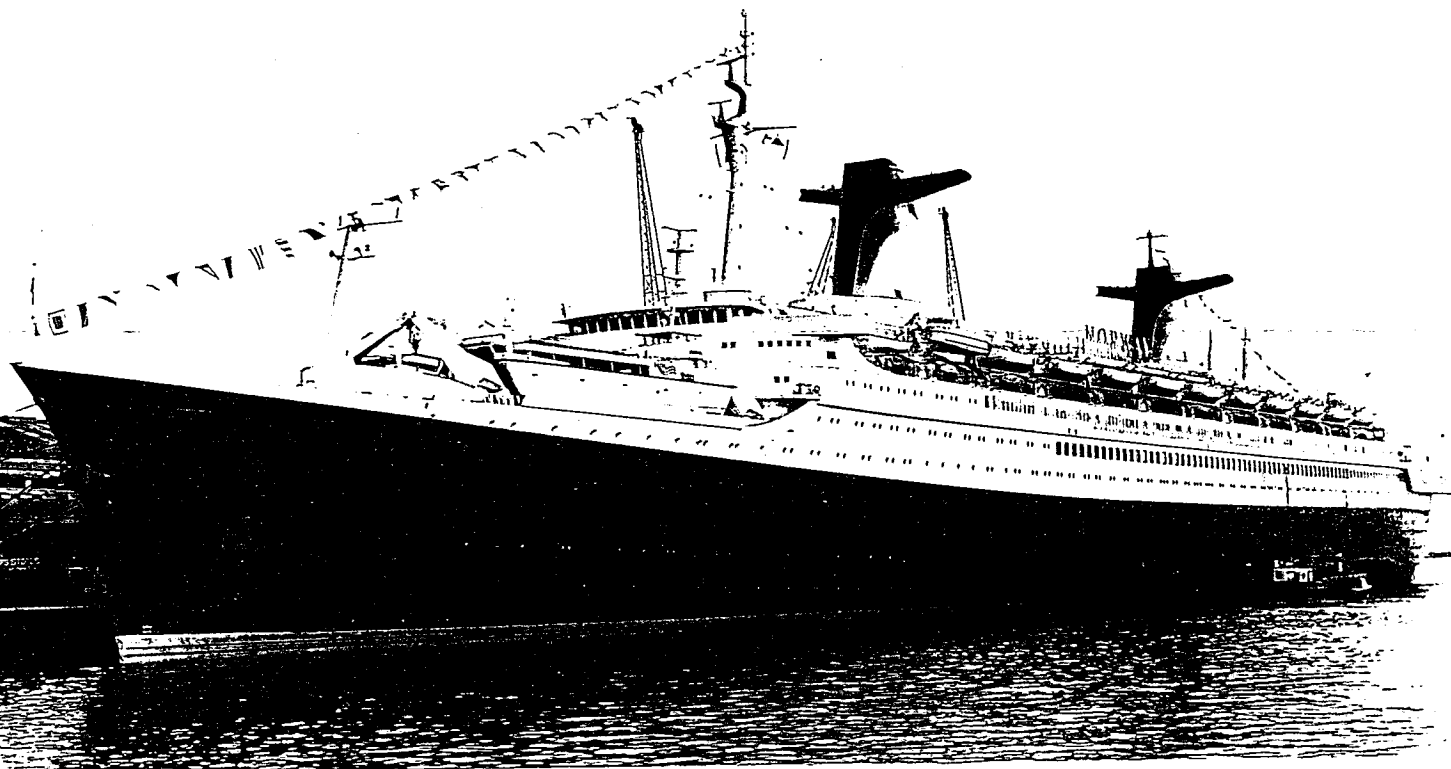
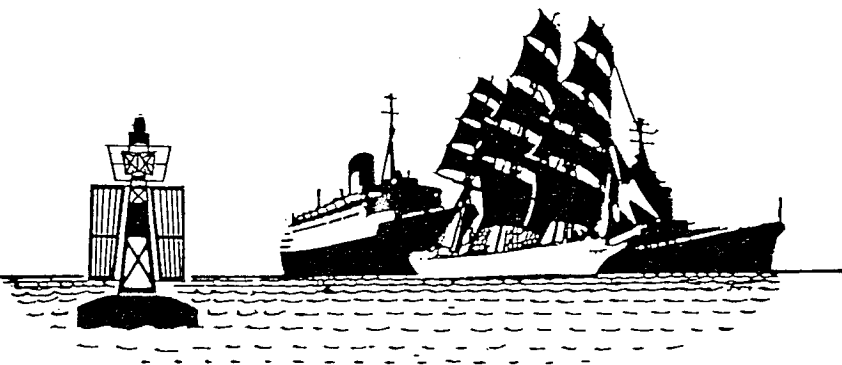


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY.



NORWAY—THE WORLDS GREATEST

FEATURES FROM B.J.35

SUMMER 1980

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Published Quarterly by the Southampton Branch of the WORLD SHIP SOCIETY

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BRANCH DINNER

The ANNUAL BRANCH DINNER has this year been arranged to celebrate the 30th Anniversary of the formation of the Branch, and to mark this special occasion our guest will be MICHAEL CROWDY, the founder and chairman of WSS.

The Dinner will be held at the ALBANY HOTEL, WINN ROAD, SOUTHAMPTON on SATURDAY 20th SEPTEMBER 1980 commencing at 19.30 for dinner at 20.00hrs.

The Menu	Grapefruit Cocktail
	Braised Steak Chasseur with vegetables and sauces
	Cassata, Peach & cream
	Coffee

The Cost £5.25 incl. gratuities and VAT

MEMBERS ARE REQUESTED TO MAKE EVERY EFFORT TO ATTEND THIS SPECIAL EVENING IN CELEBRATION OF THE FORMATION OF THE BRANCH.

MEETINGS PROGRAMME

Tues.. 8 July	Branch Slide Competition - 1979 slides
Tues. 12 August	Film Evening
Tues. 9 September	Australian Shipping - WSS slide/tape show

FRONT COVER

NORWAY - The Worlds Greatest - on her recent visit to Southampton, at the commencement of her new role as a cruise-liner.
British Transport Docks Board Photograph.

The world's greatest

The Norway, some £45m of floating capital expenditure, came to Southampton from Oslo in her new style on 7 May 1980, after six months of conversion work at a Bremerhaven yard. As scheduled, she was on berth on the dot at 2pm. Tugs from Fawley to the Docks gave a hydrant display of welcome and a few pleasure craft added their welcome. The French cable ship Marcel Bayard at 37 berth gave a siren salute but that was all, although not surprising, for only the Philippine Bataan at 41 berth was on the Test Quays, and she remained silent.

The liner looked good - blue hull, white upperworks and winged funnels painted blue and white in modern art form. She has always been the longest liner in the world and in the passage of time has become the largest in gross tonnage. Some alterations were apparent and immediately noticeable were two 80 ft long launches stowed right forward and each capable of carrying 400 passengers between ship and shore of the 5 miles x 1 mile tiny Caribbean island of Little San Salvador which the Kloster company has acquired.

On board that night a number of public rooms had been taken over for private parties, but we joined the throng on the long International Deck where, in the short space of 30 yards you can move from the American to the Continental scene. On the port side is 'Fifth Avenue' and its elegant shops - 'The Golden Touch' with its jewellery, 'Dimensions' boutique; 'Scandinavia' displaying its northern styles..... On the starboard side is the Champs Elysees and the gift shop 'East of Eden', 'It's a small world' - what else but for children? - and 'Upstairs and Downstairs', packed with prisms. And, of course, the bars. Cafe de Paris, Windjammer Bar, Club International, West Indies Bar - take your choice. We strolled to the stern on Pool Deck where the magnificent Royal Marines Band was in concert, endeavouring to satisfy the few that were listening in a rather cold northerly breeze. Quite noticeable were the unpacked cases and cartons, and much evidence of work to be done for the Norway was not finished in her final cosmetic preparation for service. Indeed, there were plumbing problems to overcome and she had brought workmen with her to finish the work, some of whom continued the voyage to New York. We looked in at several of her public rooms - the Leeward Dining Room and its Mezzanine, North Cape Lounge, the two-deck Saga Theatre and the Monte Carlo Room, where rows and rows of electronic machines have been provided for people with nothing better to do.

The passenger capacity is for 2,000 and of her twelve decks, ten are passenger decks. A crew of 800 is carried.

The Norway is now of twin screw propulsion, the turbines in her after engine room driving the two inner shafts and giving a service speed of 16 knots, with a maximum of 21 knots. The forward engine room, with turbines which drove the two outer shafts, has been shut down, resulting in a great saving in oil consumption.

She is fitted with five side thrusters, three in the bow and two at the stern.

The great liner stayed at Southampton longer than was planned and eventually left at 4.15pm on Thursday 8 May for New York on another stage of her positioning voyage.

It may be recalled that the ship, as the France, was last at Southampton in September 1974 on her way from New York to Havre. She was involved in a strike and was anchored off Havre. Her passengers were disembarked to the car ferry Viking III on 12 September and a week or so later she was laid up at Havre on 9 October.

THE NEARLY "NON - MAGNETIC" SHIP

by Lieutenant Commander John M Maber, RN

Nearly a half century ago, long before any need was envisaged for a Mine Counter Measures Vessel (MCMV) with a minimum magnetic signature, and indeed long before magnetic discipline had been invented, the Director of Naval Construction at the Admiralty was involved in the design of a "non-magnetic" survey vessel which, on the 18th April 1939, was launched as the Royal Research Ship Research. Unfortunately war intervened and the vessel was never to be completed. However, her place in the history of a project to map terrestrial magnetic variation is of considerable interest and this article brings together the circumstances which led to her design and construction.

Provision was made in the 1935 Naval Estimates for the construction of a "non-magnetic" survey vessel to take over the task of charting the earth's magnetic field in continuation of an enterprise initiated in the early years of the century under the direction of the Carnegie Institution's Department of Terrestrial Magnetism. The requirement for this long term undertaking stemmed in fact from a world wide need for improvement in the accuracy of prediction of change in terrestrial magnetic variation in order to facilitate more accurate navigation¹.

Some preliminary work was carried out using a small craft named Galilee which completed three voyages before responsibility for the task was taken over by the 323 ton purpose designed auxiliary brigantine Carnegie, a US registered wooden hulled craft built at Brooklyn in 1909 to the order of the Carnegie Institution of Washington, DC. The sketch design had been prepared by Dr. Loius A. Bauer, Director of the Department of Terrestrial Magnetism, and in so far as possible the Carnegie was constructed and fitted out using non-magnetic materials, the hull planking being secured to the frame timbers with locust wood tree-nails whilst elsewhere copper or bronze bolts and spikes were employed as fastenings. The hull was copper sheathed. All rigging was of hemp and the bronze anchors with their 11 inch manilla cables were worked by a wooden hand-operated capstan. Bronze was also employed to the maximum extent in the construction of the 100 bhp auxiliary (petrol) engine, although presumably the heavily stressed components such as the crankshaft must have been of steel. On the domestic side the same considerations applied, galley utensils being of copper or aluminium, the table cutlery of Mexican silver and uniform trappings of bone, brass or silver. In all the total iron and steel content in the Carnegie was reputedly little more than one ton.

The Carnegie remained in service, working mainly in the Pacific for some twenty years but on the 29th November 1929, in the course of her seventh voyage, she caught fire following an explosion while embarking petrol in drums at Apia in western Samoa and was burned out. This disaster resulted too in the deaths of her master, Captain Ault, and a cabin hand. She had been of course the only vessel of her kind and her loss put a period to the magnetic survey work undertaken on behalf of the Institution. Fortunately the data amassed immediately prior to her destruction had already been forwarded to Washington. Thereafter, economic recession and lack of funds prevented her early replacement. However much had been accomplished and indeed, in addition to her work on magnetic variation, the Carnegie had been responsible for the discovery and surveying of a series of deep mountain ridges in the western Pacific.

At this time the British Admiralty, amongst other authorities and institutions, was similarly interested in terrestrial magnetism and once the world depression had run its course, consideration was given to the construction of a "non-magnetic" survey vessel to continue the work initially sponsored by the Carnegie Institution.

Thus in September 1936 an order was placed with Philip and Son of Dartmouth for the construction of a 757 ton composite brigantine to be named Research. She was to be naval manned and Lieutenant Commander Douglas H. Fryer Royal Navy, a hydrographic specialist, was appointed as commanding officer designate although in fact the vessel was to be operated as a Royal Research Ship under the blue ensign instead of the white ensign worn by H.M. Ships. The Carnegie Institution co-operated closely with the Director of Naval Construction's department² in the design of the Research which like the earlier vessel was to be rigged as a brigantine although contemporary advice by sailing masters suggested that a brig rig might have been more easily managed. The sail area totalled 12,000 square feet. A Petter Atomic diesel engine of 160 bhp driving a two bladed feathering screw provided auxiliary propulsion, the designed speed under power alone being $6\frac{1}{2}$ knots. Three auxiliary diesel engines, one of 18 bhp and two of 9 bhp apiece, provided power for electric lighting, heating, air compressor, winches, pumps and domestic services. Bronze alloys were employed where possible in the manufacture of the propulsion and auxiliary engines, non-magnetic stainless steel alloys being employed only for the heavily loaded stress bearing parts.³

The composite built hull of $142\frac{1}{2}$ feet overall length and 34 feet beam, was teak planked and copper sheathed on brass frames, the stem, keel and stern being also of teak whilst the false keel was of Canadian rock elm. The hull was sub-divided by eight watertight bulkheads. Anchors, cables and wire rigging were of aluminium bronze and likewise non-ferrous materials were employed for domestic items such as cooking utensils, cutlery and storage containers as well as for fuel and lubricating oil drums. Fresh water tanks of teak provided stowage for 40 tons whilst the fuel stowage was for 14 tons, sufficient for 3,000 miles.

All in all, the Research was "..... designed to eliminate all possible causes of magnetic interference⁴" in so far as this objective was a practical proposition at the time. She was intended in addition to be equipped for meteorological and oceanographical survey work. In appearance however, she was relatively conventional although the choice of a brigantine rig can only be regarded as decidedly outmoded; it is for consideration that a schooner rig might have been more practical and less labour intensive since it was intended that she should cruise mainly under sail. The proposed ship's company comprised six officers and twenty two ratings together with four scientists. In all the capital cost was to be about £188,500.

The first rivet in the keelson of the Research was driven by Mrs. Fryer, wife of Lieutenant Commander Fryer, on the 8th October 1937⁵ and the vessel was launched with due ceremony on the 18th April 1939 after being named by Mrs. Spencer Jones, the wife of the Astronomer Royal. Thereafter fitting out continued afloat at Noss and on the 23rd July in that year she was inspected by H.M. King George VI and Queen Elizabeth. In the meantime, Lieutenant Commander Fryer had been sent off to sea to gain experience in deep water sail, crossing the Atlantic in one of Erikson's grain ships and returning in another of the same fleet, the 2376 ton Finnish registered barque Pommern.

It was planned that the Research should commission for service in October 1939 and that she should visit the Carnegie Institution in Washington and then, after calling at South American ports, should spend some eighteen months surveying in the South Atlantic between Tristan da Cunha and the Cape.

The cruise was to end with a call at Durban and was to be followed by three years working in the Indian Ocean but of course these plans were to be wrecked by the outbreak of war in the wake of the German invasion of Poland in September of that year.

By September the lower masts had been stepped and the work of fitting out was well under way. Events in Europe brought to an end all but immediately essential surveying work, however, and the Research was laid up above Noss in the River Dart. There she was to remain for the duration of the war, and for several years more, forgotten by all but the few responsible for her safety.

In the event, the Research was never to be completed, in part for reasons of economy but primarily because other means of undertaking magnetic surveys had been developed in the wake of meeting the needs of war. For thirteen years in all she lay at her moorings in the Dart, her intended role completely forgotten by those who had long since accepted the incomplete hulk as part of the landscape. Eventually the Research was offered for sale and on the 20th October 1952 she arrived in Plymouth for breaking up by Hocking Bros. Perhaps some use could have been made of her, but presumably Treasury policy dictated that she should be sold to the highest bidder who, inevitably, considering the value of the materials employed in her construction, proved to be the shipbreaker.

Notes

1. At the time that this project was first conceived the gyroscopic compass had still to be invented. The German engineer Dr. Anschutz developed the first practical gyro compass in 1908.
2. "Generous help has been offered by the Carnegie Institution in the loan of personnel and the specifications of the Carnegie and the instruments used in her." (The Times. 15th August 1938)
3. In a report dealing with the Navy Estimates for 1938 it was stated that "Some difficulty is being experienced in obtaining supply of suitable non-magnetic materials for the crankshaft". (The Times 5th March 1938)
4. "Deep Water Sail" by Harold Underhill. (Brown, Son & Ferguson Ltd., Glasgow 1952)
5. She had been officially "laid down" on the 9th September 1937. (The Times. 11th June 1938).

- - - 3 0 Y E A R S O N - - -

"A branch of the World Ship Society is to be formed at Southampton The Society was founded under the name of the Ship News Club in 1946 to cater for the needs of both the amateur and the serious research worker..... The Society publishes a monthly magazine 'Marine News' the supply of which is covered by an annual subscription of 12s Mr Bert Moody has been appointed area secretary for the new branch in this district and he is being assisted by Mr Reg Garnett National President is Cmdr A C Hardy, the well-known shipping expert and author We feel it is high time that an important port like Southampton, with hundreds of people interested in ships, should form a branch and meet regularly, Mr Garnett told me "

The Southern Daily Echo, Aug 24th 1950

Such was the first public announcement of our Branch, which is therefore 30 years old this Autumn. We allowed the Silver Jubilee of the Branch to slip by, but your Committee does not intend to do so this time, but of that, more anon.

The inaugural meeting took place on October 3, 1950 at the Seamens Institute, those present were:- Miss V Bendell, Messrs R Garnett, R Lamb, E Law, A Miles, G Davies, J Travis, A Pavey, H Goddard, W Mitchell, R Callan, A D Ogilvy & B Moody.

Mr Garnett took the Chair and a number of points were discussed and decided upon. The second Tuesday in the month, which has been our meeting day ever since, was decided on and the first venue was the Library of the Missions to Seamen, as offered by the Chaplain of that organisation who was present. It was decided that no local subscription was necessary (those long gone halcyon days!) and that what monies were necessary could be obtained from the sales of members duplicate photographs. This then, plus a few more procedural matters, was the content of that first meeting.

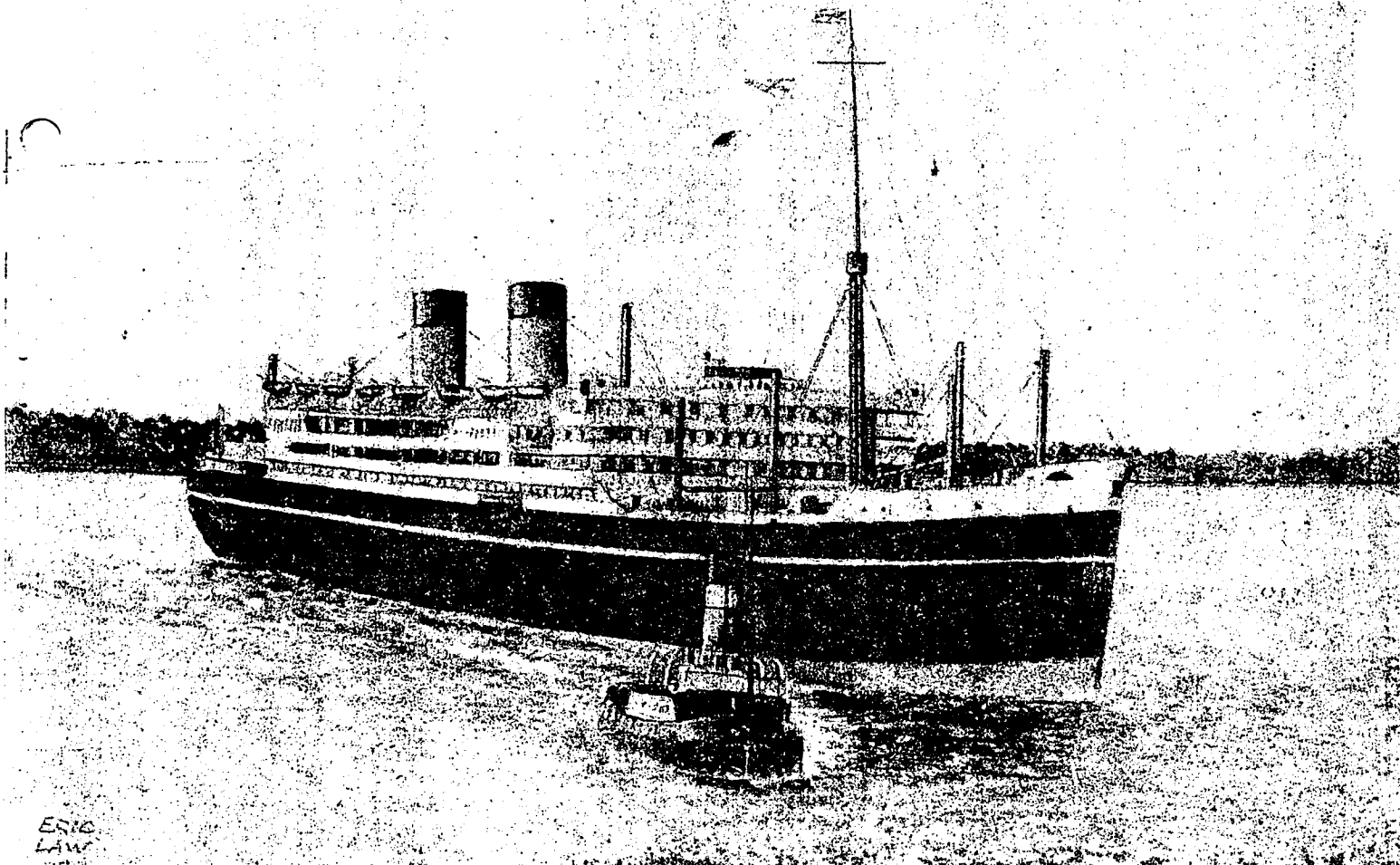
Your Committee felt that we should not allow this anniversary of the Branch to pass unnoticed and we have decided on the following two ways of celebrating the event:-

1. A Branch souvenir publication on the White Star Line at Southampton - this an illustrated booklet will come out in September and ONE copy will be given free to each Branch member. The remainder will go sale at £1.00 each throughout the Society.
2. A special Anniversary Dinner at which the Guest of Honour will be Michael Crowdy - founder and Chairman of the World Ship Society.
(for further details of Dinner - see page 2)

Support for the dinner has been patchy in the past - please make a very big effort and support your Branch on this special occasion.

The next issue of BLACK JACK which will be a small production to coincide with the White Star Line booklet will contain a report on the first AGM of the Branch and details of our first ship visit, with a drawing and facts on the ship concerned - anyone remember it? RFB

BELOW: Dominion Monarch -- drawing by Eric Law see article top of page 11



The Mini-Conference Ship - Hythe Hotspur

A small ship which has become a part of the local scene is the Hythe Hotspur. Southern Coast Craft purchased her in June 1978 and she was then named Southsea Queen. She was then given an extensive refit and rebuilt as a floating mini-conference centre for Solent waters, working on short cruises to places such as Portsmouth, Ryde, Cowes, Yarmouth and Bucklers Hard. Her secondary role is that of a relief ship in the Hythe-Southampton ferry service.

In rebuilding, the Hythe Hotspur was given a complete walk-through lounge, stretching from bow to stern and the saloon has table placings for 44 and allows for panoramic views of the Solent scene.

She has bar facilities and no less than fourteen barrels of beer are carried in the 'cellar'. Audio Visual and film projection facilities are possible. She has a sundeck, also running the full length of the ship.

The Hythe Hotspur was built by James & Stone (Brightlingsea) Ltd in 1974. She is 75 ft in length, 25 ft in beam and has a draught of 5 ft 6 in. Engines comprise two 6-cyl diesels driving twin (schottel units) screws which enable the ship to be steered by using the propellers. She has no rudder but a bow thruster is fitted to assist manoeuvrability when berthing etc.

The hull is dark red, the upperworks white and the exhausts cream. The ship lays off Hythe Pier when not in service.

ESSO STANDARD S.A. FRANCAISE

FLEET LIST

The French-flag ships of the Exxon Corporation (late Esso) since 1965. Many of these have been seen at Fawley.

Acq:	gt	dw	
1952 Esso Port Jerome	1952	2650	Chantiers Normandie, Rouen 1942-7. Ex Port Jerome '52.
1952 Esso Le Caroubier	2325		Schps vd Werft, Deest 1952. 1968: Esso Calor (Esso Tpt Co, Panama). Asphalt carrier.
1955 Esso France	23802		A & C de la Loire, St. Nazaire 1955. 1969: Maribruna (Lib).
1958 Esso Parentis	25254	37730	Ch de l'Atlantique, St Nazaire. 1971: (Esso Tankers Inc. Liberia).
1959 Esso Bourgogne	25450	39506	Ch de l'Atlantique, St Nazaire. 1959. 1978: Scrapped Valencia.
1960 Esso Alsace	25451	41313	Ch de l'Atlantique, St Nazaire. 1960. 1973: (Esso Tankers Inc. Liberia).
1961 Esso Lorraine	32056	48424	Ch de l'Atlantique, St Nazaire 1961. 1976: Scrapped Santander
*1969 Esso Paris	96226	196146	Ch de l'Atlantique, St Nazaire 1969.
*1971 Esso Bretagne	127777	259210	Ch de l'Atlantique, St Nazaire 1971.
*1971 Esso Provence	127777	259210	Ch de l'Atlantique, St Nazaire 1971.
*1972 Esso Gascogne	126188	256740	AG Weser, Bremerhaven. 1972.
*1973 Esso Languedoc	126186	256726	AG Weser, Bremerhaven. 1973.
*1974 Esso Normandie	137578	278734	Ch de l'Atlantique, St Nazaire 1974.
*1976 Esso Picardie	137578	278734	Ch de l'Atlantique, St Nazaire 1976.
*1977 Esso Flandre	114265	257625	Verolme Dok, Rozenburg 1972. Ex Esso Rotterdam 1977.

* = present fleet

WALLENIUSREDERIERNA

(The Opera Line)

by W.H. Mitchell

The first operating company of Olof Wallenius of Stockholm, was registered in 1935 - Rederi A/B Soya and four years later, in 1939, Rederi A/B Wallenco came about. By 1940 a number of small coasters carrying petroleum under the 'Soya' nomenclature were being run, all told seven 'Soya' ships moving in and out of the fleet. Five ships were acquired from other Swedish owners during hostilities and the company took delivery of a new, and incidentally, their largest ship to date, the motor tanker Soya, which began her maiden voyage in June 1945.

A 9,400 tdw shelter-deck motorship had also been laid down at the Eriksberg yard, Gothenburg, but was sold to the Cia Coloniale de Nav., Lisbon and began her career under the flag of Portugal in August 1946. Apart from tankers and obo ships which were all prefixed 'Soya', the company gradually became known as The Opera Line for in 1942, with the acquisition of Rederi Transatlantic's Kolsnaren which became Rigoletto, operatic names were chosen for the ships. Another steamer, the Aida (5565gt), completed by Short Bros., Sunderland in 1947 was quickly sold to the Cia Nav. Rio Grande, Panama, was renamed Nadia and the name Aida re-allocated to a 13,850 tdw motor tanker building at the Caledon yard.

With business still centred in the tanker trade the company built seven petroleum carriers in the early 1950s and in 1954-56 accepted their two largest ships, the 22,000 tdw ore-oil carriers Soya Atlantic and Soya Pacific.

At the start of the 1960s the company's largest ships were the tankers Soya Maria and Soya Andrea, nearly 26,000 gt.

In 1962 the German company H. Parchmann & Co Reederei went into liquidation and its three ships were acquired by Wallenius for general trading. Of these, the Lohengrin, ex Ursula Parchmann was lost on 14 January 1963 off Stein in the Kielfjord after developing a heavy list while on passage from Iggesund to Bremen. She was refloated on 8 July, towed in to Kiel for examination, then sold.

Three ships, Narrandera, Dakota and Nebraska were also purchased from Rederi Transatlantic and put on service to South America and the US West coast under the German flag as the Martha, Salome and Undine, respectively. In late 1965 they were sold, the last two names being transferred to ships of the 'Undine'-class of 1966-67. These numbered four - Undine, Salome, Aida and Othello, stern loaders capable of carrying 350 cars or 30-50 trailers and 150 cars.

Services in the 1960s could be broadly placed in two groups - North Europe and North America. In North Europe connections were between Bremerhagen, Copenhagen, Malmo, Antwerp and Harwich; Southampton to Rouen; and from Travemunde to Copenhagen and Helsingborg. In 1960 the Renault car company decided to make Southampton its sole United Kingdom port of discharge for new cars and after a number of charter ships, Wallenius ships began moving cars between Rouen and Southampton in 1963, the first shipment of 200 Renault cars being discharged on 10 January 1963 from the Traviata (at 110 berth), a ro-ro side-loader. In the March, the Rigoletto also began calling - bringing French-built cars and taking British-built in return. On 17 January 1966 a regular service was inaugurated with the sailing of the bow-loader Aniara to Rouen where drive-on/drive-off facilities had been built. The service was three voyages, each way, each week, using 49 berth. In the following year the Elektra and Bess were placed to run a daily service in each direction, bringing Simca and Renault cars. Shipments of cars from Southampton were also made in the early 1960s by the 18,000-ton ships Carmen and Medea.

In 1964-65 the tankers Soya Margareta and Soya Birgitta were acquired by C.S. Efthymiadis, Greece and converted to passenger ferries for work between Piræus and the Greek islands. They were renamed Minos and Sophia respectively. On 17 May 1976 the Sophia developed a very heavy list and was beached at Keratsini, a constructive total loss.

In 1967 the Wallenius company joined the new Atlantic Container Line consortium

contributing the Atlantic Song to the new service and three years later introduced the second-generation ship Atlantic Cinderella.

Through its German subsidiary, the company went into the lucrative West Indies cruising market in 1968 with the 10,000-ton Boheme, a twin screw motorship built by O/Y Wartsila A/B, Abo, Finland. She carries 460 passengers in one class and is based on Miami.

In 1971 the Swedish-flag companies became known as Walleniusrederierna and in 1973-74 their two largest-ever ships were accepted, Aida and Othello, 51,000 tdw ships for bulk and specialised ro-ro cargoes.

Another cruise ship changed hands in 1976 to be operated by another German associate, Bremer Schiffahrts-Ges GmbH, Bremen. This was the Svea Star which was built by LMG Lubeck as the Freeport in 1973 for Freeport Cruise Lines Inc., under the Liberian flag and for the Freeport-Miami run. She quickly became Freeport I and was sold to the Finnish Birka Line in 1973 as Freeport, but again changed hands at the end of that year and became Svea Star of the A/B Svea fleet of Stockholm. She is now named Caribe (9,908 gt) and cruises in the Caribbean from US ports.

Another joint company with Wallenius interests is the French-flag Cie Generale Trans-Baltique, formed in 1969 and owning three motorships, Borodine (2656g) of 1971 and Grieg and Sibelius (both 3,990g, 1972). Ships of the Wallenius fleet are frequently seen at Southampton loading cars for the US Gulf and West coast.

The fleet in 1940:

Acq:		Name	Blt/grt	
1935	mt	Soya	03/132	x Bertil '35 x Bjolsen. 1941:Tanko(Olsen)
1935	mt	Soya II	35/442	19 :Tankvik (F Olsen)
1936	mt	Soya III	36/105	19 :Shell S8
1936	mt	Soya IV	36/652	19 :Tankborg (F.Olsen)
1940	mt	Soya VI	40/1336	19 :Svea Reuter
1940	mt (1)	Soya VII	38/1240	x Inger Benedicte '40 1941:(USSR)
1946 onwards:				
1941	mt	Soya V	41/196	19 :sold
1942		Rigoletto	23/2465	x Kolsnaren '42 1951:Petersborg (Trapp)
1943	mt	Bern	22/5468	x Rio '43 x Oljaren.51:Nautic (Anderson)
1943		Hillersjonas	40/35	x Valosund '43 19 :sold
1943	mt	Kalmia	31/8249	x (Red T'atlantic'43).46:Gerez (Portugal)
1944	(1)	Trio	22/1482	x Inge Maersk '44. 46:Mercia (Thore)
1945	mt	Soya	45/10431	mv 6.45. 52:Gilda (Erichsen)
1946	(1)	Benguela	46/5000	1946:(Cia Nav Coloniale, Portugal)
1946		Traviata	45/2916	x Kegnaes '46. 51:Bokefors (Hansen)
1946		Porjus	06/2921	x Hampshire '46. 46:Moldavia (Thore)
1946	mt	Soya II	46/10477	mv 4.46
1946		Wuri	41/7183	x Albireo. War loss 1942 when owned by JT Essberger Co. Refloated. 1946: acquired. 1948:Alnat.
1947	(1)	Tosca	47/5553	1951:(Johnson)
1947		Boheme	47/5553	1950: Thai (Nordstjerman)
1948		Rigoletto	48/5670	1954:Artemis. 60:Mustali (Gulf)
1949	t	Soya Maria	49/10614	1958:Rona (Saanum)
1950	t	Soya Christina	50/7363	1956:Desn Sowak (Eastern Sg)
1951		Otello	43/7133	x Saint Andre '53 x Pierre Corniou '50 x Empire Unicorn '45. 1956:Apollo 1961:Kopalnia Wojek.
1951	t (1)	Aida	51/9488	1964:Argo Navis (Reth & Kulu)
1952	t	Soya Margareta	52/10731	1964:Minos (Efthymiadis)
1952	(1)	Boheme	52/6563	1965:Nils Amelon 1966:Compass Spirit
1952	t	Soya Andrea	52/11435	1959:Polyhymnia.66:Silver Pavilion
1953		Tosca	53/6566	1962:Sri Sukothi (Thai)(see Titus '64)
1953	t (4)	Soya-Birgitta	53/9005	1965: Sophia (Efthymiadis)
1954	t	Soya-Lovisa	54/3582	1965:Port Breton (Van Ommeren)

The DOMINION MONARCH

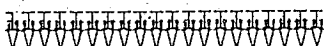
The Dominion Monarch, completed by Swan, Hunter & Wigham Richardson for the Shaw, Savill & Albion Company in January 1939, was the largest British merchant ship built on the Tyne since Cunard's famous Mauretania of 1907. She inaugurated a new express passenger service via the Cape and Australian ports to New Zealand from London on 16 February 1939, embarking passengers from Southampton the next day for Cape Town, Sydney and Wellington, the voyage there taking 35 days. Her consorts were the Ceramic and Themistocles.

By the end of her second round trip Britain was at war and the Dominion Monarch was turned over to trooping. In 1947 she was reconverted to a passenger ship and made her first postwar voyage from Southampton on 17 December 1948.

Shaw Savill embarked on a passenger-only policy for the service in 1952 with the Southern Cross and this proved so successful that a similar-styled ship, Northern Star was ordered and delivered in July 1962. These two ships, between them, sailed eight times round the world each year. So, the Dominion Monarch, 23 years old was phased out in 1962, her last voyage from London and Southampton on 29-30 December 1961. For a time she was an hotel ship for the World Fair at Seattle but was then sold and as the Dominion Monarch Maru, arrived at Osaka on 25 November of the same year.

The Dominion Monarch was a quadruple screw motorship and her postwar tonnage was 26,463 gross. She was 682 feet overall and had eight decks. Her speed was 19.20 knots and her accommodation was for 508 First class passengers. When built she was far in advance of anything the company had owned and was the largest ship trading to South Africa, Australia and New Zealand.

see drawing on page 7....



Walleniusrederierna continued:

1954	o/o	(4)	Soya Atlantic	54/16266	1971:Orca (Neth), rebuilt as workshop.
1955			Rigoletto	55/1899-3046	(350 cars) 68:Maddalena Lofaro (Lof)
1955			Traviata	55/1898-2740	(350 cars) 68:Rigoletto (Grimaldi)
1956		(1)	Isolde	56/2740-4688	(1959:lengthened) 70:Auriga
1956	o/o		Soya Pacific	56/16011	68:Astra Patagonia
1956		(2)	Tristran	56/3382-4474	(59:lengthened) 70:Mimi M
1958			Otello	28/5920	ex Parrakooola '58. 65:Rubin (Bulgaria)
1958			Fidelio	58/4504	1966:Pliska (Bulgaria)
1958	t		Soya Elisabeth	58/21566	1961:Naess Seafarer. 68:Ilkon Aya
1959		(1)	Falstaff	59/4508	1966:Russe (Bulgaria)
1959			Madame Butterfly	59/16072-14650	(1050 cars) 68:Vishva Vandana (Ind)
1959		(4)	Figaro	59/10483-15000	(1050 cars) 68:Vishva Vivek (India)
1960			Faust	60/4856	1966:Plovdiv (Bulgaria)
1960	t		Soya Maria	60/25902	1967: Maria (Vatis)
1962	t		Soya Andrea	62/25911	1967:Arietta (V _a tis)
1962		(5)	Lohengrin	58/1070	ex Ursula Parchmann '62 ex Herman Meyer-Gerhards '58. 14.1.1963:Listed and sank in Kiel Fjord. Raised, towed in, sold. 1964:Mistral (Dohle).
1962		(5)	Martha	44/4958	ex Narrandera '62 ex Cassiopeia '47 1966:(Intl Development Corpn)
1962		(5)	Parsifal	59/1070	(120 cars) ex Helmut Parchmann '62 1964:(sold)
1962		(5)	Salome	37/4840	ex Dakota '62 ex Goonawarra. 65:(sold)
1962		(5)	Siegried	61/1266	ex Karl-Heinz Parchmann '62. 65:Lauter
1962		(5)	Undine	38/4840	ex Nebraska '62 ex Kanangoora '56. 65:Kyriakoula PK 69:Skyriaki.
1963		(5)	Rigoletto	55/1905	1968:Magdalena Lofaro (Lofaro)
1963			Carmen	63/17956	(1880 cars) 1977:Sapho (Kratigos)

/over

Walleniusrederierna continued:

1963	(3)	Aniara	63/499 (240 cars) 1971:(sold)
1964	(3)	Oberon	64/499 (240 cars) 1972:(sold)
1964		Medea	63/17959 (1880 cars) 1977:Ledea (Olistim)
1964	(5)	Lohengrin	64/1725 (300 cars) 1969:Zwartkops (Grin,Gersig)
1964	o/o	Soya Baltic	64/37791 (66,300 tdw) 1973:Agov (USSR)
1964	(6)	Titus	53/8607 x Sri Sukothai '53. 64:An Yo (China An Nav)
1964	(1)	Elektra	64/499-1716 (240 cars) 1972:Sergel (Scan M/ships)
1965	(4)	Don Carlos	65/2353 (260 cars) 1973:Nopal Sand (Lorentzen)
1965	(4)	Don Juan	65/2354 (260 cars) 1972:Dika (Ivanovic)
1966	(2)	Aida	66/2274 (350 cars) 1972:Bellman (Scan M/ships)
1966	(7)	Salome	66/1961 (250 cars) 1973:Moundra (Kratigas)
1966	*	(5) Undine	66/2179 (250 cars)
1967		Porgy	64/499-1718 (240 cars) 1970:Greta Delport (Thesens)
1967		Bess	65/499-1718 (240 cars) 71:Apollo Newfoundland(Halidon)
1967	*c-ro-ro	Atlantic Song	67/11771 (Atlantic Containerline service)
1967		Otello	67/2274 (350 cars) 1972:Berwald
1968	(8)	Tosca	63/17836 ex Donau 1977:Menkar (Regal)
1968	*	(8) Boheme	68/10328
1968	bulk	Rigoletto	68/23362 1977:Arpad (Turkey)
1969		Madame Butterfly	69/23188 1978: On Lee (Tai-On)
1969	(4)	Traviata	69/23360 1977: Akbar (Regal)
1970	*c-ro-ro	Atlantic Cinderella	70/15437 (Atlantic Containerline service)
1971	(4)	Figaro	71/23187 1978:On Yeung (Tai on)
1972	*c-ro-ro	(1 & 2)(9) Montmorency	72/4262 78:Atlantic Prelude (Atlantic Cont Line)
1973		Mignon	70/2885 1974:Nopal Shore (Norway)
1973	* bulk	Aida	73/23905
1974	* bulk	Otello	74/33806
1975	*	Don Juan	75/4480
1976	*	Don Carlos	76/14477
1976	*	(10) Caribe	68/9963 ex Svea Star ex Freeport ex Freeport I
1976	* bulk	Fidelio	66/18781 ex Citadel
1977	* bulk	Falstaff	67/18656 ex Daphne
1977	*	Rigoletto	77/17502
1977	*	Traviata	77/17502
1977	*bulk (4)	Faust	67/18656 ex Sonette
1978	* ro-ro	Tosca	78/16883

Notes: Funnels are deep yellow with green band on which are the letters O W in deep yellow.

Hulls are green, upperworks white, with WALLENIUS LINES in green on the white.

* = fleet in 1979

unnumbered = Rederi A/B Soya-1935

(1) = A/B Wallenco

(2) = A/B Wallship

(3) = A/B Wallstar

(4) = A/B Walltank

(5) = Wallenius, Bremen, GmbH

(6) = Wallcarriers Inc., Panama

(7) = K Geuther & A Schnitzel, Bremen

(8) = Tosca Schiffs, Bremen

(9) = Atlantic Container Line

(10) = Bremer Schiffs-Ges Bremen

mt = Motor tanker

t = tanker

o/o = oil/ore

c-ro-ro = container-roll on-roll off

This quarter we welcome David Oldham to the Editorial Team as he takes up post as the new Dock Head Correspondent.

The arrival of Kloster's Norway (69379g 1961) ex France '79 at Southampton's Ocean Terminal on 7 May brought back to us the nostalgia of the old passenger ship days. After a £45 million refit at Hapag-Lloyd's shipyard in Bremerhaven the vessel sailed to Southampton via Oslo, her home port. After being accompanied to her berth by numerous pleasure boats and fire tenders the liner was beset with plumbing and electrical faults resulting in a cancelled cruise and departure being delayed until the following day (see also article on page 3)

Following an engine room explosion and fire the Swedish tanker Runo (499g 1963) owned by Sten G Haggerud was towed into port by Wijsmuller's tug Noord Holland (600g 1965).

Southern Ocean Shipyard on the Itchen has been active with the Maltese flag Karin (500g 1960) ex Karin Tholstrup '79 owned by Yellow Gas Tankers and Kosan's own Marina Tholstrup (299g 1966) and Susanne Tholstrup (534g 1959).

DFDS has been well represented with their England (8821g 1964) and Dana Futura (5991g 1975) ex Drossenfels '77 ex Damman Express '76 ex Dana Futura '76; both making two calls in March conveying troops and vehicles from NATO exercises in Norway. Dana Atlas (1599g 1978) discharged Fiat cars also in March while their latest ferry Dana Anglia (14400g 1978) is due to call in October.

After anchoring in Cowes Roads for three weeks the Iz (12770g 1960) owned by Jugoslavenska Tankerska Plovidba RO Jugotanker of Yugoslavia finally berthed at Fawley while at Hamble the last of 16 'K-class' Royal Dutch Shell tankers Kylix (12119g 1955) docked.

The oldest vessel to call at the Docks during the quarter was Hudson Waterways Corporation's Transcolumbia (10014g 1945) ex Marine Lynx '67 which discharged military equipment for the US Naval Base at Hythe.

The only new South American vessel to use the port was ELMA's Cordoba (10076g 1977).

For a change Townsend-Thoresen have provided some interesting vessels, both Doric Ferry (2563g 1961) and Free Enterprise II (4011g 1965) used accommodation berths prior to operating from Portsmouth. Stena Line's Stena Trader (1500g 1971) ex Dalriada '80 is on bareboat charter for a year and should be renamed Viking Trader shortly. TT's latest 1200 passenger 'super8' ferry Spirit of Free Enterprise (8000g 1979) called for dry-docking.

The Dutch barge carrier Dock Express 12 (5496g 1979) owned by Dock Express Shipping BV loaded a Westminster Dredging Co dredger and barges for the Middle East.

Another caller to Cowes Roads in May was Polish Steamship Co's General Bem (23307g 1974) which called to effect repairs while on a voyage from Le Havre to Canada.

The banana scene has been busy with regular callers, but two Dutch vessels made first time visits - Klipper II (1287g 1978) owned by Red. Jaczon and Adriatic (1227g 1968) owned by Seatrade Groningen BV. Two of Fyffes 'M-class' made calls - Manistee (6513g 1972) to discharge bananas and Motagua (6348g 1970) to effect bow repairs following collision upon departure from Sheerness.

The arrival of the South African fruit season produced a good crop of tonnage including Port Line's Port Chalmers (16285g 1968), Lauritzen's Canadian Reefer (8849g 1978), Larsen's Hilco Speedster (9065g 1979) and Intermare's Nectarine (8190g 1970) ex Nectarinecore '75 discharged a cargo of black grapes. The 'old' favourites also returned under a new disguise - Kinpurnie Universal (7955g 1966) ex Kinpurnie Castle '79 ex Clan Ross '77, Monson Universal (6303g 1963) ex Monson Langkloof '79, ex Letaba '77, ex SA Letaba '76, ex Letaba '66 and Mistral Universal (6396g 1967) ex Hexrivier '79, ex SA Hexrivier '76, ex Hexrivier '66.

While the Ben Line and Ocean Transport and Trading container vessels on the Far East run are being re-engined in Japan for fuel economy, Flinders Bay (26756g 1969) called at OCL's berth together with Manchester Liners' Manchester Vanguard (17385g 1977) ex Keelung '79. Also using the container terminal was Regine (1599g 1976) which replaces City of Florence on the Macpak service, Karthago (3200g 1979) owned by Schiff. Rendsburg and Sloman Ranger (999g 1979) owned by Rob. Sloman discharged 200 empty 20ft containers from Barcelona for NYK.

Car carriers to the port included Freccia dell'Ovest (2639g 1977) ex Corriere dell'Ovest '79, Seaspeed Dima (3190g 1977) and Mercandia's latest vessel Mercandian Carrier II (1593g 1979) which all discharged Fiats. Nissan's Zama Maru (16910g 1979) made two voyages with Datsuns (4900 cars capacity) while under the HUAL service Rolita (11700g 1980) made her maiden voyage to the Middle East. With a capacity of 4000 cars together with her sister Ingrita (11700g 1980) and the larger Karinita (14000g 1980) of 5700 cars capacity they will become regular callers at Southampton replacing Hual Jasmine, Hual Orchid and Hual Rosal which are to be renamed Phillipine Jasmine, Phillipine Orchid and Phillipine Rosal respectively.

In addition Hoegh Trigger (7274g 1976) made her first call to the port and Hual Traveller (10912g 1960) ex Hoegh Traveller '72, ex Aranda '71, ex Aragon '69; both discharged Datsuns. Also under the HUAL service Alike I P (10011g 1970) owned by Tarpon Shg of Greece and Jag Dhir (13392g 1976) owned by Great Eastern Shg of India were chartered to deliver second-hand vehicles to Colombo. On Wallenius charter to the US East Coast came Southern Cross (12212g 1975) ex Nopal Lane and Ryojin (16823g 1975) ex Universal Giant '78. Cunard's reefer Alsatia (4938g 1972) ex Edinburgh Clipper '78 loaded cars for Canada while Golden Ghana (9373g 1970) ex Sloman Senior '80 loaded Land Rovers for the Far East.

The East German coasters Kropelin (494g 1972) and Ralsweik (299g 1966) discharged timber at Vancouver Wharf - the Dutch coasters Hoop (1481g 1974) and Fivel (1599g 1977) discharged road salt at Dibles while London and Rochester Trading Co's latest low profile vessel Quiescence (700g 1980) discharged coal. The largest vessel to use Dibles was Christa Thielemann (999g 1980) - although she was not largest by tonnage. Pollock and Browns have seen for the first time the Panamanian registered Mark (499g 1963), the Spanish Sota Eduardo (800g 1974) and the Dutch Poolster (442g 1964).

Two dredgers wearing BTDB colours have been noted in the port recently - Swansea Bay (2941g 1966) ex Tees Bay '80, ex Cap D'antifer '72, ex Tees Bay '70 a twin-screw trailing suction dredger and Ely (1430g 1961) a grab hopper dredger.

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