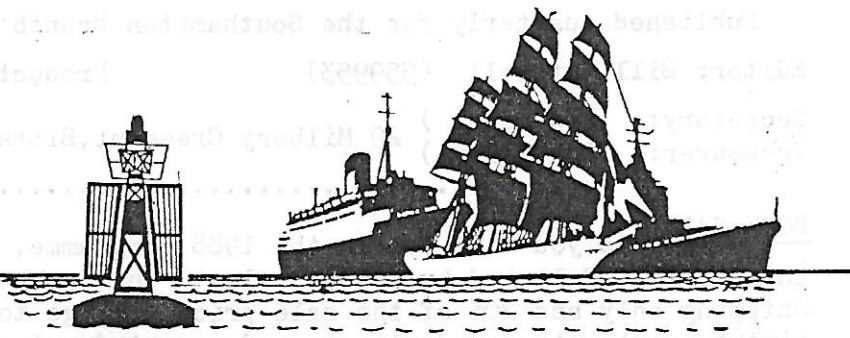


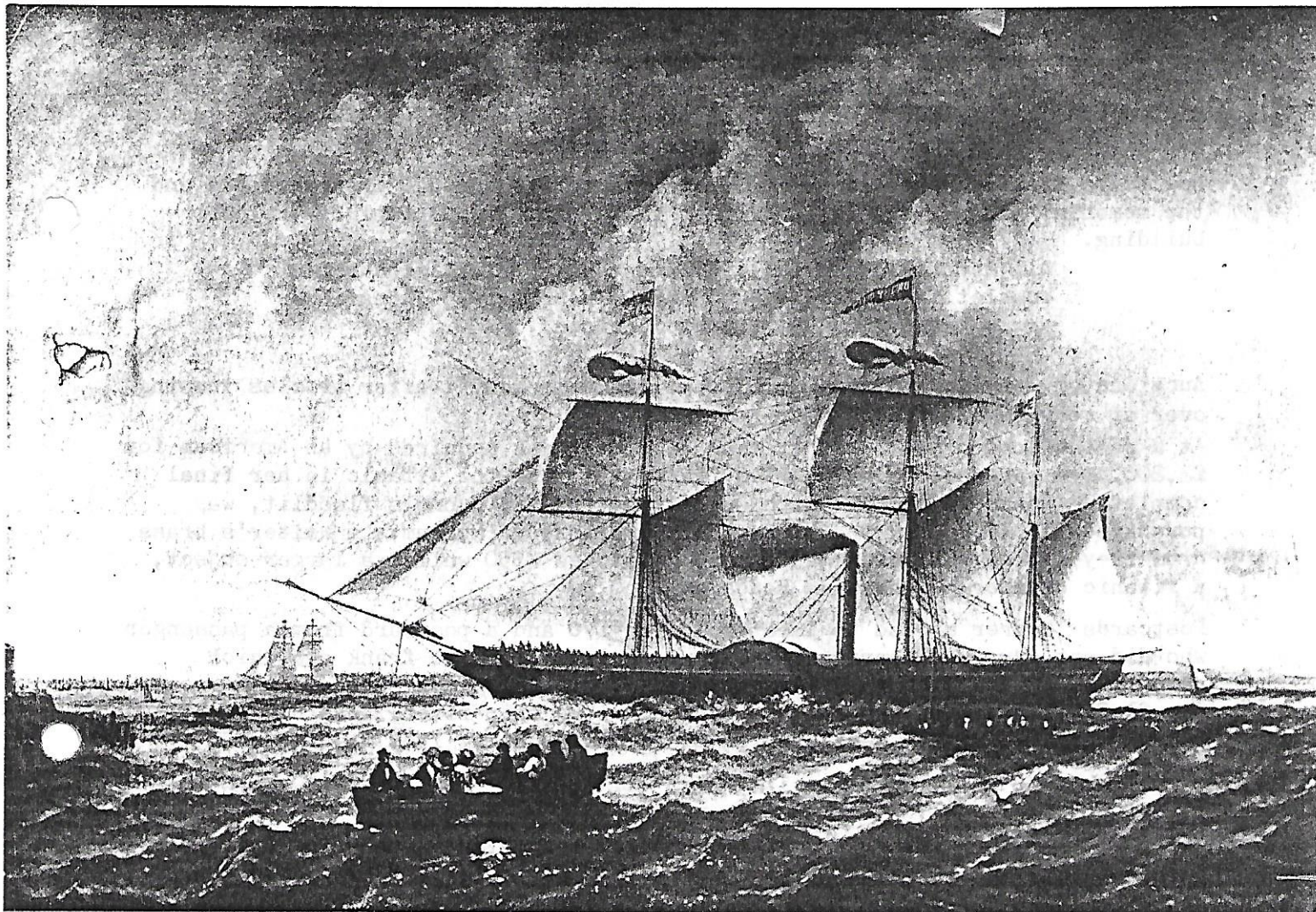
BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



SUMMER 1988

No. 67



The wooden paddle steamer British Queen of 1,850 tons was one of the first ~~afxtkx~~ transatlantic steamers to be associated with Southampton. Built by Curling & Young of Limehouse in 1838 for the British & American Steam Navigation Company, it was intended that she should make London her home port but Mr Joseph Liggins, Chairman of the Southampton Dock Company, had other ideas, and the above is a reproduction of a picture which was painted by Knell showing the ship passing Calshot Castle, although at that time she had never been in Southampton Water. The British Queen called at Southampton for the first time on Thursday 3 May 1842, when she embarked 35 passengers for New York.

Published quarterly for the Southampton Branch of the World Ship Society.

Editor: Bill Mitchell (559953)

Production: Mike Lindsay (694558)

Secretary: Rod Baker)

Treasurer: Don Baker) 29 Milbury Crescent, Bitterne, Southampton (449972)

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BOOK SALE

As you will see in the 1988 programme, the AGM is on 11 October and this will be followed by a book sale. The books for sale are to be of Merchant Shipping only and 20% of the sale price will go to Branch funds. Now is the time to sort out your duplicate and unwanted volumes.

The books you have for sale should be listed with any 'reserve' amount you require shown against the respective book. Please let David Hornsby have the list on, or before the meeting on 13 September 1988. The books should be brought on the actual night of the auction sale (11 October) only.

TITANIC

Of the seven memorials in Southampton of the Titanic disaster of 1912 one was for the eight musicians of the ship who played whilst passengers and crew were entering the lifeboats. All were lost. The memorial and tablet were placed within the Town Library which stood on the London Road/Bedford Place corner, but which was destroyed by wartime bombing.

Now to be built on the old site are offices for the Mutual Insurance Ltd and the memorial with a replica tablet is to be placed in a wall of the new building.

All memorials are fully documented in Brian Ticehurst's booklet THE TITANIC. SOUTHAMPTON'S MEMORIALS (Kingfisher Railway Productions).

Auctions of Titanic ephemera still continue, the sought-after articles turning over at very high prices.

At a recent London sale a 10 ft teak deck seat was acquired by an American for £2,200. A watercolour by Charles Dixon depicting the Titanic in her final completion stage at Belfast with superstructure and funnels floodlit, was purchased for £8,250 by the Ulster Folk & Transport Museum; a waiter's brass crum tray marked 'Titanic' 'Belfast 1912' fetched £550 whilst a larger object, a Titanic chamber-pot changed hands at £260.

Postcards 'Nearer my God to Thee' sold for £70 and a postcard from a passenger who did not survive, bearing the Titanic's transatlantic frank and which said 'I think the Titanic a lovely boat - you hardly know she's moving' went for £1,210. And £550 was paid for an inscribed ship rivet, possibly from the Olympic, which was mentioned in Black Jack (Spring 1988).

.....

THE WIGHT TALK

Our 12 April meeting 'Voyages Francaise' with Frank Philips unfortunately had to be cancelled due to illness. Instead, the Isle of Wight Branch quickly helped out in sending us the Isle of Wight tape talk which came out some ten years ago and which, for some reason, we missed at the time. And a very interesting show it turned out to be, helped even more by the fact that it was ten years old and many of the featured ships now gone. We understand that the Isle of Wight Branch are now working on an update. We won't miss that one! All members of our Branch join in wishing Frank a speedy recovery.

PHOTO REQUEST

Can anyone help member Bill Hawkins to obtain (purchase) photographs of the following vessels of the War Department (R.A.S.C) fleet that were stationed at HM Gunwharf, HMS Vernon, Portsmouth in 1945-46.

They were Desdemona, Grand Parade and two VIC boats, the numbers of which are unknown but believed to be VIC 33 and VIC 57.

Telephone: (Home):0705 665305.(Office):0705 371225.

THE FLEETS OF
ARKLOW SHIPPING LTD
AND
JAMES TYRRELL LTD



Increasingly frequent calls to the Port have been made in recent years by the pale green hulled coasters from the expanding Irish-flag fleets owned and managed by the related James Tyrrell Ltd and Arklow Shipping Ltd

by David Hornsby

Located in County Wicklow on the Irish Sea coast of Eire about 40 miles south of Dublin, Arklow has long been an active port, synonymous with the name of Tyrrell, although by now many of the relationships have become rather obscure.

Arklow was well-known for its sailing ships and even in the late 1950's the port could still boast three registered auxiliary wood-hulled schooners, James Tyrrells' Connah Quay-built WINDERMERE (1890/179grt), Mrs E Tyrrell's INVERMORE (21/146g) and Michael Tyrrells' J.T. & S. (18/129g), the latter two vessels having also been built at Arklow by the J.Tyrrell & Sons shipyard.

Michael G.Tyrrell - now the Chairman of Arklow Shipping - as well as owning the J.T. & S. was also the registered owner of several coasters including, up until 1972, the AVONDALE (50/303g) ex Aegir-58, ex Navis-56 and until 1986 the JOAN T (59/397g) ex Thomas M-73, ex Scheldt-70.

James Tyrrell Ltd was formed soon after World War II and early vessels owned by the Company included the "Severn-Collier" type HALRONELL (43/313g) ex Monkton Combe-50, ex Empire Laird-47, which was tragically lost on Black Rock off Co. Wexford during an October 1961 gale. Another was the TYRRONALL (35/248g) ex Heimat-45, ex Empire Contamar-48 which had started life as a Baltic auxiliary 3-masted schooner, was lengthened in 1939, became a war prize, was wrecked off Par in March 1947 when managed by John Carter (Poole) Ltd, was salvaged and rebuilt several times before eventually being sold to other Irish owners in 1968.

Three vessels were owned almost throughout the 1960's, the MARIZELL (48/418g) ex Kate-59, ex A R Rawall-56, the Goole-built MURELL (40/319g) ex Creekdawn-54, ex Goldfaun-52, ex Empire Estuary-46, ex Fiddown-43 which in 1940 had been run-down and sunk in the Mersey by the HMS CAMPBELTOWN and the Dundee-built VALZELL (35/576g) ex Arbroath-62 of Dundee, Perth and London Shipping. However, in 1972 all three were sold, the latter two for scrap. Prior to these disposals, the Company took delivery of the Cork-built DARELL (70/387g), which in 1976 was sold to Cobh owners, although management was retained for several years.

Two former Coast Lines vessels were then acquired, the SHEVRELL (54/561g) ex Fernfield-71 and another MURELL (57/1127g) ex Terrier-72, although after about a year each was resold, to Canadian and Uruguayan owners respectively. Another Coast Lines vessel briefly joined the fleet and was again named SHEVRELL (62/881g) ex Wirral Coast-72, being resold in 1973 to Osborne & Sons and renamed PORTMARNOCK. In 1974 the Company took delivery of a newbuilding, yet again named MURELL (see below), soon to be followed by the two pairs of sisterships, which today form their part of the fleet.

Arklow Shipping was formed in 1966 as a management company for the vessels owned by the family firms of the founding members, although it also owns vessels in its own right.

Later to become familiar in Solent waters, a 1970 acquisition was the ARKLOW (48/299g) ex Eisbar-70, ex Herta II-63, ex Arctic-58, ex Banka-55 which was sold in 1973 to Kendall Bros.(Portsmouth) Ltd and renamed KB. In 1971, another early addition to the fleet from Coast Lines was ARKLOW BAY (53/533g) ex Fallowfield-71, ex Medusa-54, but in September 1973 the vessel sank 40 miles SW of St. Ann's Head, Pembrokeshire after taking on water during a storm. The ARKLOW VALE (63/443g) ex Torquay-72, ex Roscrea-64 was acquired

from J & A Davidson of Aberdeen, almost immediately being resold to other Irish owners, but repurchased in 1977, sold again in September 1981 and eventually lost under Tanzanian ownership in 1986.

Launched as ANNEMOR, the Norwegian-built ARKLOW DAWN (73/946g) remained in the fleet until July 1987 when sold and renamed KIMARE under the new Norwegian International flag. The similar MURELL (951g) was delivered one month later, in January 1974, by another Norwegian yard and was sold in February 1988 to James Fisher & Sons, but remains under the Irish flag.

Two other vessels to have short stays in the fleet were the ARKLOW BRIDGE (63/369g) ex Timber Skipper-76, ex Jorgen Priess-63 which was acquired from Nielsen Shipping of London and resold to other Irish owners in 1977, being renamed JOSTRICA. The ARKLOW BAY (67/399g) ex Nordic Clover-78, ex Nordic Proctor-75, ex Knudsvig-70 was resold to Norwegian owners shortly after being purchased from Diamond Fertilizers of Grimsby.

Slightly longer stays were made by another ARKLOW BRIDGE (68/500g) ex Constance-77, which was sold to Carisbrooke Shipping and renamed MARK C in 1981 and by the former Dutch-owner ARKLOW RIVER (69/400g) ex Apollo I-78, which continued to be managed after being sold and renamed CYNTHIA JUNE in 1982.

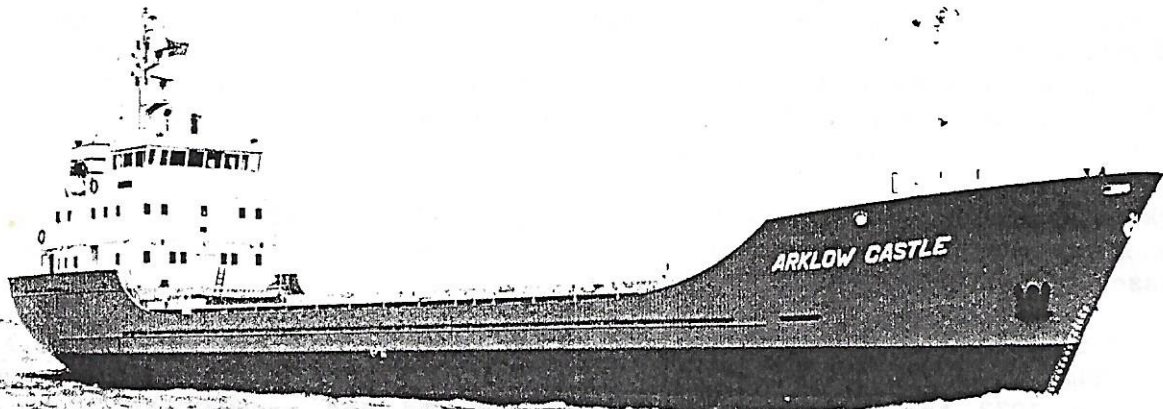
The 1980's have seen a sustained period of expansion, although the lack of tax incentives resulted in the Company considering switching the fleet to another flag in 1986. The following year, the Shipping Investment Bill overcame this problem and Coastal Shipping plc was formed to own a fleet of up to four coasters, the first vessels being acquired early in 1988.

An order was placed in 1987 for four low air-draught coasters, the first such newbuildings for the Company. Later in the year, the larger ARKLOW ROSE was purchased at a Rotterdam distress sale, with 326 TEU capacity and two-40 ton cranes she is suitable for world-wide trading. The first charter was for the British Govt to the Falklands, the longest voyage undertaken by an Arklow ship this century.

PRESENT FLEET LIST

ARKLOW SHIPPING LTD - some owned by individual companies

ARKLOW ABBEY	1054 grt	1644 dwt	70.6 loa x 10.8 bm x 4.3 d
ARKLOW CASTLE	M 1000bhp	8-cyl Brons,	11 knots
	1981	Bijlman/Ferus Smit	(Conoship Group), Neth

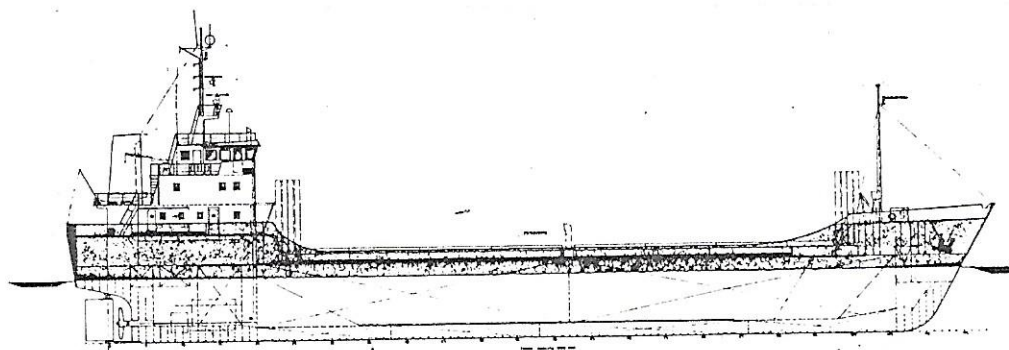


ARKLOW CASTLE (Builders photo)

ARKLOW RIVER ex Ba ^r Fisher-84(Br) ex Atlantic Coast-79(Dmk)	1394g 2711d 71.5 x 13.0 x 5.7 M 2000bhp 6-cyl MAK, 12 knots 1976 Orskovs Staalskib, Frederikshavn, Denmk
ARKLOW VALLEY ex Procyon-84(Du)	1597g 2703d 73.3 x 13.2 x 5.1 M 1450bhp 8-cyl MWM, 11 knots
ARKLOW VALE ex Capricorn-85(Du)	1977/79 Bodewes Gruns, Foxhol, Neth
ARKLOW BRIDGE ex Tequila Sunset-84(Pa) ex Cairncarrier-82(Br)	1592/1534g 3147d 79.5 x 13.6 x 5.6 M 2400bhp 8-cyl MAK, 12 knots 1975/76 Martin Jansen, Leer, FRG
ARKLOW BROOK ex Aramis-85(Du) ex Breezand-83(Du)	
ARKLOW VIEW ex Terona-84(Du)	993g 1519d 65.8 x 10.8 x 4.3 M 1200bhp 6-cyl MAK, 10 knots
ARKLOW GLEN ex Tromp-84(Du)	1978/79 Bijholt BV, Foxhol, Neth
ARKLOW ROSE ex Faroe Trader-87(Fa)	4292g 4515d 102.5 x 17.6 x 5.5 M 3800bhp 6-cyl MAK, 14 knots 1984 Orskov Ch., Frederikshavn, Denmark
ARKLOW MANOR ARKLOW BAY newbuilding ARLOW MARSH newbuilding	1523g 1750d 73.8 x 11.5 x 3.8 Mbhp .-cyl MAK 10½ knots 1987/8/8/8 Hugo Peters, Wewelsfleth, FRG

JAMES TYRRELL LTD

VALZELL SERENELL	1038g 1608/1632d 61.5 x 10.4 x 4.8 M 1200bhp 6-cyl Brons, 11 knots 1976/7 Verolme Cork Dockyard, Eire
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SHEVRELL

SHEVRELL DARELL	1393g 2691d 75.4 x 12.6 x 5.2 M 1475bhp 12-cyl Brons, 11 knots 1981/82 Bijholt BV, Foxhol, Neth. lengthened 1986; 1580g 3033d 83.75 loa
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COASTAL SHIPPING PLC

INISHEER ex Lia Ventura-88(Cy) ex Flagship 1-86(FRG) ex Elisa von Barssel-85(FRG)	1839g 2230d 78.0 x 12.7 x 4.3 M 1700bhp 10-cyl Bolnes, 12 knots 1985 Tille Scheeps, Kootstertille, Neth
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INISHOWEN ex Raimundo A-88(Sp)	1236g 3126d 77.0 x 13.0 x 5.5 M 1750bhp 8-cyl MAK, 10½ knots 1983 Ast. Luzuriaga SA, Pasajes, Spain (4/88)
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Timber

Timber is one of the oldest of cargoes, carried in all sizes and quantities through the ages. It was a prerequisite of the tramp steamer and was shipped to every port where discharge was capable.

The timber trade was particularly prevalent along the banks of the River Itchen, maps of the early 1800s showing a number of timber wharves and sawmills, the timber not only used in the building of ships, but in building houses and shops etc in the expanding suburbs of Southampton.

In the early 1920s the newly-grouped Southern Railway, owners of Southampton Docks, realised the possibilities of the timber trade and to encourage traffic to Southampton Docks constructed special shed accommodation at Berth 45 for 72,000 sq.ft of timber. Rail facilities allowed direct loading to wagons, either from ship or pile. There was also open storage space adjoining the shed.

But this was not large enough, the trade increasing so much that more under-cover storage was required and this was provided between berths 34 and 40 for another 1,600 standards of timber.

Yet even this proved not enough and in 1929 another shed was built behind the passenger shed at Berth 41. This measured 330 ft x 60 ft wide, with an allowed stacking to 20 ft. It was used primarily for bulk timber (Oregon pine), had a central railway line and vehicle road 11 ft in width for loading to lorry or wagon, with a 2-ton overhead travelling crane facility.

Some ships, although berthed in the Docks, discharged overside to barges for towing to upriver wharves. Scandinavian timber carriers could frequently be seen anchored off the Supermarine Works discharging overside. There were four berths in the trot on these Itchen Buoys, the maximum size of the first being 300 feet. Ships using these buoys sometimes touched bottom in low water. Discharge was 20-30 standards per hatch per day.

Upriver there were berthing facilities at Drivers Wharf and Tredegar Wharf, each capable of taking one ship, which was aground on soft mud at low water. Discharge was 20-plus standards per day. At Tredegar there was a ship-length limitation not exceeding 180 feet. On the River Test, at Eling Wharf, there was also a similar facility with the 180 ft length restriction, the berth drying out at low water. Timber was also discharged at the Town Quay, ships up to 2,500 tdw using several berths.

Some importers of those pre-war days were Gabriel Wade & English, whose wharf was next to the Dixon & Cardus oilcake mill wharf at Northam Bridge; Drivers; Tagart; Morgan & Coles; W.W.Howard Brothers, on the Itchen bank at Bitterne Manor for barges; Denny, Mott & Dixon; Montague L.Meyer; Burt, Boulton & Hayward and Travis & Arnold....

When trade settled down in the postwar years, timber again became an important trade of the Docks. Largest shipments were from the Baltic lands, Canada and South America. The main varieties were softwood deals, battens and boards from Norway, Sweden and Russia and smaller shipments from Yugoslavia and Corsica. From British Columbia ports came Douglas Fir, Hemlock and Balsam Pine, Red Cedar and Spruce.

Other varieties, albeit in smaller amounts, included Corsican Beech, Siberian Larchwood, Ramin Wood from Sarawak, Borneo (for furniture), Maritime Pine, Ash, Elm and Beech from France, Dutch Bottoms (used in railway wagon construction) from Rotterdam, telegraph poles from Sweden and Finland and Parana Pine from Brazil.

In the consignments from British Columbia were railway sleepers and crossings and these were usually transhipped to barge and taken to British Rail's Civil Engineers Department at Redbridge, for 'pickling'.

The principal area of storage in the 1950s was near berths 40-41, the ocean shed 660 ft x 100 ft being used for lighter wood goods and the nearby shed of 330 ft x 60 ft area, equipped with gantry crane, for the heavier timber.

OLD TIMES OF THE RIVER TEST

Notes on Eling Creek and of Redbridge

Have you ever been to Eling? It is just under one mile to Totton and five west of Southampton. Eling is mentioned before the compilation of the Domesday Survey in the gift of land by one of the Saxon Kings of Wessex for the building of a church; and there stands the church of St Mary, an ancient edifice of flint and stone in early English style. The fields around the church slope down to the water, known as Goatee, a name said to derive from the going out of the tide.

Wooden-hulled naval ships were once constructed at Eling, as indeed they were at Redbridge. This was undoubtedly because the River Test was a natural outlet to the sea from the timbered acres of the eastern New Forest. It is recorded that in 1130 Henry I embarked upon his last expedition to Normandy from Eling Wharf, north of the Creek which is Burt, Boulton & Haywood's timber wharf and has been for a century or more. Indeed, in those days they were also manufacturers of creosote, pitch, naphtha, benzolé etc, as well as being timber merchants and importers and possessing timber preserving works and steam saw mills.

In the Napoleonic Wars French prisoners were brought to England and kept in confinement near Eling Quay. The little creek also offered itself for another purpose - that of a smuggler's haunt.

Apart from the timber trade, the local economy of a century ago included James Fletcher & Son who were wharfingers, timber, bark, coal and corn merchants; Spooner & Bailey, agricultural chemists, artificial manure manufacturers and importers of oil cake at Eling Works; there were three inns, The Anchor, Village Bells and King Rufus; a river pilot; blacksmith, collector of rates, registrar and a National School, built in 1835, for 250 children. The nearest railway station was at Totton, although an omnibus left for Southampton three times each day. There was also Eling Mill

Eling Mill is an unusual 18th century mill powered by the tide, with two water wheels side by side under the ground floor and there are belt shafts and a sack hoist on the first floor working off the vertical shaft. The mill has sluice gates to hold back the water as the tide rises. When opened, they drive the mill for up to five hours. Eling is one of only three such mills left in working order. One can follow the progress of the home-grown wheat as it passes through the mill and is then ground to powder. The mill is open to visitors and a video explains the miller's life; displays show local history and a shop sells stoneground flour and bisuits. Entrance fee 85p, Senior citizens 60p, Children 50p (1987).

On the right bank of the River Test, opposite Eling is Redbridge, listed the Hundreds of Redbridge in the Domesday Book. At Redbridge many wood-hulled ships were built for the Royal Navy.

One of the earliest on record was the Winchelsea, a 5th rate 32-gun ship of 358 tons, launched 13 August 1694 by Ann Wyatt. The Winchelsea was captured by the French off Hastings on 6 June 1706. Another 5th rate ship with 32 guns was Southsea Castle (373 tons, launched 1 August 1696 by Knowles. On 15 September 1697 she was wrecked in a gale on Dove sand.

In 1795 General Bentham acquired permission of the Admiralty to build several small ships of war and the following year Hobbs launched the 18-gun sloop Arrow, 386 tons. She was fated to be taken by two French frigates off Gibraltar on 24 February 1805. Also launched in 1796 was the 18-gun sloop Dart, also by Hobbs. She was broken up at Barbados in 1809.

By the turn of the century the 16-gun Redbridge, 150 tons had been built, the Millbrook, 14 tuns, 150 tons, the Netley and the Eling. More ships followed in the early years of the 19th century. Hobbs launched the 12-gun brig Boxer, 182 tons on 25 July 1812. She was captured by USS Enterprise off Portland, U.S.A on 5 September 1813. Hobbs then seemed to take on a partner for the next four ships were under the builder's title of Hobbs & Hillyer. These were: Challenger, an 18 gun sloop, 387 tons, laughed 15. May 1813; May 1819 hulked and March 1824 sold at Trincomalee

In Black Jack No 17 of 1976 there was an article on the history of the coastal tanker company of Christopher Rowbotham & Sons Ltd., which gave a fleet list to that date. This is an update of that list.

In 1970 the company was acquired to become a wholly-owned subsidiary of the Ingram Corporation of New Orleans. In 1980 it changed its style to Rowbotham Tankships and then, in 1984, was acquired by Marine Transport Lines, New Jersey. Since 1976 a number of tankers have enhanced the fleet and the total deadweight capacity is some 120,000. Largest of the ships is the Tankerman, from Dunstan's yard in 1982, built for worldwide, as well as coastal trading.

In early 1987 the complete fleet of Rowbotham Tankships was transferred from the United Kingdom to the Isle of Man register, although the London Office remains the administrative centre. The fleet can be divided to tankers and to chemical carriers, some of which appear in the Fawley shipping lists.

Tankers:	blt:	tdw:	gt:				
Wheelsman	1967	4648	2897	Echoman	1982	6125	3759
*Humbergate	1969	2907	1579	Tankerman	1983	10716	5774
*River Shannon	1970	2979	1567	Chemical carriers:			
Pointsman	1970	4694	2886	Astraman	1973	3292	1597
Helmsman	1972	6159	3706	Polarisman	1973	3202	1597
Bridgeman	1972	6310	3701	Orionman	1975	6176	3623
Quarterman	1973	2083	1226	Vegaman	1976	3560	2475
Oarsman	1979	2547	1550	Centaaurman	1976	3560	2475
**Westgate	1979	3368	1599	Marsman	1976	2326	1513
**Eastgate	1979	3300	1599	Stellaman	1976	2324	1513
Cableman	1980	8496	4916	Notes: * ex Steersman			
Oilman	1982	1563	997	** from Hull Gates Sg Co.Ltd.			

At the end of 1987 the Vegaman, Centaurman and Marsman were sold to Hong Kong interests, for operation by Interchem Shipping BV, Rotterdam.

=o=

TIMBER continued from page 6

At West Bay Road in the Western Docks were storage sheds, the largest 434 ft x 127 ft, and a saw mill, belonging to Montague L.Meyer. There was some 2 1/2 acres of storage space.

In the 1960s timber was still discharged overside from ships in the Docks for upriver wharves, or from ship direct to road and rail. Some was landed on quay for measuring and storing. In 1962, 62,000 tons was received at the Docks.

Today, the open-timber import trade is growing, most shipments being discharged to quay in the Western Docks from Russian ships.

One of the larger importers is Montague L.Meyer Plc, although some old names are still listed: Tagarts PDT at Vancouver Wharf, Travis & Arnold Plc, Eastleigh and Burt, Boulton & Haywood at Eling Wharf.

=o=

OLD TIMES OF THE RIVER TEST continued from page 7

Elk; a sloop, 18 guns, 386 tons, launched on 28 August 1813, sold 21 January 1836. A smaller, 184 ton brig with 12 guns was launched on 27 September 1813 as Snapper. In May 1824 she became a coastguard ship; in 1835 she was employed in harbour service and in July 1861 was sold and broken up by Castle. The Wye, 447 tons, a 20 ton post ship launched 17 August 1814 became a prison hulk in 1828, a hospital hulk in April 1834 and was broken up in 1852. The railway has been of some importance to Redbridge with lines to Bournemouth and to Romsey. Indeed, when railways were expanding routes the GWR planned on laying a broad-gauge track for an Andover & Redbridge Railway, but ran short of money and it became a L & SWR line. The Romsey line opened in 1865 The L & SW also erected a wagon repair shed close to Redbridge Wharf which later became the Civil Engineering sleeper depot for many years. There is little industry in Redbridge today, but in Eling, as well as the timber yard where small ships discharge at times, an adjacent plant is that of the South Western Tar Distilleries.

Cargo ships of the
R.M.S.P. COMPANY and
Royal Mail Lines

(Part IV The 'N' ships)

by John S. Lindsay

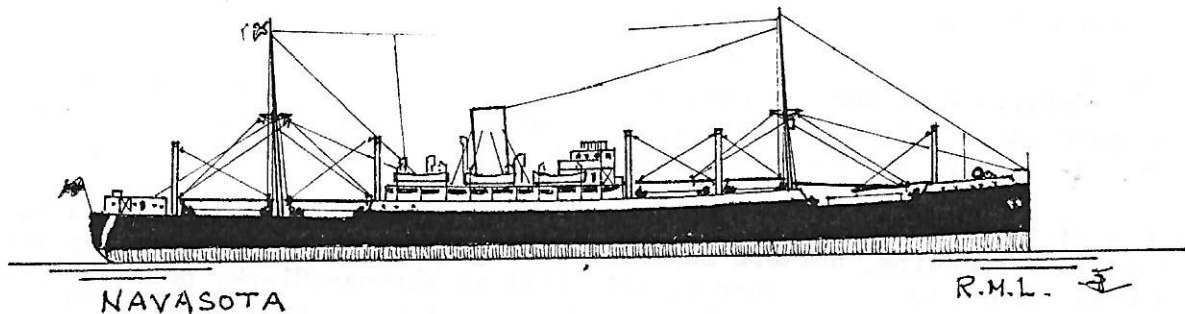
old southampton callers



There were eleven ships whose names commenced with 'N'; seven were in the old Royal Mail Steam Packet Company and four were acquired when Royal Mail Lines was formed in 1932. The largest of the R.M.S.P ships were the twin screw vessels Navasota, Nagara, Nariva and Natia, all of which made calls at Southampton. The first two were built in 1918 and the latter pair in 1920. They were good looking ships, with raked masts and rather dumpy raked funnels and had two-island hulls and cruiser spoon-shaped stern which gave them the impression of being fast ships. Another feature of recognition was the single samson post, aft of the funnel.

Navasota

Was launched on 17 June 1917 at the yard of Swan, Hunter & Wigham Richardson, Newcastle and completed in the following December. Her tonnages were 8,803 gross and 9,700 deadweight on dimensions of 430 ft x 61.4 ft; draught was 30 ft 4 in. She was propelled by twin screws driven by two sets of 4-cylinder quadruple expansion engines which each developed 1,094 nhp. Steam was supplied by five single-ended boilers with twenty furnaces fired by oil fuel and giving a steam pressure of 215 lbs psi. The bunker capacity was for 1,982 tons of oil. Her hull was built of steel with two decks and awning deck; the f'c'sle was 44 ft in length and the bridge deck 211 ft. Holds were refrigerated by two sets of machinery; a brine room serviced forty-one chambers. Baled cargo was for 445,000 cu ft; the same capacity for refrigerated cargo. There was a crew of 50 but she carried no passengers.



The Navasota entered the service of RMSF Meat Transports Ltd., on 17 March 1918, her maiden voyage being from North Shields to the River Plate, in wartime dazzle-painted livery and returned to the United Kingdom successfully with a full cargo of frozen meat. Her life was uneventful, but successful, in the frozen meat trade from South America to the United Kingdom ports. Sometimes she left the U.K. in the autumn, through the Panama Canal and up to Seattle loading salmon to her refrigerated chambers, then down to Los Angeles for oranges and apples, returning through the canal to London or Liverpool for the Christmas markets. In the off-seasons she would lay up in the docks at Newport, Mon and sometimes in a row with her sisterships Parana and Pardo. I remember on one occasion in the early 1930s when the evening paper announced that a giant liner was coming to lay up in Newport and we awaited her arrival in suspense. Next day the Ellerman Line's City of Paris came in and laid up on buoys ahead of us. I do not know quite what we were expecting, but we all felt deflated.

OLD SOUTHAMPTON CALLERS continued:

I spent many happy hours in the engine room. Being a dead ship when laid-up everything had to be done by hand, such as turning the machinery each week so as the pistons and valves did not stick. The main engines were turned every Wednesday, one eighth of a revolution. This was done by dis-engaging the turning engine and fitting a ratchet bar and worm to the main shaft pinion and then fixing a purchase tackle to the end of the bar and bracing oneself for the big pull. It was amazing how easy it was once you had the knack.

The end of her peaceful life came suddenly in the early days of World War II. On 5 December 1939 she was 150 miles West of Bishops Rock Lighthouse en route for Liverpool from Buenos Aires, when she was struck by a torpedo from U.47 and sank quickly with a loss of 37 crew.

Nagara

Details were the same as Navasots, except the dead weight capacity which was 10,400 tons. Cargo capacity was 445,000 cf (baled) and the same for her 41 refrigerated chambers. She was the only one of the four ships to carry vegetable oil in deep tanks. She, too, entered the service of the RMSP Meat Transports Ltd., in June 1918 to the River Plate and lead the same career as her sisterships.

Then, on 28 September 1927, whilst on voyage in the River Plate, she collided with the Croften Hall of Houlder Bros., and sank in shallow water. Fortunately, there was no loss of life. She was able to be salvaged, repaired and returned to service to carry on her career and this she did until 1943 when, some 400 miles off Lands End on 29 March she was torpedoed by U.404 and sank.

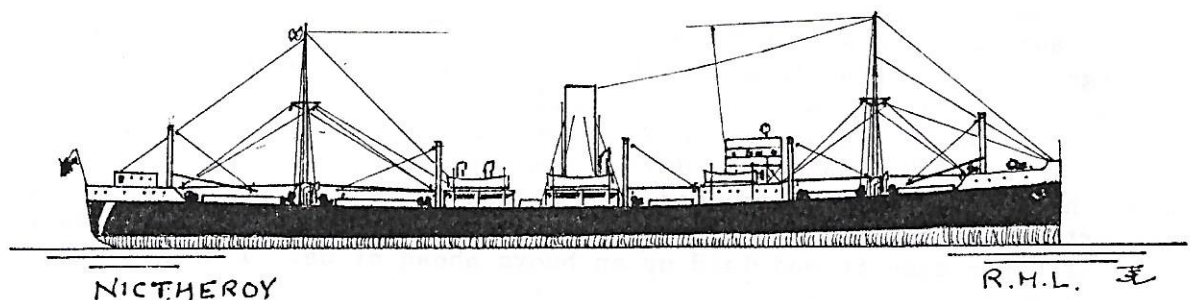
Nariva

Again details were the same as Navasota except that she was built by Alexander Stephen & Sons of Glasgow and her tonnage was slightly less at 8,723 gross. Completed in May 1920, she entered service as the others and carried out the same career until 1943 when she was torpedoed in mid-Atlantic on 17 March by U.600. She was severely damaged, but did not sink at the time, later being torpedoed again by U.91 and sank.

Natia

Details were same as Nariva. She was completed in December 1920 and began the same career as her sisterships. Her end came in 1940 when she was caught in the mid-Atlantic by the German raider Thor and was sunk on 8 October.

The next three ships of the 'N's were all sisters and laid down as 'G'-class standard-type ships, but were modified during their construction. They were the Narenta, Nebraska and Nictheroy, all built by Workman, Clark, Belfast. The first of the trio was laid down in 1919 as Neganti, then launched on the 27 August of that year as Narenta. Tonnages were 8,266 gross and 10,400 dwt; dimensions were 450 ft length 58 ft breadth; draught was 29 ft 3 in. Her single screw was driven by two single reduction geared turbines, giving a speed of 14 knots. Her hull had three decks; the f'c'stle was 44 ft in length and the poop 35 ft.



NICTHEROY

R.H.L. £

VAPORES SUARDIAZ S.A., Madrid

FLEET LIST

			gross tons	tdw
Lineas Maritimas Espanolas S.A. :				
	Antonio Suardiaz	1965	1,976	4,283
	Cervantes	1984	4,198	6,017
	Velaquez	1983	4,198	6,017
Maritime Arroyofrio S.A. :				
	Arroyofrio Dos	1985	8,126	5,080
	Arroyofrio Uno	1984	8,126	5,080
Riva Guardiaz Rafael :				
	Rivagijon	1971	724	1,286
Lineas del Cantabrico S.A. :				
	Goya	1981	696	1,400
	Sancho Panza	1980	696	1,400
Roline S.A. :				
	Roline	1980	2,350	3,730

All ro-ro motorships.

A daily service between Southampton and Dieppe, using 30 berth linkspan, began on 23 September 1987. This service was based mainly on the importation of new Peugeot Talbot car parts from France to the Midlands. The Arroyofrio Uno worked the service but suffered damage at Dieppe and with additional costs for a fill-in ship, the company saw fit to end the service on 31 January 1988.

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OLD SOUTHAMPTON CALLERS continued from page 10

Cargo capacity for grain was 400,000 cu ft., bale 388,000 cf and 428,000 cu ft in refrigerated chambers of which there were 25. Bunkers were for 1,960 tons of fuel oil. The crew numbered 45. She entered service with the R.M.S.P. Meat Transports Ltd., in 1920 and served until 1939 when she was laid up on the buoys at Netley and placed on the sale list. She was soon purchased by Nippon Suisan KK, Tokio and renamed Kosie Maru. Her career continued under the Japanese flag until 7 April 1943 when she was sunk by the USS Tunny off the Caroline Islands.

Nebraska

The second of the trio had the same details as the Narenta, except tonnage which was 8,261 gross. She was launched on 9 December 1919 and delivered to R.M.S.P Meat Transports Ltd and on 4 August 1920 commenced service on the South American route. She was the only one of the trio to remain in service with the R.M.S.P. Company all her life, making the odd call at Southampton, but using, mainly, London or Liverpool. The Nebraska did good service during World War II until 8 April 1944 when, en route from Gibraltar to Buenos Aires, she was torpedoed and sunk by U.843 off Ascension Island.

Nictheroy

was the last of the trio to be built, her details the same as Narenta but with slightly different tonnages of 8,265 gross and 11,000 deadweight. Launched on 20 May 1920, she was delivered to the Royal Mail Steam Packet Company on 22 December and entered service in the frozen meat trade with South America. Her career was the same as that of her sisterships until she was laid up for sale on the buoys at Netley in 1936. She remained there until 1937 when she was sold to Achille Lauro, Naples and renamed Cuma. In 1940 she was re-sold to Lloyd Brasileiro, Rio de Janeiro and named Ipalemaloide. Her end came on 18 October 1940 when she was torpedoed and sunk by submarine off Licata, Sicily.

The new ARGUS

In August 1982, shortly after the Falklands Conflict, one of the STUFT vessels (Ships Taken Up From Trade) visited Southampton. As the ro-ro ship Contender Bezant she had been employed as an aircraft transport, carrying nine helicopters, four Harriers and a large number of vehicles to the islands during the war. Following a second trip to the Falklands after hostilities, she resumed her commercial service with Sea Containers Ltd.

NAVAL NOTES

by

Bill Lawes

In 1984 the Contender Bezant was bought for £13m and entered Harland & Wolff's yard at Belfast for a £50m+ conversion to an Air Training Ship R.F.A. Argus. March 1988 saw her in local waters again when she entered Portsmouth for the first time at the start of her trials period.

Many ideas for the conversion of merchant ships to naval auxiliary vessels have been put forward during recent years. The Falklands war showed that in a limited way the task was feasible, but the task of producing a fully viable vessel was far more complicated.

As an empty vessel, the Contender Bezant was too lively to safely handle aircraft or helicopters, therefore 2,000 tons of concrete was added, not as ballast, but above the waterline to make the ship less stable. The Argus, as a result of this, has a steel flight deck on top of a 5 ft layer of concrete, resulting in the only 'armoured' deck to be found in the present day Navy. In addition to this the portside funnel and the pair of gantry cranes were removed. Having removed them, others were fitted; a 7-tier accommodation block was built behind the bridge, the starboard funnel was enlarged to take exhaust from both engines, and around it was built a structure to represent the aft-end of a frigate to give realistic training for helicopter pilots.

The former cargo deck for ro-ro cargo has formed a basis of the new hangar, which has been fitted with two deck-edge lifts. The flight deck of the Argus can operate five helicopters, including the large R.A.F 'Chinook'-type. Up to twelve Sea Harriers can be transported and there is a limited facility to operate them in a vertical take-off and land role. Although classed as an R.F.A, the Argus, at 28,000 tons is considerably larger than the 16,000 ton 'Invincible'-class aircraft carriers and represents a versatile and interesting addition to the Royal Navy.

HMS Tireless

Meanwhile, at Southampton, it has been a quiet spell for Naval visits. In March the Nuclear submarine HMS Tireless visited the port. Completed in October 1985 she was built by Vickers at Barrow in Furness as one of the 'Trafalgar'-class Attack submarines, designed to track enemy vessels. This class of ship displaces 5,300 tons submerged and is capable of 30 knots underwater. The hull is covered with rubber tiles to reduce radiated and reflected noise which makes detection by sonar very difficult.

Protecteur

During the Easter holiday the Canadian replenishment vessel Protecteur, 24,700 tons full load was at Southampton. She has paid several previous visits to the port.

Events in the Persian Gulf in March involved Iranian naval ships of which some have Southampton connections. Of the four Vosper Mark 5 frigates in the Iranian Navy, two were built by Vosper Thornycroft and two by Vickers. The first to be laid down by Vosper was the Saam, on 25 June 1967, which was launched on 25 July and in service in May 1971. The second and third ships, Zaal and Rostam were built by Vickers at Newcastle and Barrow respectively; the fourth came from Vosper, the hull laid down on 25 July 1968, launched as Faramarz on 30 July 1969 and completed in February 1972. Displacement tonnage of these frigates is 1,250 (1,540 fl). One from each builder in the incident had been renamed Sahand and Sabland. There is also the Artemiz, an ex 'Battle'-class destroyer, Sluys, completed in September 1946 by Cammell Laird, Birkenhead. She was modernised at Southampton; the Rostam also called in April 1973. The ex 'Italia' liners Michelangelo and Raffaello, acquired by the Iranian Navy in late 1976 are still listed as naval barracks at Bandar Abbas.

Brittany Ferries charter

A seven-month charter by Brittany Ferries brought the Swedish Ferry Gotland to Southampton in February. She is to work in the Portsmouth/Caen service until mid-September.

The Gotland, 6,643 gt, was built by Brodogradiliste 'J.L.Mosor' Trogir, Yugoslavia 1973, is a twin screw passenger/ro-ro ferry and, to now, has been operating between Sweden and Gotland, an island sixty miles south of Stockholm in the Baltic Sea. Her owners are Gotland Rederiaktiebolaget, Visby, Sweden.

nautical notebookEsso Atlantic out of lay-up

In December 1987 a charter was fixed by Chevron for the Esso Atlantic, 259,532 gt, 508,731 tdw, one of Esso's two largest tankers which, when built with sistership Esso Pacific, were the third and fourth largest tankers in the world. With a beam of 70.9 metres (232' 7"), she was the largest ever ship to transit the Suez Canal as she was positioned for the voyage.

She left Aalsund on 20 October, where she had been laid up since 4 May 1983, and arrived at Brest on 2 November with two Smit tugs. The voyage from the Persian Gulf to the Bahamas was for the Louisiana Offshore Oil Port (LOOP) where most of the Ultra Large Crude Carriers with United States crude for refining, berth.

Williams Shipping sell barge

The motor barge Wilbonnie has been sold by Williams Shipping Co (Fawley) Ltd., to Scottish buyers. She is to be used to carry explosives/chemicals which can no longer be transported on the inter-island ferries, due to new Department of Trade regulations in force after the Zeebrugge ferry disaster.

The longest name?

Owned by Deutfracht Seereederei Veb (Government of German Democratic Republic) is the motorship Fliegerkosmonaut der DDR Sigmund Jahn. She was launched on 29. December 1978 at the Neptunwerft Yard, Rostock. Tonnages are 9,231 gt, 13,150 tdw.

This must be the longest ship name in the shipping registers of the world. Spare a thought for the poor typist and clerk!

Greek ferry for cruising

In December the 5,259 gt twin screw passenger/ro-ro car ferry Castalia was offered for sale and quickly purchased by the Sea Escape Group, Miami, yet another company operating cruises from Florida. The Castalia arrived Southampton in March from Piraeus from where she had been sailing to the Greek Islands. She was quickly renamed Norwegian Saga. At Southampton she was drydocked and converted to a cruising ship for one-day cruises. In six weeks, including ten days in drydock she was scheduled for refitting and refurbishing to cruising ship standards.

The Calabria was built by the Kynossoura Dock Yard Co.Ltd., Salamis in 1974 for Hellenic Mediterranean Lines Co.Ltd of Piraeus. Her measurements are 132 m (oa) x 19.84 m breadth. Her two 8cyl diesel engines each 4,000 bhp can give a speed of 18 knots.

Locomotive naming

In April one of British Rail's locomotives of Class 37 was christened "P & O Containers" by P & O Chairman Kerry St Johnston. This was to commemorate P & OCL's container business at the port and the movement of one million containers in the sixteen years link with Freightliners Depot at the Container Port.

Perhaps this is the time to recall that there was once a 'Merchant Navy'-class of steam locomotives of 4-6-2 wheelbase which could be seen hauling the Ocean Liner Express trains whose coaches were boarded Waterloo-Southampton Docks. Of Bulleid design, they were introduced in 1941. There were 30 in the class, all named after shipping lines - Holland America Line, United States Lines, Channel Packet, British India Line, Peninsular & Oriental SN Co etc - Nos 35001-30.

nautical notebook

continued:

Cowes Roads for shelter. The largest of the tows was the tanker Nunnalahti 11,842 gt (1957) of Neste O/Y, a Finnish Government-owned concern, although for the last decade she has been used as a non-propelled dumb barge at Naantali, Finland. Although she continued, in tow, to the scrapyard at Alioga, Turkey when the weather eased, the other tow, Zaraysk was moored for a week or so in the River Test, off Husbands Shipyard.

The Zaraysk (KB 7065) 2,435 gt, a Soviet 'Tropik'-type stern trawler/factory ship, was built in 1966 by Volkswerf Stralsund, East Germany (one of eight-eight ships in the class) and driven by 2 x 8 cyl oil engines giving 12½ knots. She was on her way for breaking up at Lisbon and eventually continued her journey on 6 April in tow of another Polish tug, Perkun, 1152 gt, built 1962. Both Koral and Perkun are owned by the Polish Ship Salvage Co., Gdynia.

Husbands slip

A ship on Husband's slipway in February was the Katawa of Sintong Transport (Pte) Ltd and managed by Kapal Management (Pty) Ltd., Singapore. She was built in 1979 and tonnages were 3,259 gt, 3,830 tdw. She arrived in Singapore Roads on 27 May 1983 and laid up until renamed Kephill in 1984, still under Kapal management. In 1987 she became Rentala (Seaport Shipping (Pte) Ltd., Singapore.

Ex-press

Not POSH, but COSH. The latest stamp in the Guernsey Post Office's Golden Era of Shipping series features the Golden Spur, the largest ship built on the island.

Typically, she carried coal out (CO) to Hong Kong and sugar home (SH) to Liverpool. Release date was 9 February. (LL)

A reader tells of a notice outside a warehouse in Southampton which says "Don't kick door, ring bell". Beneath it a week later was another: "Bell out of order, kick door". (DT)

OLD TIMES OF THE RIVER TEST (continued from page 8).

Ships recorded as built at Eling for the Navy are the Wren, a 10-gun Pink, 103 tons, launched 21 March 1694 by Stignant and captured by the French on 29 March 1697. A Pink was a small square-rigged ship with a narrow overhanging stern often used for carrying masts.

Goldfinch, a 10-ton Sloop, 237 tons, launched 8 August 1808 by Warwick. On November 1838 she was sold to R. Willis.

Sarpedon, a Brig-Sloop of 10 guns, 236 tons. Launched by Warwick on 1 February 1809 and foundered on 1 January 1813.

Spey - a large 18-gun Sloop, 460 tons. Launched 8 January 1814, also by Warwick. On 18 April 1822 she was sold to a Mr Vincent.

Industry. A Revenue Brig with 6 guns, 318 tons, whose work was the prevention of smuggling and enforcement of customs regulations. Launched on 13 October 1814 by Warwick, hulked in 1820 and broken up in 1846.

Returning to the East bank, British Rail announced in April that it was to close the Engineering Works in its 42-acre site at Redbridge, beginning with the foundry in September, the rail welding unit in November and the points and junction section in April 1989. It was opened in 1894.