

BLACK JACK

Focus on a shipping line -

BELGIAN FRUIT LINES S A., Antwerp

by W H Mitchell

This company was established in 1949 and specialises in the carriage of refrigerated cargoes, especially bananas.

The first vessel was the Frubel Monica, built for the company and delivered in March 1949 by John Cockerill S A of Hoboken, Belgium. The second ship, Alvdal was purchased in 1954 from Moltzau & Christensen, Oslo and was renamed Frubel Clementina. Two more purchases from Scandinavia were made in 1958 - Aase Thorden and Karin Thorden from Rederi A/B Aranas (Gustaf B Thorden) of Uddevalla, Sweden. These were renamed Frubel Julia and Frubel Maria respectively.

These four ships comprised the fleet until 1964 when orders were given for two new ships to be built by Jo Boel & Fils, Tamise, Belgium. Then the Frubel Monica and Frubel Clementina were sold. Further orders for new ships caused the disposal of Frubel Julia and Frubel Maria.

The company now owns a fleet of six, fast refrigerated ships, each with a capacity of over 300,000 cubic feet divided into 14 separate compartments. Cargoes can be carried at temperatures from +12 degrees centigrade to -20 degrees centigrade, the holds being lined with aluminium. The ships have side ports in the upper 'tween-decks to facilitate loading. The ships can also carry unpacked motor cars which are accepted for shipment from Antwerp to the USA. The main trade is bananas from Guayaquil, Ecuador to Rotterdam, Antwerp and other European ports although the ships are chartered out to other fruit carrying companies at times. Both Frubel Maria and Frubel Julia traded to Barry, South Wales under the Geest banner for a time and had the 'G' funnel marking, whilst all six of the modern fleet have been seen at Southampton.

FLEET LIST

	grt	built	remarks
Frubel Monica	3079	Cockerill, Hoboken 1949	1964: Taitsing (Taiwan Nav Co), scrap 12-72
Frubel Clementina ex Alvdal	3265	Kalnes MF, Tonsberg 1950	Acquired 1954. 1964: Luis Arcos Bergnes (Govt. of Cuba)
Frubel Julia ex Aase Thorden	3281	Uddevallavarvet 1956	Acquired 1958. 1966: Kassos (Criomar Inc (N. Vernicos-Evgenides)
Frubel Maria ex Karin Thorden	3267	Uddevallavarvet 1956	Acquired 1958. 1966 Kos (Criomar Inc (N. Vernicos-Evgenides)
Frubel Europa	5060	J Boel, Fils. Tamise 1965	314,000 cu. ft. refrig.
Frubel America	5060	J Boel, Fils. Tamise 1965	314,000 cu. ft. refrig.
Frubel Africa	5154	J Boel, Fils. Tamise 1967	325,000 cu. ft. refrig.
Frubel Asia	5154	J Boel, Fils. Tamise 1967	325,000 cu. ft. refrig.
Frubel Prinses Paola	5154	J Boel, Fils. Tamise 1967	325,000 cu. ft. refrig.
Frubel Oceania	5154	NV Boelwerf. Tamise 1968	325,000 cu. ft. refrig.

Above six ships:- two oil engines geared to single shaft.
Measurements:- 407 ft. b.p. x 59 ft. breadth. Speed 20 knots.

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OLD SOUTHAMPTON CALLERS - 1

"THE PAIRS"

the first of a new series of articles by John S Lindsay, featuring ships of yesteryear

In the mid-nineteenth century the paddle steamer was reaching its zenith and carried the major portion of the passenger trade on the North Atlantic. Many small steamship companies were born on both sides of the Atlantic some to grow into greatness and others to fade into obscurity within a few years of their birth. Many of these early companies had their origin in America and their failures were due in the main to the American Civil War of 1861 when their steamers were chartered by the war department causing their North Atlantic services to be suspended. After the war, by the obsolescence of the wooden paddle steamer.

One such line was the New York and Havre Steam Navigation Company of America which operated its services between the years 1850-61 and 1865-67. The routes for the first eleven years being New York, Southampton, Le Havre and after the end of the American War for the remaining two years of its operational life New York, Falmouth, Le Havre. By one of the very many tricks of fate which guides the path of history this company virtually owes its existence to the failure of the Ocean Steam Navigation Company to keep its 1846 mail contract which catered for alternate sailings to Havre instead of Bremen by the fact that only two of the four steamers specified were built. The rights to the line were acquired by Messrs Fox and Livingstone the owners of sailing packets sailing between Havre and New York. Shares were floated to raise a capital of 200,000 dollars to pay for the concession which was accompanied by a subsidy of 200,000 dollars and thus the New York and Havre Steamship Company was established.

The pioneer vessel of the company was the wooden paddle steamer Franklin built in 1848 by Messrs. Westervelt and Mackay. She was laid down for the Ocean Steam Navigation Company known generally as the Bremen Line and was purchased before completion. She entered service in 1850 and sailed from New York in October for Southampton and Havre, making the passage in 12 days and 17 hours 9 minutes at a mean speed of 10.5 knots. On her second East bound voyage she made the fast time of 11 days 8 hours from New York to the Needles.

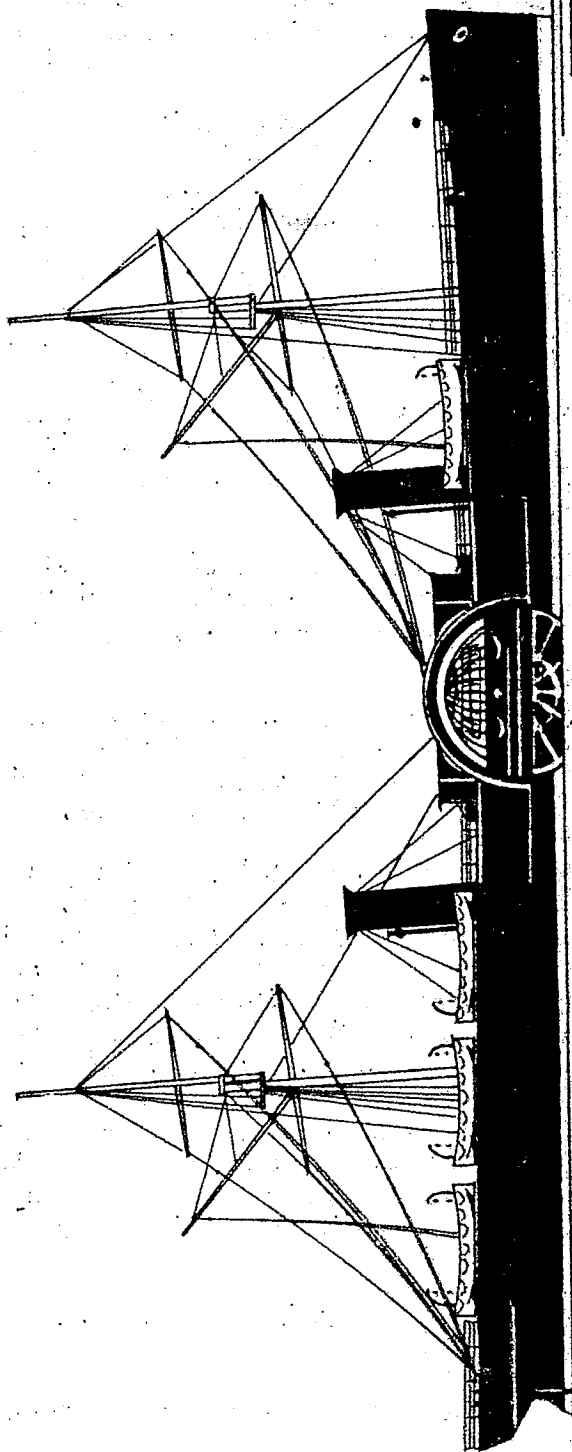
The Franklin was rigged as a three masted barque, clipper bow and one funnel. Four lifeboats were carried. Her principal dimensions were as follows:- Gross register 2,184 tons, Net, about 1,185 tons, length between perpendiculars 263 feet, breadth of hull 41.8 feet. Mean draught 18 feet. The machinery was of the side lever type of 675 nominal hp constructed by Messrs Stillman and Allen at the Novelty Iron Works, New York. The engines had two cylinders 93 inches in diameter with a stroke of 96 inches which developed a total of 1250 indicated hp at sea. There were four boilers of the iron flue type placed back to back which supplied steam at about 17lb per square inch pressure. The paddle wheels were 32.5 feet in diameter, each with 28 radial float boards about 10 feet long, turning at about 15 revolutions per minute for a speed of 10.5 knots.

On July 17th 1854 the Franklin was wrecked at Montauk Point near New York fortunately without loss of life.

The companion of the Franklin was the Humbolt which was launched in 1850 by the same builders, although a little larger in size her profile and rig was similar to her consort, the main difference that she had no bowsprit and had a straight stem similar to the Collins Line steamers of the period. She entered service in May 1851 and operated with fair success with the Franklin until the 6th December 1853 when she was wrecked near Halifax harbour, also

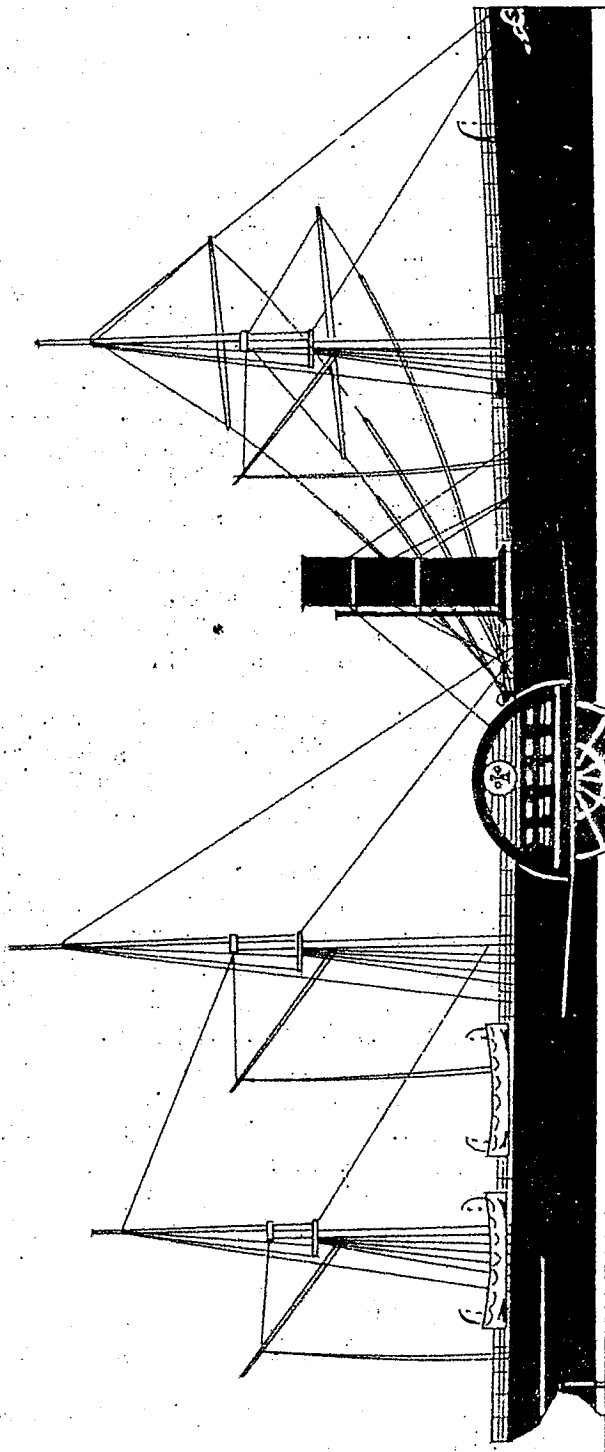
without loss of life. So ended the careers of the first pair of wooden paddle steamers. The principal dimensions of the Humbolt were gross register 2,350 tons, length between perpendiculars 283 ft, breadth of hull 40 ft, depth of hold 27 ft, mean draught 19 ft. The machinery again was two cylinder side lever engines.

The place of the Humbolt was taken temporarily by the chartered wooden paddle steamer Nashville which after two voyages was replaced by another wooden



scale 40' = 1"
drawings by John S Lindsay

DRAWINGS - ABOVE - ARAGO of 1855
BELOW - HUMBOLDT of 1851



THE BLACK JACK CROSSWORD

Across

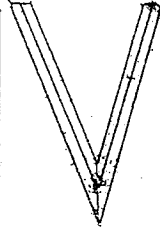
- 1 "of Ships and the Sea" (3-7)
- 5 Frequency of 'Victory' visitors (5)
- 8 Containership (7)
- 10 Ideal harbour for V.L.C.C.'s (4-4)
- 12 Former local ferry (9)
- 15 Containerline (3)
- 16 Flying boat? (5)
- 19 What Assawari? (3)
- 20 Tricolor flying reefer (5)
- 22 A Welsh Hat (7)
- 24 Tender tug from the 1930's (7)
- 25 Familiar reefer colours (5)
- 27 Southampton was once one (3)
- 30 Former running mate of 'Aureol' (5)
- 32 Means of propulsion (3)
- 33 Abbreviated Company name (3-6)
- 37 Leith registered vessel (8)
- 40 Dependable R.F.A. (7)
- 41 Rome's river (5)
- 42 "Solent-banker" (4-6)

Down

- 1 Local buoy-tender (3-8)
- 2 Engine room term (4)
- 3 Gin-nex (anag) British freighter
- 4 Outdated power source for small vessels (5)
- 5 Half a local barge tug (3)
- 6 Beef port (3)
- 7 Warship classification (4)
- 9 Of seamen and ships (8)
- 11 P & O cargo division vessels (5)
- 13 Almost ancient (3)
- 14 Synonymous with towage (3)
- 17 Periods of design evolution (4)
- 18 Bunkering vessel (11)
- 21 Brocklebank freighter (8)
- 23 Freshwater fish (4)
- 26 Part of an 'Ocean' company (5)
- 28 across all oceans (3)
- 29 Monkey (3)
- 31 Christian 'port' (6)
- 34 Ismuses (5)
- 35 Adjoin (4)
- 36 Fleet tanker (4)
- 38 Seaward landmark (3)
- 39 instrument for receiving (3)

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Passenger liners of the
SITMAR LINE
 by David Oldham



This Italian company, formed after World War Two, has been familiar in Southampton for many years on passenger services to Australia. Owned by the Vlasov Group (this signified by the blue 'V' on the yellow funnels of the ships) the company's vessels operate under the flags of Panama or Liberia. This article, then, looks at

the passenger liners of the fleet, which Southampton has known well.

FAIRSEA (I) 1949-69. 13 317 gross tons. 492 ft x 70 ft. Diesel, single screw, 17½ kts.

Launched in 1941 by the Sun Shipbuilding and Drydock Co., of Chester, Pennsylvania as the Rio de la Plata of the Moor-MacCormack Lines, she was one of four sisters for their service to the East coast of South America; they were the first large US passenger vessels to be diesel powered. All were taken over by the US Navy and completed as escort-carriers, the Rio de la Plata being renamed Charger. She saw service with the Royal Navy before returning to the US and lay-up. In 1949 she was reconstructed for commercial employment with the Alvion S S Corp., of Panama taking her third name of Fairsea.

She was put to work in the Australian migrant trade. A voyage in November 1953 almost ended in disaster; while berthed at Melbourne an oil tank in her engine-room burst into flames and set fire to the deck above. By the time the fire was under control firemen had flooded the engine-room and extensive damage had been caused by both fire and water.

A refit costing £400 000 followed at Trieste, at the end of which she was transferred to Sitmar management and her registry changed from Panama to Italy. She was then chartered by the Australian Government to take British migrants to Australia. Passenger capacity was 1 460 tourist-class. In 1961 she had another extensive refit at Genoa reappearing on the scene two years later again operating the emigrant service from Southampton.

Her end came in January 1969, when on the 24th of that month, a fire broke out, again in her engine-room. At the time she was 900 miles west of Balboa with 986 passengers on board. There was no loss of life and the fire was controlled, but the ship was disabled with only emergency power and had to be towed to Balboa, arriving there on the 3 February. Although the fire had been quickly extinguished, extensive damage had been caused and following a survey she was sold "as is, where is" for 300 000 Dollars to Italian ship-breakers arriving in tow at Spezia in August 1969.

CASTEL FELICE 1952-70 12 478 gross tons. 493 ft x 64 ft. ST, twin screw, 17 kts

This long-lived vessel was built in 1930 as the Kenya for the British-India S N Co's East African service. She served the Royal Navy from 1940, first as HMS Kenya and later HMS Keren. She was purchased after the war by the Admiralty and continued to serve under the White Ensign until August 1948, when she was offered for sale. In 1949 she was purchased by the Alva S S Co., of London (a British associate of Sitmar). They at first renamed her Kenya and then very soon afterwards changed it back to Keren. Within 12 months they renamed her Kenya again! The ship was taken to Glasgow, dry-docked and then laid up in Rothesay Bay. Early in 1950 she was renamed Fairstone, and in the June was moved to the Holy Loch and given her old name of Kenya again! In October 1950 she was transferred to the Italian flag and was towed to Falmouth arriving there on October 20. On March 10, 1951 she was towed to Antwerp and renamed (you've guessed it!) - Keren, and in August 1951 she moved to Genoa where an extensive refit was commenced. In 1952 she was renamed for the eighth time, becoming the Castel Felice, and entered the

Australian run. During her career with Sitmar she served a variety of routes including the run from Italy to Australia and cruising as well as serving on the UK - Australia run. The Castel Felice at one point in her career even entered the North Atlantic trade, though not very successfully. She was best known however on the emigrant route from Southampton.

She was withdrawn from service on the 26 September 1970 when she arrived at Sydney (NSW); she was sold to Taiwan shipbreakers by her owners, Passenger Liner Services of Panama, and arrived at Kaohsiung on October 21, 1970. At the ripe old age of 40 years, her builders, Alex. Stephen and Sons, of Glasgow could be justly proud that 'their' ship had served for so long.

FAIRSKY 1957- 12 464 gross tons. 502 ft x 69 ft. Steam turbine, single screw, 17 kts.

This vessel was commissioned into the US Navy in 1942. She was launched as the Steel Artisan for the American, Isthmian Line, but after a few months she had become an escort aircraft-carrier under the name USS Barnes. She was later loaned to the Royal Navy and under the name of HMS Attacker she took part in the landing of troops in France in 1944. 1945 saw her laid up in the United States and then her sale to National Bulk Carriers of New York. An attempt was made to refit her into a tanker in 1947, but by 1950 she was in very poor shape and still incomplete. In this condition she was sold to the Nevco Corp., of New York taking the name Castel Forte in 1952.

She was purchased under the latter name by the Sitmar Line in 1957 and during the following year she was put through a thorough refit. During this refit she was stripped down to the hull and lengthened by 26 feet. Passenger accommodation was built into her hull in place of her original five cargo holds, and a new superstructure was erected containing more accommodation and public rooms. She was transferred to the Fairline Shipping Corp., of Panama and renamed Fairsky, later transferring to the Liberian flag.

She made her first voyage to Australia and New Zealand in 1961 and ran regularly on the Southampton - Australasia service until 11 March 1972, since when she has been laid up at 45 berth in the Eastern Docks. She is to come back into service again, with a voyage to Australia commencing on 8 November 1973.

FAIRSTAR 1964- 21 619 gross tons. 609 ft x 78 ft. ST, twin screw, 17½ kts.

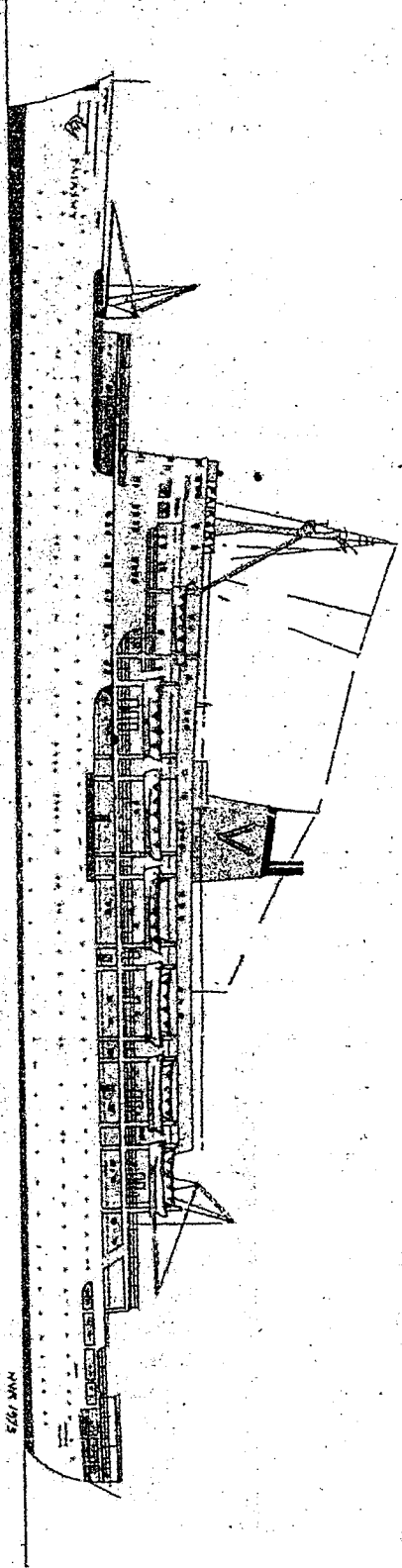
In 1957 the troopship Oxfordshire was launched for the Bibby Line by the Fairfield S B & E Co., of Glasgow. She was operated by the Bibby Line on behalf of the Ministry of Transport until her last trooping voyage ended at Southampton in December 1962.

In 1963 the Fairline Shipping Corp., chartered her for a period of six years, for emigrant service and she was given a £3 000 000 conversion by Wilton-Fijenoord at Schiedam, a job which was completed at Southampton. She was given the new name of Fairstar and was to have flown the Red Ensign, having British officers and a Sitmar (Italian) crew. In May 1964, however, she was purchased outright for £4 000 000 and was registered under the ownership of the Fairstar Shipping Corp., with her ensign being that of Liberia. She entered service in the Australia run from Southampton, which she still maintains.

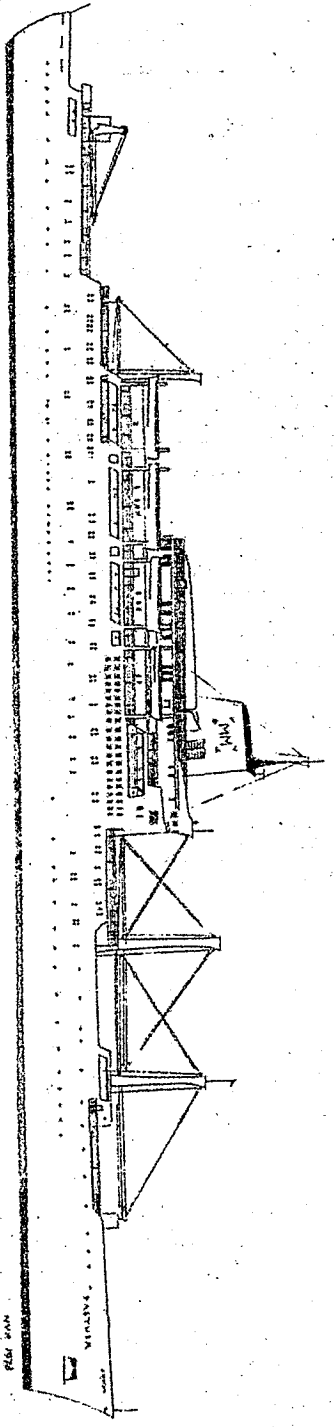
FAIRSEA (II) 1970-	16 627 gross tons) Both: 608 ft x 80 ft
ex FAIRLAND 1968-70		
FAIRWIND 1968-	16 667 gross tons) Steam Turbine, twin screw,
) 20 knots

Both these vessels were built for the Cunard Line by John Brown at Clydebank.

continued on page 11



PAIRSKY (1942, 12 464 gross tons) of STEWAR Line (Fairline Shipping Corp.
 ex CASSELL NORPE 58, AMPOCKER 52, FARNES, ex STEEL ARTISAN



PASTEUR (1966, 17 986 gross tons) of Messageries Maritimes
 sold as CHIDAMBARAM (Shipping Corp. of India) 1972

DRAWINGS by NIGEL V ROBINSON

The Fairsea ex Fairland was the Cunard's Carinthia and the Fairwind was the former Sylvania; they dated from 1956 and 1957 respectively. The Carinthia was mainly employed on the Canadian service from Liverpool, whereas the Sylvania, although she also operated to Canada occasionally, was generally in the service from Liverpool to New York and also did some cruising. It was in October 1967 that it was announced that the two vessels would be withdrawn and offered for sale. The Carinthia arrived at Southampton on December 9, 1967 flying a pirates flag! The Sylvania joined her sister in lay up at 101 berth in April 1968 at the end of her winter 'fly and cruise' programme.

Both vessels were sold to the Sitmar Line in 1968 and were transferred to the Liberian registry; but they remained laid up at 101 berth until 1970. The ex Carinthia under the name Fairland left the port for Trieste on 22 January 1970 following the Fairwind, ex Sylvania, which had left for the same destination on the 6 January. At Trieste they both underwent very extensive refits and the Fairland also changed names becoming Fairsea. Their gross tonnage on remeasurement has dropped remarkably to 16 000 tons from original figures in excess of 21 000 tons. Both Fairsea and Fairwind now cruise out of Los Angeles and occasionally Australian ports and it seems unlikely that we shall see them in Southampton again.

The Sitmar Line (Societa Italiana Transporti Marittime S p A) of Genoa also owns freighters as a part of the Vlasov Group. Two tankers of this group will be remembered as having called at Southampton for dry docking and name changing - the Alva Star and the Alvenus of the associated Alva S S Co.

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Cruising Callers +

Two interesting cruise liners called within a couple of days of each other at the end of May - both used the Ocean Terminal whilst their passengers enjoyed shore excursions. The Yugoslavian 'Dalmacija' called on 28 May and the Liberian Victoria on 30 May.

Dalmacija: Built in 1964 this 5 651 gross ton vessel is owned by Jadranska Linijska Plovidba, of Rijeka. She was built by Brodogadilisk Uljanik at Pula, and she measures 383 ft o.a. by 50 ft and has a draught of 16 ft 9 ins. Power is by two 10-cyl Sulzer diesels driving twin screws and giving a service speed of 19 knots. Both she and her sister, the Istra (1965. 5 465 gross tons), have accommodation for 165 first- and 52 tourist-class passengers. Their main employment is in the Mediterranean cruise trade especially in the eastern sector of that area.

Victoria: From the point of view of Southampton this was probably the more notable of the two callers, being perhaps better known under her former name of Dunnottar Castle. She was built by Harland and Wolff in 1936 for the intermediate service of the Union-Castle Line. She saw service during WW II as an armed merchant cruiser and later as a troop transport. After the war she returned to Union-Castle and served with them until 1958 when she was sold to the Inces S S Co. Renamed Victoria she was given a massive refit at Schiedam to fit her for full-time cruising. In 1964 she was sold to the Clipper Line, Malmo (Victoria S S Co., Monrovia) with Inces Line Agency Inc., acting as sales agents.

Main particulars are:- 14 917 gross tons. Dimensions: 573 ft o.a. by 72 ft.
 Draught: 28 ft 2 ins. Machinery: Fiat diesels (fitted 1959) driving twin screws - speed 18 knots.
 Passenger capacity is 600 first-class.
 Stabilizers and full air-conditioning are now fitted

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SOUTHAMPTON DOCKS

Position of ships Wednesday 2 October
1946 and including the day's movements

The second of three lists spanning the period 1935-1953 depicting the ever-changing shipping scene at Southampton.

| Berth | Ship | Blt/grt | Owners | From/To |
|------------------|------------------------|------------|-----------------------------------|---------------|
| 3 | Hantonia | 1911/1560 | Southern Railway | |
| | Merstone | 1928/342 | Southern Railway | |
| 6 | Brittany | 1933/1445 | Southern Railway | |
| 7 | Isle of Jersey | 1930/2143 | Southern Railway | |
| 9 | Isle of Sark | 1932/2211 | Southern Railway | |
| 10 | Greetings | 1914/984 | Southampton SS Co (tender) | |
| 11 | Empire Demon | 1943/269 | MOT (Rowbotham) (tug) | |
| 12 | White Eagle | | ex-Admiralty yacht (converting) | |
| 14 | Verona | | ex-Admiralty yacht (converting) | |
| 15 | Arran | 1940/545 | ex-Admiralty trawler (converting) | |
| | St Kilda | 1942/545 | ex-Admiralty trawler (converting) | |
| | Rowan | | ex-Admiralty yacht (converting) | |
| 16 | Aberdonian | 1909/1648 | Aberdeen Steam Nav Co. | |
| 18 | Empire Mayring | 1945/395 | MOT (Singapore Straits SS Co) | |
| 19 | Empire Lifeguard | 1944/1333 | MOT (Ellerman) | |
| | Empire Pike | 1905/1854 | MOT (Coastal Tankers) | |
| | Fina | 1919/1383 | MOT (Burnett SSCO) | |
| 20 | Fluor | 1925/914 | Wm Robertson (SR charter) | To Jersey |
| 22 | Mersamatruf | 1945/522 | Middle East Sg Co | |
| 23 | John L Manson | 1943/2490 | MOT (Currie Line) | |
| 25 | Alita | 1920/109 | Risdon Beazley | To river |
| 26 | Principessa Giovanna | 1923/8955 | MOT (B-I SN) (ex Italia Line) | |
| 28 | Shepperton Ferry | 1935/2839 | Southern Railway | |
| | Roman Queen | 1944/1048 | Queenship Nav Co (SR charter) | To Jersey |
| 30 | Empire Peacemaker | 1944/1333 | MOT (Ellerman) | |
| 31 | Haslemere | 1925/756 | Southern Railway | To Guernsey |
| 32 | Corundum | 1925/929 | J. Robertson (SR charter) | |
| 34 | Kutno | 1944/1752 | US Govt (Polish Govt) | |
| 34-5 | Roxburgh Castle | 1945/8003 | Union-Castle | |
| 35-6 | Rochester Castle | 1937/7795 | Union-Castle | |
| 37 | Bessa | 1921/2492 | Rogenaes | |
| 38 | Rustenbug Castle | 1946/8700 | Union-Castle | |
| 39 | Llandovery Castle | 1925/10640 | Union-Castle | |
| 40 | Esso Cadillac | 1940/8152 | Anglo American Oil Co | |
| 41 | Stalowa Wola | 1924/3133 | Gdynia-Amerika Line | |
| 43-4 | Queen Elizabeth | 1940/83673 | Cunard White Star | |
| 45 | Empire Parkeston | 1930/5556 | MOT (General Steam Nav) | |
| 46-7 | Aquitania | 1914/44786 | Cunard White Star | From New York |
| 48 | Floating Crane No.1 | | Southern Railway | |
| | MOT No.11 | 1943/613 | MOT(floating crane) | |
| 49 | Aba | 1918/7938 | Elder Dempster | |
| 50 | MOT No.24 | | MOT(floating crane) | |
| 101 | Sanda | 1911/1028 | Clyde Shipping Co | From Glasgow |
| 102-3 | American Farmer | 1945/8258 | United States Lines | |
| 103-4 | Queen Mary | 1936/81235 | Cunard White Star | |
| 105 | Andes | 1939/25895 | Royal Mail Lines | |
| 106 | Ostende | 1942/2890 | Belgian Govt | To Antwerp |
| | Ella | 1908/2076 | Majviken | |
| 107 | Winchester Castle | 1930/20012 | Union-Castle | |
| 108 | Oxfordshire | 1912/8646 | Bibby Line (trooper) | |
| | Somersetshire | 1921/9716 | Bibby Line (trooper) | |
| <u>Dry docks</u> | | | | |
| 2 | Neptune (IOW SP tug) | 1910/314 | 5 Dilwara (B-I SN) | 1936/11080 |
| 3 | Francunion (Britmex) | 1921/737 | 6 Dunmottar Castle (U-C) | 1936/15007 |
| | Medway Queen (New Med) | 1924/316 | 7 Nigerstroom (Holland Stoom) | 1939/4639 |
| 4 | Isle of Guernsey (SR) | 1930/2143 | El Nil (MOT) (Furness W) | 1916/7775 |
| | | | Asturias (Royal Mail) | 1925/22048 |

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| THE TALL SHIPS |
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|-------------|
| by Eric Law |
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On August 16, 1972 there started from the East Solent, the first leg, to the Skaw, of three races popularly known as the "Tall Ships Race(s)", but more correctly as the "International Sail

Training Races 1972". The second leg was from Helsinki, Finland to Falsterbo Sweden and the third from Heligoland to Dover.

The Races were divided into two classes; Class 'A' for square riggers (ships, barques and barquentines) of more than 150 tons Thames Measurement and other vessels of 500 tons T M and over. There was no upper limit to the size of vessels in this class. Class 'B' was for all other sailing vessels with a low limit of size of 30 ft on the waterline length, but subdivided into two or three divisions according to their respective measurements ranging from the top 380 tons T M of the American gaff schooner THE VEGA to the bottom 10 tons T M of the little French Bermudan sloop SAINT ANNE VII.

In the really true sense of the word "Tall" - referring to sailing vessels - there were only five, three fully rigged ships and two barques:-

| | | | |
|----------|------------------|---------------|-------------|
| Ships: | DAR POMORZA | 1784 tons T M | (Polish) |
| | DANMARK | 845 " " | (Danish) |
| | CHRISTIAN RADICH | 773 " " | (Norwegian) |
| Barques: | GORCH FOCK II | 1727 " " | (W German) |
| | EAGLE | 1727 " " | (American) |
| | ex HORST WESSEL | | |

The DAR POMORZA, GORCH FOCK II and EAGLE sailed from the East Solent to the Skaw and DANMARK and CHRISTIAN RADICH from Helsinki to Falsterbo. There were no Class 'A' vessels on the third leg, Heligoland to Dover.

DAR POMORZA won Class 'A', the all girl crew of the SIR WINSTON CHURCHILL won Class 'B', Division I, the 48 ton ketch RONA won Division II and Class 'B', Division III was won by the 19 ton Bermudan sloop ZULU.

I thought the entry of Class 'A' vessels last year was disappointing, as on previous races at least two others took part:-

| | | | |
|---------|--------------------|-----------------|-------------|
| Ship: | SORLANDET | 568 tons gross | (Norwegian) |
| Barque: | STATSRAAD LEHMKUHL | 1701 tons gross | (Norwegian) |

Both of these vessels are still in commission. However to see any such ships again was well worth my visit to Cowes, and although I did not see the actual start of the first leg from East Solent, it was a wonderful sight to see them making sail on their slow passages to the starting line.

Next year we should see them again only in a reverse direction. The first race will be from a West Country port to Corunna in Spain, but the square riggers will join a second race from Corunna to the Solent. A Baltic Race is also planned, which will end at Gdynia from where the ships will cruise in company through the Kiel Canal to the Solent to join up with the other fleet. The whole fleet will then cruise in company from the Solent to St Malo.

| | | | |
|------------------|--|----------------|--------------|
| CHRISTIAN RADICH | - full-rigged steel ship | 696 tons gross | 207 tons net |
| | Norwegian, home port Oslo | | |
| | Owners: Ostlandets Skolaskib, Oslo | | |
| | Built: 1937 by Framnaes Mek. Verstad, Sandefjord | | |
| | Dimensions: LOA | - 238 ft | |

