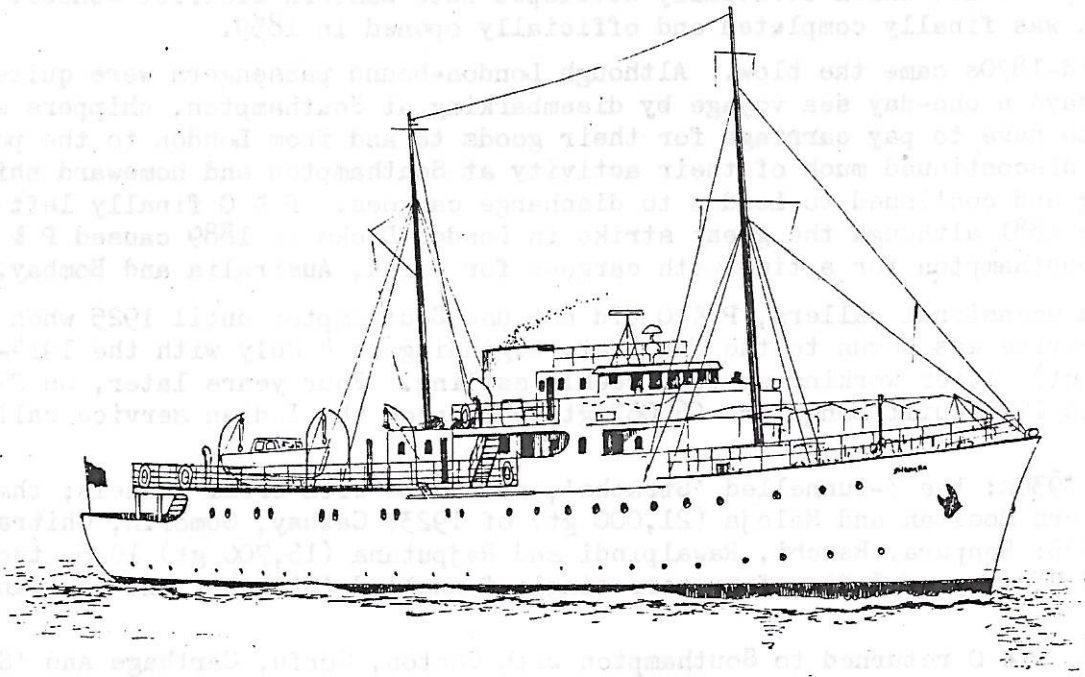
'Shemara'

On 9 June 1987, after fourteen years of lay-up in the murky waters of the River Itchen, the Shemara was towed by two tugs to a new resting place in the Ocean Village.

The twin-screw yacht came from J.I. Thornycroft & Co's Woolston yard (No 1175) in 1938, built for Sir B.D. Docker, a luxurious yacht of her day, with a hull length of 212 ft 4 in and oil engines which developed 1,920 hp to give 15.85 knots. She was of 834 TM tons. But war was then only a few months away and in September 1939 the Shemara was requisitioned for war work under Royal Navy orders. At Thornycroft's Northam yard her luxury fittings were removed, a 4" gun was placed on her foredeck and an AA gun and depth charges were fitted aft. So she was ready, and under Pennant FY 026, began service in anti-submarine work, one of a large number of yachts requisitioned in the first three months of war to be detailed into nine anti-submarine groups, each with six ships. At first some yachts had only depth charges, but were later equipped with a 3 pdr or 12 pdr gun.

In June 1940 the Shemara rescued the crew of the 7,100 gt tanker British Inventor which had sunk in thirty minutes after striking a magnetic mine some 5 miles from St. Albans Head on 13 June. And in Thornycroft's centenary book, published in 1964, the author K.C. Barnaby records one of the many everlasting humorous stories of the war.

There was a complete blackout over the Clyde that night in November 1940 when there came an enemy air raid. Under emergency orders, all river traffic stopped. But the position of the Shemara, bound from the Tail of the Bank for Glasgow and her first refit, was unknown to those on board and she was edged into the side of the river bank to secure to any adequate object available. As it happened the 'bankside' was actually a



large liner. Then, as the yacht stopped alongside, there was a crash on deck from two empty beer bottles and there came a Cockney voice which astonishingly informed those in hearsight "Gor blimey, Bill, the river's frozen!". As daylight came the 'bankside' turned out to be the hull of the Union-Castle Line's Windsor Castle, which was arriving for repairs after an air attack on 3 November and was still carrying two unexploded bombs in her dining saloon.

Then, in January 1941, Shemara towed the cargo ship Baron Renfrew, 3,635 gt which also had unexploded bombs in her hold from an air attack on 28 January and which had been abandoned by her crew.

But in 1941, with many more trawlers taken up by the Admiralty, some yachts were turned to other work, Examination ships, Accommodation ships, Submarine tenders etc., and the Shemara became an anti-submarine training ship in which many hundreds of officers and seamen were trained. At first she was based at Portland and then moved to Campbeltown.

There were several companies owning motor barges which were competitive in the motor-barge trade to and from the Isle of Wight between the two wars. The main ports involved were Southampton, Portsmouth and Cowes and Newport on the River Medina.

Newport, the commercial capital of the Island is about $4\frac{1}{2}$ miles inland and its harbour, in a semi-pastoral setting at the head of the River Medina is dominated by tides.

Through the harbour of Cowes, past the chain ferry are J.Samuel White's yards, yacht yards and gasworks and from there onwards is the Wight countryside.

Then, to starboard, opposite The Folly Inn, are the remains of the old Werrar brickworks. There, bricks were handmade and shipped in barges, Williams' barges in particular, to Exbury Creek, then by horse-drawn cart to Exbury village where they were used in the building of the watertower, the hostel, shop and houses.

About halfway up the river, to port, is Binfield Mill Pond where the paddle steamer Medway Queen arrived in September 1965 until taken away on a pontoon in April 1984 to her original home in the River Medway. The paddler Kingswear Castle also lay there for a time in the late 1960s and in later years yet another paddler, Ryde Queen, originally the Portsmouth-Ryde ferry Ryde, was moved there as a night club. And just before Newport, on the starboard side are the remains of the old Blue Circle cement works. Onwards, and suddenly there are the quays of Newport and their red-bricked warehouses, with St Thomas' church tower peering over the roofs. Here is where for so many years the sailing barges, the fore-and-aft sail 'boomies', the 'spritties' and later, the motor barges discharged their cargoes of foodstuffs, furniture and farming equipment; woods, wines and other wares. But reluctantly, the sailing ships gave way to the motor barge, some being so converted, then they, too, succumbed to the container and its juggernaut carrier.

Some motor barges stopped at Cowes and so did the Southampton, Isle of Wight and South of England RMS Co's Lord Elgin, which paddled to and from Berth 7 at Southampton's Town Quay for over forty years.

She was built in 1876 at Stockton on Tees as a 'fast and magnificent saloon steamship', but was converted to cargo-only in 1910. For many years she sailed five days a week in each direction and when the motor car boom came, made special car-carrying voyages in each direction on Saturdays in summer. The Lord Elgin arrived at Pollock Brown's yard at Northam under her own power on 13 May 1955 for breaking up.

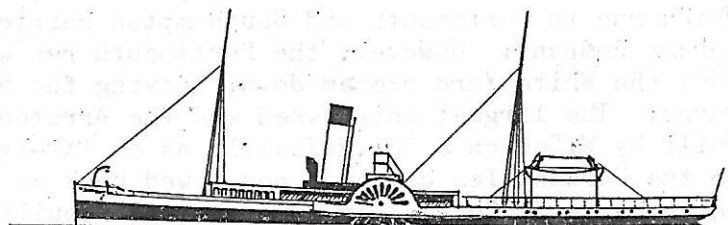
Her place was taken by a converted LCT, Norris Castle, but there was a difference; the loading and discharge of vehicles was now undertaken at the Royal Pier pontoons.

Pickford & Company were early traders to the Isle of Wight. As long ago as 1862 a notice informed of a relocation of their Portsmouth premises where sailing barges and steamers would run to Cowes and to Ryde, ground on Ryde Sands and offloading cargo to high-wheeled horse-drawn carts for distribution in the area. Pickfords also claimed the first motor-barge when the Wasp was constructed in 1906 at Amsterdam, 52 ft 9 inches in length, 12 ft 4 inches in breadth, giving 25 gross tons. Engines gave 24 bhp.

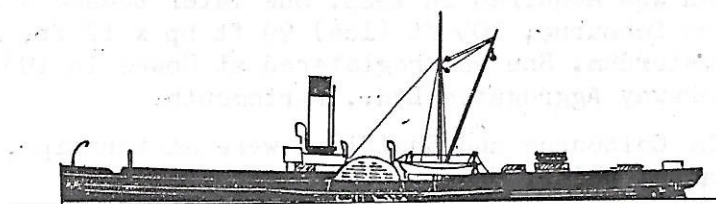
THE TOWN QUAY

2 - THE MOTOR BARGES

by W.H. MITCHELL



LORD ELGIN 1876-1910



LORD ELGIN 1911-1955



Two more Amsterdam-built motor barges, Bat and Krom were still owned by Pickfords at the beginning of war in 1939. Built 1912-13, these were 83 ft x 16 ft, 74 gt, with a 90 bhp engine. Also in the fleet at that time was the Mount, built in 1938 by Humphery & Grey Lighterage Ltd., London, 76 ft long, 19 ft wide and 118 gt.

A Newport company was Shepard Brothers, whose history dates back to the early 1800s. They used Newport Quay and also Medina Commercial Wharf, later known as Shepards Wharf at Cowes. They also worked from Southampton's Town Quay.

Crouchers Ltd., was another Newport concern with offices in Quay Street. They worked from Newport Quay, or Cowes Bwn Quay if the tide was unsuitable, to Southampton and to the Camber Quay, Portsmouth and by the 1930s had built up a sizeable fleet of motor barges. All had 'hunting' related names.

	gt	ft	hp			gt	ft	hp	
Brush	49	70	44	ex wood sailing vessel FW 18.	Tally Ho	44	62	60	Blt Stonehouse 1912 (wood)
Fox	26	52	35	Bt Plymouth 1898. Wood.	Tantivy	84	77	80	Blt Kings Lynn 1926 (steel)
Harkaway	27	53	35	Bt Plymouth 1903. Wood.	Whip	64	73	50	Blt Newport IoW 1922 (wood)
Huntsman	23	53	35	Blt Plymouth 1903. Wood	Vixen	21			Wooden sloop, built at Plymouth, 1900.
M F H (steel)	78	71	100	Blt Thorne 1930 ex Gainsborough Trader.	Chamois	27			Wooden ketch, built Stonehouse, Plymouth, 1917.
Mask (steel)	60	67	80	Blt Portsmouth 1926 ex Southsea Castle.	Hunt	62			(barge) Blt Brimscombe 1924.

Apart from routine services, grain and some other bulk commodities were carried. The Mask was sold by Brickwoods to Crouchers with a contract for them to carry Brickwoods beers from Portsmouth.

Another Wight carrier was Island Transport Co.Ltd., which began trading in 1922. It was a subsidiary of the East Cowes shipbuilders, J.Samuel White & Company and the barges which ran to Portsmouth and Southampton carried steelwork and other equipment for the parent company. However, the Portsmouth run was discontinued after war ended and in 1965 the White Yard closed down, leaving the Southampton service trading with general cargo. The largest ship owned was the Arreton, 103 ft (loa) x 20 ft, giving 121 gt. Built by W.Dobson & Co., Newcastle as an 'X'-type landing craft in 1916, she was shipped to the Dardanelles campaign and towed back to Southampton, there to be converted to a motor barge at Cowes. In 1958 she was rebuilt and re-engined. Later, the Arreton worked as a salvage vessel and in May 1983 was sold by order of her owner's liquidator. The Brightstone, 75 ft x 17 ft, 84 gt was built in 1914 at Amsterdam as Eliza Holt and was acquired in 1923. She later became a barge. Another Amsterdam-built ship was Debourne, 105 ft (loa) 99 ft bp x 17 ft, 104 gt, built by Verschure & Co and named Amsterdam. She was registered at Cowes in 1937. In the 1960s she was working for Parkway Aggregates Ltd., Portsmouth.

The Calbourne and Shalfleet were sisterships, both 103 gt, 96 ft x 19 ft and built by Samuel White, Cowes.

In 1968 the Island Transport Company Ltd., became part of the Red Funnel Group, along with Vectis Shipping Co.Ltd and from 1 January 1976 were integrated into Vectis Transport Ltd for a motor barge service between Portsmouth and Newport. Three barges were employed:

Murius, 125 gt; Riverclose, 110 gt and Newclose, 118 gt all built by Dunston at Thorne in 1962, 1957 and 1960 respectively.

But not for long; the service closing down as the last Solent barge left the Flathouse Quay, Portsmouth on Friday 30 October 1981 on her last round voyage.

In 1936 Pickfords acquired the business and ships of the three companies, Crouchers, Chaplins and Shepards combining to a fleet of twenty-one ships ranging from 22 tons to three of 51 tons, and two dumb timber barges. The ships continued the services, although more now discharged and loaded at Cowes, timesaving the navigation of the Medina.

Another factor slowly came in the late 1930s - the container. The largest barges could carry two underdeck and two on deck, but this was restricted in bad weather for there was an occasion when one had to be jettisoned to prevent the ship from foundering.

Pickfords then ordered a ship to meet these factors and in 1938 the Mount was delivered from the East Greenwich yard of Humphery & Grey Lighterage Ltd. Of 76 ft length and 19 ft breadth, her gross tonnage was 118 and she was capable of carrying six containers, two on deck and four underdeck.

Then came war and Dunkirk, and five of the fleet were sent to assist: Bee, Bat, Chamois, Hound and M.F.H. The Bee and the Bat brought back several hundreds of servicemen. So did M.F.H. which picked men up from the beach and ferried them to the bigger ships laying off. The M.F.H. herself, then brought back 140 troops to England. The Chamois was twice beaten back by air attacks and on the third attempt got to two miles from Dunkirk, rescuing 120 from two ships being bombed. Motor barges also assisted in transporting the long sections of PLUTO pipeline and later helped in bringing them back for salvage.

When war ended, most companies looked to fleet rebuilding. Pickfords needed new ships for the growing container trade and the containers themselves were also being made larger - from 550 to 750 cu.ft.

But in 1948 under the Transport Act, the British Transport Commission became the new owners. Three ships were then ordered, each capable of carrying ten containers. All were built by J. Bolson & Son Ltd., Poole. They were twin screw vessels, 81 ft x 19 ft and 133 gross tons. The Field was completed in 1949, Crop and Covert in 1950.

The twin screw Mount of 1938 also joined the fleet and the service was daily between Point Wharf and Cowes, some making double trips in the summer months. Another change came in 1956 with part de-nationalisation and the operating title, formerly the Road Haulage Executive name became British Road Services Ltd.

Two more ships were launched in 1960, Needles and Cowes and then, in 1962, the last ship for the service, Northwood, 100 ft x 23 ft, 191 gt and driven by twin screws was completed by R.Dunston Ltd., Hessle.

But the age of the container ship which had begun in 1955 was now getting into full swing. New ferries, capable of carrying vehicles and their containers were being constructed. By 1970 only four ships were in service, then this became two - Northwood and Needles - and in December 1975 the Northwood became the last of the motor barges on the Cowes-Portsmouth service.

Chaplins was another company engaged in the Wight trade. Pre-1898 they operated four sailing ships, but in that year a steamship was built at Blackwall for the trade. Steel-hulled, the Excelsior was 78 ft long and 16 ft wide; gross tonnage was 66 and horsepower 18. She later joined the Vectis Transport Co.Ltd., Portsmouth. Of shallow draught for unloading at Ryde, her hatchway was long enough for two furniture vans, lifted by the ship's gear.

Some of these Vectis craft are recorded for interest. One of the best remembered perhaps, is the Moultonian, built at Harvey Shipbuilding Company's Littlehampton yard in 1919. She had black topsides and white quarter-boards, with scrollwork name and streak in yellow. She began her career as a ketch and was motorised in 1926. Details were, 100 ft long and 23 ft beam, and 164 gross tons. Almost a sistership was Wessex, 148 gt, completed by Harveys in 1918.

There was also the wooden-hulled Murius, 106 gt, built at Lowestoft in 1888, later acquired and motorised in 1939. She, too was at Dunkirk and took French troops to Ramsgate. She was also used to take army stores to the Spithead and Island forts and was broken up at Bruges, Belgium in May 1961. Another Vectis Shipping Company vessel was The Match, Deptford-built in 1914.

Other Portsmouth companies were Curtis and Son Ltd., who owned the 40-ton Vectensian, built of wood at Portsmouth in 1927. Also listed under an earlier Vectis Transport Company whose address was at Quay House, Broad Street, Portsmouth were the Wasp, 53 ft long, 25 gt, built at Amsterdam in 1906 and driven by a 24 hp oil engine; the ketch Nyassa, 36 tons, built at Emsworth in 1904 as the Juno; the 24-ton, 23 hp London, also built at Emsworth in 1899 with a conversion to motor in 1927 and the Eivis, 109 ft x 22 ft, 130 gt and a 38 bhp engine. She was built of concrete at Whitby in 1919 as the R.A.F 110 and was registered at Portsmouth in 1937.

A Wight export

Exports from the Isle of Wight included fine old beer, brewed by W.B. Mew, Langton & Co.Ltd., of Crocker Street, Newport. At the start a sailing barge was chartered, but in 1921 the company had a motor barge, Wight, built at East Cowes and she worked until about 1952, overlapping her successor by about four years. This was XXXX, built by J.Samuel White & Company in 1948, 56 gt, 65 ft long and driven by a diesel engine which gave 84 bhp. Her load was about 140 tons of barrelled beer (about 90 tons actual beer) which she loaded twice weekly for discharging at Southampton's Town Quay, Lyminster and Portsmouth.

But in 1965 Strong & Co of Romsey merged with Mew,Langton and most of the Mew,Langton inns on the mainland were soon selling Strongs beer. In April 1966, her name XXXX, taken from Mew,Langton's prize-winning brown ale and with MEW'S ALES painted boldly on her hull, made her last export voyage from Newport and the 'beer-run' closed down, transportation from then on by lorry and Red Funnel ferry.

Blue Funnel

In the past few years the Blue Funnel Cruises (Wm Hogg) ships have also berthed on the eastern side of the Town Quay, beginning this practice as the Royal Pier closed. These small vessels became extremely popular over the years, Verda, Solent Queen, Princessa and Venus all becoming familiar names and were superseded by the Solent Scene (1984) and Leisure Scene (1985). These two ships have recently been moved to new berths at the Ocean Village.

Williams Shipping

Williams Shipping Co (Fawley) Ltd., has origins in the early 1920s, one of the earliest vessels, the 15-ton ketch Exchange, built at Emsworth in 1902, being owned and trading in pre-war days by James Williams & Son, of Mount Cottage, Fawley.

In 1923 the Wilbernia was built at Portsmouth, her wooden hull 56 ft x 13½ ft giving 29 tons and her oil engine developing 60 hp. She was registered at Portsmouth in her year of build under James Williams & Son although the address was then Fernlea, Ashdown, Fawley There was also a motor barge J.J.C of 36 tons, built at Amsterdam in 1910. The barge Medina also came into William's ownership, but she unfortunately ran on a wooden pile. The pile was sawn and the ship dragged into Ashlett Creek; there she remained.

Another barge purchased was the Tim, just after war ended. Formerly a government ammunition barge until 1945, she had been sunk off Dockhead, Southampton and was first acquired by Philip Underwood who had her converted to motor drive. After service with Williams she was sold to P.Russell in 1960 (c) who altered her to a floating chandlery and moved her to Bucklers Hard. She is still afloat at Bursledon as a houseboat.

Under the title Williams Shipping Co (Fawley) Ltd., the firm expanded, serving two roles. Operating from the Town Quay they had a share in the Wight trade but the major work was in ferrying supplies, food and in crew changes to the tankers at Fawley and to ships anchored in Southampton Water, Cowes Roads etc. At that time they were unique in being able to load the supplies direct from the holds of their barges with derricks.

The company also had a subsidiary, Southern Tanker & Bunkering Co.Ltd., six coastal ships being based on the Town Quay. Formed in 1968, it ended in 1975.

As stated in the beginning of this article*, their move from Berth 69 Town Quay to Berth 24 Empress Dock, Eastern Docks in early 1987 now leaves the Town Quay for its new life in the leisure industry. The Williams fleet now consists of the motor barges Murius, Wilbernia and Wilbonnie; two fast passenger launches, a towage launch and a number of lighters.

Williams barges still transport grain from the Isle of Wight to Ranks Mills at Southampton and abnormal loads are also transported in either direction.

* See The Town Quay (Black Jack No 63 Summer 1987.

CROUCHERS LIMITED

NEWPORT, I.W.

TELEPHONE NOS.:
311 AND 312 (2 LINES)

TELEGRAMS:
"CROUCHERS, NEWPORT-WIGHT"

CHIEF OFFICE:
6 QUAY STREET, NEWPORT, I.W.

BRANCH ESTABLISHMENTS:

SOUTHAMPTON, 97/98 High Street

Telephone No. 3365 Telegrams: "Crouchers-Carriers," Southampton.

PORTSMOUTH, Town Quay

Telephone No. 5651 Telegrams: "Crouchers-Carriers, Portsmouth"

COWES, I.W., New Town Quay, Medina Road

Telephone No. 145 Telegrams: "Crouchers-Carriers, Cowes"

WOOTTON BRIDGE (Wharf), I.W.

Telephone No. 27

CONTRACTORS FOR HOUSEHOLD REMOVALS AND WAREHOUSING
CARGO BOATS DAILY BETWEEN SOUTHAMPTON AND PORTSMOUTH
AND THE ISLE OF WIGHT, CONNECTING WITH OUR OWN MOTOR LORRY
SERVICES THROUGHOUT THE ISLAND

An advertisement of the 1930s.

The story of the Town Quay and its Shipping has been put together from many sources; books, magazines, news items and recollections of shipping men so connected, in particular Ray Williams of Williams Shipping Co (Fawley) Ltd. It endeavours to give a picture of the Town Quay, its trades and the types of ships employed in those trades but it is acknowledged as being far from complete, especially in the movements in the ownership of craft and any further information will be welcome in helping to build up further history of the ships and their trades.

TRIO TRIO TRIO
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O TRIO TRIO

A "BLACK JACK"
UPDATE

It is now over 15 years since the first TRIO container vessel called at Southampton in January 1972 on a service which still accounts for more than half the container traffic through the Port.

In the intervening years, the only major change in the 5 original TRIO partners has been in the ownership of OCL, but amongst the container ships the changes have been considerable.

Of the original 17 vessels on the service, the only motorship has now been switched to another route and the other 16 have all been re-engined in some way or lengthened, whilst 3 newly built container ships have been added. During the various conversions several large container ships were chartered-in, one of which, LARGS BAY (ex-NEDLLOYD HOUTMAN) is one of the three recently chartered vessels brought in to cater for almost capacity loadings.

O.C.L./P. & O.C.L.

At the start of the TRIO service, OCL was owned in unequal shares by Ocean Transport & Trading, P & O, British & Commonwealth and Furness Withy and as their existing liner routes were containerised, so the respective percentages controlled by each Company varied.

Following the rapid increase in fuel oil costs 'slow-steaming' had become normal, but in December 1979 re-engining of the groups five Far Eastern service vessels was announced at a cost of \$15 m for each vessel. The twin-screw propulsion was to be retained, but the 80,000 shp steam turbines were to be replaced by two 8RND90M Sulzer diesels built under licence in Japan, with an output of only 50,880 bhp, so reducing the service speed from 26 knots to 23 knots. At the same time, manoeuvrability was improved by adding a stern thruster and an additional bow thruster, whilst on deck the container capacity was increased to 13 abreast, raising the total on-board capacity to 2,968 TEU, and increasing the deadweight to 48,542 tons.

In June 1980, prior to the first conversion being carried out the three remaining OCL partners exercised their option to take over the share of Furness Withy, following that company being taken over by C.Y.Tung.

CARDIGAN BAY	re-engined 20/11/80-4/81	} by Mitsubishi H.I. at Kobe
LIVERPOOL BAY	re-engined 13/5/81-10/81	
KOWLOON BAY	re-engined 10/10/81-2/82	
TOKYO BAY	re-engined 17/12/80-5/81	} by Ishikawajima H.I. at Kure
OSAKA BAY	re-engined 6/81 - 11/81	

In 1982/3 the management of individual vessels was transferred from Ocean Fleets to OCL, whilst in 1984 ownership was transferred to Lloyds International Leasing (OSAKA BAY) and to Chase Manhattan Ltd (others), following which some lost the white band above the Brunswick green hull.

In April 1986, P & O agreed to buy-out the other two partners interests in OCL, thereby gaining complete control, following which the name was changed on 1st January 1987 to P & OCL with a subsequent change in the funnel logo.

BEN CONTAINER LINE/ELLERMAN LINE

A similar re-engining contract was awarded just before the OCL announcement for the re-engining of the groups three ships at a total cost of \$52 m. The steam turbines were replaced by a pair of Kawasaki-built 7-cylinder MAN diesels producing 51,380 bhp @ 110 rpm, again reducing the service speed to 23 knots. Each engine weighing 730 tons was erected piecemeal onboard and on deck the container capacity was similarly increased to the OCL vessels by about 228 TEU to 3032 TEU.

CITY OF EDINBURGH	re-engined 22/10/80-22/3/81	} by Kawasaki H.I. at Kobe
BENALDER	re-engined 27/7/81-8/81	
BENAVON	re-engined 7/81 -12/81	

HAPAG-LLOYD AG

In mid-1980, a \$51m. contract was awarded to carry out a novel twin to single screw machinery conversion to achieve a substantial fuel saving. Both original Stal-Laval steam turbines were removed, one being centrally reinstalled with new gearing after the afterbody had been rebuilt with a stern bulb, modified rudder and new propeller, whilst at the same time the bulbous bow was reduced in size. The new 23 knot combination reduced the daily fuel consumption to 160/170 tons compared with 400 tons at the original 27 knots and 230 tons when 'slow-steaming' at 23 knots.

TOKIO EXPRESS	converted 7/81-11/81	} by A.G.Weser at Bremen
BREMEN EXPRESS	converted 11/11/81-3/82	
HAMBURG EXPRESS	converted 29/3/82-7/82	
HONG KONG EXPRESS	converted 27/7/82-11/82	

FRANKFURT EXPRESS was the third addition to the TRIO service and when delivered on 22/6/81 was the largest container ship in the world with space for 3,045 TEU (1940 in 9 holds and 1105 on deck). She was built in only 321 days from keel to completion, being assembled by Howaldtswerke-Deutsche Werft at Kiel (yard 168) from 130 prefabricated sections. 58,384 grt 287.7m loa x 32.3m beam Twin screw 54,400 bhp 2 x 9-cylinder MAN diesels giving 23 knot service speed.

In 1984, the TOKIO EXPRESS was chartered to ScanDutch and renamed SCANDUTCH. EDO reverting to her original name in 1985.

At the end of June 1987, the funnel colours were repainted in orange with blue HL logo.

NIPPON YUSEN KAISHA

Early in 1978 it was announced that all three of the original sisterships would be lengthened, but in the event only one was carried out, although all three were later re-engined.

KAMAKURA MARU	re-engined late 1982 with 55,200bhp 2 x 7-cylinder Mitsubishi -B&W diesels giving a service speed of 24 knots.
KITANO MARU	re-engined 8/80-12/80 at Mitsubishi, Kobe with 53,600 bhp 2 x 8-cylinder Sulzer diesels, reducing service speed to 24 knots.
KURAMA MARU	lengthened 8/78 by Mitsubishi at Kobe to 289.54m loa; 59,407 grt; 1982 similarly re-engined to KAMAKURA MARU at same yard.

KASUGA MARU was the first addition to the service when delivered in 9/76 by Mitsubishi H.I. at Kobe (yard 1065); 58,437 grt 289.5m loa x 32.2m beam; original twin screw 80,000shp steam turbine installation replaced 28/2/80-24/6/80 by Mitsubishi at Yokohama by 53,600bhp 2 x 8-cyl Mitsubishi-Sulzer diesels; new engines installed complete after removal of superstructure;

End 1986 announced examining project to replace two unlengthened vessels with new 3,000 TEU capacity ships and 7/87 order about to be placed for 1988 delivery.

NETSUI OSK

ELBE MARU	transferred 6/84 to Far East-US(WC) transpacific route
RHINE MARU	re-engined 7/80-11/80 at Tamano with 55,200bhp 2 x 7-cylinder Mitsui built-B&W diesels giving a service speed of 24 knots.

THAMES MARU was the second addition to the original fleet, being delivered in 1977 by Mitsubishi H.I. at Kobe (yard 1071); originally 259.8m loa and 50,722grt but lengthened by builders in 1985 to 289.5m loa, increasing the tonnage to 58,653 grt; twin screw 84,000bhp 2 x 12-cylinder Mitsubishi-Sulzer diesels for 26.5 knots service speed, the only TRIO vessel to retain the higher speed;

At the end of 1986, it was announced that RHINE MARU was to be replaced by a new vessel and in July 1987 it was confirmed that an order had been placed in Japan for a 3,613 TEU vessel for delivery in April 1988, thus making the newbuilding easily the largest capacity TRIO vessel when she is completed by nearly 600 TEU.

BOTANY BAY AND ALL THAT ...

BY A.G.K.LEONARD

a Southampton leading historian

Re-enactment of the departure from Portsmouth of the "First Fleet" of 1787, given a Royal send-off on May 13 to start Australia's bicentennial celebrations, draws attention to the

destination of the original eight month voyage - Botany Bay.

The name soon acquired unhappier significance and wider association than envisaged by Captain Cook when he wrote in his journal on May 6, 1770 that "The great quantity of New Plants etc Mr. Banks and Dr. Solander found in this place occasioned my giving it the name of Botany Bay." Earlier log entries had styled it Sting-ray Bay or Harbour, from the large specimens caught there. The bay's headlands were named for the two naturalists aboard the Endeavour.

A decade later, (Sir) Joseph Banks, wealthy and influential as President of the Royal Society, was prominent among those advocating a penal settlement at Botany Bay, to relieve overcrowding of jails and hulks after convicts could no longer be transported to the American colonies.

In January 1788, Captain Arthur Phillip - recalled from retirement at Lyndhurst to command the first convoy taking 759 convicts to establish New South Wales, of which he was Governor for five years - found Botany Bay unsuitable and chose a better settlement site a few miles north, at Port Jackson/Sydney Cove.

But Botany Bay long continued in general use as synonymous with it and other penal stations in New South Wales and, more loosely, for the whole colony "down under." It also came to be applied colloquially or ironically to any distant place, perhaps "god-forsaken", figuratively at "the wrong end of the world".

Its application to an area at Sholing may have carried the implication (jocular or justified?) that the people living there - gypsies, brickmakers, laundry-women, squatters and others - were perhaps somewhat shiftless and disreputable, given to at least minor forms of dishonesty. Less pejoratively, the name may simply have indicated that the area was sparsely populated and not easily accessible - as the Sholing heathlands remained throughout the Victorian times, although not so empty or isolated as before the opening of Northam and Bursledon bridges and their associated roads in 1799-1802, followed by the Floating Bridge across the Itchen in 1838.

Although probably in popular use considerably earlier, the first printed record of Botany Bay as a local place name seems to have been in the Southampton directory of 1859. One of its headings, continued through the 1860s, was "Sholing Common (including Botany Bay and part of Pear Tree Green)"; in 1857 the classification had been "Bitterne"; including Sholing Common and part of Pear Tree Green." Ten years earlier, Sholing did not rate a place in the list of Hampshire villages.

Whatever the origins of Botany Bay and that other curious name, Spike Island, they can hardly relate to convicts being secured on Sholing Common by spikes driven into the ground. This story seems to be of comparatively recent date, although taken up and passed on as if it were local lore and tradition.

The late Gordon Sewell was a conscientious writer. For an article published in the "Hampshire Advertiser" in 1916, "Romany Life at Botany Bay", he interviewed gypsies whose encampments around "Donkey Common" had long been a feature of the scene, likewise brickfield workers and other old residents. "Why this particular district is called Botany Bay nobody seems to know. An octogenarian with whom I discussed this little problem hazarded a guess: "because it is such an outlandish place, I suppose.""

This seems the likeliest and simplest explanation. If tales of convicts and spikes were current at that time, surely someone would have relished regaling a young reporter with them! The sailings of convict ships to Australia are well documented, notably in C. Bateson's "The Convict Ships 1787-1868" (Brown, Son & Ferguson, Glasgow, 1959). Their main ports of departure were Portsmouth, Plymouth and the Thames; none left from Southampton.

Prisoners sentenced to transportation from Winchester assizes would have been force-marched or conveyed to Portsmouth in wagons, shackled hand and foot and chained together around their necks and through their leg irons. Their mounted armed guards would not have needed to drive spikes into the ground to secure them further.

The summer months started very poorly for the naval enthusiasts. Visits from the Type 42 destroyer Southampton and HMS Amazon, a Type 21 frigate, renewed their links with the city which originated when they were built by Vosper Thornycroft in 1981 and 1974 respectively, but it seemed that these two regular visitors would be the only naval vessels to enter the port. Then, just after Amazon sailed early on Thursday 2 July a contingent from Portsmouth and one or two retired gentlemen from the WSS Southampton arrived to see the NATO force STANAVFORLANT enter the Ocean Dock for a 4-day visit. The ships were originally to have called at Newcastle, but the squadron switched to Southampton when that port and Portsmouth were unable to accommodate the vessels. At the time of the visit STANAVFORLANT, set up in 1967 to become the first multi-national naval squadron to operate during peacetime, was at its full strength of nine destroyers or frigates from eight different NATO member countries.

Excepting two US-flag ships all ships were turned in the swinging ground off Ocean Dock to enter the dock stern first and movements began at 9 am ending at 11.30 am. Berthing, in order of arrival, was as follows:

1	Algonquin	44 berth	4	Westdiep	43-44 berths	7	Comandante H Capelo
2	Underwood	46 berth	5	Van Kingsbergen	43 berth		o/s 43-44 berths
3	Taylor	o/s 46 berth	6	Emden	o/s 44 berth	8	Oslo o/s 43-44 berths
						9	Danae o/s 43 berth

Flagship of the squadron was the Canadian destroyer HMCS Algonquin, 4,200 full load tons and completed in 1973 by Davie Shipbuilding Ltd., Lauzon. She is armed with 2 x triple sea Sparrow S.A.M. 1-127 mm D.P. 1 x Limbo A.S.W. Mortar, 6 x A.S.W I.T plus 2 x Sea King helicopters.

Both USS Underwood (FFG 36) and USS Taylor (FFG 50) were built as Mk III versions of the Oliver Hazard Perry Class Frigates by Bath Iron Works in 1983 and 1984 respectively. Their full load displacement is 3710 tons. Armament consists of 1 Mark 13 launcher for Standard S.A.M and Harpoon S.S.M. 1 x 76 mm D.P. 2 x Triple A.S.W TT, 1 x 20 mm C.I.W System and 2 x Lamp III helicopters. USS Taylor departed from Southampton on the Saturday afternoon.

NB USS Stark (FFG 31) damaged in May by Exocet missiles fired from Iraqi aircraft belongs to this class of frigate.

The Belgian BNS Westdiep (F911) is a 'Wielingen'-class frigate. Built by Cockerill, Hoboken, she entered service in 1978. Full load displacement is 2,200 tons; armament consists of 4 x Exocet SSM, 1 x 100 mm D.P. 1 x Nato Sea Sparrow S.A.M. system and 1 x 375 mm ASW rocket launcher.

HNLMS Van Kinsbergen (F809) is a Dutch 'Kortenaer'-class frigate, armed with 8 x Harpoon SSM, 1 x Nato Sea Sparrow S.A.M. 1 x 76 MM D.P. 1 x 40mm A.A, 4 x ASW, TT, 2 x Lynx helicopters. FL displacemtn is 3,750 tons. She came from the De Schelde yard in 1980.

FGS Emden (F 210) is a West German 'Bremen'-class frigate. Built by Nordseewerke, Emden, she entered service in 1983. Full load displacement in 3,750 tons; armament is 8 x Harpoon SSM, 1 x Nato Sea Sparrow SAM, 1 x 76 mm D.P, 4 ASW TT and 2 x Lynx helicopters.

The Portugese PNS Comandante Hermenegildo Capelo (F481) was built in 1968 by A.C. de Bretagne, Nantes to the same design as the French 'Commandant Riviere'-class frigates. She is armed with 3 x 100 mm DP, 2 x 40 mm A.A. 1 x 305 mm ASW Morar and 6 x ASW TT. FL displacement is 2,230 tons.

HMNS Oslo (F 300) is a Norwegian 'Oslo'-class frigate built by Marinens Hovedverft, Horlen in 1966, based on the U.S. 'Dealey' destroyer escort, but modified to suit Norwegian conditions. The class was rebuilt during the early 1970s and the ships are again due for major refits to extend their operational life. FL displacement is 1,850 tons; armament is "Terne" A/S system, 6 x Penguin SSM. Nato Sea Sparrow SAM, 2 x twin 3" guns and 6 x ASW TT.

HMS Danae (F 47) is an Exocet-armed 'Leander'-class frigate, completed in September 1967 by HM Dockyard, Devonport. Converted to carry 4 Exocet missiles in 1980 she also carried

NAUTICAL NOTEBOOK continued:

CONTAINERSHIPS

The Dart Continent, owned by Cie Maritime Belge, was at Southampton on O.C.L charter in August. A ship of the Dart consortium, she is of 15,683g, flies the Belgian flag and was built in 1977. She is no stranger to the port, having worked here in the North Atlantic service prior to the consortium's move to Felixstowe. She has been laid up at Rotterdam.

Another containership, Tolaga Bay (52,055gt) of the O.C.L. was also here in July. Built as the Table Bay in 1977, she was renamed Barcelona in 1979, returned to Table Bay in 1981 and was given her new name in 1982. She is owned by P & O Containers Ltd.

GRAIN

On 29 July Stephenson Clarke's Beeding (1971) of 1,595 gt was the first of the seasons grain ships. She loaded at 36 berth.

CABLE

The Norwegian-flag service ship Flexservice 3, owned by A.Ugland, Grimstad, is to be at Southampton for some months on charter to British Tel&com in connection with work in the Irish Sea, laying cable to the Island of Man. Built in 1982, she is 2,989 gt and berthing, no doubt, will be in the Western Docks at the cable-loading berths.

RO-RO SHIPS

Beginning in September, the roro service of SAECS will sail from Southampton, making the port the centre of all SAECS operations. The ships involved will be the 21,712 gt Kolsnaren and Elgaren, built 1978-9 by Mitsubishi Heavy Industries, Nagasaki for Rederi Transatlantic A/B of Sweden. They are 28,000 tdw and in 1979 the Kolsnaren was renamed Merzario Asia whilst on time charter.

Other ships likely to be seen in the service are the sisterships Ango (1979) and Ronsard (1980), both owned by Chargeurs Reunis, France and of 15,632gt.

P & O SHIP MODELS

An exhibition to mark P & O's 150th anniversary opened to the public on 22 May 1987 at the National Maritime Museum at Greenwich. The exhibition of ship models and paintings depicting the company through its long history will remain open for the rest of this year.

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SHEMARA (continued from page 4)

In March 1946 the Shemara left the Royal Navy and after refitting at Woolston, sailed for South Africa in 1947 with her owner Sir Bernard Docker KBE, Chairman of Daimler and associated companies, who was to plan the motor schedule for the then forthcoming Royal tour. She yacht then spent some time moored off Hythe Pier and finally, in 1965 was offered for sale.

The Shemara changed hands in 1968, her new owner, Mr Harry Hyams of the property world. But there was an immediate dispute and the purchaser tried unsuccessfully to cancel the deal in court, claiming defects that would cost £100,000 to put right. During a West Indies cruise the yacht's bottom was damaged on a reef in the Bahamas and some disputes arose after her repair at Woolston, regarding alleged excessive vibration and since 1972 the yacht has languished in the River Itchen at Thornycroft's Northam yard. But when the yard was sold in recent months a condition was that the yacht be moved and in June this was done.

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BOTANY BAY AND ALL THAT (continued from page 12)

Nor is there any evidence that these unhappy journeys from Winchester to Portsmouth involved stopping at Sholing - if, indeed, they passed that way at all. It seems unlikely that the lumbering convict wagons or chain gangs would have come through Southampton to use the floating bridge after 1838, while before its opening, routes from Winchester to Portsmouth would hardly have come near the isolated area which probably acquired the name of Botany Bay on that very account.

