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Joint Magazine Editors: Nigel V Robinson, Flat 1, Surrey Court, 104

Richmond Road, Freemantle, Southampton

and David T Hornsby

Outings and visits Secretary: David T Hornsby

Projectionist: Les Mugridge

Editorial:

As you have no doubt seen from the note attached to this issue of 'Black Jack' meetings for the next four months will be held in the Assembly Room of the the Southampton Chamber of Commerce, at 53 Bugle Street (this is the street opposite the Royal Pier)

Times of meetings remain unchanged and we look forward to seeing as many of you as possible on September 11.

Unfortunately the speaker from RRS Bransfield will not be able to attend and we will therefore show the Southampton Tape-Talk made by Branch Members.

The Branch is pleased to welcome new members Mr & Mrs H Onions, and we welcome back to our ranks Mr Brian Cliff.

DATES FOR YOUR DIARY:

IOW - Southampton Quiz, Saturday, October 27.

This event will be held aboard the paddle-steamer New Ryde, formerly Ryde Queen. We are hoping a good number of members will come along and support the Southampton team. We will meet at the Royal Pier at 13.30 hrs to board the 14.00 hrs ferry arriving at East Cowes at 15.10. Please do not be late otherwise you will have to swim!! The quiz will start at approximately 15.30 and there will be a break for tea. Les Smith of the Southampton Branch will once again be the Questionmaster. We will leave in good time board the 19.15 ferry arriving at Southampton at 20.25. Ferry fares should be paid on arrival at the Royal Pier. The charge for minibus transport to and from New Ryde plus tea is 70p (minibus only 35p)

Names and cash please to the Secretary by October 9. N B: We will also want a WINNING team this year, from Southampton for a change. Volunteers please, otherwise the press gangs will be unleashed!!

continued on page 5......

Dalmacija, of Jadranska Linijska Plovidba, which Cover illustrations: Top: has visited the port this summer.

Bottom: Canberra, of P & O Lines, in the news recently for a variety of reasons!

old southampton callers



No. 2 THE ORCA

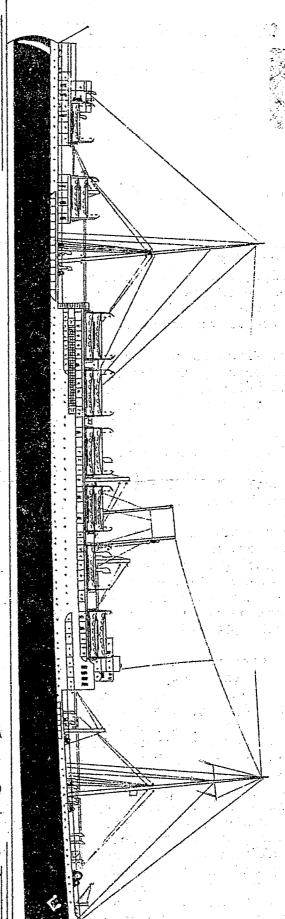
by John S Lindsay

Prior to the First World War the Pacific Steam Navigation Company had ordered from Messrs Harland and Wolff of Belfast, two 15 000 tons gross ships, with an approximate deadweight tonnage of 12 000 tons, an overall length of 569 feet, and a breadth of 67.3 feet. The machinery was to be two sets of triple expansion engines to drive the outer screws and the centre being driven by a low pressure turbine, giving a speed of 15 knots.

The first to be launched on the 2nd October 1913 was the Orduna, she was followed by the Orbita on the 7th July 1914. They were to be employed on the Valparaiso route and were the last of their size and type to be given the traditional counter stern. The third ship of this class was the Orca, her tonnage was some 1 000 tons greater than the former pair although the measurements were similar. She was also one of the forerunners of the era of the cruiser stern. She was completed at the beginning of 1918 and fitted out as a freighter, given no superstructure other than the bridge, a single funnel and mast both with no rake, two stub masts and samson posts which were hinged and stowed along the decks when at sea.

On the 18th February 1921 the Orca ended the first part of her career when she returned to Messrs Harland and Wolff at Belfast her builders, to be completed as a passenger liner. The reconditioning was not completed until December 1922 and on the 18th of that month she arrived at Southampton to commence the second part of her career in the passenger trade. Her accommodation catered for approximately 200 First class, 200 Second class and nearly 500 Third class passengers.

The Orca was built for the West Coast service of the P S N C, but never ranon it; she spent virtually all her career on the North Atlantic. In 1910 the Royal Mail Steam Packet Company took over control of the P S N C and after the war the latter lacked a profitable outlet for its ships. R M S P inaugurated a new service from Hamburg to New York via Southampton, which had been opened in May 1921 by the Orbita, later joined by the Orduna, Ohio and - temporarily - by the Oropesa the last named being replaced by On the 1st January 1923 the Orca was taken over by the R M S P together with the Orbita and Orduna. This was two days before the Orca sailed on her maiden voyage from Hamburg to New York. In the Autumn of 1923 the west-bound sailings were made via Halifax to cater for passengers to Canada, and in the following Spring the Orca and Orduna made three experimental voyages to New York via Quebec; these were not repeated owing to the long and involved detour which was necessary. These efforts to attract new business were largely due to the serious slump that had set into the North Atlantic trade and to the effects of the United States 'Quota' These efforts to attract To attract the tourist, cabin and third class passengers the Orca, Orbita and Orduna were converted into cabin-class ships, catering for Cabin, Tourist, Third Cabin and Third Class passengers only.



"ORCA" AS SHE APPEARED AFTER RECONDITIONING IN 1922.

JOHN S. LINDSAY

In November 1926 the R M S P announced they would acquire the whole of the share capital of the White Star Line as from 1st January 1927. This line was operating a weekly service from Southampton to New York and Cherbourg with three ships, the Majestic, Olympic and Homeric. It was decided that it would be uneconomical to run both services, therefore the R M S P service was withdrawn. The last sailing of the latter service by the 'O' ships was made by the Orca, which left Southampton for Cherbourg and New York on the 7th December 1926. The Orduna and the Orbita returned to the P S N C and the Orca and the Ohio were transferred to the White Star Line in 1927, being renamed Calgaric and Albertic, who employed them on the Canadian route running from Liverpool to Quebec and Montreal and, between 1929 and 1931, London and Southampton to Quebec and Montreal. In 1933 the Orca was laid up at Milford Haven and in 1935 she was sold and scrapped.

The main particulars of the Orca were as follows:-

Breadth - 67.3 feet Depth of hull - 43 feet Length b p - 550.3 feet Load Draught - 36 ft 4 ins

Tonnage - 15 120 gross (as a cargo ship) **

16 063 gross (as a passenger liner) 11 380 deadweight Screws - 3 Machinery - 2 triple expansion engines (8 cylinders) with L P turbine on centre shaft. Boilers - 6 double-ended Speed - 15 knots

Editorial - dates for your diary continued from page 2

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Skittles Evening, Wednesday, November 21 at 19.30 hrs, at the Mill Arms, Dunbridge, near Romsey. Dunbridge is on the B 3084 road, (O.S. One-Inch sheet No 168 - grid reference SU 319261)

For those members who do not wish to take their cars a coach will leave Southampton at 19.00 hrs from opposite the Law Courts entrance to the Civic Centre (Havelock Road). An excellent chicken supper will be provided during the evening. The coach will leave for Southampton at approximately 22.30 arriving 23.00.

Cost including coach and supper is £1.10 (skittles and supper only 70p). Names and cash to Secretary by November 13.

Did you manage to solve our Summer Crossword? If not, the answers may help:-

Across.

1 - SEA BREEZES 5 - RARER 8 - BENAVON 10 - DEEP PORT 12 - NORMANNIA 15 - ACT 16 - EAGLE 19 - DAT 20 - COMOE 22 - ORCADES 24 - CALSHOT.

25 - SALEN 27 - SPA 30 - APAPA 32 - OAR 33 - RED FUNNEL 37 - BENREOCH 40 - RELIANT 41 - TIBER 42 - SAND MARTIN

1 - SHB SEAHORSE & 2 - REVS 3 - EXNING 4 - STEAM 5 - RIP 7 - RATE 9 - NAUTICAL 11 - PANDO 13 - OLD 14 - REA 17 - AGES

18 - WESTERNSTAN 21 - MAHRONDA 23 - CARP 26 - ELDER

29 - APE 31 - ALFRED 34 - NECKS 35 - ABUT 36 - OLNA 39 - EAR

Shipping Casualties of the port of Southampton

by David Oldham

continued from Black Jack No 6 - Spring 1973

O slofjord This liner made many cruises from the port commencing in 1968 until she waschartered by Costa Armatori of Italy from the Norwegian America Line and renamed Fulvia for a period of three years. She sank on the 20th August 1970 in a position 29.57N.,16.30W while being towed to Teneriffe. She had been abandoned by her passengers and crew the previous day, following an explosion in her engine room and a fire which gutted the vessel. The 17,000 ton liner suffered no casualties out of the 748 passengers and crew. Most of whom were picked up by the French vessel Ancerville and the Spanish tug Tamaran.

Paraguay Star Owned by the Blue Star Line, the vessel often called at Southampton en-route to South America from London. On the 12th August 1969 a fire which caused severe damage to her engine room and elsewhere when she was discharging in the Royal Victoria Docks, London. She was sold for £100,000 and scrapped at Hamburg.

Pationik The Greek vessel was formcrly the Yugoslavian Drvar and spent several weeks at berth 34 during October/November 1970 when she arrived with a flooded engine room. The 9,000 ton vessel owned by Mundial Cia Nav of Panama (whose office is in London) sailed for the Far East.

Since then, she ran aground on the 29th September 1971 in a position 21.42N., 90.30E while on a voyage from Chalna to Chittagong. She was abandoned by her crew and the vessel was declared a total loss.

Piraeus This vessel used berth 34 during the spring of 1970 and was formerly the German vessel Clemens Sartori until 1966 wh en she was purchased by the Chryssovalandou Shipping Company. She was stranded on the Algerian coast in poor weather on the 26th March 1971 at a position 33.02N.,6.17E. The 2,500 ton vessel was on a voyage from intwerp to Mersin, she was abandoned by her crew and the fifteen year old vessel was declared a total loss.

Queen Elizabeth The 83,000 ton Cunarder was sold to The Queen Ltd. for £3,585,000 and renamed The Elizabeth. Later she was purchesed by Seawise Foundations (part of the C.Y. Tung Group) for £3,200,000 and renamed Seawise University. Disabled by boiler failure in a position 19.55N 74.000 during a voyage from Port Everglades to Hong Kong she put in at ruba for repairs. On the 9th January 1972, when she was approaching the end of her conversion in Hong Kong, fire broke out which completely gutted her. She heeled over and sank in shallow water the following day. Investigators suspect sabotage as the fire started simultaneously in six different spots, the wind was blowing in the wrong direction to spread a fire starting in the stern which was where the fire was first reported, Chinese lettering was daubed on the funnels and Mr. C.Y. Tung a nationalist employed Chinese workers.

Redthorn A coaster which was chartered by British Rail in 1970 to run between Southampton and the Channel Isles. She was purchased from Limerick S.S.Co by S.W.Coe and was formerly the Oranmore. During a voyage from Galway to Liverpool in February 1970 her engines failed, her crew abandoned her and five days later she ran aground near Kerry Head. In March she was refloated and towed to Cork for repairs, the Limerick S.S.Co. then decided to sell her.

Saale Owned by Deutsche Seercederei of East Germany, she used number four dry dock after a fire caused extensive damage to her hold and starboard side. The

fire occured on the 7th January 1967, eight miles from Beachy Head while she was on a voyage from Alexandria to Wismar with a cargo of bales of wool. Since then the 3,500 ton vessel has also spent five days aground on Cephalonia Island, she was on a voyage from the Black Sea to Wismar at the time.

Saint Brandon A British coaster of 700 tons which made several voyages to Southampton discharging heavy lift alongside the floating crane at berth 48. She was abandoned by her crew 45 miles North North West of Trevose Head on the 5th September 1970 after fire broke out during heavy weather, she was on a voyage from Liverpool to Antwerp. She has since been sold to Dutch buyers for scrapping, and arrived at Antwerp under tow from Milford Haven where she made temporary repairs.

Susan & German coaster of 500 tons owned by Rolf Heese made several voyages to Eling Wharf to discharge timber, her first voyage being on the 22nd July 1971. She sank 20 miles off Hirtshals on the 8th December 1971, in a position 57.35N 93.0E (approximate), after listing in heavy seas. She was on a voyage from Granville to Aarshus and there were no survivors from the first of Four. She made her last visit to Eling in late November after Teaving Early on November 15th.

Linblad Explorer This 2,481 ton mini cruise liner owned by A S Explorer & Co. of Norway, was designed for cruising on the Arctic and Antarctic Circles and she called at the port during January 1969 to load stores.

The liner grounded in Admiralty Bay, South Shetland Islands on the 11th February 1972 and was abandoned by her passengers and crew. On the 25th February she was refloated by the German tug Arctic and was taken in tew to Buenos Aires where temporary regains were carried out.

Hohenlinden A German coaster which called at Southampton in 1957 to discharge coal at Debles Wharf and more recently to discharge timber at Vancouver Wharf. She sank off the Dutch coast on the 1st Pebruary 1972 The a position 51.56N 2.53E after her cargo had shifted while on a voyage from Permaenmawr to Hamburg, with the loss of 2 lives from her crew of 9.

Pride of Morea Formerly the Arthur Schupp a sister to the Edward Schupp which made many voyages to Ranks mills, the Fride of Morea used the port for repairs shortly after her sale from German to Cypriot owners in 1971.

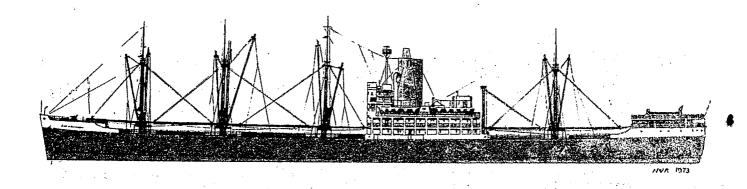
The vessel of 1,706 gross tons was owned by the Achaia Shipping Co. and went aground near Sasargas Island on the 5th March 1972 after her engine had broken down while on a voyage from Hamburg to Tripoli, Libya. After grounding she was abandoned by her crew and was refloated on the 26th March and later beached at Corunna. As for her sister, the Edward Schupp, she was also sold to Cypriot owners and renamed Pride of Candia.

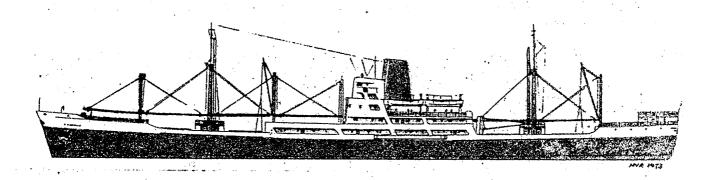
Vrachos Formerly the Cattaro until 1966; this vessel of 3,000 tons discharged grain at Southampton 101 berth in late 1969. She was built in 1945 and was twied by the Manovas Shipping Company of Panama, although the vessel flew the Greek flag!

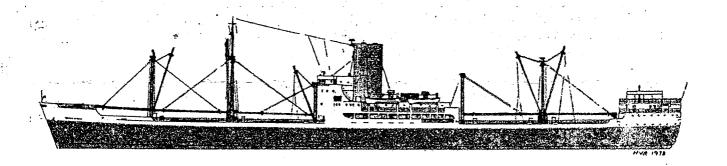
Her end came while she was lying at Galatz, a Rumanian Port. On the 10th January 1971 a fire in her engine room occured and the vessel had to be beached in the Sulina Canal. She had to be scrapped, not because of the damage caused by the fire, but the Manovas Shipping Co. didn't have the vessel insured. So the Vrachos was sold for demolition by the Rumanian Government, monies received

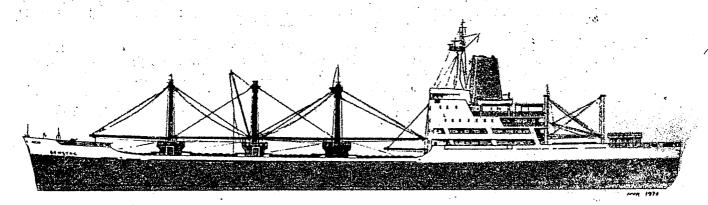
being used to meet the salvage claim by the Rumanian Government.

Alma A German coaster of 424 tons, which occupied berth 66 on the Town Quay during April 1971. She sank seven miles off Skelleftea in the Gulf of Bothnia on the 27th November 1971, while on a voyage from Roytta to Ipswic. The vessel was owned by A. Hagenah (I. Tha managers) of Germany, during the time of her loss.









Focus on a shipping line - the BEN LINE of Leith

Drawings, top to bettom:-

Benvorlich (1946. 9 767 gross tons) sold 1970 now Kavo Akritas

Bencairn (1951, 10 593 gross tons) ex City of Brisbane 70

Benloyal (1956. 11 463 gross tons)

Benstac (1968. 12 011 gross tons)

Focus on a shipping line --

The BEN LINE of Leith

by Nigel V Robinson

The Ben Line with its slogan "Better Ship Ben Line - faster to the Far East" has been a regular caller at Southampton since the summer of 1961, on loading voyages from Grangemouth, Middlesbrough, Rotterdam, Antwerp and London etc., to the Far East. Over the years the fleet has seen many changes and now with the advent of the container vessels it has taken on a new look.

Under the management of William Thomson & Co, of Edinburgh and with the home port of Leith, the company goes back to the year 1825. It was then that William and Alexander Thomson inherited their father's marble-cutting business and began importing the stone from Italy in return for Scottish exports. The real beginnings of their shipowning came in 1839 with the building of the 218 ton wooden barge Carrara.

From then on the company developed by making occasional voyages to the East; later on the marble trade fell away and they sent their ships to Canada and also into the tea trade with the Orient. Coal, and on occasion prospectors to the Australian gold fields, were carried on the outward voyages.

Although the first vessel to carry the 'Ben....' prefix was the Bencleuth of 1853, this nonemclature of naming after Scottish mountains - (Ben being the English version of the Gaelic Beinn) - was not to become general until the mid-1890s.

The first steamer to be completed for the line did in fact carry the prefix; she was the Benledi, the first of seven ships to bear that name in the fleet. 1899 saw the fleet composed of two sailing vessels and ten steamers. The First World War ended the Baltic trade which had been developed over the years and also the uneconomic 'one-ship companies', the whole enterprise being amalgamated into a compact 'Ben Line Steamers Ltd' in 1919.

By diversifying their employment the company was able to keep the ships at sea during the depression years and by 1939 they boasted a fleet of twenty vessels. Of these only six survived World War Two and the Ben Line set about an extensive rebuilding programme, as well as taking some war-built vessels. Suitable second-hand ships were also purchased as need arose. In the postwar period up until 1969 twenty ships were built for the line at a cost of over £30 million.

When it comes to second-hand vessels the Ben Line has always been a very astute purchaser of useful tonnage, thus adding much interest to their fleet. The last few years has seen a great deal of change taking place within the Ben Line.

Following the 1968 integration of the Ben and Ellerman Far East services the Ben acquired seven Ellerman 'City' liners - five in 1968 and two in 1970. All but three of these ships have now been returned to Ellermans or broken up. Since the start of the Ben-Ellerman participation in the Trio Lines Far East container venture (see Black Jack No 2 - Spring 1972) many of the older vessels have been disposed of, including Benalligin (1945. 9 950g) ex City of Khartoum, Bencleuth (1949. 9 952g) ex Egedia of the Anchor Line, and Benmhor (1949. 7 755g) ex Penrith Castle, all for breaking up. Other newer vessels have been sold for further trading including Benvalla (1962. 11 391g) and Benarmin (1963. 11 362g), which now fly the flag of Red China as the Yichun and Yong Chun respectively. Most notable amongst the recent disposals has been the sale of the Benalbanach (1967. 11 960g), Benledi (1965. 11 898g) and Benwyvis (1966. 11 959g) to the Italia Line as the Da Verazzona, Da Noli and Da Recco respectively.

This apparent rnn-down of the fleet is not quite as bad as it may seem; the Ben Line has been rearranging its fleet to suit the present trading requirements and has indeed stated that it does not see any further reductions in the conventional cargo fleet being necessary in the near future as there are still many ports in their sphere of operation not served by the container vessels.

Additions to the fleet have been limited recently, with the exception of the container-ships, to the seventh vessel to carry the name Benledi, and to two bulk-carriers. Purchased carlier this year from P & O the Benledi was formerly the Ballarat of 1954, latterly becoming the Pando Cape from 1968 until her sale to the Ben Line. The acquisition of the bulk-carriers marks the Ben Line's move into the bulk transport market. Under their new names of Benvorlich and Benhiant they were originally the Ribera of the Bolton Steam Shipping Co and the Wearfield of Huntings (Northern Petroleum and Bulk Freighters Ltd) respectively.

The streamlined fleet of the Ben Line at present (June 1973) is as follows:

*	Benalder Benarkle	1972 57887g 1946 9850	498	x 106ft x 64 x 67	2sc-steam motor motor	26kts 14 2 16	containership ex City of Poona 68
*	Benarty Benattow Benavon Bencairn	1963 10162 1951 8038 1972 57900 1951 10593	501 947	$\times 64$	steam 2sc-steam steam	15 2 26 17	ex Cuzco 65 containership ex City of Brisbane 70
	Bencruachan Bendearg Bendoran	1968 12092 1964 8199 1956 9952	541 533 508	x 77 x 70 x 64	steam motor steam	19 17	
	Bengloe Benhiant	1961 10955 1964 17624	550 617	x 71 x 75	steam motor	14 2	(bulk-carrier (ex Wearfield 73
	Benlawers Benledi	1970 12707 1954 8800	600 527	x 82 x 69	motor steam		(ex Pando Cape 73 ex (Ballarat 68
	Benlomond Benloyal Bennevks	1957 9927 1959 10929 1944 7841	508 550 492	x 64 x 71 x 70	steam steam steam	18	(ex Bardic 59 ex Muncaster (Castle 54 ex HMS Puncher
	Benreoch	1952 9707	504	x 64	steam	17	(48 ex USS Willapa
	Benrinnes	1944 8008	492	x 70	steam	16	(ex Gallic 59 ex Greystoke (Castle 54 ex HMS (Trouncer 47 ex USS
			* * * * * * * * * * * * * * * * * * * *				(Perdito
	Benstac Benvannoch Benvorlich	1968 12011 1952 10594 1965 18088	568	x 70 x 71 x 79	motor steam motor	. 15	ex City of Winchester 70 (bulk-carrier (ex Ribera 73
4		1955 9757	508	x 64	steam	16	
7-	City of Edinburgh	1973 58000	947	x 106	.2sc-steam	26	(containership (launched 3-73 due 9-73

^{*} Ben-Ellerman contribution to Trio Lines container service

nautical notebook



The American flag which has been little seen in the port for the last couple of years has seen a resurgence during the past two months since the last 'Notebook'

In addition to the two regular military sealift command research vessels paying 'rest and recreation' visits - the Dutton (1945. 7606g) and Bowditch (1945. 7771g) - a further visitor was the inaptly named hydrographic research vessel Flyer (1945. 8427g) ex American Flyer 65 ex Water Witch, a C2-type acquired by the MSTS in 1965 and now operated for the Naval Electronic Systems Command.

Two other US Naval vessels arriving at the Shell-Mex Jetty during August were the T2-type tankers Saugatuck (1943. 22380 full load displacement) ex Newton and the Cossatot (1943. 22380 Fld) ex Necessity.

Back in the docks the US naval cable ship Aeolus (1945. 7040 fld) unloaded cable at 109 berth. Originally named Turandot this ship was built as a S4 attack cargo ship, however she was converted to her present role in 1955 after having been in reserve since 1946. Civilian manned, the vessel has only been operated by the Military Sealift Command since earlier this year. A more modern American visitor to the same berth was Transoceanic Cables' t-e Long Lines (1963. 11326g) loading cable for Venezuela

Another American visitor, this time calling for engine repairs, was Hudson Waterways t-e Seatrain Maryland (1944-45. 8012g) part ex San Jacinto, part ex Mission San Carlos 66 the bits and pieces being converted from T2 tankers into cargo vessels and joined in 1967. A sister-ship Seatrain Carolina (1944, 7991g) called at 40 berth in December 1972.

The first few days of August saw yet another interesting old American ship at 40 berth. Unloading US Army equipment for the Hythe base was the first non-naval 'Victory' to visit the port for a considerable time, and perhaps even the last. The Mankato Victory (1945. 7645g) still retains her original name and is owned by Victory Carriers Inc, of New York. It is reported that this fine old ship will only be making a further two voyages before arriving at the breakers.

Repairs brought other interesting ships both large and small to the port including the tanker Mesis (1957. 35246dwt) ex British Valour 73 to 107 berth; the Greek cruise liner Argonaut (1929. 4007g) ex Orion 64 ex USS Vixen 50 ex Orion 47 built at Kiel as a motor yacht and now owned by Aegean Cruises S A, and managed by Epirotiki § S Nav, which called at the end of August. Just previously the mv Shell Welder (1955. 569g) now converted to a sand dredger and owned by Northwood (Fareham) Ltd called at Camper and Nicholsons yard before being slipped for repairs at Husbands Shipyard.

Whilst mentioning yards on the Itchen, the mv Acer (1956. 554g), mentioned in the last issue, sank off the French channel coast only a few days after leaving the port.

Further up the River Itchen at Vosper Thornycroft's Northam yard, work has almost been completed on the conversion of the former tank landing craft Portcullis (L4044) for commercial use. Recently renamed Island Spruce (1017g) the vessel is now owned by Limestone Transport Co, Antigonish, Nova Scotia, Canada, although registration is at Southampton.

Following in the footsteps of the Panagia (1954. 2566g) and Fofo (1964. 1199g)

another vessel has been put "under arrest" in the port, this time at 101 berth in the Western Docks. The motor tug Ocean Puller (1943. 145g) was purchased at the end of 1972 by the Ocean Towing and Salvage Co Ita from a November 1949 Pepperell, having been operated by the Ipswich Dock Commissioners since 1949 as the River Orwell. Originally built in Hamburg as the Lumme, the vessel was taken over in 1948 by Risdon-Beazley who renamed her Topmast 9, before selling her the following year to her East Coast owners.

Returning to large vessels in the docks it was most interesting to see German-Atlantic Lines Hamburg (1969. 25002g) actually berthed in the port rather than tendering in Cowes Roads, It was subsequently revealed, however, that this fine modern vessel will not be seen in the port again under her present name as she is shortly to be renamed Hanseatic to perpetuate that name on the sale of the 'old' Hanseatic (1964. 25320g) ex Shalom 67 to Home Lines.

In the Western Docks the Greek SD-14 mv Rea (1971. 9025g) made return visits to the grain terminal at 102-3 berth, whilst at the same berth at the end of August was the Cyprian mv Kappa Junior (1952. 2002g) probably better known as Stephenson-Clarke's Brightling, which name she carried until earlier this year. Her new owners obviously like British colliers as they also purchased late in 1972 the former Corbeach (1957. 2106g), Corsea(1957. 3373g) and Corstar (1956. 3379g).

Following the fire on board the Good Hope Castle (1965. 10538g) replacements had to be found for her on the mail service, and the first was the Clan MacGillivray (1962. 8811g). The next may be the Clan MacIntyre (1952. 6399g) which is due to arrive on September 9.

An older Clan Line vessel calling as our last issue 'went to press' was the Clan MacIntosh (1951. 6454g) which unloaded cargo at 35-6 berth.

At the 108-9 cold-store visitors have included the German mv Polar Brasil (1968. 5623g), Port Lines mv Port Launceston (1957. 10225g) and Port Caroline (1968. 16283g), P & O Cargo Division's mv Otaio (1958. 12997g).

A new service to start since our last 'Notebook' is the bulk-wine service from Palermo operated by, amongst others the French mv Mandourah (1959. 1576g). On the subject of new services, a second Danish mv Lindinger Coral (1972. 1599g) has joined the Chris Lion (1971. 1399g) on the Algiers route. Also in the Eastern Docks a newly renamed Furness Withy Group cargo liner called to load stores before departing for South America - the Darro (1956. 11144g) ex Carnatic 73 is still owned by Shaw-Savill despite the Royal Mail name.

The past two years have seen visits by US Coastguard vessels, but whilst they have not yet appeared this year, a Japanese Government owned training vessel arrived at the start of July. The mv Ginga Maru (1972. 5028g) replaced a similar named vessel of 3000 tons dating from 1942. At the same time as this visit, the German mv Jupiter (1969. 5025g) called at 30-1 berth to unload cargo from Santos. This vessel owned by Flensburger Sch. A G is a sister of Juno, which operated on the Dart Containerlines' early service to Canada.

Rationalization of shipping groups has again brought about a series of name changes, this time locally. The Amey Roadstone Corp Marine Ltd are to rename all their vessels with the 'Arco' prefix. The first local ship to carry the new name is the Arco Test ex Amey II, whilst others will follow later in the year.

Down at Fawley:

The largest tanker to berth at Fawley, as far as can be ascertained, would now appear to be Hilmar Reksten's Fabian (1972. 285 400 dwt), which just tops the Danish, Moller fleet's Romo Maersk and Rosa Maersk (both 1972. 284 600 dwt). Others in the 'super' class have included the Liberian Melpo Lemos (1971. 249 975dwt), the Japanese Sanko fleet's Shinko Maru (1972. 233 819dwt) and the Mobil Oil Francaise's Porthos (1971. 223 890dwt) ex San Giusto 72.