

ships and shipping

Concern over oil pollution at Durban

Shell and BP oil refineries have experienced a great deal of trouble with their single offshore mooring buoy for tankers, which is situated about two miles offshore at Reunion Rocks on Durban's Bluff. The prevailing swift current, together with the exposed site, have time and again proved too much for the oil flow pipes which have recently ruptured for the ninth time since the buoy was brought into service 18 months ago.

Concern has been voiced by the various anti-pollution committees (both official and unofficial) existing in Durban, as well as the City Council and Publicity Association, who are worried about the damage oil slicks are doing to Durban's beaches, already badly fouled. Polluted beaches could prove the death knell to Durban's multi-million rand (annual) tourist industry, reports B. MacMahon.

Southern Hemisphere cruising popular

It would appear that Durban is fast becoming a popular port of call for liners on extended world cruises. The *QE2* made her maiden call here in 1970 and since then the *Leonardo Da Vinci* (Italia Line), *France* (French Line), and *Mariposa* (Pacific Far East Line) have made maiden calls. *Rotterdam*, *Sagafjord*, *Kungsholm*, *Ghana*, *Hamburg* and *Lindblad Explorer* have also called.

Durban is also one of the main starting points for cruises run for South Africans by Lloyd Triestino, P&O and CNN (Portuguese). Who says shipping is dead?

First of a new reefer series

Among the chartered vessels arriving this year with South African fruit was the unusually-named *Snow Flake* coming in to Southampton on her maiden voyage, shortly followed by the *Snow Flower*. These two ships are the first of eight being built in France for the Swedish Salen Reefer Services. The other *Snows* are *Land*, *Storm*, *Drift*, *Ball*, *Hill* and *Crystal*. The snow prefix was chosen to indicate that the vessels are refrigerated, writes N. Hodson.

Currie House staff admire new OCL giant

OCL's 58,889 gross tons *Tokyo Bay*, claimed to be the world's largest and fastest container ship, arrived in Southampton in April on her maiden voyage to Japan in the new Far East service. Each of the five



■ A record is set, and local people gather to make it a gala occasion, as OCL's new *Tokyo Bay* becomes the largest vessel to use the Panama Canal. Above: entering Miraflores Lock on the Pacific side.

ships OCL will be using on this service is designed to carry more than 2,000 containers at a service speed of 26 knots. The ships should reduce the sailing time Europe-Japan to 23 days.

With a length of 950 feet and a breadth of 106 feet *Tokyo Bay* is the third largest vessel using Southampton docks (measurement of the *France* is 1,035 by 110 feet and the *QE2* 963 by 105 feet). Her lines were admired from the vantage point of Currie House as she sailed, proudly displaying on her stern the port of registry—Southampton, records N. Hodson.

On her first voyage to Japan she became the largest vessel to use the Panama Canal, beating the previous record of the pre-war *Bremen*. In one lock she had a clearance of only 25 feet at either end and 25 inches on either side.

Welcome to Aureol

The port of Southampton also welcomed recently the Elder Dempster passenger liner *Aureol* on the commencement of the passenger service to West Africa from Southampton. The Elder Dempster withdrawal from Liverpool brings to an end yet another northern long-distance passenger connection.

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Of the ten stalwarts shown in the picture, three have since died, three have retired and two left the company several years ago. This leaves only Tommy Witheridge of the accounts department, Cayzer House, and Sir Nicholas Cayzer, in active B&C service. Commented Arthur Gurr (in his letter to CLANSMAN): "It will please Tommy to know that he has something in common with the chairman!"

CLANSMAN thanks all who wrote or rang about the vintage cricket picture.

To list the sales?

Sir,

Over the past year the company have sold a large number of their older ships. A lot of seagoing staff, myself included, would be very interested to hear where they went.

Would it be possible to print a list of ships sold, who they were sold to and whether they went for scrap or for re-use?

A. J. MACKAY,
King Arthur