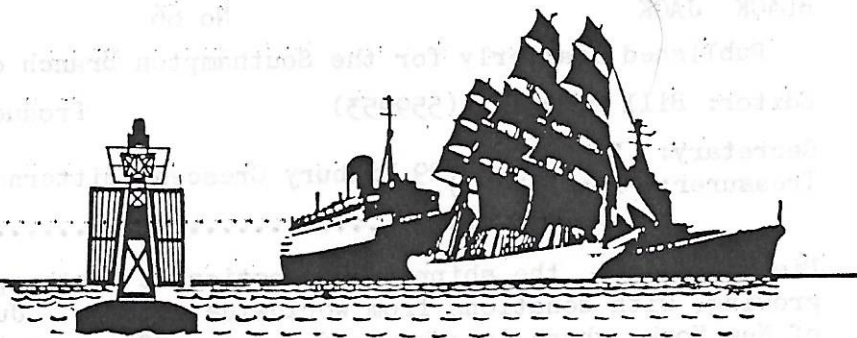


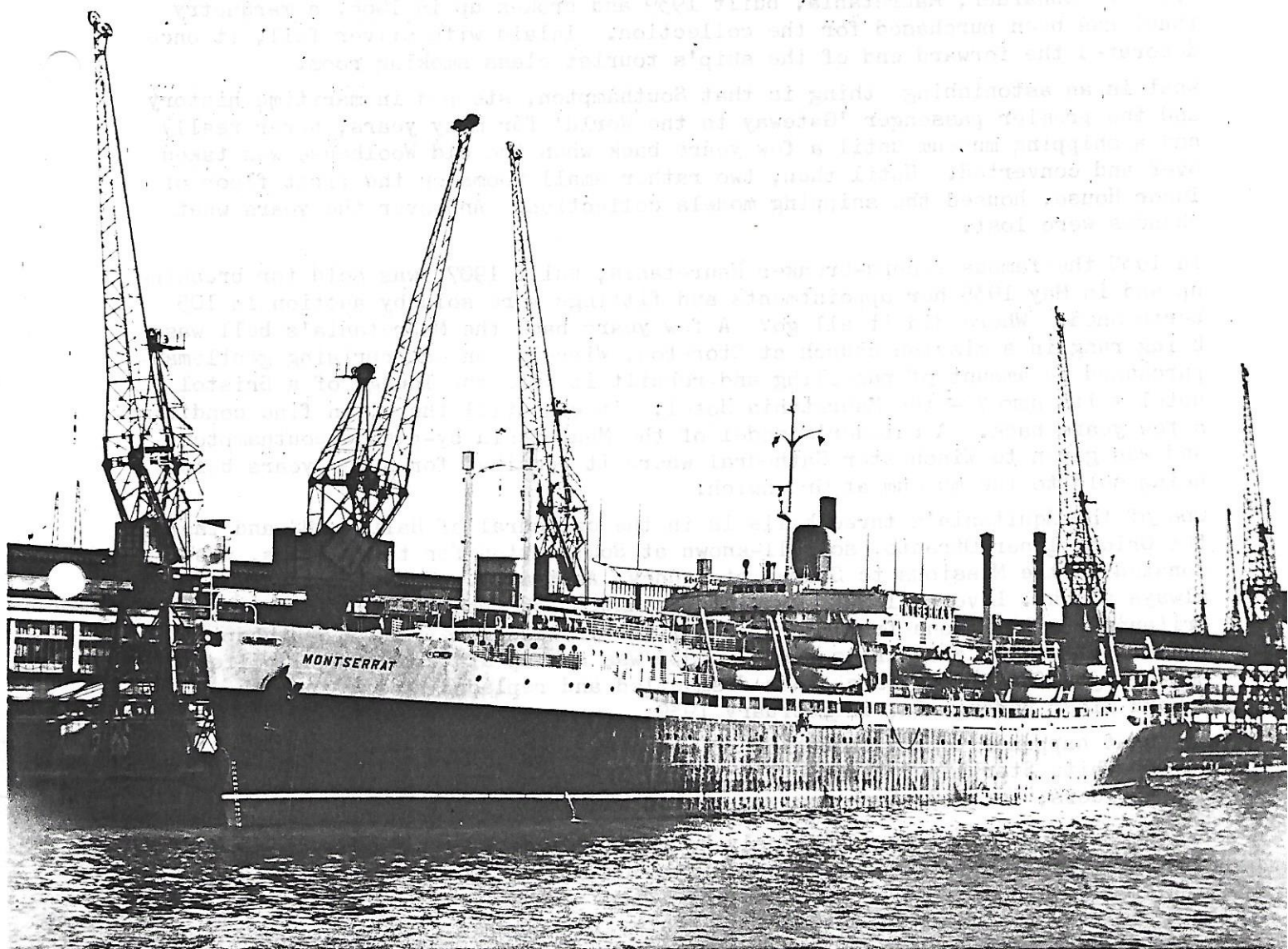
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QUARTERLY MAGAZINE
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WORLD SHIP SOCIETY



SPRING 1988

No. 66



The two 'Victory' ships (VC2-S-AP2-type) of Cia. Trasatlantica S.A., which ran an emigrant service between Spain, the West Indies and South America from 1952 to 1974 had similar histories.

The Montserrat was completed in 1945 by the California Shipbuilding Corporation, Los Angeles as the Wooster Victory, while the Vassar Victory, later to become Begona, came from the Bethlehem Fairfield Yard at Baltimore.

In 1950 the Wooster Victory became SITMAR's Castel Verde and in 1957 was converted to the passenger ship Montserrat, which was placed in the emigrant run in 1958. In March 1973 she was scrapped at Castellon.

In 1947 SITMAR took the Vassar Victory and renamed her Castalbiano, but after conversion to an emigrant ship for 480 third class passengers at Trieste in 1952 her name was altered to Castel Bianco. She was again altered in 1957 and with a deck added, could carry 940 passengers. She joined the Spanish company, was renamed Begona and began work in 1953. On 3 October 1974 she broke down with engine trouble and put into Tenerife. Repaired, she again broke down on 17 October 1974 and was towed to Bridgetown. Repairs were found to be uneconomic and on 24 December 1974 she arrived at Castellon for breaking up.

The Montserrat is shown at the Ocean Terminal, Southampton in the 1960s.

See 'I remember', page 5

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Piece by piece, the shipping collection at Southampton's new Maritime Museum is growing, with donations from worldwide sources. Just recently an elderly lady of New York, whose late husband was an officer on the Majestic, sent over a water jug and glass once on the ship, while a 4 sq ft section of panelling, inlaid with mother of pearl from the same ship has also been added to the collection. The Majestic, 56,551 gt was launched as Bismarck by Blohm & Voss, Hamburg in 1914 for the Hamburg-America Line and was seized by Britain when hostilities ended as a war reparation. The Government then sold her to White Star Line and she was completed in 1922 for the Southampton-New York service in which, as the world's largest liner, she sailed from 1922 to February 1936. The hunt for the model of this Southampton-based liner still continues.

From the Cunarder, Mauretania, built 1939 and broken up in 1966, a marquetry panel has been purchased for the collection. Inlaid with silver foil, it once decorated the forward end of the ship's tourist class smoking room.

What is an astonishing thing is that Southampton, steeped in maritime history and the premier passenger 'Gateway to the World' for many years, never really had a shipping museum until a few years back when the old Woolhouse was taken over and converted. Until then, two rather small rooms on the first floor of Tudor House, housed the shipping models collection. And over the years what chances were lost.

In 1935 the famous record-breaker Mauretania, built 1907, was sold for breaking up and in May 1935 her appointments and fittings were sold by auction in 105 berth shed. Where did it all go? A few years back the Mauretania's bell was being rung in a mission church at Storeton, Wirral. An enterprising gentleman purchased an amount of panelling and rebuilt it into the lounge of a Bristol hotel - its name? - the Mauretania Hotel. It was still there, in fine condition, a few years back. A builder's model of the Mauretania by-passed Southampton and was given to Winchester Cathedral where it remained for a few years before being sold to the museum at Greenwich.

One of the Aquitania's three bells is in the cathedral of Halifax NS and that of the Orient liner Otranto, so well-known at Southampton for thirty years, was donated to the Missions to Seamen at Sydney, Australia. Ships' whistles were always sought. Liverpool Museum acquired that of the White Star Line motorship Britannic in 1961; one from the French liner l'Atlantique (not a Southampton caller) after her disastrous fire in 1933 was set up at Barnborough Colliery, Mexborough, for a few years, then dismantled and replaced by one from the Cunard liner Berengaria, in February 1939.

And what happened to the thousands of rivet hole punchings from the steel plating of the White Star liner Olympic which were set up as mementos by Harland & Wolff, her builders, in 1910. Each one was plated and stamped Olympic.

But the star acquisition must surely be that of a gentleman living in Dorset. He purchased the first-class smokeroom of the United States Line's Leviathan, panelled in oak of 17th century design. There was a fireplace and leaded windows, each bearing the crest of an American state, in coloured glass.

The purchase price? £110. It became a billiards room in the house of the buyer.

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A card was received at Xmas from our Canadian member, Andy Andrews of Montreal. He sends his best wishes, which we heartily reciprocate, and says he will see us soon. We take it that means 1988.

We also received a letter from Captain E.E. Sigward who is spending his retirement at St. Leonards, Ringwood. He is not able to get to our meetings, but sends his regards to Branch members. We also send our best wishes to him.

The London and Southampton Railway

On 21 May 1838 - 150 years ago - the first section of the London & Southampton Railway, which had been promoted seven years before, was opened. This early line was later given the name London & South Western Railway which, in turn, became a constituent company of the Southern Railway when regrouping took place in 1923.

Southampton and its Docks owe their prosperity to railway development and although the Docks did not come under railway management until 1892, they were undoubtedly in the minds of the promoters, for this was put forward under an early suggested title of the Southampton, London, and Branch Railway and Dock Company. This came about from the pre-conceived idea for a ship canal from Southampton to London so that shipping could avoid the long passage through the turbulent, heaving English Channel. But an estimate of the huge expenditure involved in such a construction caused the scheme to be abandoned and the dock scheme was simultaneously dropped from the railway undertaking. So, in 1834 the railway undertaking was given powers for the construction of the London & Southampton Railway.

In 1836 the Southampton Dock Company was formed and worked in close connection with the railway link and when the Outer Dock at Southampton was first used in 1842 passengers and their luggage were transferred from the ships' side to entrain for London.

The first section of the line between Southampton and London was from Nine Elms (later to become a huge goods centre) to Woking in 1838; then section by section until 1840 when the Nine Elms-Southampton line was opened.

However, just a year before this, the title of London & South Western Railway had been adopted in deference to the wishes of the citizens of Portsmouth who, although certainly wanting a railway connection, did not favour a company whose title included the name of a rival port!

From Nine Elms an extension reached Waterloo in 1848, with a possible trans-Thames line that never materialised. Waterloo grew and grew and was reconstructed just before regrouping and then handed over by the L & SWR to the Southern Railway as the largest station belonging to a single railway company in Britain, covering an area of 24½ acres.

By 1860 the railway had two main lines; to Southampton, which was later extended to Dorchester and the other to the West of England, reaching Salisbury in 1857 and Exeter in 1890, so competing with the Great Western Railway. It was, indeed, the L & SWR trains to Exeter that brought out the GWR's 'Flying Dutchman'. Later, there was also competition between the two companies in the Plymouth traffic where the Atlantic liners called in those days; GWR carrying the mails and L & SWR the passengers.

The year of 1888 saw a line from Brokenhurst to Christchurch and then on to Bournemouth's two stations, and there began the 12.30 pm Waterloo to Southampton and Bournemouth with two stops, in 2 hours 57 minutes, continuing to run for many years.

It was thought at the beginning of the London & Southampton Railway that five locomotives would be enough power for the traffic available, but in the later history of the line came many locomotives designed by Adams, Drummond, Urie, Maunsell.....and the construction of the large Locomotive Works at Eastleigh.

With increasing trade, but without the financial back-up for dock improvements and expansion, Southampton Docks Company was acquired by the L & SW Railway in 1892 for £1,360,000. The docks and quays which were taken over by the L & SWR included:

- Open Dock (Outer Dock) of 16 acres. Depth 31 ft, area of quays 3,720 ft.
- Opened in 1843 and constructed at a cost of £140,000

The London & Southampton Railway continued:

Inner Dock of 10 acres. Depth 28 ft. Quay space 3,300 ft. Opened in 1851.

Itchen Extension Quay. Over 1,700 ft in length, with a depth of 20 ft of water at low water on spring tides and 33 ft at high water. Opened in 1876.

Empress Dock of 18 $\frac{1}{2}$ acres. Depth 26 ft at low water on spring tides. Quay space 3,460 ft. Built at a cost of £300,000 and opened by Queen Victoria in 1890.

Drydock No 1. Length 400 ft. Width 66 ft. Depth of water on cill 17 ft at high water neap tides.

Drydock No 2. Length 280 ft. Width 51 ft. Depth of water on cill 11 ft at high water neap tides.

Drydock No 3. Length 500 ft. Width 80 ft. Depth of water on cill 21 ft at high water neap tides.

Drydock No 4. Length 450 ft. Width 56 ft. Depth of water on cill 21 ft at high water neap tides.

There immediately began constructional programmes. In 1911 the White Star Dock (later Ocean Dock) was opened for the giant White Star liners which had been transferred from Liverpool in 1907. After the Great War ended many shipping companies transferred their services to the Port including Cunard, Canadian Pacific, Shaw, Savill & Albion Line, United States Lines, German East Africa Company, P & O, Aberdeen and Commonwealth.....and in 1927 the great Docks Extension scheme stretching up the River Test was officially inaugurated on 3 January. The King George V Graving Dock was opened in 1933 and the quay wall completed in 1934.

For these world-wide shipping services, boat trains with 'Ocean Liner Express - Waterloo-Southampton Docks' boards fitted to the top of each coach, carried thousands of passengers to and from the capital and in 1953, in recognition of the ties between the shipping companies and the Port of Southampton, the locomotives began carrying headboards;

'The Cunarder', 'Union-Castle Express', 'South American' (Royal Mail Lines), 'Statesman' (United States Lines), 'Normandy Express' and 'Brittany Express' for the cross-Channel ferries and in 1957, 'The Springbok'.....

All these, of course, began to be phased out with the demise of the passenger ship in the 1960s-70s. Now there is only the occasional diesel locomotive to be seen; gone are the steam giants that crossed Canute Road with their 12-coach trains and Pullman cars; gone are the goods trains and their seemingly endless lines of wagons; gone are the shunting tank engines whose drivers could almost make their steam whistles talk; gone is the engine shed and turntable near 28 berth; and the carriage warming shed in the Western Docks is no more; all in the name of progress.....

I remember.....

BY SPANISH LINE TO THE WEST INDIES

by Andrew Hogg

In 1967 a group of students from the Geography Department at Southampton University went on a field course to South Wales. There, the idea germinated of organising a geographical expedition abroad; many universities, after all, ran successful expedition groups year after year, but Southampton had no such history. Most such expedition groups visited areas of climatic extremes, such as the Sahara or Greenland: we decided on the West Indies, partly because of the interests of the group and the work they wanted to do, partly from the existing information available, and partly from the likely costs involved. Further research located an ideal island for us, Carriacou, in the Grenadines, between St. Vincent and Grenada. With my interest in shipping I was made transport officer.

My task was to arrange for the transport of six people and all our equipment to the West Indies. Our trip was to be in summer 1969, so I studied all the fares from the liner companies serving the West Indies and also wrote to cargo lines serving the area. Harrison Line proved to be a great help to us; they offered to take two people each way for just £25, and all our equipment free! For the remaining four people, it came down to a choice between Spanish Line (Begona and Montserrat) or KNSM (Oranje Nassau and Prins der Nederlanden). In the end, on the grounds of both a more favourable schedule and cost, we chose Spanish Line. The cost of the return journey, Southampton - Grenada and back, was £135 in a six-berth cabin. (Air fares in 1969 were still much higher than sea transport).

The organisation of the expedition went very well; financial backing was secured from many sources, and many firms donated food and equipment (we only spent £60 on food for six people for a 2-month stay!). As a result of the fund-raising, the expedition cost each member just £60: we were away for 3 months.

Late in June 1969 I drove to London in a university van with six large crates of equipment; no containers then! We went to the West India Docks, where the crates were loaded on the Temple Main (1958, 8,005 gt), a Harrison charter. The leader and deputy leader left Liverpool on July 2nd aboard mv Antrim (1962, 6,305 gt) - again, on charter to Harrison, from Avenue Shipping Company. The remaining four of us sailed from Southampton on July 3rd, on board the Montserrat. She was originally built as a 'Victory' ship, launched 1945 in Los Angeles as Wooster Victory. She was sold to Sitmar in 1950 and renamed Castel Verde. In 1953 she was converted at Genoa to carry 480 emigrants, but was sold in 1957 to Cia. Trasatlantica Espanola; to us, she was soon re-christened (affectionately!) "Monster Rat".

The weather on departure was rather dull and cool, but the crossing of the Bay of Biscay was calm. We called at Corunna on July 5th and Vigo on the 6th, but there wasn't much shipping in either port, just a few small Spanish tankers and coasters. As we sailed South from Vigo, and passed Cape St. Vincent, we crossed the seaway to and from Gibraltar and saw Else Skou (1951, 4,248 gt) heading northwards, and two British ore carriers, Victore (1963, 19,543 gt) and Oremina (1956, 6,858 gt). Next stop was Las Palmas on the 9th, a morning call to take on provisions. The port was busy, particularly with Russian and Polish freighters also taking on stores - Chopin (1959, 9,231 gt), Korin (1969, 10,063 gt), Serov (1969, 9,547 gt) and Michurin (1967, 10,179 gt). Also in port was Elder Dempster's Aureol (1951, 14,083 gt). At mid-day, we left for the short hop to Tenerife, and this produced one of my shipping highlights of the journey. The main route for supertankers from the Cape to Europe passes between Gran Canaria and Tenerife, and as we corrsed that day, the Universe Japan appeared from the south. This tanker, completed in 1969, was one of six sisterships, by far the largest in the world at the time, at 326,000 tdw, on long-term charter to Gulf to carry crude oil from Iran to a deep-water terminal at Whiddy Island, in Bantry Bay, in Southern Ireland. Tenerife contained a modest assortment of ships, most of them Spanish.

By this time, the weather had turned very hot, and so it remained for the rest of the voyage; but it was also very calm. Life on board was enjoyable, though comparisons with P & O would be pointless! Most of the passengers were West Indians, visiting relatives in the islands from their British homes. The food was adequate; you didn't alwqys know what it was, though! There was a small

Spanish Line to the West Indies (continued)

swimming pool, of which we made much use, and competitions for chess and table tennis, which we eagerly entered. There was a good bar, and a dance floor with real music from a small band; however, there were not many female passengers with which to dance! Most evenings, there was a film-show on deck, with the breeze gently ruffling the canvas screen, but a great atmosphere nevertheless. Dolphins were seen from time to time, and many flying fish.

The Atlantic voyage passed very pleasantly, and after eight days of just water, we sighted Trinidad on July 17th. Unfortunately, there was little shipping in Port of Spain. There was however, the small bauxite carrier Prospector (1950, 7,484 gt) as we approached the harbour. The ship was a little late in arriving and we spent that night at Piarco Airport, Trinidad, flying on to Trinidad next morning. There, we met the other two members of the expedition and, after relatively little red tape (thanks to the help of Grenada's Minister for Carriacou affairs), we re-claimed our crates of food and equipment from Customs. Next day, we caught the inter-island schooner, a traditional West Indian working boat, with sails and an auxiliary engine, for the 25-mile journey to Carriacou.

Carriacou is just $13\frac{1}{2}$ square miles, quite manageable as an area for study, especially as it has a good road network, a legacy of the wars between the English and the French in the West Indies: when the French occupied the island they had only a few cannon, so they built roads and moved the cannons around to make the island appear strongly fortified. We were given the use of the former school-master's house in one of the villages; this was excellent, as we were there in the wet season. Although it didn't rain very much, we did have a number of severe storms, and life under canvas would have been uncomfortable.

Our work on Carriacou consisted of a major land-use survey (the first detailed one undertaken for the whole island), an examination of the island's tourist potential, with recommendations for sites of hotels, marinas and a golf course, a study of water supply problems and possible improvements, and a geological survey. The island was quite unspoilt, with little commercial activity - just one small hotel and three small boarding houses at the time. The population of 6,000 lived mainly by farming on a subsistence basis, growing crops of maize and peas, plus some cotton and bananas to sell as cash crops. The seas were rich in fish; so fishing often supplemented what was grown. The island had superb beaches, with excellent snorkelling over coral reefs, and fine flor and fauna, e.g. humming birds, pelicans and large iguanas. However, few tourists visited it because of the lack of facilities; our proposals for the development of the tourist industry aimed to conserve the attractions of the island, and not over-develop it. Our two months on the island passed very quickly.

Our return voyage was rather interesting. Again, Harrison Line had agreed to bring back two plus equipment. Elaborate arrangements were made through a very unreliable telephone link, for the two people to go to St. Vincent to board mv Philosopher (1964, 6,162 gt). However, when they arrived in Kingston, St. Vincent, the ship had already sailed - a day early! Fortunately, she had gone only as far as Bridgetown, Barbados, and they acquired a lift on a fishing boat, eventually arriving safely at Greenock on September 14th.

The remaining four of the group flew from Grenada to Trinidad to rejoin the Montserrat. This time, Port of Spain harbour was more busy, the most interesting ships being Akagisan Maru (1951, 6,416 gt) and the American ships Santa Flavia (1943, 6,507 gt) and Steel Traveler (1945, 76,99gt). Instead of sailing eastwards to cross the Atlantic, we now sailed west to La Guaira, in Venezuela, the port for Caracas. Montserrat's schedule meant that on each voyage it did a Caribbean cruise, mainly for Venezuelans, lasting eight days. On our first visit to La Guaira we saw the German ships Krefeld (1956, 3,279 gt) and Caroline Oldendorff (1969, 9,327 gt) and the Venezuelan vessel Ciudad de Barquisineto (1951, 4,214 gt) among others. From La Guaira, we went to Curacao, with many interesting Shell tankers, plus Blue Funnel's Jason (1950, 9,715 gt). Here, we loaded fuel oil: unfortunately, the pipes for this must have been right next to our cabin. The oil was very hot, so our cabin became a Turkish bath. However, the cruise continued; next stop was Kingston, Jamaica: the most interesting ship in dock here was Grace Line's Santa Mercedes (1964, 11,219 gt). As with other cruises, we had a day in each port. Cristobal, at the Caribbean

end of the Panama Canal, was our next port of call. Some passengers went on the ancient steam railway to Panama City at the Pacific end of the canal, but I contented myself with a visit to the Gatun Locks. We saw an excellent selection of ships, many never seen in European waters. We returned to La Guaira from Cristobal, passing very close to Aruba, where there were several interesting Esso tankers.

Eventually, we left La Guaira again on 21st September for our trans-Atlantic return, with calls at just Tenerife on 30th September and Vigo on 4th October, before returning to a very cool, misty Southampton on 6th October. We had left Trinidad on 12th September, so our return took 24 days.

The following summer Montserrat broke down in mid-Atlantic with boiler trouble and had to be towed back to Spain. This was the beginning of the end for her and on 3 March 1973 she arrived at Castellon, Spain, for breaking up.

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HEMSLEY BELL LTD (L.R. Hemsley Bell)

FLEET LIST

This small bunkering company was begun in the post-war years of the Great War at the time when ships were being converted from coal to oil burning.

The oil barges and tugs and later, the steam bunkering ships with their black, white-banded funnel, became a familiar part of the dock scene into the 1960s. The 'Hemsley' ships later had a buff funnel, white black band square and letters HB. At first the offices were in Atlantic House, Canute Road, then in Havelock Chambers, Oriental Terrace.

The following are notes of the craft owned:

- Marion (tug) 46 gt Built Falmouth 1894 75 ft x 14 ft 24 hp
Registered at Southampton in 1919.
- Talbot (tug) 62 gt Built New Holland 1913 65 ft x 15 ft
1929: Associated Transports Ltd., Liverpool.
- Cretol) 625 gt Ferro-concrete barges built by Hill, Richardson
Cretoleum) & Co.Ltd., Hamworthy, Dorset in 1919.
- Attendant 1,016 gt Built Chatham Dockyard 1914 200 ft x 34 ft
1926: in reserve, Rosyth.
1935: (Hemsley Bell)
1939: (Admiralty charter, Scapa Flow).
1946: returned to owners.
10.1964: Sold to LacMots Ltd., Queensborough. Scrapped.
- Hemsley I. 1,177 gt Launched: 23.6.1916 and completed 9.1916 by Tyne
Iron Shipbuilding Co.Ltd., Willingdon, as the Royal Fleet
Auxiliary Scotol. 210 ft bp. 221 ft oa x 35 ft.
Engines: T3cyl.
1948: Hemsley I.
12.5.1969: Aground, in fog, off Porthcothan, about 6 miles
south of Padstow (Voyage: Liverpool/Antwerp-in ballast
for scrapping. Total loss.
- Hemsley II 1,176 gt Built by A. MacMillan & Sons Ltd., Dumbarton in
1918 as the Royal Fleet Auxiliary Hickorol.
1938: New tank section fitted.
1948: Hemsley II
1950: Grammos (N.T. Papadatos, Greece).
1956: Ardenza (D'Alesio & Castaldi, Italy).
1967: Pannesi (Ciane-Anapo Cia di Nav.e Bunkeraggi, (Italy).
9.1978: Scrapped La Spezia.

Berth

- 1 Normannia (BR) 52/3543 (for Havre)
- 2 Roebuck (BR) 25/866
- 3 Brittany (BR) 33/1522
Isle of Guernsey 30/2189
- 4 Falaise 47/3710
- 7 Winchester 47/1149
- 8 Moose (BR) 59/795 (for Channel
Islands)
- 12 Isle of Jersey 30/2180
- 14-15 HMS Wessex
HMS Warsash
- 19 Tulipfield 22/390 Boiler cleaning
ship (British Wheeler Process
Limited).
- 20 HMS Newfoundland
- 22 Cöpeland (Clyde Sg Co) 48/1255
(for coastwise)
- 26-27 Dunera (M of T) 37/11162
- 30-31 Andes (RML) 39/25689
- 35 Alice Brown 46/8215 (Bloomfield,
US flag)
- 40 Burnhope 43/2937 (Burnett)
- 41 Heron 57/943 (GSN)
- 49 Dilwara 37/12620 (B-I)
- 101 Empire Fowey 35/19116 (M of T)
- 101 (E) HMS Acute, HMS Jewel
- 102 Pendennis Castle (UC) 58/28582
- 104 Pretoria Castle (UC) 48/28705
- 105 Wiedau (Bugsier) 54/1366 (Arr am)
- 108-9 Waipawa (SSA) 34/10727 (Arrived
from New Zealand)
- 3 DD Brading (BR) 48/837
- 4 DD Farringford (BR) 47/489
- 6 DD Mauretania (Cunard) 39/35655

With the approach of winter, the British Transport ferries were arriving for overhaul. At Berth 8 their new Moose was loading for the Channel Islands; her sistership, Elk, also built by Brooke Marine, Lowestoft, had been delivered in the previous April. Built for bigger cargoes, they displaced the Haslemere, Ringwood and Whitstable. The old (GWR) Roebuck from Weymouth was at Berth 2.

The training ship Wessex and mine-sweeper Warsash, of the Solent Division, RNVR were in the Inner Dock, whilst at 101 Berth were the 'Algerine'-class minesweeping sloops Acute and Jewel.

At 20 berth was the cruiser Newfoundland, undergoing slight repairs before handing over to her new owners, the Peruvian Navy. Her handing over

date was to be 30 December 1959.

At 30 berth was Royal Mail Line's Andes which had arrived on 22 November on her last South American voyage. From then on she was to be employed cruising. She went to 'De Schelde' at Vlissingen, Holland for conversion for her first cruise which had been scheduled for 10 June 1960.

The Bloomfield SS Company of Houston, Texas was using the port in those days, calling en route from the U.S. Gulf ports to North European ports. There were four ships in their fleet, all war-built C2 standard-type ships. The Alice Brown was formerly Messenger, built by the Consolidated Steel Corporation, Wilmington in 1945-6.

Another war-standard ship in Dock was Burnett SS Co's Burnhope, at 41 berth. She was completed in 1943 for the Ministry of War Transport and moved to Burnett when war ended.

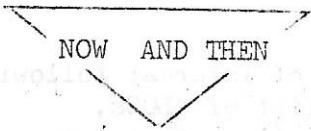
In the Western Docks the usual two Union-Castle liners were at 102 and 104 berths, discharging and loading respectively; the Bugsier feeder ship Wiedau, working two and from German ports, was at 105 and Shaw, Savill & Albion Co's Waipawa was discharging at the Cold Store berth.

The troopship Empire Fowey, originally Potsdam, one of three Norddeutscher Lloyd ships built for the Far East service shortly before the war, was at 101 berth. She was to be taken out of service in March 1960.

Two other troop transports, Dunera and Dilwara were also changing their careers. In 1960 the Dilwara was to be sold to the China Navigation Company, London for work in the Far East and Dunera was to be refitted as a schools-cruising ship.

Of the ships in dock, only two wore flags other than the Red Ensign.

The list also shows what a great part British Rail played in the prosperity of the docks where so many of the southern-cased ships came yearly for overhaul by the Marine Engineers work-force, let alone the passenger and cargo ships employed in the Channel Islands, Havre and St.Malo services of that period.



Locals are often heard to say what little shipping there is to be seen at Southampton nowadays as compared with the old days. Many, however, overlook the fact that over the past two decades or so we have witnessed a huge revolution in shipping which has affected every port in the country.

First, the British coastal services ceased; the coaster has gone, ousted by the juggernaut which offered a door to door facility. Then came the demise of the passenger liner, overcome by the jumbo jet and, thirdly, there came the container and the departure of the cargo liner. The latter phase also introduced the ever-pressing urgency of containership turnaround which now sees a berth occupied for only a few hours whereas the cargo ship of yesteryear took several days to discharge and several days to load, thus providing an occupied berth for a week or more and contributing to a busy dock scene.

As with most ports the scene at Southampton changed, particularly as it had prospered for so long as a passenger port and the following notes give a perhaps surprising picture of Southampton shipping today as compared with our 'Nostalgia' picture of Southampton Docks shipping thirty years ago, which is printed on the opposite page.

The Inner Dock no longer exists, filled in some two decades ago to make parking space for the then expanding ro-ro ferry trade. The adjacent Nos 1-4 drydocks were also filled in. The ferries then departed from the Outer Dock and the area became the Ocean Village, outside of the true dock area.

Dock berth numbers now begin at 20 - 27, which are in the Empress Dock, now used by the smaller ships. Bowker & King Ltd have their bunkering ships there; Williams Shipping Co.Ltd., also use the dock for their motor barges and fast motor launches; the Port Authority has its maintenance craft at 25 berth, while at 26-27 berths Dutch and German coasters work in the animal feedstuffs trade. The Ocean Terminal is now no more and 43-44 berths are now a site for the iron and steel scrap export trade.

At 204-206 berths spreads the Container Terminal; 201-202 berths are used for ro-ro car-carrying ships and at 203 the Post Office has its cable ship administrative centre.

To emphasise this change and for comparison we have selected Sunday 20 December 1987 for the shipping scene at Southampton.

Berth 30	Po (C.N.S.O)	74/4309	g	Ro-ro cars; sailed pm
34-5	Rigoletto (Wallenius)	77/17502		Ro-ro export cars; arrived am.
36	Kapitan Glazachev (USSR)	76/10,179		Loading grain
37	W.D. Avon (Westminster Dredging)			Dredger.
39	Arroyofrio Uno (Guardiaz)	84/8126		roro cars (to 30 berth)
40-41	Jonathan J (Monagesque)	84/23,609		Disch.package timber ex S.Korea.
43-44	Vasman (Starco)	78/20328		Loading scrap metals for Taiwan.
47	Sky Hawk (Kokusai)	83/20212		Loading grain for Bangladesh.
50	R.N. Reserve ships.			
101	CS Monarch (Post Office)	75/3874.		
102-3	Wallona (Jansen)	67/1565		Discharging grain.
103	Kingfisher (rig)			Laid up.
104	Shevrell (Tyrrell)	81/1580		Grain.
107	Hoop (Poseidon)	78/1481		Grain.
108	Sir Galahad (RFA)			
201	Hockenheim	76/1391.		ro-ro cars.
203	CS Alert (Post Office)	61/6083		
204	Kitano Maru (NYK)	72/50159		Arrived noon.
205	Bremen Express (HAL)	72/57366		Arrived am.
206	Barbara Britt (Schirren)	75/792		Container feeder. Arr am. Sd. am.
206	Norasia Princess (Norasia)			Arr am
6DD	Arco Trent (ARC)	71/594		Suction dredger.
7DD	Levante Express (Adriatica)	78/5843		Sailed am
7DD	Fenicia Express (Adriatica)	78/5840		Arrived am

Fawley is also within the Port of Southampton and a matter of interest following a recent publication and our last cover, is the following list of VLCCs, totalling a massive 1.9m gross tons which discharged crude oil at Fawley in the last quarter of 1987. This tonnage does not include the many coastal and short sea movements which are associated with the Esso refinery.

Esso Africa	*(Bah) 1975/137,166g	Lima	(Br) 1977/161,632 gt
Esso Demetia	(Br) 1973/125,293	Lampas	*(Br) 1975/167,632
Esso Geneva	(Lib) 1975/146,309	Northia	(Br) 1971/64,815
Esso Bermuda	(Bah) 1974/123,126	Cairo Sea	(lib) 1975/76,472
Captain John G.P. Livanos	(Gr) 1976/123,648	Mobil Flinders	(Aust) 1982/93,939
Texaco Japan	(Pan) 1975/123,648	Karen Maersk	(Den) 1976/167,207
Berge Prince	(Nor) 1973/138,008		

* Two entries.

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NAVAL NOTES

by

Bill Lawes

The most interesting vessel to arrive at Southampton this quarter is the new R.F.A Logistic Landing Ship, Sir Galahad. Laid down by Swan, Hunter at Wallsend in July 1985, she is a replacement for a ship of the same name that was sunk as a war grave off Fitzroy in the Falklands in 1982. The new ship however, is larger, at 8540 tons full load compared to the 5670 tons of her predecessor and she has steel superstructure instead of aluminium, whilst a 'visor' type bow door replaces the twin hinged doors of the earlier ship. The new Sir Galahad was commissioned at Marchwood Military Port on 7 December.

Two unusual visitors to the docks were the pair of Chilean Supply vessels AFT 65 Janequero (ex Maersk Transporter) 1974, 1,431 tdw and AFT 66 Galvarina (ex Maersk Traveller, 1974, 1,445 tdw. They loaded containers of military equipment.

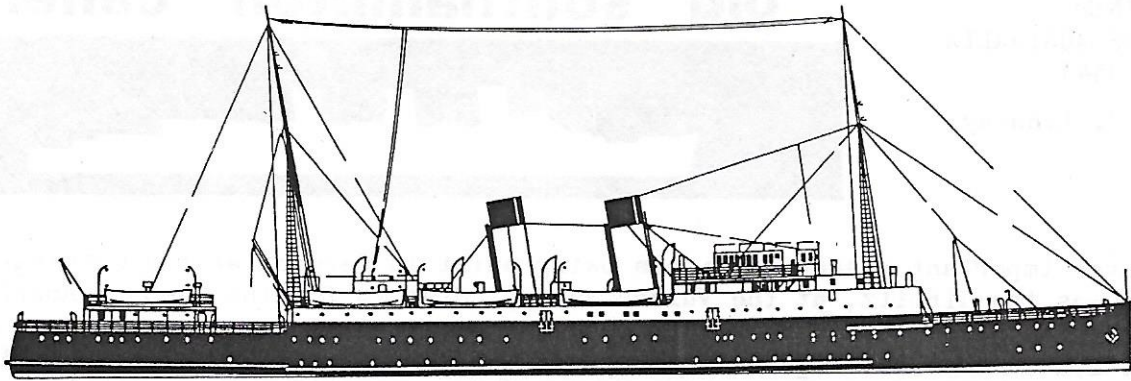
Vosper Thornycroft's yard at Woolston has been awarded a contract to complete some of the P2000-class Fast Patrol Boats. These vessels were ordered from Watercraft Ltd., Shoreham, but most of them were incomplete when the company ran into financial difficulties. The unfinished vessels were then towed to Portsmouth where they remained for almost two years before Vosper Thornycroft were contracted to complete them. There are two versions of this craft; most are destined to be operated by the Royal Navy and have grey hulls; others will be used by the Royal Naval Auxiliary Service (RNXS) with black hulls. These boats are of GRP construction, looking rather like overgrown 'Airfix' kits. They displace 43 tons and twin diesels give them a speed of about 22 knots. The first four vessels to arrive at Woolston were Blazer, Dasher, Pursuer and RNXS Exploit and five others moved up to the yard later.

The two Ministry of Defence tugs, Bridget and Brenda which were transferred to work at the Marchwood Military Port in 1983 have now been disposed of, Brenda to the Southampton company, Inshore Ship Management and Bridget to Sutton & Smith Ltd., Great Wakering, just north of Shoeburyness, on the Essex coast. As her engines had been removed and she had been somewhat cannibalised, she had to be towed there.

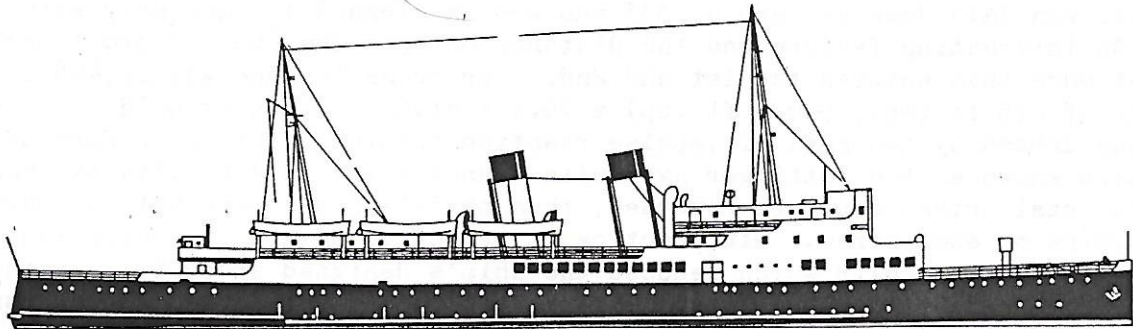
These 'Girl'-class tugs were two of an eight-ship group built early in the 1960s, the remainder Alice, Agatha, Audrey, Agnes, Barbara and Betty all being sold commercially in the early 1980s.

A second 'Improved' batch of 18 of these light duty tugs were delivered between 1966 and 1969.

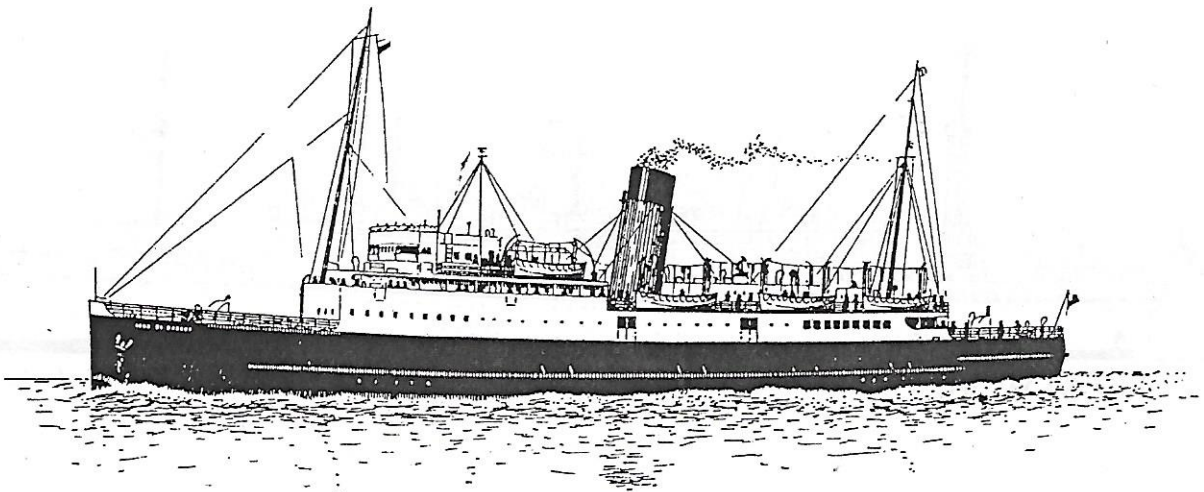
Of the original eight sold commercially, Agatha was sold to Itchen Marine Towage Ltd., Southampton, in November 1982 and renamed Wyetow; Barbara, which had been working at Chatham was sold to H.G. Pounds, Portsmouth in March 1983 and Audrey, which was sold to Coastal Launch Services Ltd.



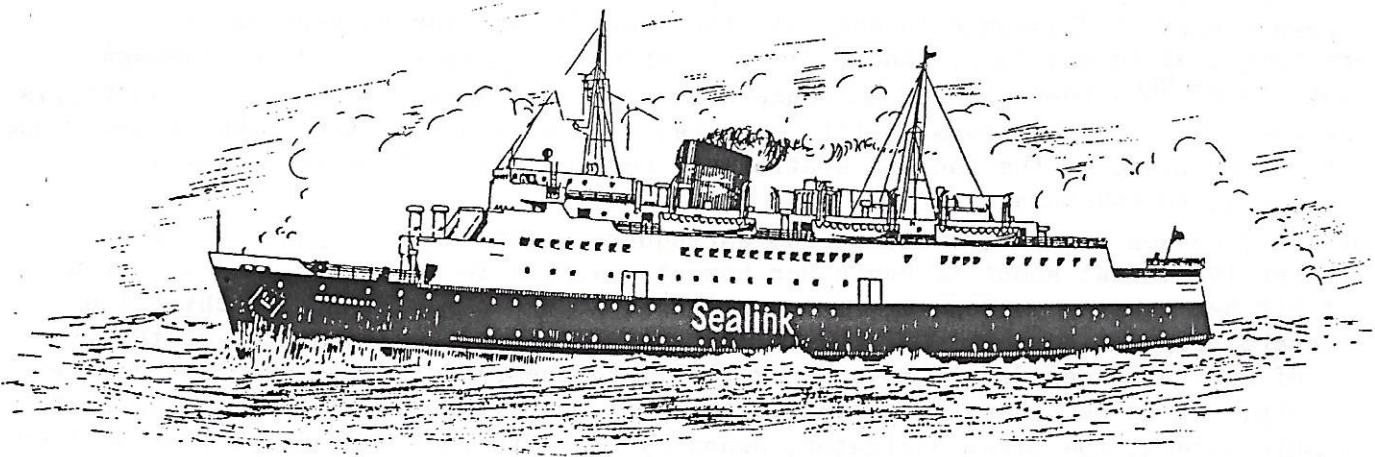
DINARD of 1924 - as built



DINARD - after rebuilding as a car ferry in 1947



ISLE OF THANET of 1925

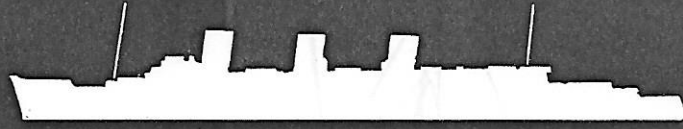


NORMANNIA of 1952 - after rebuilding as a car ferry

THE CANADIAN PACIFIC
LINER
EMPRESS OF AUSTRALIA
(1914)

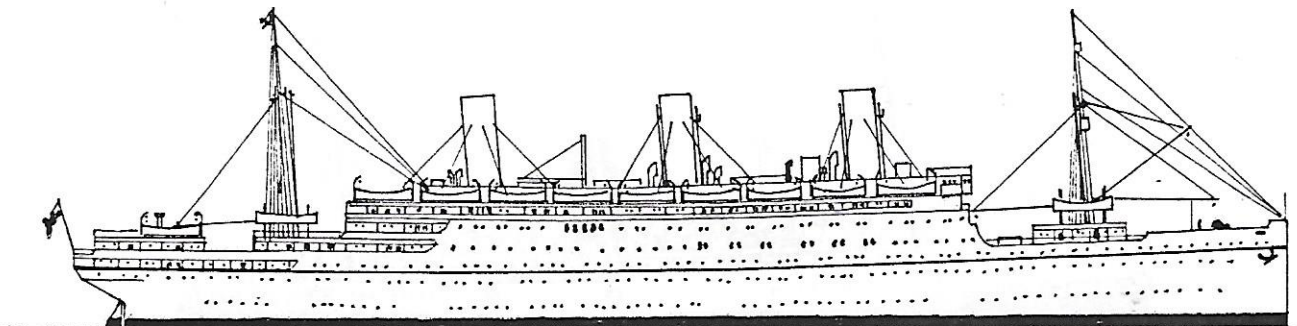
by John S. Lindsay.

old southampton callers



One of three important passenger liners being built in Germany at the outbreak of the Great War was the Tirpitz, at the Vulcan yard at Stettin for the Hamburg America Line. She had been launched in November 1913 and was nearly completed when work was stopped in August 1914. Her fitting-out was resumed two years later and after many interruptions, was completed after the end of hostilities in 1919. She was then handed over to Great Britain as a war reparation and for the next two years served as a troop transport under the management of the P & O S.N. Company.

The Tirpitz was laid down as Yard No.333 and was an elegant looking ship with three funnels. An interesting feature was the distance between the 2nd and 3rd funnel which was 8 feet more than between the 1st and 2nd. Her gross tonnage was 21,498 on dimensions of 615 ft (oa), 589.9 ft (bp) x 75.1 x 41.6 ft depth of hold. She had twin screws driven by two sets of impulse reaction turbines, through a form of hydraulic transmission known as the Föttinger Hydraulic Transformer. This brilliantly conceived but experimental drive, could be reversed, thus obviating the necessity of having an astern turbine on each screw. In practice it proved to be highly inefficient, developing an inherent slip which reduced the ship's designed speed by 2 knots, giving a speed of 15½ knots at a shaft horsepower of 15,000. At full speed the transmission reduced the speed of 775 rpm to a shaft speed of 144 rpm. Her hull was of steel, with five decks. Accommodation was provided for 370 1st, 190 2nd, 415 3rd and 1,000 steerage class passengers; her crew numbered 500.



EMPRESS OF AUSTRALIA (1914)

JOHN S. LINDSAY (S)

She was purchased by Canadian Pacific Ocean Services (later Canadian Pacific Steamships) in 1921 and renamed Empress of China on 28 July. At the end of August she was sent back to the Vulcan yard at Stettin for a complete machinery overhaul and then moved to John Brown's yard at Clydebank to complete the overhaul and for conversion of her boilers from coal to oil fuel. The work was completed in May 1922 and her tonnage increased to 21,860 gross. On 2nd June her name was changed to Empress of Australia and she was placed on the trans-Pacific service. She sailed from the Clyde on 16th June to take up her place on the Pacific station for her new duties from Vancouver via Pacific calls, to Yokohama.

She was at Yokohama during the disastrous earthquake which occurred just before noon on 1 September 1923. Just about to begin her homeward voyage to Vancouver, she had begun to cast off her mooring cables when the earthquake struck. Many people watching the liner depart plunged to their deaths when the quay collapsed. The Master of the Empress of Australia decided to move his vessel into the roadstead to ensure the safety of his ship, but as he began the manoeuvre the port propeller fouled the mooring cable of the ship astern, the Steel Navigator, owned by the Isthmian SS Company. Then another hazard threatened when fuel tanks in the Naval Dockyard began to blaze, bursting to

nautical notebook

In November 1987 the engines-aft motorship Sam G arrived at Vancouver Wharf and shortly afterwards it was announced that the new owners, British Clipper Company were to rebuild her into a four masted clipper ship. She is to become an exhibition ship and will advertise British goods, particularly in the United States. On measurements of 306.5 x 40.7 ft, she is of 1,426 gross tons and has a deadweight capacity of 2,105 tons. She was built by Werft Nobiskrug, Rendsburg in 1962 for E. Russ & Company, Hamburg.

In 1972 she moved to the Venezuelan flag as Manaure, of Linea Minaure C.A. (Consolidada de Fenys C.A. Caracas and then, in 1978 was sold to Ryhope SS Inc., Panama (C.H. Treganze Co.Ltd., Norwalk, Conn. U.S.A), renamed Tynemouth and suffered machinery damage on 29 April 1979 while at Baton Rouge. Sold and repaired, the next owners were Marine Holdings Ltd., Grand Cayman Islands and she became the Sam G. Then, in 1984 she moved on again to Lineas Maritimas Inc., Miami, Fla., under the same name.

She arrived at Netley Anchorage from Brest on 15 October 1987 and next day ran aground off Hamble during a vicious storm, remaining aground until 22 October. Tugs then refloated her and she was drydocked on 23 October for an underwater check. No damage was found and the Sam G moved to Vancouver Wharf on 3 November.

Her transition from a small-sized general cargo motorship to a sailing clipper should be interesting to follow.

How many saw the 1959 film 'The Mouse that roared' on Channel 4, Sunday 10 January? For those who didn't, they missed some beautiful film of the Red Funnel tender Paladin underway, and also including on board clips. Featured in the film, the Paladin was shown several times passing the Queen Elizabeth, also underway, and then the Ivernia, all somewhere south of the Nab in perfect weather, with only the horizon as a background.

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OLD SOUTHAMPTON CALLERS continued from page 12

boats which had commenced to assist in the rescue work. After anchoring safely in the open water, the liner launched the remainder of her boats to aid in the rescue work. For several days she acted as a floating hospital and refugee ship and was instrumental in saving some 3,000 people, a feat which the people of Yokohama still remember to this day.

In August 1926 the Empress of Australia was sent to the Fairfield Shipbuilding & Engineering Company, Glasgow, where she was re-engined. After considerable constructional problems, but without disturbing or damaging her magnificent public rooms, the fourteen original boilers were cut up, piece by piece, and removed from the ship, to be replaced with six double-ended boilers and a single-ended auxiliary boiler. The Parsons turbines, driving through a single reduction gearing were to give 18,000 shp and a cruising speed of 19 knots, and 20 knots maximum at a very economical rate of oil consumption.

Her passenger accommodation was restyled to carry 400 First, 150 Second and 630 Third class.

After the refit she was transferred to the Southampton-Quebec service and made her first sailing on 25 June 1927, when she carried among her passengers, the Prince of Wales and Prince George (King George VI). Her off-peak periods were filled in as a very successful cruising liner. In 1933 she was given another refit and her passenger accommodation was again altered to carry 287 First, 394 Tourist and 358 Third class. On 6 May 1939 she carried King George VI and Queen Elizabeth on their visit to Canada and they returned in June on the Empress of Britain, arriving at Southampton and driving through the city. When war broke out in 1939 the Empress of Australia was requisitioned as a troopship, remaining on those duties until 1952 when she was sold to the British Iron & Steel Corporation and broken up by Thomas Ward at Inverkeithing.

nautical notebook

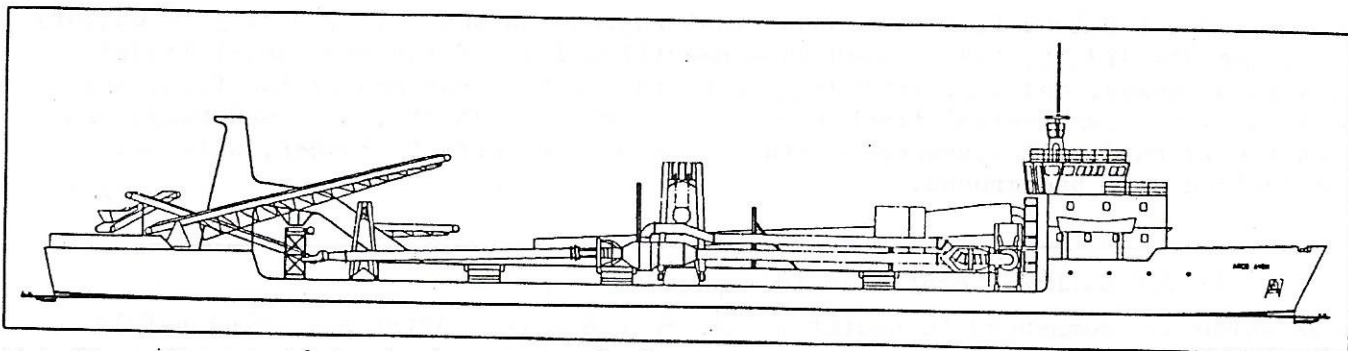
continued from page 13.

Over the years we have seen many interesting tape/slide shows, but the one in December was something different and must be one of the best we have seen. It was put together by John Gunning of Great Yarmouth, an Engineer Officer on the United Baltic Company's Baltic Valiant. As the title 'Baltic Ice' implied, the show featured the Gulf of Finland, the waters off the southern Finnish coast, the approaches to Leningrad, icebreakers and convoy navigation through the ice packs. Indeed, not one picture shown was free of the scenic ice. This was really an excellent show.

In January, Andrew Hogg gave his Tankers/Eastern bloc cargoes talk. Andrew seems to be specialising in the tanker trade and produced many fine pictures of tankers, particularly of the VLCCs laid up in the Norwegian Fjords during the late 1970s. This was another good show, with a large attendance. We look forward to the next.

Arco

Based at Burnley Wharf, Marine Parade, Southampton, ARC Marine Ltd ordered three trailing suction hopper dredgers from Appledore Shipbuilders Ltd in late 1985. The first of the trio, Arco Avon was launched on 5 September 1986 and was the first ship to be delivered after the merger of Appledore Shipbuilders and Ferguson Bros., Port Glasgow. The second ship, Arco Arun was completed in July 1987 and the last, Arco Adur, is due to be handed over in May 1988



Details: Length 98.2m (oa), 92.70m (bp) x 17.35m breadth, giving a measurement tonnage of 3,474 gross.

Deadweight capacity is 5,550 tons and dredging can be performed to a depth of 43 metres.

The maximum loading rate is 2,000 t per hour and theopper capacity is 2,406 cu.m.

The ships' work lies in the coastal waters of the North Sea, English Channel and Bristol Channel, which provide the quality aggregate needed for the building and civil engineering industries. ARC, in fact, provide over one third of the aggregate dredged in British waters. Their fourteen-ship fleet discharge at ARC wharves and working sites at over thirty locations.

(See also Black Jack No 52 (p5) Autumn 1984 and No 13 (p8) Winter 1974).

Next meetings: 12 April	'Voyages Francaise' with Frank Phillips.
10 May	'1944-54 - a decade in the Merchant Navy' by Captain J. Moffat.
14 June	'South Coast Steamer Services 1939' by Gerald Jacobs.
12 July	Richard de Kerbrecht on 'Shaw Savill'.

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