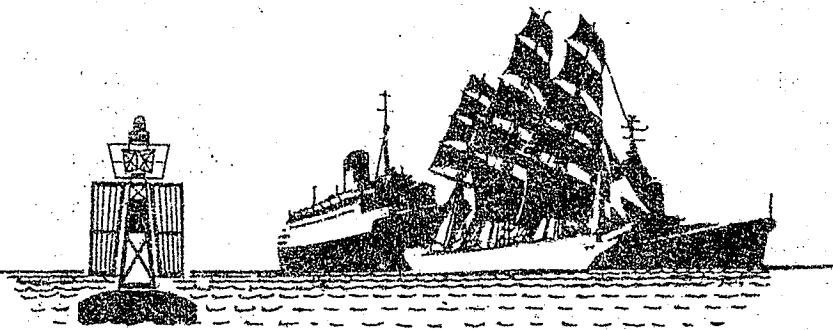
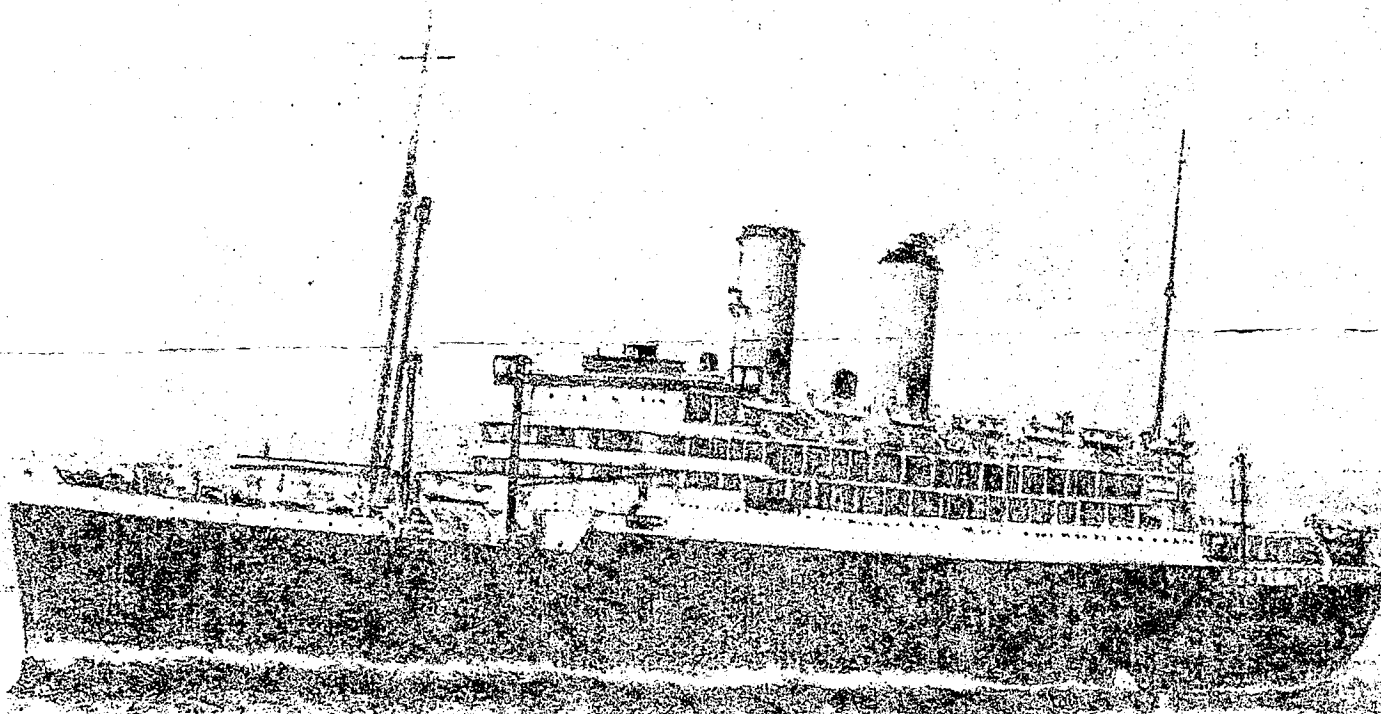


BLACK JACK



QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



ERIC
LAW
1978

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SOUTHAMPTON BRANCH

Chairman: John Havers Vice Chairman: John Lillywhite
Hon Branch Secretary: R F Baker, 29 Milbury Crescent, Bitterne, Southampton. Tel: So'ton 449972
Hon Branch Treasurer: M J Moloney, 117 Havendale, Hedge End, Southampton
Joint Magazine Editors: Nigel V Robinson, 2 Glencarron Way, Bassett, Southampton, SO1 7EF

& David T Hornsby

Publicity Officer: W H Mitchell
Outings and Visits Secretary: David T Hornsby, 'Greystones', Southampton Rd, Cadnam, SO4 2NG. Tel: Cadnam 3704

Projectionist: David Hutchings

PROGRAMME OF MEETINGS - APRIL to JUNE 1979

All meetings commence at 7.30pm and are held at the University of Southampton.
NOTE! - the April meeting will be held in Arts Lecture Theatre 'A', all others in Lecture Room B, Nuffield Theatre Building. April AND May are MONDAY meetings; June onwards are, as usual, Tuesday meetings.

- ** Sat 24 March Annual Branch Dinner-see below
- MONDAY 9 April } "Coast to Coast" - a two-part talk by Mr R. Flewitt
- MONDAY 14 May }
- Tuesday 12 June "Marine Salvage" - to be confirmed

** ANNUAL BRANCH DINNER - as last year this will be held at the Merchant Navy Hotel, Lodge Rd, Southampton on Saturday 24 March at 7 for 7.30 pm. The cost will be £3.50 per person. The menu is as follows:-

- Minestrone soup or grapefruit cocktail
- Roast beef, Yorkshire pudding, etc
- Sherry trifle
- Coffee

Bookings and moneys to David Hornsby - address and telephone number above

Collectors Evening - September meeting - advance notice

Postcards, stamps, menus, plates, cups etc, in fact any items of maritime interest that you collect please bring to the collectors evening or produce slides of same. Please inform Rod Baker what items you intend to bring so that he can arrange the evening in advance.

The following back numbers of Black Jack are available from the Secretary at 10p per issue plus postage:- Nos. 2, 11, 14, 15, 16, 19, 20, 24, 25, 27, 28, and 29 - also Naval Supplement No 3.

the UNITED STATES of 1848 - ref: BJ No 29, Winter 1978-79, page 13 (bottom)

John Maber (one of our founder members) has written to point out that there were at least EIGHT earlier vessels to carry the name United States:- the dates, and tonnages of the eight are as follows:-

- 1818. 309t built at Baltimore; 1819. 645t Jeffersonville, Ind. (lost 1824);
- 1821. 180t New York; 1832. 386t Oswegatchie, NY; 1835. 366t Huron, Ohio (lost 1849);
- 1836. 338t Pittsburgh, Pa; 1847. 332t Cincinatti, Ohio; 1847. 566t Shelburne, Vt.

All were wooden hulled side wheel paddle steamers.

Cover illustration: ORONTES drawing by Eric Law (see article bottom of page 3)

KLONDYKE SHIPPING CO.LTD. Hull

FLEET LIST

This company operates in short sea trades. The ships cannot be classed as regular callers at Southampton but are occasionally seen at Itchen wharves.

The company was founded in 1953 and commenced trading with an ex-German steamer, Hannes, which was quickly renamed Bostondyke. The fleet was gradually built up over the years and then, in 1976, the company and the five ships were acquired by the United Towing Ltd.

Currently the fleet stands at five vessels. Hulls are black and funnel grey, with yellow houseflag edged in red with a black 'K'. * = present fleet.

Acq:	gt/tdw	Builder
1953 Bostondyke	1195	built 1935 for Springwell Sg Co (High Hook Sg Co in 1937) by Short Bros, Sunderland. ex Hannes '53 (Muller) ex Highwear '52 (High Hook Sg Co) ex Springwear '37 1952: Panagia Odigitria (Ventouris (Greece)). 26.11.64: Aground, eng room flooded out side Leningrad. 30.11.1964: refloated, towed in. Total loss. Abandoned.
1957 Kirtondyke	979/1275	RS Hayes Ltd. Pembroke Dock 1957. 1975: Myrtidiotissa II (Xintarakos & Papadopoulos (Greece)).
1964 Framptondyke	1599/2625	Goole SB Co 1964. 1975: Wittering (Steph. Clarke)
1965 Revesbydyke	1599/2650	Goole SB Co 1965. 2.9.65: Struck breakwater at Itajai on voyage with timber to Gt Yarmouth. Went aground but 5.9.65: refloated. 8.9.65: Again aground, broke in two.
*1967 Somersbydyke	1598/3150	Goole SB Co 1967.
*1971 Westondyke	696/1000	Scotts, Bowling 1971.
*1971 Fendyke	696/1000	Scotts, Bowling 1971.
*1975 Martindyke	1592/3000	Goole SB Co 1975.
*1978 Selbydyke	1500/3000	Cochrane, Selby 1978

---oOo---

ORONTES

The Orontes and her sistership, Orford, were built in the late 1920s for the Orient Line. Both came from the Vickers yard at Barrow. The Orontes was launched on 26 February 1929 and completed in July, taking some cruising time in the Mediterranean and indeed, leaving Southampton for one cruise on 29 September before making her maiden voyage on 26 October from London to Melbourne, Sydney and Brisbane. On a length of 664 ft x 75 ft breadth, she measured 19,970 gross and her geared turbines developed 20,000 shp to drive twin screws. She carried 500 First and 1112 Third class passengers. Just before the war she was re-measured at 20,097 gross and from 1940 to 1947 served as a troopship.

J.I. Thornycroft refitted her at Southampton and again she was re-measured at 20,186g to carry 502 First and 610 Tourist passengers. Her first postwar voyage was from London to Sydney on 17 June 1948. In 1953 she was altered to carry 1410 Tourist passengers only. The Orontes arrived at Valencia on 5 March 1962 for breaking up. The sistership, Orford did not survive the war. On 1 June 1940 she was bombed off Marseilles, was on fire, then beached and burnt out. In 1947 the wreck was salvaged and scrapped at Savona.

It was in 1926 that the Orient Line decided to make Southampton a homeward port of call in the peak March-July season to disembark passengers and this continued to the outbreak of war and was resumed again after war ended. In 1964-65 the then four remaining ships of the Orient Line fleet were absorbed into the P & O fleet.

Eric Law's cover drawing is of the Orontes which, incidentally, is a river of North Syria.

---oOo---

THE DUNDEE PERTH & LONDON SHIPPING CO LTD

by W.H.Mitchell

The Dundee, Perth & London Shipping Co Ltd was incorporated in 1862, being a fusion of the Dundee and Perth Shipping Company and the Dundee and Perth Union Shipping Company. The former had commenced in 1798 as the Dundee Shipping Company, the Perth being added in 1806 when it acquired the ships and goodwill of John Richardson & Company of Perth. The latter, Dundee and Perth Union Shipping Company was established in 1819.

When amalgamated, both companies were running similar services in sail from Dundee to London, while similar smacks connected with Glasgow and Liverpool via the Forth & Clyde Canal until the railways came. Both also had lighter services between Dundee and Perth. The first meeting of the amalgamated company was held on 3 July and from that date was known as the Dundee, Perth & London Shipping Company Limited with a fleet of some nineteen vessels, fifteen contributed by the first named company, four by the latter.

In 1829 the company introduced the steam tug Sir William Wallace into their fleet for the towage of lighters between Dundee and Perth, but steam navigation to London was not so easily introduced and it was not until 1832, after years of debate, that two steamers named Dundee and Perth were ordered from Robert Napier of Glasgow who sub-contracted the building of the hulls to John Wood.

They were wooden paddlers and the Dundee was measured at 399 tons burthen on 175ft length and 28ft breadth. She was given a figurehead of Neptune and a magnificent saloon aft. As was the custom then, the paddles were placed well forward and the engine room before the boiler room. She was rigged as a 3-masted schooner but had a square sail on the mainmast. The Dundee perpetuated the name of the first Dundee which was a sailing smack of the Dundee and Perth Union Shipping Company which had been built to carry salmon down to London. The two paddlers commenced running in 1843 and three years later a third, London, joined the fleet. All were employed in the East coast run to London and made the passage in 38 hours. It is recorded that when Samuel Cunard communicated with Robert Napier regarding a new steamer, he told him that he wanted a ship like the London, whilst the French government wanted to buy the Dundee for their navy. These three ships set the pattern for the names of the 'London boats' over several generations.

In 1857 the Dundee & Hull Shipping Company was acquired. An interesting item is that this company had owned the Forfarshire which had been wrecked on the Longstone Rock, Farne Islands on 6th September 1838 and to which Grace Darling had gone, succeeding in rescuing nine out of sixty people in her heroic effort.

The first screw steamer appeared in 1856. Named London and then renamed Hull in 1892, she ran for over fifty years until 1909. In the mid-1850s, sailing ships as well as paddlers and screw steamers were in the fleet and could be seen in the Baltic and Mediterranean seas whilst services were started to Rotterdam, Dunkirk and Hamburg. At the turn of the century the Dundee Wharf was built as the London head quarters of the company.

The 1914-1918 war

In 1914 the company owned five steamers with one building. The Dundee, London, Gowrie and Arbroath were employed in the London service, the Perth due for delivery from the Caledon yard in 1915.

The Dundee, Gowrie and London were all victims of the U-boat and the Dundee is singled out as being partly responsible for the sinking of the German raider Leopard.

The Leopard was originally the Yarrowby (4,652g 1912), owned by R Mackill, Glasgow and captured by the German cruiser Mowe on 11 December 1916. She

was fitted out as a commerce raider under the name Leopard and on 16 March 1917 was sailing under the Norwegian flag as the Rena, 200 miles east of the Faroes, when she was intercepted by the Dundee, now an armed boarding ship. A party of five was sent to board but the Leopard opened fire. The Dundee returned the fire with her two 4" guns and some hits were made.

In response to the Dundee's radio call the armoured cruiser HMS Achilles 13,550t 1907 arrived, at which the Dundee, now short of ammunition, disengaged. The Achilles then torpedoed and sank Leopard.

The Dundee, 2278g, built by Caledon in 1911, had a designed speed of 14 knots and herself was sunk by torpedo a few months later.

Other losses:

Gowrie 1,031g 1909. 10 October 1917, sunk by submarine torpedo 14 miles NE from Cherbourg and

London 1,706g 1892. 23 June 1918, sunk by submarine torpedo 4 miles E by S from Whitby.

Towards the end of the war two companies were purchased, the Dundee and Newcastle Steam Shipping Co in 1917 and the Kirkcaldy SS Co in 1918. A little later, in 1920 the goodwill of the Leith, Dundee and Perth service of Henry & MacGregor was acquired.

Service to the South

The only coastal liner of the company to survive the war, Perth, re-inaugurated the Dundee - London service in 1919 but in 1921 the company took delivery of the steamer London. With two ships operating the service was twice weekly, a one-way journey taking 36 hours. Next year the Arbroath was sold.

It was in 1919-1920 that Southampton became included in the DPL network when the company purchased the trade operated by Thomas Cowan from Dundee and Leith to Southampton, Portsmouth and Treport. This Dundee connection with Southampton should however, really be timed from 1898 for it was in that year that Cowan inaugurated the service. At about this time, just after the docks of Southampton had been purchased by the London & South Western Railway Company in the early 1980s, attempts were being made to build up trade and the object of the service was to provide Scottish manufacturers with a connection with the mail ships. Inward cargoes from Scotland consisted of Jute goods for transshipment to Royal Mail Line ships to South America whilst cargoes brought in by American Mail Line ships included flour, lard and binder twine. Another seasonal import from Scotland was potatoes for distribution in the South of England and Isle of Wight. The ships had dark red funnels with a black top and a black hull while masts and derricks were light brown. They could frequently be seen in the Empress Dock.

Ships in the original service were Louga, Narove and Ploussa, the first-named being taken over from Thomas Cowan by the DPL and which called regularly until 1938. In 1924 a service was introduced from Southampton to Dunkirk and many cargoes of wool were transhipped from the Union-Castle ships from South Africa.

Between the wars

Between 1919 and 1939 the fleet was gradually enlarged and apart from the Louga 945gt built by Ramage & Ferguson, Leith in 1898, vessels to be seen at Southampton included the Lochee, 1064, built by Chas Hill, Bristol in 1918, Rosyth, 409gt, built by Dundee Shipbuilders Co in 1903 and which lasted until sold in 1934, the Arbroath, 553gt, built by Caledon in 1935- the first motorship for the company - and another Lochee (later renamed Perth) also with diesel engine, built by Henry Robb, Leith in 1937.

In 1929 the managing interest of the Aberdeen, Newcastle & Hull Steam Company Ltd was acquired. This service was from Aberdeen to Newcastle, Middlesbrough and Hull. Two ships were owned at the time, Highlander, 1202gt, built in 1916 by Caledon and

a well-known North Sea coastal liner, and Kildrummy, a coaster of 629gt, turned out by Hall, Russell & Co., Aberdeen in 1924. The Kildrummy passed into the DPL fleet and the Highlander was disposed of when the Aboyne, 1020gt was delivered by the Caledon Company in 1937. The Aboyne arrived at Southampton on 1 March 1937 from Dundee on her maiden voyage.

In 1934, another coastal liner was constructed for the Dundee - London run. She was named Dundee. By 1939 the company owned thirteen vessels - three on the London - Dundee run, the remainder being smaller coasters.

World War II

In the early days of the war the requisitioning telegrams called for the London, Lochee, Glamis, Errol and Arbroath for Government service, the Perth Rosyth, Dundee and Aboyne following later. The Perth, Dundee and Aboyne were placed in convoy rescue services and faced unimagined stresses in the North Atlantic. Sixty Atlantic crossings were made by the Perth alone and she rescued 455 seamen. The Lochee served in the evacuation of Norway, the invasion of North Africa and the Normandy invasion, far flung exercises from the carrying of potatoes from the East Scottish coast to Hampshire. The Lochee was very nearly lost in December 1940 when an acoustic mine exploded on her quarter, in the entrance to the Mersey, damaging her stern and lifting her engines off their bed, but she managed to get in to Liverpool. The London was singled out for special duties (qv). Only one ship was actually lost, the Gowrie, 689gt which was bombed by two Heinkels and sank 4 miles east of Stonhaven on 9 January 1942 after a bomb had shattered the engine room.

.....and after

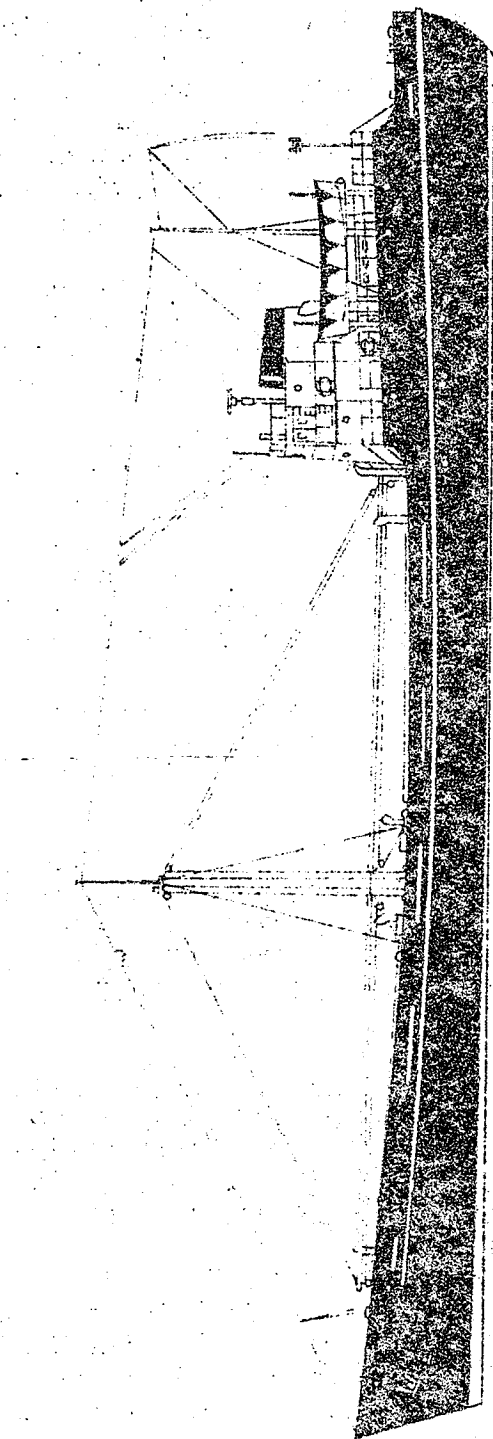
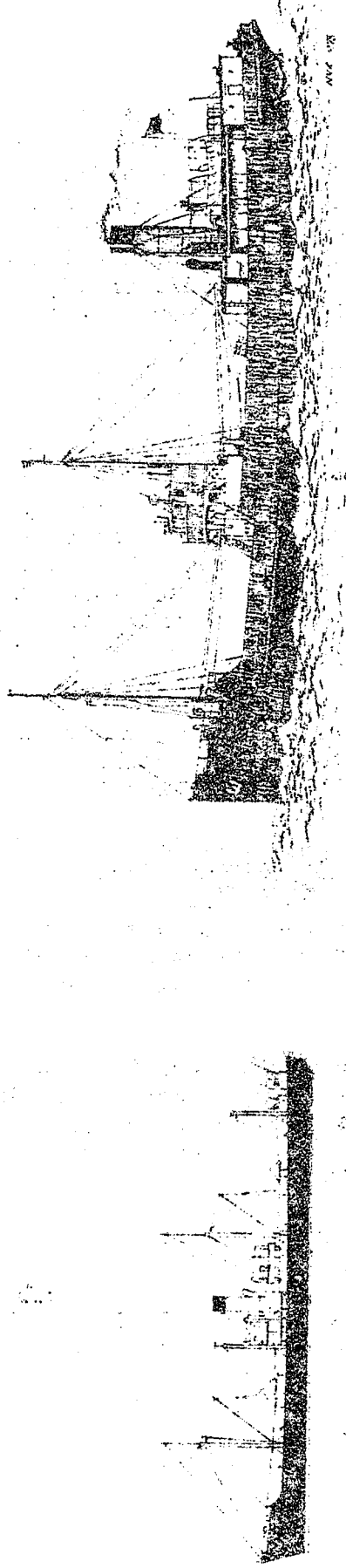
With the diminution of traffic in the coasting liner trade after the war there was no place on the coast for the Dundee and Perth and they were sold, the run being taken over by smaller ships. The London was still on Government service. The disposal meant that the company did not own a vessel capable of carrying more than 12 passengers; ships had plied between Dundee and London for over a century and this virtually meant the end of the passenger trade between Scottish ports and London - a trade for which many ships had been built on the Tayside. The Aboyne, 1020g 1937, was also sold.

It is perhaps correct to record here the details and pocket histories of the last of the East coast coastal liners:

Arbroath 1,014gt. Built as the Alexandra (Riga-Lubecker DG, Lubeck) by Akt Ges 'Neptun' Rostock 1909. 215 ftbp x 32ft. A single screw steamship with reciprocating engines.. 1922 to Clark SS Co., Canada. Renamed Gaspesia. 1946 North Voyager (same owner). 22.10.1950 foundered off south coast of Newfoundland (Halifax NS/St Johns NF).

Perth 2,259gt Caledon 1915. 291ft oa x 280bp x 40ft. A single screw steamship with reciprocating engines giving 15 knots. Accommodation for 400 passengers. 1915-18: Armed merchant cruiser. 1942-45: Convoy rescue ship. 1946: to Falkland Islands Company Ltd. Renamed Lafonia. Accommodation reduced to 100. 1950: to Lloyd Mediterraneo, Italy. Renamed Valfiorita. 1961:(to C Lolli-Ghetti & Co). 1962: scrapped.

London 1,499gt Hawthorn Leslie 1921. 250ft bp x 35ft. A single screw steamship with reciprocating engines giving $13\frac{1}{2}$ knots. Accommodation for 100 passengers. 9.1939-8.1940: guardship in the Downs. 7.1942: converted to a cable laying ship for the PLUTO operation which was planned to feed the allied invasion armies with water and fuel. Became HMS Holdfast. 10.1942: commenced trial work and laid an experimental oil pipeline across the Bristol Channel. 7.1946: returned to Min of War Transport. Renamed Empire Taw, being used by Marine Contractors Ltd as a recovery ship for the valuable pipeline under the channel. 7.1949: laid up Inner Dock Southampton. 9.1952: Towed by tug Turmoil to Cork for breaking up in 1953.

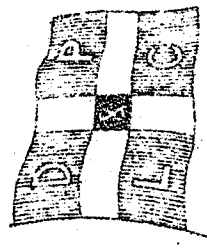


top left: GOWRIE built 1944, acq 1959 top right: BROUGHTY built 1921

lower drawing: LONDON built 1951

house flag: red ground, white cross with blue square at centre,
 lettering DP & LC in white

drawings by Nigel V Robinson



Dundee 1,540gt Caledon 1934. 294ft oa 283ft bp x 42ft. A single screw steamship with reciprocating engines giving $12\frac{1}{2}$ knots. Accommodation for 12 passengers. Later reduced to 6. 1948: to British & Continental ss Co. Renamed Dotterel. 8.1961: Scrapped Bilbao.

Postwar activities

Two motor vessels, Gowrie (ex Empire Cape (MOWT)) and Edina (Currie Line) were quickly acquired after the war ended whilst the first of the company's rebuilding programme, Lunan, was completed by Hall, Russel of Aberdeen to DPL design. She was a self-trimming cargo ship with raised quarter deck. With an active prevailing freight market another purchase was the Empire Bard, a war standard ship, 4665tdw, from the Government. She was renamed Angusburn and was the first ocean-going tramp to be owned by the company. Two more ocean-going ships were acquired in 1948 and 1951 and given 'Angus' names. These were the largest ships ever owned by the Co.

At this time the regular British services were Dundee with London, Hull, Newcastle, Portsmouth and Southampton; Southampton with Dunkirk; Hull with Newcastle, Kirkaldy Aberdeen and Leith and the river services Perth-Dundee and Leith-Kirkaldy and it could be said that the company had reached the zenith of its coastal network.

The 12-knot, 875tdw coaster London for the Dundee - London service was completed in April 1951 by the Burntisland SB Co whilst the company went to the same builders for the Dundee, a somewhat larger open shelter deck motorship of 2,900tdw. She was designed for general cargo trading and for canal navigation in the St Lawrence and the Great Lakes of Canada in the summer season and joined the fleet in 1954. This brought the number of ships owned to sixteen, thirteen of which were motor vessels. All but three ships were in the coasting trade.

In 1955 the small Broughty was completed at Groningen and became the first DPL ship to be built abroad whilst in 1958 they took delivery of the small coastal tanker Kingennie. The following year, Currie's Highland - an ex-German war confiscated vessel was acquired.

But during the ensuing years there was a radical change in the DPL trade. With overwhelming foreign competition the three ocean-going tramps were sold. The traditional East coast run on which the company had been founded, dropped away to practically nothing and in 1961 the 'London boat' service was switched to British Rail. In its long history there had been eight ships named Dundee, seven London and six Perth.

In Canada employment had been found for several ships through association and later purchase of the Newfoundland & Great Lakes SS Ltd. Two had gone there in 1951 and four later traded in Canadian waters during the St Lawrence season. In 1966 however, only one ship, the Dundee, went to the St Lawrence and in this year the Canadian venture ended, the Dundee being sold when the season was over.

As with so many coasting companies, the road juggernaut in Britain has gradually ousted the coaster. By 1966 the DPL fleet had shrunk to three ships - Lochee, Dundee and Kingennie. In that year not only the Dundee but the Lochee was also disposed of and in 1967 DPL's first and only tanker and the last ship in the fleet the Kingennie, was sold to Cambridge (Tankers) Ltd., remaining however, under DPL management until moving to the Greek flag in 1972.

In 1971 the Dundee Wharf at Limehouse was sold and a bid from a London concern was accepted by the board for the company. The parent concern now became Dundee Perth & London Securities Ltd., which in turn, became part of the Charrington, Gardner & Lockett group in 1973.

Fleet List from 1945 (The first 12 vessels were in the fleet at the end of the war)

Year in fleet	Name	Built	by	grt	
	Fair City	1904	Dundee SB Co	131	Steam lighter. Ex Carbon. 1947: Tayfirth (Tay Sand Co)

1921	Broughty	1921	Larño SB Co	504	Completed by Scotts, Bowling. 1951: Saint Ronag (J & A Gardner)
1929	Kildrummy	1924	Hall, Russell Aberdeen	629	1947: Coquetdale (Coquet Sg Co, Newcastle)
1935	Arbroath	1935	Caledon, Dundee	563	1962: Valzell (J Tyrrell, Eire)
1936	Clova	1935	Goole SB Co	310	ex Andoni. 1954: Clichy (Lockett Wilson Ltd)
1936	Glamis	1936	Caledon, Dundee	555	1961: Romylla (Georgopoulos, Greece)
1937	Perth	1937	Robb, Leith	982	ex Lochee. 1963: Manthos (Marcoutnakis, Greece)
1939	Cortachy	1934	Goole SB Co	273	ex Arrivain '39. 1954: Concorde (Lockett, Wilson Ltd)
1939	Crombie	1934	Goole SB Co	239	ex Affaric. 1954: (same name) (Lockett, Wilson Ltd)
1939	Errol	1936	Goole SB Co	311	ex Kestor '39. 1956: Grouville (Channel Sg Ltd, Jersey)
1939	Gala	1939	Hessle	99	lighter
1942	Dron	1936	Goole SB Co	413	ex Conida '45. 1950: Jackonia (J Wharton Sg)
1945	Gowrie	1941	Scotts, Bowling	872	ex Empire Cape '45. 1948: renamed. Lochee. 1966: Aghio Spyridon (Vazeas, Greece)
1946	Angusburn	1942	Caledon, Dundee	2853	ex Empire Bard '46. 1955: Brettenham (Lundqvist, Finland)
1946	Benvie	1905	Port Glasgow	185	ex Flying Swallow) tugs
1946	Buddon	1909	Port Glasgow	203	ex Flying Cormorant)
Note: These two tugs were acquired from the Clyde Shipping Co. for towing services at Dundee. They were placed under a subsidiary company, V A Cappon Tugs Ltd. Both were disposed of in 1954-5.					
1946	Gowrie	1939	Robb, Leith	486	ex Edina '48. 1959: Fordmac (Cayman Islands)
1946	Lunan	1946	Hall, Russell Aberdeen	1018	1959: Maridan C (Orleans Nav Co (Canada).
1947	Gannochy	1937	'de Noord' Alblasserdam	485	ex Springhaven '47, ex Hampshire Coast '46. 25.2.58: sank in Mersey Channel (voy: Penmaenmawr/Liverpool - stone chippings) CTL. Wreck later disposed by explosives.
1948	Angusmuir	1928	Lithgows	3535	ex Clunepark (Denholm) '48. 1954: Agiula
1951	Angusbrae	1943	Grays, West Hartlepool	2905	ex Hawkinge '51, ex Empire Beaconsfield '46. 1956: Hispania. 1960: Dia. 14.10.64: sank 44.12N 8.38W after springing leak
1951	London	1951	Burntisland SB Co	706	1964: Windsor Trader. 1967: Topsail Star (Topsail Sg Co, Canada)
1954	Dundee	1954	Burntisland SB Co	1781	1966: Doron (Med Lines, Israel)
1955	Broughty	1955	Schps 'Gideon' Groningen	553	1963: to Stephenson Clarke - converted to liquified gas carrier - renamed Abbas. 1968: Capo Cerro (COSIRA, Italy).
1958	Kingennie (tanker)	1957	G Brown, Greenock	1169	1967: (Cambridge Tankers Ltd) 1972: Amalia (Seka SA, Greece)
1959	Gowrie	1944	Verschure & Co Amsterdam	1876	ex Highland '59, ex Empire Galbraith '46, ex Hendrik Fisser '45. 1963: Hermanos (Vlassis, Greece)

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OLAF PEDERSEN, Oslo

FLEET LIST

Although this shipping concern was started in 1937, it did not really begin to build up until after the war. Since then a number of cargo ships and tankers have been acquired, operated for a year or so, then sold. In 1977 the largest-ever ship owned, the tanker Sunny Lady (21,592g, 1960) purchased from Melsom & Melsom of Larvik, Norway in 1972, was sold to the Greek flag and renamed Nostos, leaving a fleet of small gas tankers which operate in the North Europe area and often visit Fawley to load. These are registered under Olaf Pedersen Rederi A/S, a company formed in 1949. As can be seen, names are prefixed 'Sunny', and the hulls are coloured orange.

Acq:	Name:	Grt:	Built:	
1949	Sunny Queen	6,995	Germany 1924	ex Tungsha. 1957:Roula (E.P.Nomikos)
1952	Sunny Prince	5,375	France 1952	ex Tijuca. 1959:Hoping Shu Shi Pa (China)
1957	Sunny Girl	2,000	Germany 1957	1960:Negus (Skibs Orion (Bruusgaard))
1960	Sunny Boy	2,459	UK 1950	ex Nepos ex Fana. 1960:(China)
1960	Sunny Duke	5,833	Denmark 1930	ex Granville. 1965:Tynshon (Panama)
1960	Sunny Lady	5,835	Denmark 1930	ex Roseville. 1964:Tyon (Panama)
1963	Sunny Queen	11,954	Sweden 1953	ex Rudolf Andersson. 1973:Cherry Queen
1964	Sunclipper	6,529	Germany 1953	ex Bruxelles, ex Black Osprey, ex Bow Brasil. 1968:Sunny Clipper (Liberian)
1964	Sunmont	6,650	Germany 1953	ex Liege, ex Nopal Express, ex Bow Canada. 1967:Sunny Lady (Liberian)
1964	Sunny Boy	1,922	Germany 1957	ex Monterey, ex Norfarer. 1965:Fidas
1964	Sunny Prince	6,087	Norway 1948	ex Francisville. 1968:Ocean Prince (T.J.Stevenson Inc)
1967	Sunny Girl	499	Germany 1967	1978:(Gazelle Sg Co,Singapore)
1969	Sunny Prince	11,023	Sweden 1954	ex Gunnar Knudsen. 1973:Evi T (Greece)
1970	*Sunny Boy	1,359	Norway 1967	ex Teresa '70.
1970	*Sunny Baby	1,189	Norway 1965	ex Kings Star '70.
1972	Sunny Lady	21,592	Norway 1960	ex Polarsol '72. 1977:Nostos (Greece)
1973	Sunny Fellow	1,244	Germany 1968	ex Libra '73 1978(Gasfellow Sg Co)
1973	Sunny Prince	6,854	Norway 1959	ex Arabella '73. 1977:Sunny (Panama)
1976	*Sunny Queen	1,999	Germany 1976	
1977	*Sunny Duke	1,999	Germany 1977	

* = existing fleet December 1978

PSF OFFSHORE LOGISTICS BV

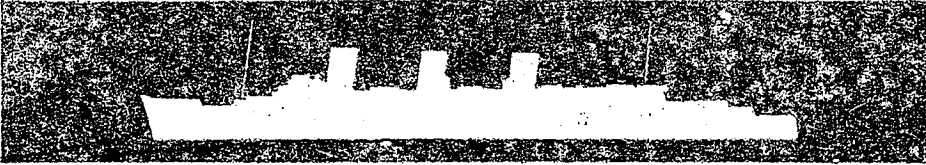
FLEET LIST

This company was formed jointly, in 1974, by two Rotterdam concerns - Paktrans BV and Schrade Engineering Services, and the British & Commonwealth Shipping Company Ltd. Two ships were acquired for conversion to floating supply bases (FSB), their function to be the storing and supplying of piping and materials for the offshore oil industry. They were equipped with cranes and helicopter landing deck and their holds and hatches were strengthened.

FSB 01 20,206g 27,814 dw. 5.1960:Completed as a bulk carrier Rheinstal Nordseewerke, Emden for London & Overseas Bulk Carriers Ltd. Named Overseas Courier. 2.1969:Maroudi (Greece). 1974:Mary Elizabeth (Liberia). 8.1974-2.1975:Converted Rotterdam to FSB (17,447g) for Bevor op Zee NV. 1976:Transferred Tarawa NV Curacao. 2.1977:Laid up Southampton.

FSB 02 27,229g 41,700 dw. 1965:Comp at Eriksburg MV as bulker Nordland (Ang Tirfing). 1975:sold and 7.1975-8.1975 converted at Rotterdam for Antillian Anchor NV.

old southampton callers



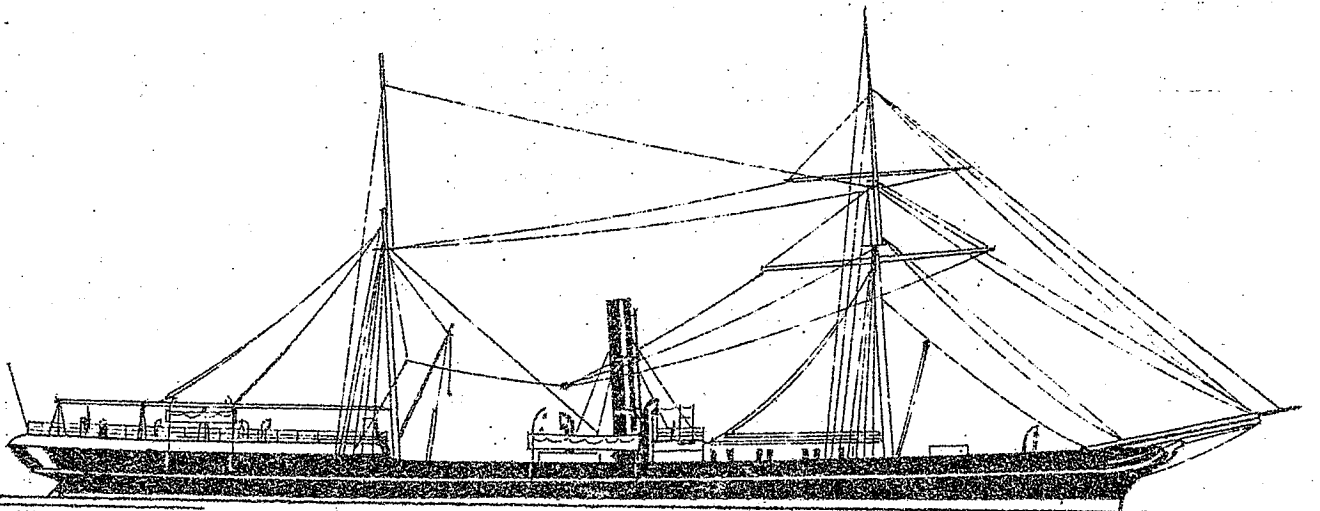
No 15
The Iron Screw Steamer

NATAL
(1866-1905)

by John S. Lindsay

Until 1863 Cape Town had been the terminal port for the mail steamers from the United Kingdom. During this year the Union Steam-

ship Company was granted a further seven-year mail contract and to ease the transshipment problem, opened up its own coaster service between Cape Town and Durban. During this period the mail sailings from the United Kingdom were monthly, but in 1868 were stepped up to twice-monthly. Other inter-colonial services were opened; in 1864 one from Cape Town to Mauritius where it linked up with the Australian overland route to Britain and later another route was established, linking Durban with Zanzibar. However, both services were discontinued after a few years. To maintain them new tonnage had to be bought or laid down by the Union Steamship Company and the first vessel was the Anglian in 1864 of 661 gross tons, to be followed in 1865 by the Mauritius of 587 gt, Natal, also in 1865 of 655 gt, the Dane in 1866 of 788 gt and later, in 1872,



Natal (1866)

JOHN S. LINDSAY

by the Zulu, of 944 gt. The Natal and Zulu were retained on the coastal service, whilst the Anglian, Mauritius and Dane ran on the inter-colonial service.

The Natal was laid down in 1865 at the yard of Day, Summers & Co at Northam, Southampton and was designed as a brig, with iron hull and screw propulsion. Her tonnages were 655 gross and 446 net from a registered length of 206 ft, breadth 28 ft and depth of 15½ ft. She had two decks. Her propulsion was by steam reciprocating machinery of twin cylinder compound, developing 100 hp. Her iron hull had graceful lines and a clipper bow, complete with figurehead and bowsprit, terminating in a counter stern, with a long turtle-decked poop which housed the passenger accommodation. She was listed at Lloyds as an iron brig with the international signal letters NMLH and her port of registry was Southampton. She spent most of her life in the rig of a brigantine and her livery was that of the Union Line of the time - brown mast and yards, black funnel and hull, red boot-topping, white upperworks and a white ribbon at main deck level. She had

accommodation for fifty passengers.

For the first two years of her life the Natal ran on the Cape Town - Mauritius-Ceylon service and was then transferred to the South African coastal service in which she became well known. Between 1875 and 1880 she worked the Cape Town-Zanzibar service and in 1879 was the ship that carried the captive Chief Cetewayo to Cape Town.

In 1883 she was purchased by Trinder, Anderson & Company who had entered into an agreement with the Government of Western Australia to provide a service connecting Western Australia with Singapore, to link there with the Peninsular & Oriental S.N. Co's service to London. The Natal ran on this service for four years, sailing from Freemantle to Singapore via Batavia, calling at a number of Australian ports. She was so successful on this service that it led to the formation of the West Australia Steam Navigation Company.

In 1887 the Natal was sold to Goh Siamsee of Bangkok and again resold in 1890 to Ang Ing Tjo & Co and renamed Scie Bandjor. In 1899 she was purchased by a Philippine owner and her name was again changed to Alava. Whilst under this ownership she ran aground at Cavite on the 26 September 1905 and became a total loss. During the last eighteen years of her life she was employed in the Western Pacific trades as so expertly portrayed in the novels and book of Joseph Conrad.

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PORT OF POOLE

by Robin Hume

Poole Harbour is the largest in the UK and many would say the most beautiful; certainly the sun setting behind the Purbecks and the lights appearing on the myriad of moored craft is a long to be remembered sight. The harbour covers 10 000 acres with five islands and though the greater part is very shallow, the Port of Poole itself is accessible to ships of 15ft maximum draft. The entrance channel between Sandbanks and Shell Bay is about a cable wide and the chain ferry which links these points can carry 28 cars and up to 600 passengers; she is Ferry No 3 built in 1958 by Bolsons of Poole.

Apart from the vast number of pleasure craft, the most frequent visitors to the port are, of course, Truckline's Purbeck 2676gt (maiden voyage 26.6.78) and her exact sister Coutances (maiden voyage 24.3.78) which make 3 daily sailings to Cherbourg from the roll-on, roll-off berth on the Hamworthy side of the port -- this first came into operation on 23 June 1973.

Other regular users are the South Coast Shipping Co's seven aggregate ships, named after sea birds prefixed by Sand ... six of which were also built in Poole by Bolsons including the largest Sand Skua (1168g 1971), while Rowbotham's tankers (Rudderman etc) appear frequently at the oil jetty.

Town Quay has regular visits from the Groningen registered mv's Paulina Brinckman (1000gt 1975) and her newer sistership Hugo Brinckman which called on her maiden voyage during 1978. They carry steel pipes, a service started 12 years ago by the same company's Brinda (895g 1956) while Ikaria (999g 1976) takes Redland pipes to Abu Dhabi.

P.S Waverley called on 16 May last during her South Coast tour of duty and more recently the largest ship to have visited Poole, the Hermes Scan (3932g 6650dwt 1976) unloaded a 1200 ton land based drilling rig. She is equipped with a 150 ton derrick while Nornews Express (599g 1970) is a side-loading freighter with two elevators and carrying her own fork-lift trucks.

Probably the most unusual item to have been landed in Poole during 1978 was a 35ft gorilla, part of a promotion of the Carrefour organisation for their store in South Wales and which was specially imported from France. Another one-off landing was the British hot-air balloon which was rescued from the sea after so nearly completing the transatlantic crossing in August.

That Poole has long been a seaport has been borne out by the recent discovery of a Phoenician trading ship buried in the harbour's mud. It is good to realise that the future of the port still looks assured for many years to come.

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The quarter commenced with the arrival, on December 1st, of Scot Oil 3 (74, 1258g) (ex Theriot Offshore III '77), the very first offshore oil rig supply vessel to arrive at the Town Quay in connection with the drilling operations now taking place off the Needles by the rig Offshore Mercury. Since then, two supply ships have been placed on an almost daily service between the Town Quay and Offshore Mercury - the Stirling Rock (74, 699g) belonging to Harrisons (Clyde) Ltd and Smit-Lloyd 8 (66, 784g), the latter capable of carrying 400 tons of deck cargo. Five other, larger, supply ships arrived to discharge piping and supplies at the Town Quay in February - Star Offshore Service's Star Polaris (75, 900g), Ocean Inchcape's Oil Harrier (76, 1083g), Oddmund Grunstad's Anne Viking (75, 499), Hamilton Piper (78, 1357g) owned by Chris Salvesen and the Sea Orient (76, 1361g), one of N.R. Bugge's supply vessels.

In addition to the supply ships, several ocean-going tugs have called. The first to arrive was United Towing Co's Scotsman (69, 412g) and she was followed in a few days on 8 December, by the Yorkshireman (686g). Completed in 1978 by Cochrane, she is a sistership to the Irishman. Each has a bollard pull of 65 tons. Another United Towing tug, Guardsman (76, 885g) made a short call at 101 berth in mid-January for stores. On 12 December, the American tug Gulf Cajun arrived at 36 berth with two very large pontoons in tow named Able Turtle and Funny Turtle. The tug was joined by her sister tug, Gulf Breeze on 14 December. Both tugs were built at Houma and completed in 1976 and 1975 respectively for Marine Leasing Co (USA). Both are of the typical, low-profile, American-look and after spending a week or so alongside the Itchen quays, they left with one pontoon each in tow. Also arriving on towing duties was Wijs Muller's tug Jacob Van Heemskerck (64, 623g), in on 12 February with two US Army barges in tow which she left alongside 102 berth. Finally on towage news - this time local towage - Alexandra Towing Company brought the small tug Cherry (62g) to replace the Ower which went for scrap last year, but after operating in the docks for three months, turned turtle whilst making fast to the Norwegian freighter Tanafjord (7,250g) off the Royal Pier on 18 December. After being righted by Risdon Beazley's tug Seaford, she spent many weeks at Husband's whilst her damage was being assessed and it was announced in late February that she will not be repaired. She was built in 1963 for Rea Ltd as Cherrygarth, then, in 1973, was sold to Associated Bulk Handling Services of Liverpool, a subsidiary of the Alexandra Company, before being transferred to the Alexandra fleet.

January saw three cruise liners arrive, each making her debut to the port. On 11 January came the Navarino (17392g), built for Swedish America as the Gripsholm in 1957, then bought by the Greek shipping tycoon, M.A. Karageorgis in 1974. The ship left Southampton for South Africa on 12 January. Next day the converted Baltic car ferry Finnstar (8200g) docked at 38-9 berth while on a positioning voyage for West Africa where she will operate a series of cruises. Completed in 1967 as the Finnlandia, she was completely refurbished for cruising last year by her owners, Finn Lines. After being delayed by engine trouble, P & O Line's latest acquisition, Sea Princess (27,670g) arrived very late on 23 January. She was built on the Clyde by John Brown in 1965 for the Swedish America Line as the Kungsholm, then sold in 1975 to Flagship Cruises of Monrovia before her sale to P & O last year. She spent some time in a Bremerhaven shipyard and the main difference is the heightening and pointing of the after funnel and the cutting down of the forward one. She sailed, again after a delay, on 26 January, bound for Australia.

On the cross-Channel scene, winter means annual overhauls for most of the car ferries and has brought Irish Continental Line's Saint Patrick (73, 5285g) here to replace Dragon and Leopard, in turn. The ship normally operates between Le Havre and Wexford and her twin, Prince of Brittany (ex Prince of Fundy) has operated the night sailings between Portsmouth and St Malo for Brittany Ferries over the last year.

Several ships have called for repairs and all the following arrived after encountering

heavy weather damage in the Channel. On 8 December the freighter Baynunah (9268g) arrived at 41 berth for a three weeks stay. She was built by a Karachi shipyard in 1976 for the National Shipping Corp of Abu Dhabi. Next, on 10 January, arriving under tow came the Panamanian Cape Coast (2625g). She was on a voyage between Antwerp and Casablanca when she developed propeller shaft trouble off the Nab Tower. Built at the Ardrossan shipyard in 1949 for Cia Nacional de Nav (Portugal) as the Zambezia, she was sold and renamed Leeway in 1970 before changing ownership to become Awura Ama in 1974. She was bought by her present owners, Seven Seas Trading Company - a Nigerian concern, last year. She has a passenger certificate for twelve. Arriving two days later was the Pakistan National Shipping Co's Safina-E-Najam (60, 9415g) (ex La Primavera '70, owned by Buries, Markes & Co). This vessel spent some time in 7 Drydock and had a small fire in one of her cargo holds before her departure in mid-February. On 9 February, the Romanian Government's Slatina (73, 3532g) was towed in by the Calshot after her main engine had failed whilst on a voyage between Constantza and London. She belongs to a class of seventeen - all Romanian owned and built. Arriving in 7 Drydock in early January was Mitre Shipping's Eurospirit (59, 5027g), better remembered as the C.G.T's Chicago, with bridge amidships and machinery aft. She was bought by her Greek owners in 1976.

After spending several weeks anchored in the Solent awaiting orders, P & O's LNG Challenger (74, 76494g) came up to berths 38-9 on 16 February for 'Purging operations' (loading Nitrogen around her tanks). She is the largest liquified gas tanker to have used the port to date. A surprise arrival on 23 February was the Falcon (74, 8896g) owned by the Seacrest Shipping of Liberia. She is one of a class of eleven general cargo ships, all East German built. At the time of writing she is still tied up on berth 46, under Admiralty arrest.

Two large bulk carriers were diverted to Southampton to discharge containers and plywood from the Far East during February, firstly Turnbull, Scott's Trongate (77, 18604g) and then the Anangel Endeavour (78, 14100g) of Anangel Shipping Enterprises, Greece. This vessel is a 'Japanese Friendship'-type ship and is fitted with extremely large hatch covers and two gantry cranes which are each capable of lifting 22 tons.

Discharging timber during late January at 26-7 berth was the Danish vessel Atlantic Coast (76, 1400g). This small ship was built at Orskovs Staalskib, Frederikshavn in 1976 for Hans J Therkildsen. Another fairly small vessel, the West German Hever (78, 1599g) made a short call to load boats for Bissau in January at 41 berth.

Of the several banana boats recently, only one had not been seen in the port before. The new caller was the Honduran-owned Almirante (70, 2001g) (ex Ea '78), although this name has been seen over the years on the bows of an older Honduran banana boat of 1954.

Many roro vessels of varying sizes have called during the last quarter but most of them of the smaller category with only two first-time callers arriving. Both of these were Liberian and both discharged Datsun cars at 40 berth. The first was Lunar Shipping's Young Splendour (78, 9260g), then in late February, Pyramid Transport Co's Maple Ace (78, 12715g). Most of the smaller roro vessels have brought in Ford Fiesta cars for discharge. The most frequent caller was the Danish ferry Somerset, at 30 berth (2602g), built in 1966 for DFDS Seaways. She is capable of carrying twelve vehicle drivers. Several calls and unloading via her own ramps was Lubeck Line's Fredenhagen (78, 999g), a larger version of Warendorp, which is often seen in the port.

On 3 January the Soviet ship Nikolay Vilkov (78, 3987g) arrived at 30 berth loaded with Fiesta's. She used her bow door facility for discharge which has a 20-metre ramp that can be moved up to a 45° angle on either side of the bow. She is a Russian-built, 'Neva'-type vessel and has a capacity for 292 Teu's or 500 cars. Other roro ships to call recently with cars have included Grimaldi Line's Po (74, 3460g), the West German owned Passat (77, 900g), which is also fitted with general cargo facilities and the Undine (66, 2179g) which, for the record has a passenger certificate for just three.

Only one new ship has arrived on the South American service. This was E.L.M.A's, machinery-aft vessel, La Pampa (78, 10076g).