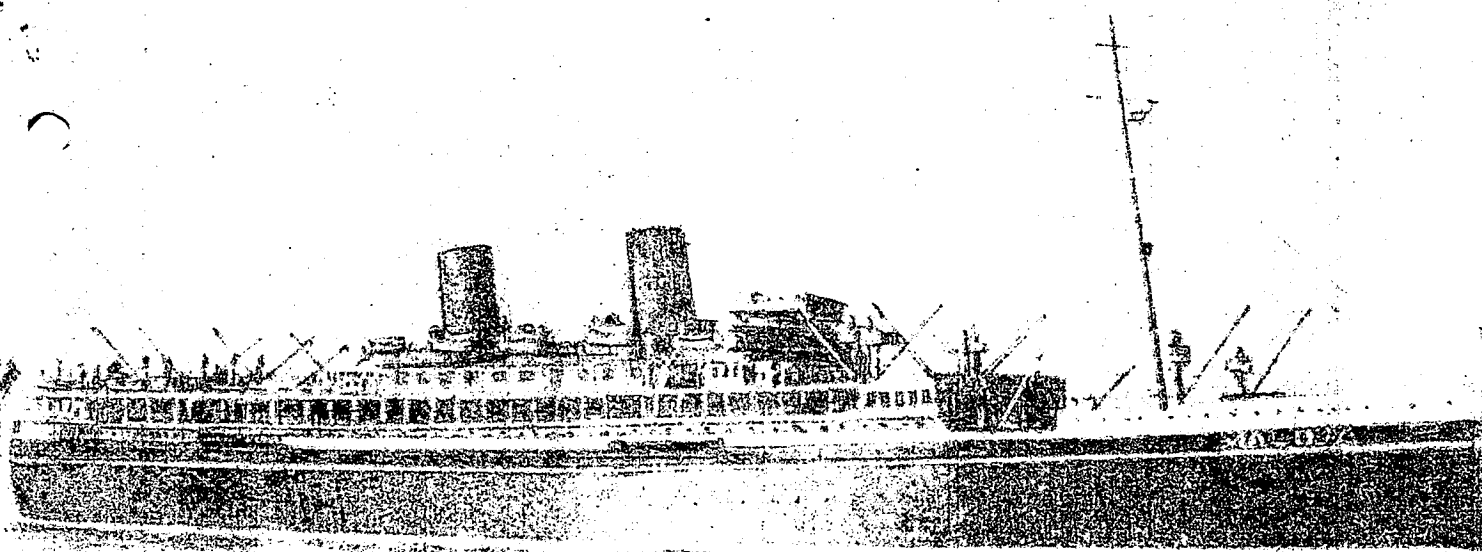
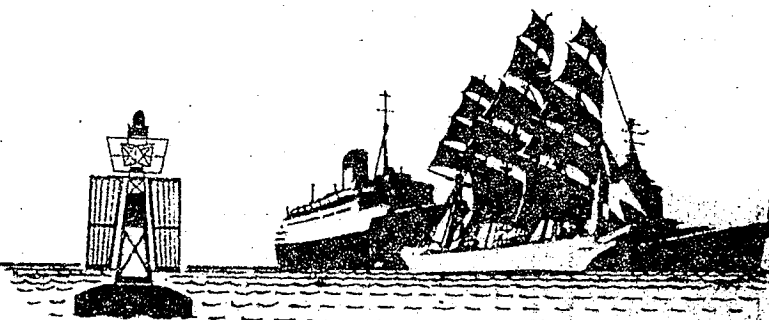


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



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SUBSCRIPTIONS - AN IMPORTANT NOTE

This BLACK JACK is also being sent to all those members who were on our Branch list up to December 1979 but who have not yet re-subscribed to the Branch or main Society. Would those who fall amongst the above and who still wish to rejoin please forward their subscription to the Branch Treasurer by the end of March AT THE LATEST, otherwise their names will be deleted from Branch files and BLACK JACK no longer sent (unless paid for seperately).

Also, would those members whose subscriptions are due for renewal in July please forward, or give, their subscriptions to the Branch Treasurer by MID-JUNE at the latest to ensure prompt delivery of Marine News and Autumn issue of Black Jack. Any delays will certainly result in extra postage if "odd" subscriptions have to be forwarded to WSS Headquarters.

As membership cards are now being issued after a 2-year break a receipt will only be issued if requested. Unless subscriptions are paid personally, membership cards will be attached to the Autumn Black Jack to avoid duplication of postal costs.

Subscriptions (including Branch subs and Black Jack) are:-

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Main Society subs (excluding Branch) may also be paid through the Branch Treasurer.

Please make cheques etc, payable to WORLD SHIP SOCIETY, SOUTHAMPTON BRANCH.

With many thanks

Dave Hutchings

Branch Treasurer

PROGRAMME OF MEETINGS April - June 1980

Unless advised otherwise all meetings are held on the second Tuesday of the month in Lecture Room B, Nuffield Theatre Building, University of Southampton. Meetings commence at 7-30 pm.

Tues 8 April 'Caronia' - a film

Tues 13 May 'Teesside' - a WSS tape-slide show

Tues 10 June an evening with our Chairman - John Havers

COVER ILLUSTRATION: MALOJA - see page 12 drawing by Eric Law

THERE have been major changes in the shipping world in the last decade, the biggest being the container revolution which came into full stride with the container routes to the United States, the Far East, Australia/New Zealand and South Africa.

INTO THE 'EIGHTIES
W.H. Mitchell looks at the shipping of Southampton as the new decade begins.

Prior to this, another change was the demise of Britain's coastwise services, ousted by the long-haul road vehicle in the 1950s and 1960s. But the most devastating blow to Southampton was the withdrawal of the passenger liner services and the melancholy procession of passenger liners to the shipbreakers from the mid-1960s to the mid-1970s - their era superseded by the jetplane. Ports everywhere had to change their styles. New policies had to be introduced to suit the new container system. New quays with vast storage areas for containers were required. So were new lifting appliances, for much of the old craneage had been rendered obsolete. Road vied with rail to speed the containers to and from the ports and dock labour was cut back in the handling of cargoes.

Southampton fell into this new-style category and added a new port to satisfy the demands of the new services. But, in the other direction, the departure of the liners left empty stretches of quayage and new traffic in conventional shiploads had to be sought. And with the rundown of the smaller ships, three of the older drydocks were filled in indeed, No 4 was also earmarked for filling but there was a change of heart and the dock was reprieved for use mainly by Vosper-Thornycroft. Then, in 1978-79 the Prince of Wales (No 5) drydock was filled in, leaving only three of the seven drydocks that could once be listed.

To give a better picture of the docks and its shipping at the start of the 1980s it is perhaps easier to start at No 1 Gate and give comments in a word tour of the estate.

The Ferry dock

As far as passenger traffic is concerned, the Princess Alexandra Dock (Ferry Dock) is the busiest dock in the estate with cross-channel services to Havre by the P & O ferry Dragon and the French-owned sistership Leopard. The service is from No 2 berth (South), morning and night. Fierce competition is provided by the larger Townsend-Thoresen car ferries Viking Valiant and Viking Venturer to Cherbourg and Havre supported by ro-ro freight ships. At the turn of the decade, Mackpak's ro-ro service to Bordeaux and Bilbao from No 3 berth was changed when their 3,765gt ro-ro ship Goya was sold to Canadian interests and was replaced with the much smaller 499 gt container carrier Windle Star.

The river berths 29, 31-33 are for accommodation whilst 30 berth is equipped with a linkspan for the importation of new cars and currently used by Italian-flag ships of Fratelli Grimaldi - Dora Riparia, Warrington, Po, etc and the ro-ro vessels of Riva Suardiaz of Spain - Rivainfanzon etc.

The Empress Dock

Nearly a century old, construction of this 18 $\frac{1}{2}$ -acre dock was begun in the summer of 1886 and was opened by Queen Victoria on Saturday 26 July 1890. The entrance width is 165 feet, quay length is 3,500 feet and when built there were six sheds and eight hydraulic cranes. The first ships were those of the Royal Mail SP Company - the iron-built Don and Para (4028g) of 1872-73, Orinoco (4,586g) of 1886 and the later Atrato, Magdalena, Thames and Clyde. They used berths 1 and 2 (later 20-21) and were in the West Indies passenger-cargo trade. Then, in the Spring of 1893 the American Line ships New York, Paris, Berlin and Chester were moved from Liverpool to really begin Southampton's making as a major port. At Berths 3 and 4 (26-27) the intermediate 'G'-class ships of the Union Line - Gaul, Greek, Goth, etc discharged from Mauritius, Madagascar, South Africa and the Canary Islands and it was in 1891 that the famous Union liner Scot (7,815 gt) - at that time the largest ship using the port - sailed from No.5 Berth (25) on her maiden voyage.

In the 1920s the dock was the home of the Royal Mail 'A'-class ships, Araguaya,

Avon, Arlanza, Andes and Almanzora in the Brazil service with homeward Union-Castle ships from South Africa. In the 1930s the British India troopships Neuralia and Nevasa and the Bibby Line ships Somersetshire, Dorsetshire and Lancashire were constant users of the dock.

Today, Vosper Thornycroft has an enclave at 20 berth for ship repairs, banana ships use 24-25 berth from Surinam, West Africa etc and the sail training schooners Sir Winston Churchill and Malcolm Miller use 26-27 berths.

The southerly berths 34-41

are, in the main, used for the import and export of thousands of new cars, for Southampton has become a major port for this traffic over the past few years and there is now storage space of eighteen acres in this area. Exports are from 34-36 berths, with huge shipments to the west coast of the United States loaded in the Norwegian car carriers of Oivind Lorentzen and Japanese-flag ships of the Nippon Yusen Kaisha. Berth 37 is for accommodation and a layover berth for cable ships and 38-39 berths have the passenger facilities of the Queen Elizabeth II terminal for cruising ships. Generally, the three berths used for cruising ships are 38-39, 43-44 and 106. The cruising liner fleet includes P & O's Canberra, Oriana and Uganda, Greek-flag ships, Russian 'Franko'-class liners and each winter a number of cruises by the Russian 16,600gt motorship Gruzuya. Norwegian-flag cruising liners frequently seen include the three Royal Viking Line ships and the Norske Amerikalinje ships Sagafjord and Vistafjord.

Regular callers at 40 berth are the Hoegh-Ugland Auto Liner's Hual(s) Jasmine, Orchid and Rosal, loading vehicles for the Persian Gulf, Colombo and Hong Kong and this berth also receives Datsun car imports, Southampton being the second choice port in the United Kingdom for this Japanese trade when Middlesbrough cannot accept them. The HUAL ships are registered in the Philippines as are ships of the Maritim Company of the Philippines whose conventional ships use 41 berth.

Ocean Dock area

The Queen Elizabeth 2 uses the Ocean Terminal at 43-44 berths for her summer North Atlantic service which is interspaced with cruises, but ships other than those for lay-up or repair are not usually seen in the Ocean Dock (Berths 43-47) these days.

A link-span is fitted at 49 berth and is spasmodically used by Walon ro-ro ships discharging Renault cars.

At 50 berth the RNVR has its Solent Division headquarters and the adjacent Trafalgar (No 6 drydock) is regularly occupied.

Town Quay/Royal Pier

The busiest part of the Town Quay is 61 berth (N) steps from where the Hythe Ferry maintains a regular, frequent service to Hythe Pier with its two ferries. In 1979 a third ferry, Hythe Hotspur, was introduced as a dual-purpose ship and can be used for business conferences or as a relief ferry.

Bowker & King use the Town Quay as accommodation berths for their bunkering ships and the Red Funnel tender/tug Calshot also berths at the Town Quay for convenience. For a time oil-rig service ships moved stores and equipment from berths 64 and 66 to the first drilling ship working south of the Isle of Wight but in the second attempt Southampton was abandoned in favour of Poole.

Salvage ships of Risdon Beazley and dredging craft of the Westminster Dredging group use the Town Quay and the motorbarges and small craft of Williams Shipping Company, used in estuarial work are at 68-69 berths.

The Red Funnel terminal is adjacent, operating three ferries to Cowes but from January 1980 the Royal Pier (first opened in 1833) was closed and the Blue Funnel pleasure boat fleet of five small ships was transferred to operate from the Town Quay.

Western quays

For so many years the Union-Castle liners were so much a part of the dock scene that their final parting in 1977 seemed to leave the whole of the Western Docks devoid

of shipping. At 101-2 a bulk paper trade helped to, at least, fill the sheds for only one ship, the Laurential Forest is seen some four times each year, discharging from Canada.

Grain coasters still replenish grain stocks at Ranks mill at 102-3 berth, but the large bulk carriers are very infrequent. There is no regular service at 103-4 berth but at 105 berth ro-ro facilities were established in January for the importation of Renault cars.

The South American meat trade which started so briskly a year or so ago has dwindled against EEC competition. At first, refrigerated ships of Royal Mail, Blue Star, Houlder Bros., and the Argentine-flag ELMA company were frequent callers but Royal Mail and Houlder have now no refrigerated ships in their fleets. Cable ships are accommodated at 109 berth for loading of cable and include foreign flag ships. Between the Western Docks quays and the Containerport is King George V. (No. 7) Graving Dock and 110 cross-berth.

Containerport

There is no doubt that Southampton has a very good share of the container traffic. The Trio Line (a consortium of British, German and Japanese companies) operates seventeen 54,000-58,000gt ships in a North Europe-Far East service and these ships probably equate to seventy of the old conventional cargo ships. The port also has the major part of the South African trade and the ships currently in the service are four from South African Marine, the Belgian-flag Otelius, Deutsche Afrika Line's Transvaal and the City of Durban. All Far East and South African ships use 204-206 berths.

To the U.S.A and Canada go the Atlantic Container Line and Dart Containerline whilst three Finnish ro-ro ships serve the US Gulf ports. There are also feeder services with short sea container ships, in particular, those of the Bugsier company. And there is also the ABC (Antwerp Bulk Carriers) fleet of containerships to Australia, regularly listed in the dock lists.

An exception in the containerport is at 203 (corner) berth where the Post Office Cable Department has its headquarters. Three ships currently form the fleet, the CS Iris, CS Monarch and CS Alert.

River shipping

The up-river wharves of the Itchen take a miscellany of chartered ships, mainly loading grain or discharging salt and coal at Dibles Wharf and loading scrap iron at Pollock & Brown's yard. Sand dredgers of ARC use Burnley Wharf and South Coast Shipping are at Leamouth Wharf. The ex-Clyde sludge carrier, Shieldhall, owned by the Southern Water Authority, has a base at Chapel Wharf. The largest ship repair yard at Northam on the west bank is that of Vosper Thornycroft, with Westminster Dredging servicing their own ships at James Wharf. Camper & Nicholson are now no more. On the east bank Willments Shipyard repair small craft whilst below the Itchen Bridge Vosper Thornycroft have become one of the major naval construction yards in the country.

Along the River Test's bank is Husbands Shipyard who also operate a small-tug fleet. Adjacent is the RCF depot at Marchwood where six logistic ships are based. Further up stream go occasional shiploads of timber to Eling, although the timber carrier with its deckloads has almost disappeared from the local scene.

Elsewhere the giant tankers still come to Fawley and the distributing tankers Esso(s) Milford Haven, Fawley, Severn and Mersey can usually be seen. Opposite, at Hamble, the Shell tankage is fed by tankers mostly of the 25,000dw capacity. At Hythe the US Army Reserve fleet consists of Crane barges, Floating Workshops, tugs and lighters.

This, then, is a general picture of Southampton Docks and its shipping as the 1980s begin. Britain's largest liners still use the port, but only one remains on the North Atlantic and then only in spasmodic summer voyages between cruises. Indeed, it is astonishing to realise that the largest passenger ships maintaining regular services from Southampton are the Townsend-Thoresen passenger/car ferries Viking Valiant and Viking Venturer, each 6,387 gross tons.....

A dock list, dated 30 November 1979 has been selected to illustrate the shipping of the port at the end of the 1970 decade.

SHIPPING AT SOUTHAMPTON DOCKS, 30 NOVEMBER 1979

Berth	Name	gt	Owner	
2N	Viking IV	1152	Townsend-Thoresen	fm Havre for Havre
2S	Dragon	6141	P & O	fm Havre for Havre (am)
2S	Leopard	6014	Normandy F (France)	fm Havre for Havre (pm)
7	Viking Valiant	6387	Townsend-Thoresen	fm Havre for Cherbourg(am)
7	Viking Victory	3671	Townsend-Thoresen	fm Havre for Havre
7	Viking Valiant	6387	Townsend-Thoresen	fm Cherb for Havre (pm)
20	Shieldhall	1792	Southern Water Auth	repairs (sludge carrier)
20	Al Zaher	3333	ex Lord Warden (British Rail)	sold/repairs
22	Viking III	3824	Townsend-Thoresen	laid up
23	Shamrock V		original 'J'-class yacht,	being refitted.
24-5	Almirante	1971	Fyffes Group	from Surinam (bananas)
26-7	Sir Winston Churchill		Sail Training Association	schooner
	Malcolm Miller		Sail Training Association	schooner
38	Achille Lauro	23629	A. Lauro	for Capetown
40	Hual Orchid	18803	Car Carriers Intl	for Arabian Gulf (vehicles)
41	Gabrielle Kogel	9182	J Roth	for Karachi
45	Sand Snipe	517	South Coast Sg	sand dredge, laid up
45	Droxford	1302	Risdon Beazley	salvage ship, laid up
47	Salviscount	2040	Selco Salvage	fm sea (ex Lloydsman)
48	Floating Crane No. 1	1597	BTDB	
50	HMS Portisham	118	dis RN	
50	HMS Glasserton	360	RN	
50	HMS Sandpiper		RN	fm sea
50	HMS Petrel		RN	fm sea
63	s'Gravenhage		Westminster Dredging	dredge, from sea
66	WD Medway	1962	Westminster Dredging	dredge, accommodation
101	Doulos	6806	Gut Eucher Fur Alle	Missionary ship
101	NNS Ofium	1280	Netherlands Govt	Landing ship
102-3	Valiant	1600	J. Beck	discharging grain
104	Sir Lancelot	6390	Ministry of Defence	
105	HMS Dreadnought		RN	fm sea
106-7	Pointe de Lesven	1598	Soc Finisterre	fm Palermo (disch wine)
107	Almirante Storni	9110	ELMA	for Buenos Aires
108	Lago Argentino	8830	ELMA	for Buenos Aires
203E	CS Alert	6083	Post Office	accommodation
204	Rhine Maru	51086	Mitsui-OSK	for Far East
204	Elbe Maru	51623	Mitsui-OSK	fm North Europe
205	SA Winterberg	53050	Safmarine	fm North Europe
206	SA Helderberg	53023	Safmarine	for Capetown
6DD	HMS Southampton		RN	
7DD	Canberra	43975	P & O SN Co	

A busy day with numerous movements including the Achille Lauro, completed 1947 and formerly Rotterdam Lloyd's Willem Ruys. Another liner in dock was the Missionary ship Doulos, formerly the Franca C of Costa Lines and built in 1914. The oldest liner afloat. In the Empress Dock the ex-British Rail ferry Lord Warden was completing a refit for Middle East service and new owners whilst the beautiful hulled 'J'-class yacht*Shamrock V was berthed, awaiting the stepping of her mast in the next stage of her refit. The Salviscount, formerly United Towing Co's Lloydsman was on handing-over trials for her new owners Selco Ltd., Singapore and there were six British and one Dutch naval ship berthed. River movements that day included nine inward and thirteen outward from the Esso Marine Terminal.

* The 'J'-class yacht Shamrock V was built in 1930 for Sir Thomas Lipton who challenged the American yacht Enterprise for the America's Cup in 1930 but Shamrock V lost four races. In 1974 she was discovered at Sardinia and was purchased by an Italian businessman who has had her restored to her former glory. For a time she was renamed Quadrifoglio. Her mast, 152 feet high is due to be stepped in March and will set 5½-6,000 sq ft of canvas in the original rig.

old southampton callers

7

No 17 The NORMAN (1894) & BRITON (1897)

by John S Lindsay

During the period the early 'G' class ships the Gaul, Goth and Greek were settling down in service the Union Line placed their first order for a ship to be built by Harland and Wolff of Belfast. This vessel, to be named Norman, was a departure from previously designed ships on the South African routes. Her profile, with two funnels and two masts, was reminiscent of the crack British liners on the North Atlantic.

Launched in 1893 she entered service in 1894. Built of steel, she had three decks, nine bulkheads; her gross tonnage was 7537 with a net tonnage of 4005 and a displacement tonnage of 13400. Her dimensions were as follows:- length overall 507 ft (154.53 m), length between perpendiculars 490 ft 9 ins (149.58 m), breadth 53 ft 2 ins (16.2 m), depth 37 ft 7 ins (11.46 m), and draught 27 ft 10 ins (8.49 m).

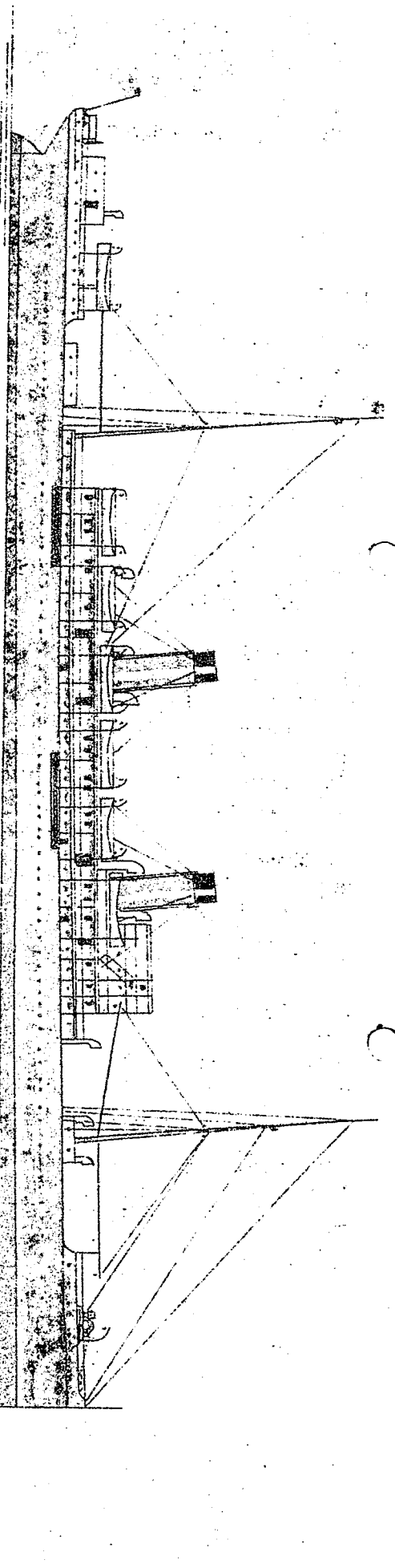
Her machinery consisted of triple expansion engines driving twin screws. The high pressure cylinder of each engine was of 31½ ins diameter (80.01 cm), the intermediate 52 ins (132.08 cm) and the low pressure 85 ins (215.9 cm). The stroke was 57 ins (144.78 cm). The engines developed 9000 indicated horse power giving a service speed of 17½ knots. Steam was generated by five double ended and two single ended Scotch boilers with a working pressure of 180 lbs psi. The bunkers had a capacity for 2500 tons of coal.

The three cargo holds had a capacity of some 6513 tons. Passenger accommodation was 150 first, 100 second and 100 third class. The Norman was well in advance of any other vessel on the South African route and was a great success on the mail service; she was also notable as the first ship to be fitted with a form of air-conditioning plant.

She plied in the South African service until 1899 when she was requisitioned for use as a troop transport for the Boer War. In 1900 she was transferred to the Union-Castle Line under the merger in which she continued to serve on the mail service until 1910 when she was laid up at the buoys off Netley as a reserve ship. Brought out of reserve on 5 August 1914 for troopship duties the Norman was in the first convoy of troopships to carry the British Expeditionary Force to France. In 1916 she reverted back to the mail service for a short period before passing into the command of the Shipping Controller. In 1917 she carried troops to the Mediterranean and then continued trooping until 1919 when once again she returned to the South African route to become a mail steamer. In 1921 she was replaced by the Arundel Castle and the Norman then 27 years old was moved onto the 'round Africa' service until 1926 when she was again displaced by a new vessel, this time the Llandoverly Castle. The Norman was again laid up of Netley as reserve ship and later in the year was sold for breaking up at the ripe old age of 32 years.

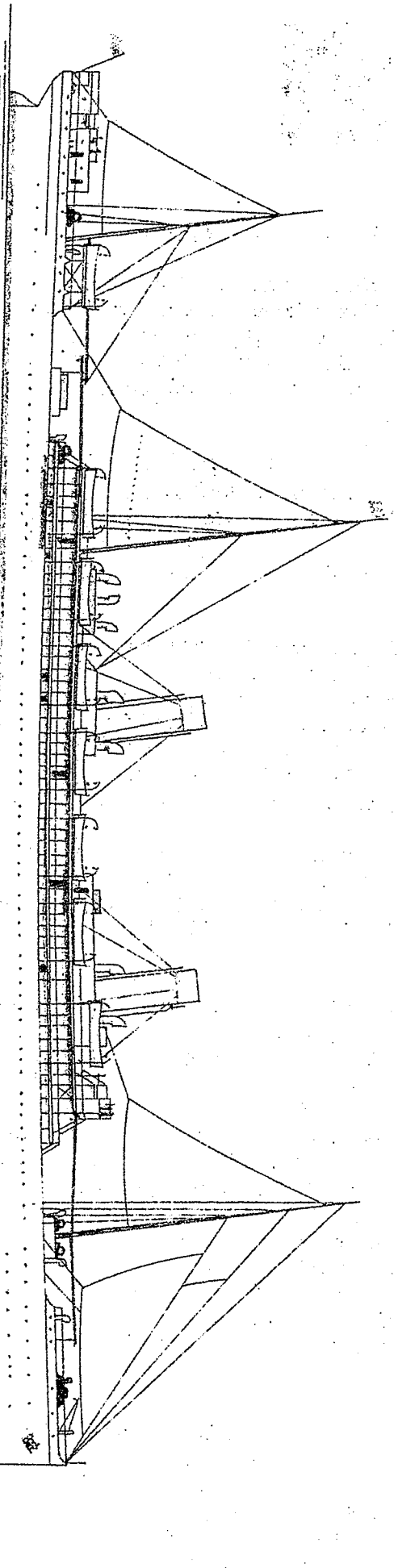
With the success of the Norman the directors of the Union Line decided to build an even larger liner, again with Harland & Wolff of Belfast. Laid down with yard number 313 she was launched on 5 June 1897, the largest mail steamer to be designed for anything but the New York service. She was a development of the Norman theme with two funnels and three masts. Her design was to be carried further in 1899 the White Star Line's Oceanic of that year being based on her lines.

NORMAN (1894) - IN U.C. LIVERY -



JOHN S. LINDSAY

BRITON (1897) (UNION LINE)



JOHN S. LINDSAY

The new vessel bore the proud name of Briton.

Her main particulars were as follows:- steel hull with three decks; gross tonnage 10241, net tonnage 5154 and a deadweight tonnage of 8965. Her dimensions were length overall 549 ft, length between perpendiculars 530 ft 3 ins, breadth 60 ft 3 ins, depth 32 ft 6 ins and a draught of 28 ft 5 ins.

She was driven by twin screw triple expansion engines developing 10500 indicated horse power and 632 nominal horse power, giving a speed of 17 knots, although her economical service speed was 15 knots. Each engine had three cylinders; the high pressure had a diameter of $33\frac{1}{2}$ ins (85.09 cm), the intermediate 55 ins (139.7 cm) and the low pressure $90\frac{1}{2}$ ins (229.87 cm) the stroke being 60 ins (152.4 cm). Steam was supplied by five double ended and two single ended Scotch boilers with a working pressure of 190 lbs psi.

Briton's accommodation catered for 280 first, 192 second and 186 third class passengers while steerage accommodation could be found for some 300 as required. She was manned by a crew of 237. The Briton had a beam eight feet greater than the Norman, the volume thus gained being used to expand the size of her state rooms. First class passengers were accommodated on the bridge and upper middle decks; second class on the middle deck and third class in eight large rooms on the poop. The steerage passengers would be in open accommodation. The cargo was carried in four holds and hatches served by nine pole derricks.

The Briton made her first sailing from Southampton to the Cape on the 4 December 1897. Apart from grounding near Portland Bill six months later she had a remarkably accident free career. The Briton, Scot and Norman were now the three fastest ships on the Cape service in the Union Line fleet and the only challengers in the Castle Line were the Dunottar Castle (1889) with a speed of 17 knots, the Tantallon Castle (1894) at 15 knots and the newly commissioned Carisbrook Castle (1898) at 15 knots. With the outbreak of the Boer War like her consort, the Norman, the Briton was requisitioned for trooping service and was able to transport a contingent of troops to the Cape in under fifteen days.

With the merging of the Union and Castle Lines in 1900 both ships were repainted in the Castle Line colours the Briton being the first to appear in the familiar lavender grey hull colour with a red, black topped funnel. She was also the first ex Union liner to make a sailing under the auspices of the newly formed company departing from Southampton 31 March 1900.

After the outbreak of war in August 1914 she left Cape Town in a troopship convoy comprising of six Union-Castle liners carrying 4500 troops the other ships being the Balmoral Castle (1910), Dunluce Castle (1904), Kenilworth Castle (1904), Guildford Castle (1911) and the old Goorkha (1897). Briton remained in the mail service until 1915 when she was taken as a troopship until 1920. During her trooping activities she was employed in ferrying American troops across the Atlantic to Liverpool, a duty which she performed well considering she was not built to withstand the rigours of the North Atlantic Ocean. During the period of repatriation she made voyages to New Zealand, Panama and many other places far removed from her normal route.

Returning to peacetime service in 1920 she made her first sailing to the Cape for five years, continuing in the mail service until January 1925 when she was laid up off Netley in the reserve fleet. In October of that year she was once again put on the mail run for one round voyage and then went back in reserve. In the Spring of 1926 she was sold to Italian ship-breakers.

In retrospect, perhaps an unintentional compliment was paid to the builders and designer of the Briton by Sir Donald Currie, who for his rival Castle Line ordered two slightly smaller versions of her from the Fairfield yard on Clydeside; these vessels being the 9700 ton Kinfauns Castle and Kildonan Castle whose profiles were very similar except for the very exaggerated heights of the masts and funnels.

O LORENTZEN

by W.H. Mitchell

The company of Oivind Lorentzen of Oslo, Norway was first registered in 1908 and over the years has controlled a number of subsidiary companies, operating

many ship types - general cargo carriers, passenger liners, gas tankers and car carriers.

In 1916 the subsidiary A/S Sobral was formed and under this title three ships were operating in 1939 to the Caribbean and South America - Rio Branco 3,310g (built Germany 1925), Rio Novo 2,490g (b U.K. 1930) and Rio Verde 3,223g (b Germany 1924). These three ships were still listed in 1946 when two C1-type war standard ships were purchased. Two new ships were also accepted from German builders in 1953.

In 1952 a new company, Oivind Lorentzen Inc., was set up in New York for the transportation of compressed gases in tanks and a Liberty ship, laid down as Thomas F. Bayard and completed as Edvard Grieg, was purchased, converted to a liquid gas tanker at Kiel and renamed Ultragas Sao Paulo.

Another subsidiary was formed in 1961 for the carrying of liquid petroleum gas, A/S Gasskib, and the ships were given the prefix 'Mundogas' to their names.

Then, in 1971, Norwegian Cruiseships A/S was started, a joint venture with Fearnley & Eger. Two large twin screw motorships were built, both by the Nordseewerke yard at Bremen. They were jointly owned. The first, Sea Venture, 19,903g was completed in 1971, the Island Venture in 1972. Each could carry 767 passengers and under the management of Flagship Cruises, were based at New York. The Sea Venture commenced her programme of 7-day Bermuda cruises from New York on 4 June 1971 before a New York-Caribbean winter programme started in November. Her sistership started Caribbean cruising from New York on 5 February 1972.

In 1972 the Sea Venture moved to Lorentzen ownership and the other to Fearnley & Eger who renamed her Island Princess. Both continued cruising from US ports and then, in 1974, both were acquired by P & O. In 1975 the Sea Venture was renamed Pacific Princess. The third ship to join P & O's cruising fleet was the Spirit of London, renamed Sun Princess.

Flagship Cruises then turned their attention to the Swedish America Line's Kungsholm, a 26,678g ton twin screw motorship built by John Brown at Clydebank and delivered in March 1966. But she too, was sold to P & O. After a refit including removing one funnel and resiting the other, she called at Southampton in February 1979 on her way to take up a cruising station in Australia. She was named Sea Princess.

Firm connections with Southampton came in 1975 when the export of cars from the port took on a new dimension. The NOSAC (Nopal Star Auto Carriers) service was to the west coast of the United States and the first caller was the 7,340-ton Nopal Argus which arrived from Rotterdam on 18 June to load over 1,000 British Leyland cars for Los Angeles, San Francisco and Portland, Ore. The Nopal Argus (11,335g) completed in 1970 at the Nosenko Shipyard, Nikolayev, Russia was converted from a general cargo carrier for specialised car-carrying at Spezia where she arrived on 27 June 1972.

Two cargo motorships, Amalia and Joana were then purchased from the Cia de Navegacao Maritima Netumar, Brazil. Both were built by Stocnia Gdanska, Poland in 1971-2, were of 10,416gt and were renamed Nopal Verde (Benverde 73 Inc., ex Joana) and Nopal Branco (Norship 73 Inc., ex Amalia). Both ships were re-registered at Monrovia.

Then on 11 March 1974 the Nopal Verde arrived at Rijeka, Yugoslavia to be converted to a car carrier and was followed by the Nopal Branco on 5 September. The major structural changes included lengthening of the hull, building up topsides, incorporating drive-on car decks for several thousand vehicles and fitting blisters for additional stability. Both then came to Southampton for finishing-off work by Vosper Thornycroft and each went into No 6 drydock. They were registered at Oslo.

A purpose-built ship, Nopal Sel (7,494gt) was constructed by P Smit Jr., Rotterdam and completed in 1976 and in 1979 the Nopal Argus was sold to Shipcar Corporation, a single-ship Liberian-flag company of the Maritime Overseas Corpn., New York.

Fleet List from 1946:

Acq:	Name	Blt:	gt	Detail
	1924 Rio Verde	1924	3223	ex Shoreham ex Therese Horn
	1925 Rio Branco	1925	3110	ex Boca Raton ex Marie Horn
@	1930 Rio Novo	1930	2490	1952:conv to carry liquid gas in tanks. Re-named Ultragaz. 1954:Gasbras Sul. 1963:Mundogas Sul (A/S Gásskib).
@	1946 Bowrio	1942	5138	ex Capé St Elias.1953:Nopal Branco
@+	1947 Bowmonte	1944	5154	ex Cape Nun. Conv to carry lpg in tanks. 1956:Gasbras Norte. 1963:Mundogas Norte (A/S Gasskih), 1969:(Mundogas (Storage) Inc. Liberia).
@+	1952 Ultragaz Sao Paulo	1943	7467	ex Edvard Grieg. 1961:Mundo Sao Paulo. 2.1969:Floating store at Santos. Then grounded as permanent depot. 1961:(A/S Gasskib).1969:(Mundogas Storage Inc.Liberia)
	1953 Bow Brasil	1953	6623	1956:Black Osprey. 1958:Bruxelles (Am Deppe)
	1953 Bow Canada	1953	6612	1956:Nopal Express.1957:Liege (Arm Deppe)
@+	1956 Nopal Progress	1956	7105	1974:Punta Atalya (Chatmar)
@+	1956 Nopal Trader	1956	7105	1974:Krchn Trader (KBR)
@	1960 H.L.Lorentzen	1960	14644	(bulk) 1964:Thale (E.Germany)
@+	1960 Nopal Express	1960	7525	1977:Pateverett (Everett Orient Line)
				Note: @ = all listed in 1960 fleet.
+	1961 Nopal Star	1961	7399	1977:Talavera
+*	1961 Mundogas Brasilia			(A/S Gasskib)
	1961 Mundogas West	1944	7298	(A/S Butan) ex Natalie O.Warren, ex Cape Diamond. Gas tanker. 1.1967:Scrapped Vigo.
	1962 Nopal Verde	1942	6976	ex Ravnanger ex Cape St George. 1966:Subic Bay (Universal Sg Lines)
+	1963 Nopal Rex	1963	7836	ex Earlville. 1973:Nopal Alkimos (N & S Atlantic SS Co).
	1963 Mundogas Oslo	1963	3465	Gas tank. 22.10.1967:Collision, 9m. NW Grunkhassen. Sank.
+	1965 Mundogas Caribe	1965	1495	Gas tank. 1973:Caribgas.
	1965 Nopal Sky	1953	4847	ex Hjordis Thorden. 1968:Thordis Presthus.
+	1966 Nopal Sun	1957	6339	ex Martin Thore. 1976:Christos K.
+	1967 Nopal Luna	1962	6456	ex Havdhem.
+	1967 Nopal Tellus	1962	6442	ex Sterno.
+	1967 Mundogas Bermuda	1967	6088	23.8.1975:Explosion, afire, whilst discharging at Cartagena. CTL. Sold:(Bokkevig)
+*	1967 Mundogas Rio	1967	13224	
+*	1969 Mundogas Atlantic	1969	6804	
+*	1969 Nopal Vega	1958	9828	(O.L & Co) ex Concórdia Vega ex Hoege Drake. 1978:Eastern Hunter (Claymore Bay Sg Co)
+*	1969 Monomer Venture	1945	4595	(Mundogas Storage Inc (Pan flag)). ex Esso Centro America. ex Esso Venezuela. ex Montenello. ex Taranca.

Note: + = all listed in 1970 fleet.

Lorentzen (continued)

1970	Nopal Argus	1970	11334	(A/S Sobral). 1973:conv to car carrier 7,340g. 1974:(K/S Bernargus A/S).
1971	Sea Venture	1971	19904	(K/S Sea Venture A/S). 1974:Pacific Princess.
1972	Sept Iles	1955	12282	1973:sold for conv to floating workshop.
*	1975 Nopal Branco	1971	14202	(A/S Bedriftskonsulenter). Car carrier ex Amalia.
*	1975 Nopal Verde	1972	14202	(K/S Bernargus A/S) ex Joana
	1975 Kungsholm	1966	18174	(Flagship Cruises (Liberia) Ltd. 1978: Sea Princess.
*	1976 Nopal Sel	1976	7494	(K/S Bernargus A/S)

Note: *=all listed in 1979 fleet

Currently the fleet is:

Car carriers:	Gas tankers (A/S Gasskib)	Gas storage (Mundogas (Storage) Inc)
Nopal Branco	Mundogas Brasilia	
Nopal Verde	Mundogas Rio	Monomer Venture
Nopal Sel	Mundogas Atlantic	

The MALOJA
1923-1954.

The sisterships Maloja and Mooltan were completed by Harland & Wolff Ltd., at Belfast in 1923 for the United Kingdom-Australia service

of P & O and both maiden voyages were from London in that year.

At 625 ft length, 75 ft breadth and a gross tonnage of 20,840, they were by far the largest ships in the P & O fleet, but were able to transverse the Suez Canal. Each had quadruple expansion engines and twin screws gave 16 knots. Accommodation was provided for 330 passengers in both First and Second classes, totalling 600 in each ship.

The Maloja made her maiden voyage to Bombay, then both liners were put on the London-Sydney run. In 1929, both were given auxiliary low pressure machinery, the Maloja turbines; the Mooltan turbo-electric drive which gave increased performances and Bombay was added to the route.

When war broke out the Maloja became an armed merchant cruiser (pennant F26) and in October 1939 was deployed off the Orkneys and Shetlands. She was given 8 x 6 in. and 2 x 3 in AA guns. In 1941 she became a troopship and returned to the Australian service in June 1948, but with only her foremast, the mainmast having been removed during the war. However, she now carried 1,030 passengers in Tourist class only. She was eventually broken up at Inverkeithing in April 1954.

The Mooltan had an almost parallel career and was scrapped at Faslane also in 1954. She had only one funnel during war service and as an armed merchant cruiser was based at Freetown. Mooltan (Multan) is a town on the River Chenab in Punjab. The ships were replaced by the Arcadia and Iberia.

There have been three ships named Maloja and three named Mooltan. The first Maloja (12,341g), built 1911 sank after striking a mine off Dover in 1916 and the third Maloja was a 13,000gt tanker built at Middlesbrough in 1959. A Mooltan (2,257g) was built at Blackwall in 1860 and was sold in 1880. She became a sailing ship. Another Mooltan (9,621gt) was built at Greenock in 1905. She was torpedoed in July 1917 off the Sardinian coast.

The Maloja of 1923 is the subject of Eric Law's front cover drawing.

Between 19 and 22 February the Ocean Terminal held the 'Channel Offshore 20' exhibition. Berthed alongside the Terminal for this period was Seaforth Maritimes diving support vessel Seaforth Glansman (2040g). Built by Cochranes of Selby during 1976-77 she is designed specifically for the underwater maintenance of single point moorings and general support of offshore oil installations. She has a diving bell which is capable of going down to depths of up to 305 metres.

Due to^a/strike in the Port of London several container vessels owned by Canadian Pacific and the Swedish Johnson Line have called during February; these have included C P Voyager (15680g 1970), Margaret Johnson (16111g 1970), and San Francisco (16119g 1970). The latter two vessels, both owned by Johnson Line, were built by Wartsila A/B of Finland and are fitted with a gantry crane - they can accommodate 744 teu's and four fare-paying passengers.

Another notable vessel diverted here during the London strike was Fred Olsen/Bergen Lines passenger car ferry Black Watch (9500g 1966) which arrived on 12 February to discharge fruit from the Canaries and also disembark cruise passengers. She operates during the summer months as the Jupiter on the UK to Norway services in Bergen Line funnel colours.

On 28 February Epirotiki Lines' cruise liner Jupiter (6306g 1961) ex Alexandros '70 ex Molodet '70 paid her first visit to the port. She was originally built for Zim Israel Nav Co.

ABC Lines latest bulk/containership Brussel (24883g 1979) arrived at the containerport on 18 December; she is her owners sixth vessel. Two more have still to join the fleet - they are expected to be delivered during 1982.

After operating a ro-ro service to Spain for 13 years, firstly as agents for Swedish Lloyd and then with their own vessel Goya (3765g 1977) ex Stena Trader '77, in more recent years, Macpak have now changed to a pure lo-lo operation. The ro-ro service ended on 7 January when Goya departed for her new life on the Canadian Lakes. She was replaced on 9 January by the small feeder containership Windle Star (499g 1970) ex Suffolk '76, ex Christina '74, ex Christina Bos '72, ex Bell Vision '71. Other feeder ships seen on this service recently have been City of Florence (1599g 1970) ex Tua '74, Jonny Ritscher (499g 1967) ex Jonni Ritscher '79 and Birte Ritscher (499g 1973) ex Bell Voyager '79. Their operation is now based from 201-2 berths.

P&O Ferries annual refit programme for their vessels Dragon and Leopard took place respectively during February and early March. Covering the morning sailing ex Southampton and the night sailing ex Le Havre during this period was Irish Continental Line's ferry Saint Killian (7125g 1972) ex Stena Scandinavica '78. At the time she was bought by her present owners she was the largest owned Irish vessel.

A temporary replacement vessel on the Spanish ro-ro service operated by Lineas Maritimes Espanoles was the small West German owned Transit (567net) which made two round trips during early February.

A new ro-ro freight service to Spain which has been recently secured by the Port of Southampton is due to commence shortly. One of the two ships due to operate on this service, in fact arrived on 201 linkspan on 11 February to discharge cars from Spain - she was the three week old, very smart looking, Rollman (2442net).

Although Liverpool is their normal UK port, it is worth mentioning that the ro-ro/container service operated by Steineger and Wiik of Oslo to the Far East will end shortly, due to high operating costs. Their latest vessel Norwegian Challenger (2998g 1979) discharged plywood on 30 berth during early January.

The only new South American caller this quarter has been ELMA's Neuquen II (9230g 1979) on 23 December.

At the beginning of February, Johnson Line's twin-screw cargo liner Santos (10364g 1959) arrived to load by means of the floating crane the hydrofoil Condor 3, which was bound for South America. Condor 3 used to operate between the Channel Islands and France.

Discharging timber on 40 berth over the Christmas period was the Soviet vessel Indiga (2915g 1965). She is one of a large fleet of timber ships all built for the USSR in Finland.

Bananas have again been fairly regularly discharged over the last quarter, but the only first-time callers were the Greek owned Samos Sun (6598g 1961) ex Lake Eyre '75 of Svenska Orient Line and the Honduran owned Olancho (8117g 1965) ex Mangocore '76.

Three one-time regular callers of the Fyffes Group have recently gone to the breakers yard after only 19 years of service - they were Tetela (6712g 1960), Turrialba (6573g 1960) and Tucurınca (6573g 1962).

After requesting immediate assistance off Falmouth, due to heavy weather damage to her bridge, electrical equipment and steering gear, the barge carrier Bilderdijk (36974g 1972) arrived at the Ocean Terminal for repairs on 22 January. She was built by Cockerill of Hoboken, for Holland-America Line and was the first European-built LASH cargo liner. She can carry 83 barges, each barge being 19 metres in length and weighing 80 tons. Of the barge capacity, 49 are carried in the ships five holds and the remainder on deck. All barges are lifted on board at the stern by use of the vessel's own gantry crane. The crane is capable of lifting 510 tons. Bilderdijk is in fact the first vessel of her kind to berth at the port.

Other vessels to undergo repairs during the quarter have included Indian bulk carrier Jag Shakti (15498g 1972) ex Cunard Caravel '74) after sustaining propeller damage whilst bound from Antwerp to Bombay; the tug/icebreaker Sandy Cape (493g 1973) ex Sistella '78 for generator repairs (bound Rotterdam-Quebec); the Arabian tug Al Wadah (306g 1979) for engine repairs in mid-January; on 20 February the Finnish Sandviken (9329g 1962) for hull repairs after taking on water; and finally Brittany Ferries' Prince of Brittany (5465g 1970) ex Prince of Fundy '78 berthed at Husband's yard at Marchwood on 11 December for repairs to heavy weather damage.

On 18 January the newly built Clausentum arrived to take up her place in the Red Funnel towage fleet. (see BJ No 32 Autumn 1979 pages 6 & 7 for details)

On 8 January the Norwegian owned Wind Escort (357632dwt 1977) berthed at Fawley. Before arriving at Fawley she had discharged part of her cargo in Rotterdam and into the medium sized tanker Esso Cardiff in Lyme Bay. At the time of her arrival she was the largest VLCC to use Fawley, but only one month later an even larger tanker, albeit by just 5000 dwt, arrived - she was the Liberian flag London Trader (362118dwt 1975) ex Sea Stratus '78 of Sven Salen.

During every quarter vessels often get away without notice when they anchor in the Solent; however two that were spotted in mid-December were the Polish bulkers Sieradz (2997g 1979) and Wyszkwow (2996g 1979). Both these vessels were completed by Govan Shipbuilders as part of the large Polish order, which has had its fair share of industrial troubles.

At the time of writing it has just been announced that the Norway (70000g 1961) ex France will call at the Ocean Terminal en route for Miami - her scheduled arrival time is 12.00 hrs on 7 May.

Callers at Dibles Wharf over the quarter have included Klondyke Shipping's Martindyke (1594g 1975), W E Dowd's Colston (586g 1955) and R Hurlock's Parham (1096g 1966) ex Derwent Fisher '79.

SITUATIONS VACANT -- We are in need of a new "Dock Head Correspondent" as Brian Cliff, who has contributed this feature for the last 3 years, wishes to relinquish the post because of other commitments. Anyone who feels they would like to take over this very useful task of documenting the 'ins and outs' of the port please contact the Editors. In the meantime our grateful thanks to Brian.