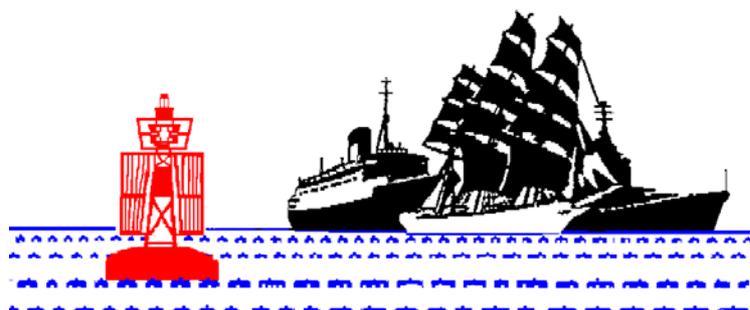


Black Jack

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QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



Issue No: 136

Autumn 2005



Photograph by Doreen Lawes

HMS Endurance with HM Queen aboard during the Trafalgar 200 Fleet Review passing the French destroyer **Jean Bart**. The photograph is taken from the cross Solent ferry **Red Eagle** anchored at the western end of the Solent anchorage. You can find Bill Lawes account of the event on page 10.

Two 50 year old veterans leave River Itchen for breakers

by David Hornsby

For more than 30 years, the former Dutch naval survey ship **LUYMES**, had been a familiar landmark at Willments Shipyard on the Woolston side of the river, until she eventually departed under tow of the tug **GOLIATH** on 27 April 2005 to a shipbreakers yard at New Holland on the Humber estuary.

The ship was laid down in April 1949 at the Gusto shipyard at Schiedam, Rotterdam as the Naval tropical service survey vessel **A902 LUYMES**, being launched on 21 April 1951 and handed over on 4 May 1952. She had a complement of 105 and was originally armed with 2-40mm and 4-20mm AA guns. Deleted 'for disposal' from the Dutch Navy in 1972, she arrived at Woolston in November 1973 (but remained in '*Janes Fighting Ships*' until 1980/1). The late John Willment planned to convert this attractive vessel into a yacht, but the work was never completed and so she remained moored bow-on to the river wall, apart from a dry-docking, until after his death and the sale of the industrial estate.

A sister **A907 SNELLIUS** was completed in February 1952 by P. Smit Jr., Rotterdam, later being converted after decommissioning into a Dutch submarine accommodation vessel at Faslane (1973-76), then sold to Wilton Fijenoord shipyard to accommodate trials crews for newly built ships. She has now been restored as a museum ship by volunteers and is still believed to be at Den Helder in Holland, where last photographed a few years ago.

Tonnage	1,100 displacement	1,334 full load
Dimensions	Loa 234'3" x 35'6" beam with 7' draft	(71.40 x 10.82 x 2.13m)
Machinery	Two 6-cylinder Stork diesels totalling 2,000 bhp, twin screws, 15 knots	

A more recent arrival, but with earlier local connections, was **SOUTHSEA** which had been berthed at Drivers Wharf, alongside Northam Bridge, while enthusiasts continued the 15-year fight to preserve the last of 3 sisters.

Ordered as Yard 1411 for the Southern Railway from Wm. Denny of Dumbarton, she and her sister **BRADING** (Yard 1412) were both launched on 11th March 1948, as the first new ships for the recently formed British Rail Board. She was completed in October 1948 for the Portsmouth-Ryde passenger service, making her maiden crossing on 1st November 1948, the third sister **SHANKLIN** (Yard 1452) following in 1951. In 1967 a spar deck was installed aft to increase passenger capacity and she was further modernised at Immingham in late 1973.

In 1979, she transferred to Sealink (UK) Ltd., which in 1984 was sold to Sea Containers and became Sealink British Ferries. Her final crossing to Ryde was made in 1986, although she continued with some excursions until finally withdrawn in October 1988. On 13th June 1989 she sailed from Portsmouth for the last time under her own power to lay-up on the River Fal, moving in May 1990 to Newhaven. Sold to Brasspatch Ltd of Lymington in December 1996, she moved to Southampton in May 1997 and then in November 1997 to the Albion Shipyard in Bristol, after hull repairs at Husbands Shipyard, Marchwood. Brasspatch went into receivership in February 1998 and in July that year she was sold by auction to Atlantic & Pacific Shipping, who moved her to ABP Newport in February 1999. Arrested in Autumn 2000 for non-payment of harbour dues, she was eventually sold in March 2001 to The Avon River Historic Vessel & Navigation Trust, arriving back at Pounds moorings in Portsmouth Harbour on 9th March 2002 in tow of tug **KINGSTON**. On 23rd April 2003 she arrived at Drivers Wharf, eventually moving in January 2005 to Ocean Quay (former Westminster Dredging yard), before finally departing on 13th March in tow of tug **VITUS** to shipbreakers at Esbjerg, Denmark, arriving in the early hours of 16th March 2005.

Tonnage	986 grt 179 dwt	Deck passengers	1135 (1300 from 1967)
Dimensions	Loa 200'3" x 47'8" beam with 7' draft	(61.04 x 14.53 x 2.13m)	
Machinery	Two 8-cylinder Sulzer diesels totalling 1,900 bhp, twin screws, 14.5 knots		



The **Luymes** at Willments on the River Itchen - Woolston Southampton.

Photographs provided by David Hornsby

Photographed also on the River Itchen at Drivers Wharf just downstream from Northam Bridge Southampton the **Southsea** awaiting her fate.



News from ASSOCIATED BRITISH PORTS Southampton

Associated British Ports' (ABP) Port of Southampton has announced that it is to once again open its doors to the general public, following the success and popularity of its last open day, earlier this summer. Visitors will have another opportunity to go on a fascinating tour of one of Europe's busiest and most famous ports on Saturday, 13 August 2005.

Two open-topped tour buses will depart from the city's waterfront park, Mayflower Park, at regular intervals throughout the day, before taking in the Eastern and Western Docks, the container terminal, the roll-on/roll-off berths (which handle more than three-quarters of a million cars per year) and one of the biggest dry docks in the world. Cruise ships in port that day will include *QE2*, *Legend of the Seas* and *Arcadia*. Visitors will also pass the bulk cargo terminal and the Southampton Free Trade Zone.

Although the tour is free-of-charge, ABP is using it as an opportunity to encourage people to make donations to local charity Naomi House Children's Hospice. ABP will also make a donation to the charity.

The port tours will leave from Mayflower Park, Southampton, at 9am, 11am, 3pm and 5pm. To join the tours, it is vital to book in advance on 023 8048 8800. For security reasons, visitors will not be allowed to alight the buses during the tour although they are free to take photographs from the buses.

Has any member taken a tour ? Any feedback most welcome to the editor.

Mastera and Tempera compiled by the Editor.

Thirty-five years after the oil tanker **Manhattan** became the first commercial ship to smash through pack ice of the Northwest Passage, a new era in ice breaking cargo vessels has arrived. But this time the focus has switched from Alaska to the Arctic.

With gyrating oil prices having reached \$50 plus per barrel and talk of a decade-long minerals boom, exports, including of gas are top priority for the Russian government and the region's production giants. The implications for shipping are huge. In 2004 the Russian mining group Norilsk Nickel has ordered an icebreaking container carrier to transport semi-finished cargoes from the river port of Dudinka to Murmansk. Kvaerner-Masa Yards part of Aker Yards, won the contract and hopes that order for sisterships will follow. Also in Russia's western Arctic, Sevmorneftegaz, co-owned by Gazprom and Rosneft, is ordering what will be the largest icebreaking vessels ever for the region, a pair of 70,000-dwt tankers. Admiralty Shipyards in St Petersburg is said to have won the tender, with an order expected to be confirmed soon. Common to both the Norilsk Nickel and Sevmorneftegaz ships is that they will use the double acting concept developed and patented by Kvaerner Masa-Yards, and used previously for the building under licence at Sumitomo Heavy Industries of the Fortum Aframax crude/products tankers **Tempera** and **Mastera** (both 106,000 dwt in 2002 and 2003).

The hull and propulsion system of such vessels are designed to operate in totally contrasting environments. The super ice-class 1AS double acting tankers (DATS) operate through light ice conditions and clear water bow ahead but in heavy ice conditions their Azipod propulsors and specially designed aft end means they can rotate 180 degrees and proceed stern ahead.

The **Tempera** and **Mastera** were intended to trade within the Turku archipelago off the coast of Finland, where the high manoeuvrability of the ships propulsion system is especially useful given the narrow navigational channels plus or minus 40 metres.

The ships are huge advance on the 1961-built oil tanker **Manhattan**, at the time the largest US vessel afloat. It underwent a seven-month conversion involving the fitting of a new ice-breaker bow, allowing it to move up and over the ice, which it broke using its sheer weight.

Built originally at Bethlehem Steel Co of Quincy, Massachusetts, and retrofitted by Sun shipbuilding of Chester, Pennsylvania, the tanker had steel belts installed along its sides to protect it from ice pressure. Tested by Exxon on the North West passage and although it was considered feasible, it was superseded by the Trans-Alaska Pipeline.

The main advantage of the Finnish double-acting-tanker DAT is its high hydrodynamic efficiency, moving bow first through open water while still be able to run astern in heavy ice.

The aft end of the vessel is designed as an icebreaker bow, a concept put to the test in the harsh winter in the Gulf of Finland in 2002/3. Fortum's 106,000 dwt **Tempera** and **Mastera** were able to keep moving in ice nearly one metre thick while other traffic was brought to a stop without ice-breaker assistance.

It is claimed that the ships can maintain a speed of three knots in this ice thickness. The electric pods force water between the ice and the hull, effectively providing a lubricant.

Electric motors are considered ideal for icebreaking ships because they provide maximum torque at zero propeller speed, something that can be provided with a diesel engine.

The eight months of model testing and development were said to have resulted in a ship with excellent propulsion and manoeuvring performance.

Fortum used pod drives for the first time when it converted its 1970's built tankers **Uikku** and **Lunni** in 1993 from constant pitch propellers and shaft line driven by medium speed engines. Power for the DAT tankers is supplied by five Wartsila diesel gensets. These comprise two 6MW 0L38B diesel engines, two 4MW 6L38B diesel engines (all of which use heavy fuel oil at a rate of 56t/day when at 13.5 knots). These produce 6.6kA of AC current at 60Hz each. This is then fed into a switchboard and onto the cycloconverter which is linked to the pod motor. For use in harbour there is one 1.7MW 6L26A diesel engine. It burns MDO, which is stored in a 308m³ tank. There is a 63.2m³ tank for lub oil

The propulsion is provided by an Azipod unit. This contains the electric motor and the fixed pitch propeller. This is pod can rotate at 360° and has a maximum rating of 16MW although the nominal output is 15MW. This gives the tanker a speed of 17 knots in open water. In ice, the tanker can go at 3 knots in ice 1m thick. For maneuvering into port, there is also a bow thruster. ABB supplied the complete electric propulsion system. The tanker has 12 cargo tanks that are divided by a central bulkhead, as well as two slop tanks, which gives it a capacity of 121,158m³ at 98%.

There is an inert gas system for the slop and cargo tanks. The cargo and slop tanks have steam heating coils. The steam is produced by two oil-fired boilers with internal water tubes. The tanks are filled and drained using four pumps located in the pump room next to the engine room at the aft end. There are three electrically driven cargo oil pumps that operate at a rate of 3,500m³/h each. There is also a cargo stripping pump which works at 300m³/h. Amidships is the cargo manifold system, which contains three manifolds. Hose handling is performed by a 15t crane with a maximum reach of 8m. Offloading takes 12 hours and requires 17t of fuel. Loading takes ten hours and uses 3.5t.

The epoxy coated ballast water tanks are located in the side and double bottom tanks. There are 12 tanks surrounding the cargo, and these are separated by a longitudinal bulkhead. There are also two fore and two aft peak tanks. These 16 tanks have a total capacity of 46 944m³. It is possible to carry out an emergency cargo transfer into the double hull. The ballast water is transferred by two electric powered pumps. One pumps at 1,500m³/h and the other at 3,000m³/h. There are also three tanks that hold drinking water, fresh water and 'technical' water. These have a combined holding capacity of 324m³.

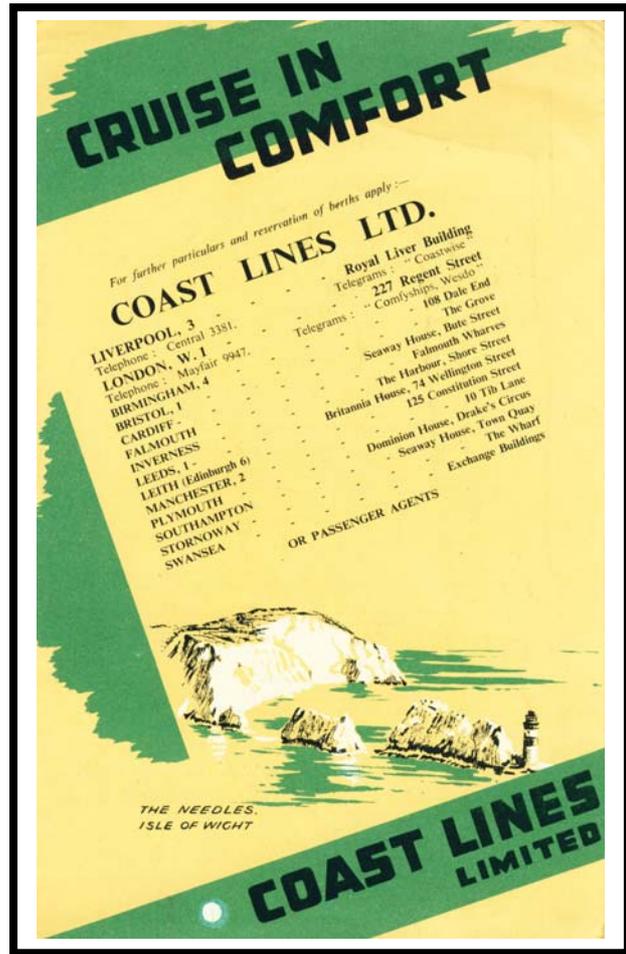
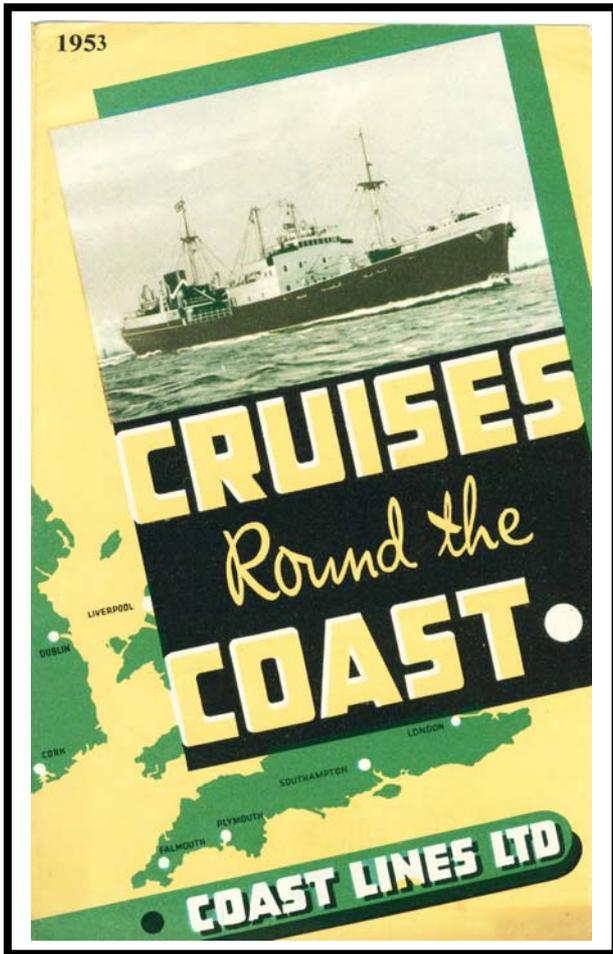
The DAT tanker **Tempera** alongside discharging at Esso Marine Terminal No 5 berth earlier this year.

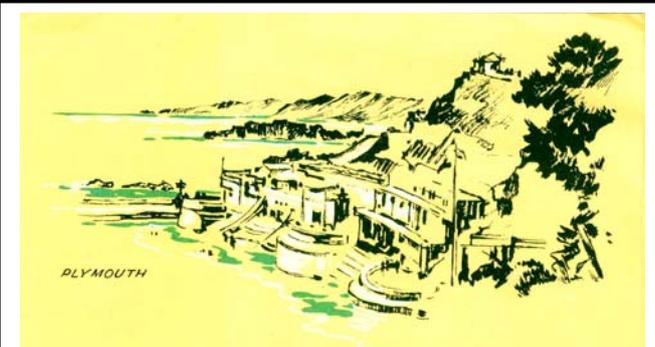


An illustration shown right from the Ship Technology website showing a DAT tanker in icebreaking mode astern



Coast Line Memories from 1953 – An interesting leaflet from Rod Bakers Collection





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	In Single Stateroom	In Stateroom with berths or twin beds
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The M.V. "Ocean Coast" (1600 tons) has nine state-rooms with single beds and one state-room with twin beds.

The M.V. "Pacific Coast" (1600 tons) has two state-rooms with single beds and five state-rooms with twin beds.

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Depart London every Friday
from 1st May to 2nd Oct. (incl.)

ITINERARY	ITINERARY
Liverpool - depart Saturday p.m.	London - depart Friday p.m.
Plymouth - arrive Sunday p.m.	Dublin - arrive Sunday p.m.
Plymouth - depart Monday p.m.	Dublin - depart Tuesday p.m.
London - arrive Wednesday a.m.	Liverpool - arrive Wednesday a.m.

The above itineraries will be adhered to as closely as circumstances permit.

The m.v.'s "OCEAN COAST" and "PACIFIC COAST"

will carry passengers during the same period with departures from Liverpool and London approximately every ten days. Cargo commitments prevent us from fixing definite sailing dates. Approximate departures will be furnished upon application and the actual time advised seven days prior to sailing.

On the voyage from Liverpool to London calls are usually made at Falmouth and Southampton and on the return from London a call will occasionally be made at Cork.



BLARNEY CASTLE,
CO. CORK



From Monty's Notebook.....Compiled by Monty Beckett
A round-up of new or infrequent callers to Southampton Docks over the last few months.
Photographs : **BBC Finland 6204/00, Silver Cloud 16927/94, Statengracht 16639/04**

Berths 204/7: Colombo Express 88600/05, Busan Express 75590/04, Los Angeles Express 75590/03, P&O Nedlloyd Manet 94724/05, P&O Nedlloyd Maxima 26833/04, CMA CGM Verdi 65247/04, P&O Nedlloyd Michelangelo 94724/05, Savannah Express 95000/05, Aglaia 14276/01, Bangkok Express 75590/03

RoRo Vessels: Morning Meridan 52422/88, Ingolstadt 38062/87, Sagittarius Leadre 61804/05, Toba 39535/79, Transgard 10570/96, Century Highway No5 44969/86, Telo 9479/83, Torrens 61321/04, Toledo 61321/05, Morning Crown 57962/05, Hual Tokyo 57280/04

RLC Marchwood: Korsoer 5801/99, Prince 7743/92, Zeran 15685/87, Lynx 1395/94, Tor Anglia 17492/77

Berths 107/8: Kwintebank 6500/02, Stadt Hemoor 2164/05, Midland 4 4955/96, Diezeborg 6219/00, Wilson Blyth 2446/95, Saline 1990/93, Astron Spirit 36353/84, Celtic Carrier 1892/84, La Paimpolaise 5752/96, CEC Oceanic 5752/97

Berths 102/3: Anke 1723/01, Hansa Lyon 1451/01, Bay Trader 1055/80, Jerome H 1297/05

Berths 102: Socol 2 6030/91, Eastwind-1 3006/76, Statengracht 16639/04.

Berths 36: Martyna 2184/88, Arklow Resolve 2999/04, Wielun 3127/80, Piper 1710/82, River Tyne 2858/00, Pasedena 2993/98, Kapitan Georgi Georgiev

Berths 24/5: BBC Finland 6204/00, BBC Argentina 4050/97, BBC Shanghai 4090/01, Carrier 1548/85, Alta Mar 2540/95, BBC Northsea 6200/00, BBC Japan 4090/01

Passenger Vessels: Silver Cloud 16927/94, Artemis 44588/84, Silver Whisper 28258/01

Dibles Wharf: Uttum 1662/93

Princes Wharf: Svenja 2060/96, Pewsum 1960/90, Kruckau 2452/03, Anja C 2237/91, Fehn Moon 2827/90, Breklum 1297/85

Crown Wharf: Ingrid 1960/90, Arco Bourne 3249/81, City of Chichester





Photograph - Southampton Oceanography

Students studying at the School of Ocean and Earth Science will benefit from the arrival of a purpose-built research catamaran **Callista** which has arrived at her new home after sailing across the North Sea. She arrived at The Empress Dock at 11AM Thursday 18th August.

With capacity for up to 30 passengers the 20 metre **RV Callista** will be an impressive addition to the schools fleet of inshore craft. The catamaran has a working deck aft, a wet lab amidships and a dry lab forward – all with wheelchair access.

Callista was constructed in Finland and is due to be operational in time for the new academic year. She will be based at the National Oceanography Centre, Southampton and used for research, outreach and teaching, particularly student fieldwork. With a robust 'A' frame mounted on the stern, Callista is capable of deploying equipment weighing 3 tonne – essential for commercially commissioned work.

Finance for the catamaran has been provided in part by the University of Southampton's successful floatation of a spin-out company called OHM plc (Offshore Hydrocarbon Mapping). The University is sharing the money it raised on floatation with the school of Ocean and Earth Science.



+



Maersk completed its takeover of P&O Nedlloyd (PONL) during the middle of August, creating a shipping giant with 70,000 employees, 550 vessels and a 30bn Euro market capitalisation.

The merged companies will have a 17% share of the global shipping market, but they will continue to be run separately until next February.

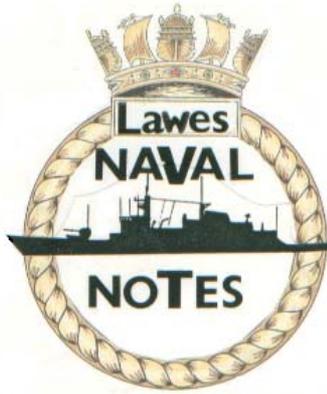
Maersk said the transition period would enable the lines to offer stable services through the coming peak season.

It also gives PONL time to leave various conference agreements, as required by the competition authorities.

Both European and US regulators gave the takeover the green light at the end of July, on the proviso that PONL withdraws from its Europe-South Africa trades.

It is also required the leave various other conferences, notably on the trades between Europe and Africa, Australia, New Zealand, North America and Central America.

After February, the two lines will be branded under the new name of Maersk Line.



Trafalgar 200 Solent Fleet Review

On the morning of 28th June Doreen and I boarded the **Red Eagle** before she sailed to be part of the fleet of ships assembled in the Solent to be reviewed by the Queen as part of the Trafalgar 200 celebrations.

As we sat in our car and watched hundreds of foot passengers, and several lanes of cars join the ship before us, we wondered if any space would be left. However, once onboard, we found ample room. As a result of the ship's refit a few years ago when she was stretched, all the cars were parked on the lower deck so the new upper vehicle deck was available for spectators, also, since most of the foot passengers had made straight for the lounge areas and

the adjacent decks, this extra car deck had ample space and we found we could move for one vantage point to another with ease. **Red Eagle's** position in the Fleet was towards its western end, before taking up his appointed place the captain had hoped to take the ship through other parts of the assembled vessels, but he was informed by the organisers that this was not possible for security reasons!

As we approached the review area we passed a number of other vessels, including **British Merlin**, **Hurst Point**, **HMS Montrose** and **CS Sovereign**. It was an unusual experience to be on a Red Funnel ferry when it anchored, we wondered how many times the ship carries out this operation. Around us when we were in position were **Shieldhall**, **Jean Bart**, **Amazon Hope 2**, the German sail training yacht **Asta**, a LCU from **HMS Albion**, **Red Jet 4** and several Mine Countermeasure Vessels. In line behind us were the Frigates that provided the high speed "steam past" at the conclusion of the Queen's review. These were **HMS Cumberland**, **HMAS Anzac**, **HMS Gloucester**, **HMCS Montreal** and **HMS Grafton**.

Once in position there was time to look around and identify some of the other nearby ships. Some were old friends from earlier times. The Pakistan Navy was represented by the frigate **Tippu Sultan** formerly **HMS Active** and the Oiler **Moawin** the ex Dutch **Poolster** once a frequent visitor to the Solent. Another familiar silhouette was the former Type 22 frigate **HMS London**, now the Romanian **Regina Maria**. Other foreign ships took a bit more time to identify, but nearby were the South Korean frigate **Chung Moo Gong Li Sun Shin** (How would you like to have that name on your cap tally?) and its escorting tanker **Cheon Ji**. Also close by were the Polish frigate **General T. Kosciuszko**, the Turkish **Orcreis** and the innovative Danish **Esbern Snare** together with the Finnish minelayer **Pohjanmaa**, easily spotted because of her distinctive colour scheme. The large assault ships and aircraft carriers could be seen towards the eastern end of the assembled ships, and in the distance a rather isolated **QE2**. It seemed ironic looking at these major ships that the biggest warship present was French, but no doubt at Trafalgar some of the opposing ships were larger than ours. It was interesting to watch the SRMHs **Shoreham** and **Walney** acting as taxis to ferry visitors out to the ships in the review lines.

At 1300 a Royal Salute was fired and the review commenced. The Queen was onboard **HMS Endurance**, another irony, using a ship built in Norway for the Royal Yacht! As is the tradition, Endurance was preceded by the **THV Patricia**, and followed by **HMS Chatham**, **HMS Scott**, **RFA Sir Bedivere**, **HMS Enterprise**, and the private yacht **Leander** and the sailing vessel **Grand Turk**. All of these ships carried official guests. We were in an ideal position to observe these vessels as they passed initially moving westward through the fleet and then turned to pass in the opposite direction, but even closer. The only confusion was when it was announced that these ships would pass down our Starboard side. When you have a ship that is double ended and stationary, how do you know which side is which? However by watching the movement of the Endurance most people worked out which would be the best side to stand.

At the end of the review and after the sail past there was then a fly past by assorted aircraft and helicopters which entertained the passengers till it was time for the **Red Eagle** to up anchor and start her return to Southampton. On the way in we passed **HMS Middleton**, she was one of the vessels bypassed by the main event. She had been stationed to the west of the fleet as part of the security screen, doing an unnoticed, but vital job. It was without doubt almost the last task she will do for the Navy, as like several other vessels that were present on that day, she is now surplus to requirements and is scheduled to be sold off.

Our arrival back in Southampton coincided with the start of a thunderstorm, but it failed to dampen our spirits, as it had been a spectacular day.

The Fleet Review and Festival of the Seas at Portsmouth which followed it were both excellently organised events. Between them they brought a tremendous number and variety of ships into our area. We were fortunate that both of these events were comparatively local so that we could take full advantage of them.

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Forthcoming Programme and Events

Venue:
Southampton Oceanography
Centre
Waterfront Campus
European Way
Eastern Docks
Southampton
All meetings commence
19.15 and room to be vacated
by 21.30.

2005 Branch Meeting Programme

September 13th
Competition Evening
Prints and Transparency
Sections.

October 11th
Leander Class Cruiser HMS
Ajax 1933-50
Dr Richards Osborne

November 8th
A.G.M. and Auction (**see
note**)

December 13th
Travels with my Camera
David Oldham

Branch Notice Board

All contributions to BJ are gratefully received either by post, email, floppy disk or CD. Any article related to the Solent area would be much appreciated. BJ can reproduce magazine and newspaper articles but preferred are articles by the branch – for the branch.

Any member who would prefer to receive the Branch Magazine Black Jack by email please contact the Editor. All recent Black Jacks can be viewed all in colour via the Branch website in pdf format.
www.sotonwss.org.uk

Errata – page 7 No:135
Photographic credits to Ivan Bovey which were taken in Woolston not Hythe. A correct version appears on the branch website.

Would members please give a thought for items that could be included in our Branch Auction in November after the AGM. Could all members assist your officers by submitting **lists of lots** to the **Hon Secretary** ASAP. The secretary must be advised of any further lots by **September 30th**. We can then let you have a list on the night as well – Any transport related item is acceptable.

Ships in Port - Past and Present Scillonian by Bert Moody

The **Scillonian** was built by J.I. Thornycroft & Company at Woolston (yard No.4130) to the order of the Isles of Scilly S.S. Company Ltd for service between Penzance and St. Mary's Scilly. She was launched on 15th November 1955 by H.R.H. Duchess of Gloucester and was completed in March 1956.

The Southampton Branch of the World Ship Society had a special interest in this vessel for a group of members were present at the launch, and on 22nd March 1956 were given the opportunity to visit the ship prior to her being handed over to her owners the next day.

Scillonian had a gross tonnage of 921, her length overall was 209 ft 7ins with a breadth of 32 ft 10 inches. Accommodation was provided for 500 passengers and the cargo capacity was about 25,000 cu ft, and two holds were provided forward of the main superstructure. The main engines consisted of two Ruston & Hornsby 6 cylinder diesels driving twin screws giving a speed of 15 knots.

The ship entered service on 28th March 1956 and gave excellent service for a number of years, she returned to Southampton on several occasions for annual overhaul which was normally carried out at J.I.Thornycroft's yard at Northam.

In 1977 **Scillonian** was replaced on the service by a new ship – **Scillonian III** built by Appledore Shipbuilders and the **Scillonian** was sold to P. & A. Campbell Ltd at Bristol and was renamed **Devonia**. As such she was used on the Thames but later moved to the Bristol Channel and was eventually laid up at Bristol.

In 1982 she was sold to Torbay Seaways and Stevedores Ltd and renamed **Devoniun** and used on trips from Torquay to the Channel Islands and also local pleasure trips. This did not prove very successful and two years later in 1984 she was sold to Norse Atlantic Ferries and was renamed **Syllingar** and operated between the Orkney and Shetland Islands. At the end of 1985 the firm was experiencing financial problems and the vessel was laid up. In 1986 she found her way to the Mediterranean having been acquired by Hellenic Cruise Holidays of Greece and she was renamed **Remvi**.

In 1999 she was first renamed **Africa Queen** and then **Princess Eliana** being owned by J.A.R. Atlantic Queen Ltd and registered at Belize. Unfortunately what finally happened to the vessel is not known, but in a supplement to the 2001/2 Lloyds Register it was recorded – "Delete entry – vessel continued existence in doubt".



Scillonian - Photograph from the Bert Moody Collection