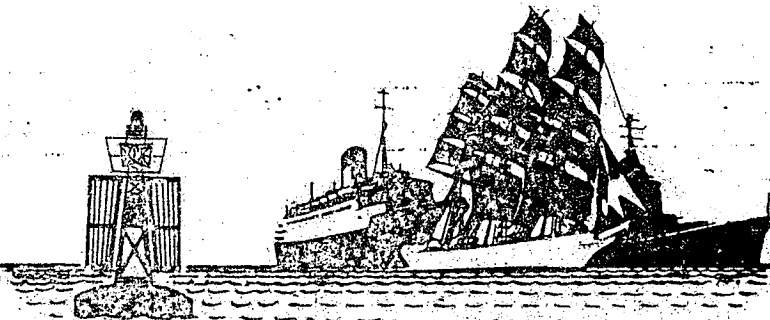


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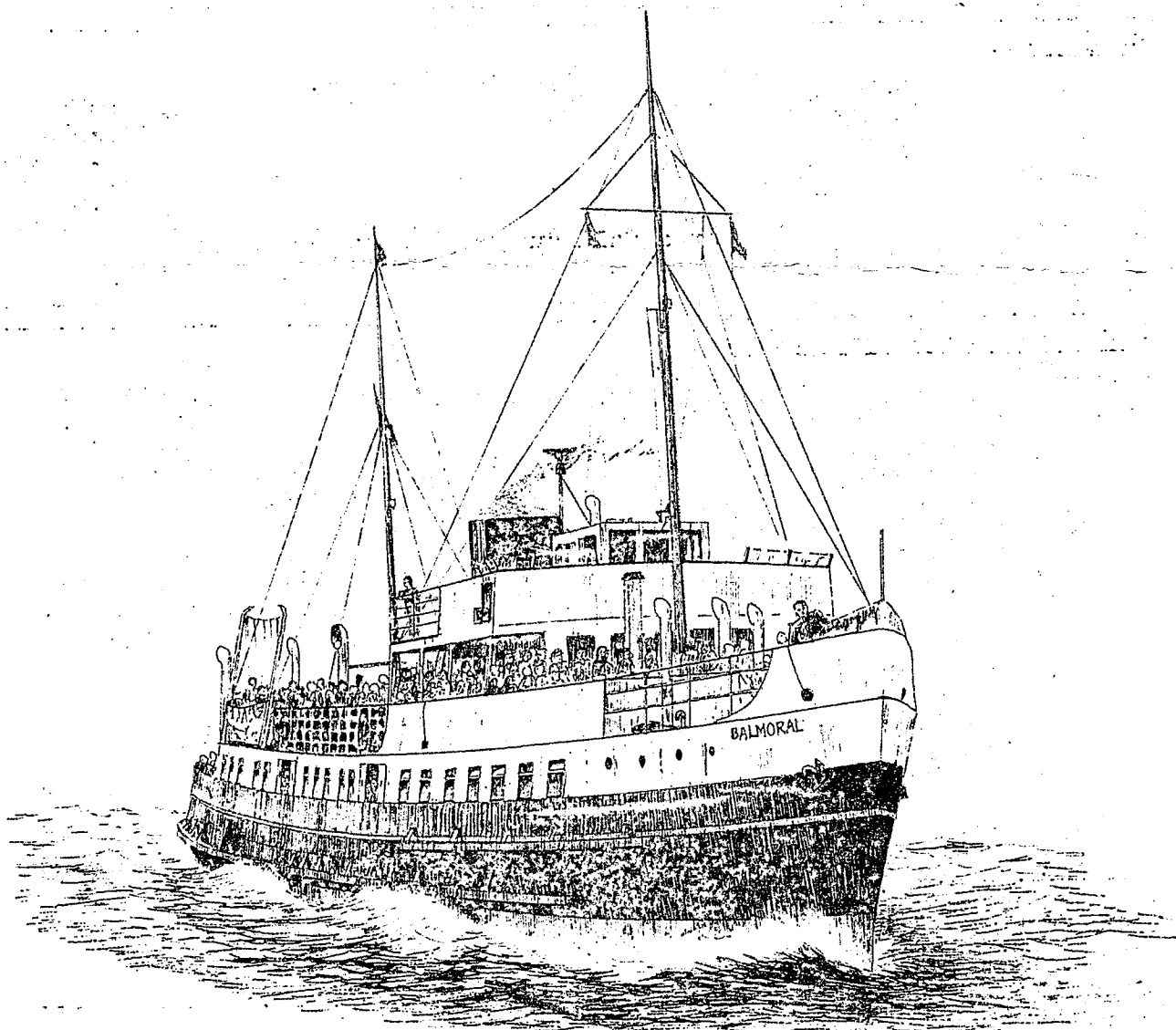
QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



BLACK JACK

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WINTER 1981



THE 1949 THORNYCROFT-BUILT "BALMORAL"

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DON'T FORGET - those whose subs fall due in January are requested to renew promptly and to make their payment through the Branch Treasurer by cheque please.

PROGRAMME OF MEETINGS FOR 1982

Meetings are held on second Tuesday of every month in Lecture Room B, Nuffield Theatre Building, University of Southampton commencing at 7.30pm

Tues 12 January	- Port of Vancouver	WSS slide/tape talk
Tues 9 February	- Auction	- see catalogue in this issue
Tues 9 March	- D-Day	- a talk by Commander Curtis
Tues 13 April	- Titanic	- Dave Hutchings
Tues 11 May	- Annual Branch Slide Competition	
Tues 8 June	- Thames Shipping	- a talk by Ian Wells the WSS Branch Liaison Secretary
Tues 13 July	- ss Great Britain	- Don Jones
Tues 10 August	- a Members Evening	
Tues 14 September	- The Widening Thames	WSS slide show
Tues 12 October	- Southampton Branch AGM	plus supporting programme
Tues 9 November	- Shipping (including Russian)	at European Ports - David Oldham
Tues 14 December	- The Passenger Liners	- Mike Lindsay

COVER ILLUSTRATION: BALMORAL (688g 1949) of Red Funnel Steamers.  
 drawing by Nigel V Robinson

LATE NOTE: It is hoped to hold a Branch Dinner in April 1982 - further details will be announced at meetings.

N

DEN NORSKE AMERIKA LINJE A/S

(The Norwegian America Line)

by W.H. Mitchell



When the union between Norway and Sweden was dissolved in 1905, there came a growing feeling in Norway that Norwegians travelling between the home country and the United States should be able to sail in Norwegian-flag ships on the Atlantic crossing. However, due to financial problems, some years were to elapse before this became possible but, eventually, in August 1910 the Norske Amerikalinde A/S was formed. Fifteen months later Cammell, Laird of Birkenhead were given an order to construct the first ship for the new company and a repeat order for a running partner was given in the following December.

The new ship, Kristianiafjord, began her maiden voyage on 4 June 1913 from Oslo, calling at Bergen on 7 June before sailing on to New York and such was the occasion that the King of Norway and Government officials made the voyage between the two Norwegian ports. The sistership, Bergensfjord, began her life some fifteen months later. Each ship carried passengers in three classes - 100 First, 200 Second and 760 Third.

#### 1914-1918

Norway remained neutral during the turbulent war years. The passenger service became of paramount importance and handsome profits were made by the company as ships were acquired and chartered to keep Norway going with supplies from America.

Indeed, another passenger liner was ordered from Cammell, Laird in 1915 but, with the submarine taking an increasing toll of merchant shipping, the British Government saw fit to cancel the order. But representations were made by Norway and the order was allowed after the loss of the Kristianiafjord in the summer of 1917. The new liner, Stavangerfjord, entered service for the NAL only a few weeks before armistice. She, too, had accommodation in three classes - 90 First, 300 Second and 820 in Third.

The Bergensfjord and Stavangerfjord were to operate the North Atlantic service for the ensuing twenty years.

Pocket histories of the three liners are as follows:

Kristianiafjord	10,669 gt	Meas: 530 ft oa 61 ft breadth.	Quad exp engines, Twin screws, 16 knots.
	4 June 1913:	Maiden voyage, Oslo-New York.	
	15 July 1917:	Aground nr Mistaken Point, Cape Race. Total loss.	
Bergensfjord	10,666 gt	Other details as above.	
	27 Sept 1913:	Maiden voyage, Oslo-New York.	
	Dec 1940:	Troopship, managed by Furness, Withy & Co.	
	Feb 1946:	Returned to owners.	
	Nov 1946:	Argentina (Home Lines)	
	Feb 1953:	Jerusalem (Zim Israel)	
	1957:	Aliya (Zim Israel)	
	Aug 1959:	Scrapped Spezia	
Stavangerfjord	12,977 gt	Meas: 533 ft bp 64 ft breadth.	Quad exp engines and (1931) low pressure turbines. Twin screws, 16 knots.
	21 May 1917:	Launched	
	29 Apr 1918:	to New York, laid up.	

11 Sept 1918: First voyage, Oslo-New York.  
 1940-45: Seized by Germany - accommodation ship.  
 Aug 1945: First post-war voyage.  
 Feb 1964: Scrapped Hong Kong.

### Scandinavian East Africa Line and post-war services

In 1920 the Skandinaviske Ost Afrikalinje A/S was acquired from Skibs Akt Thor Thoresen Linje. This had been formed in 1912 as a service to East Africa and the South Indian Ocean islands and this route was to expand into services covering the continent of Africa.

In 1922 the Norske-Amerika fleet consisted of three pre-war ships:

Drammensfjord, built 1911, Ranenfjord, 1908 and Lyngenfjord, 1903;

the four acquired in the new service:

Fordefjord, 1919, ex Skagerfos; Norefjord, 1919, ex Norefos;

Randsfjord, 1914, ex Kongsfos and Tyrifjord, 1919, ex Ramfos;

the American-built

Foldenfjord 7,277 gt from the Sun yard, Chester, Pa. in 1921 and two small coasters, Frierfjord and Lillefjord.

The company also purchased a group of six ships - four Clyde-built and two from Canadian yards. The four from Napier & Miller (Yard Nos 231-4) were:

Kristianiafjord 1920 6759gt 421 bp x 56. 3 st turbines. Twin screw.

Trondhjemsford 1921) All

Tanafjord 1921) 5922g 396 bp x 53. Triple exp. Single screw

Skienfjord 1922)

and the two by Canadian Vickers, Montreal:

Idefjord 1921) Both 4280 gt 366 bp x 50 with triple

Topdalsfjord 1921) expansion engines.

Two small lighters of 215 gt, Guri and Oslofjord came from the Frammaes yard at Sandefjord in 1923, but no more ships were added to the fleet until 1930.

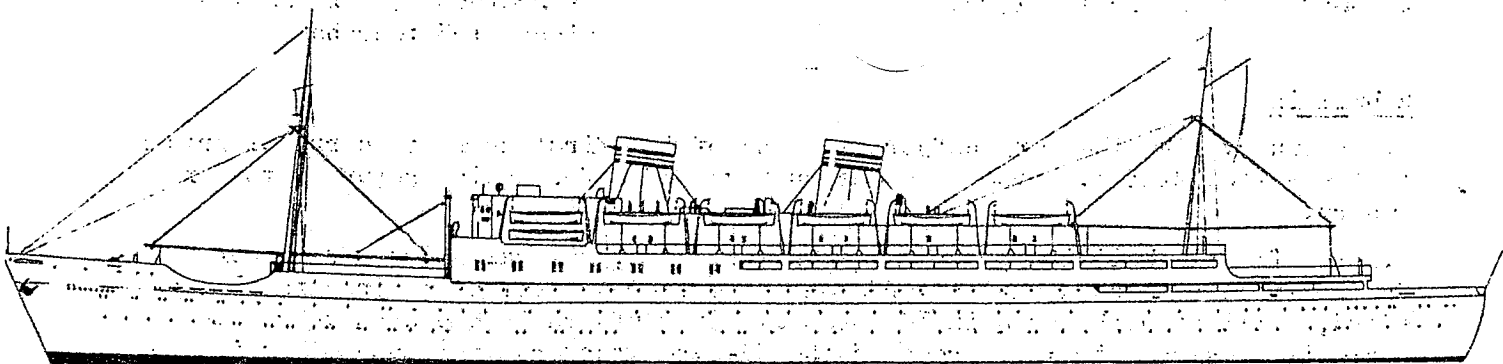
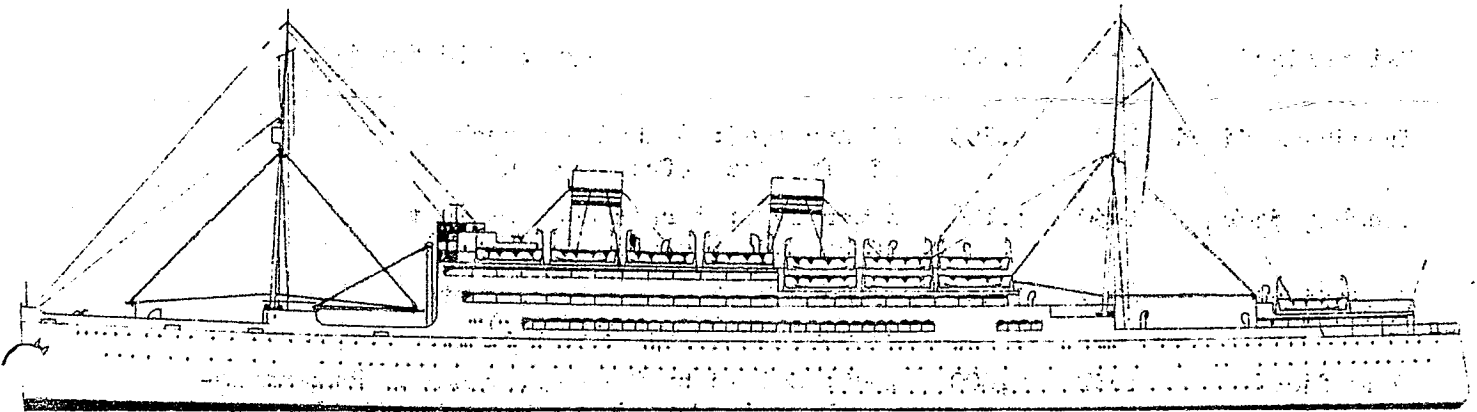
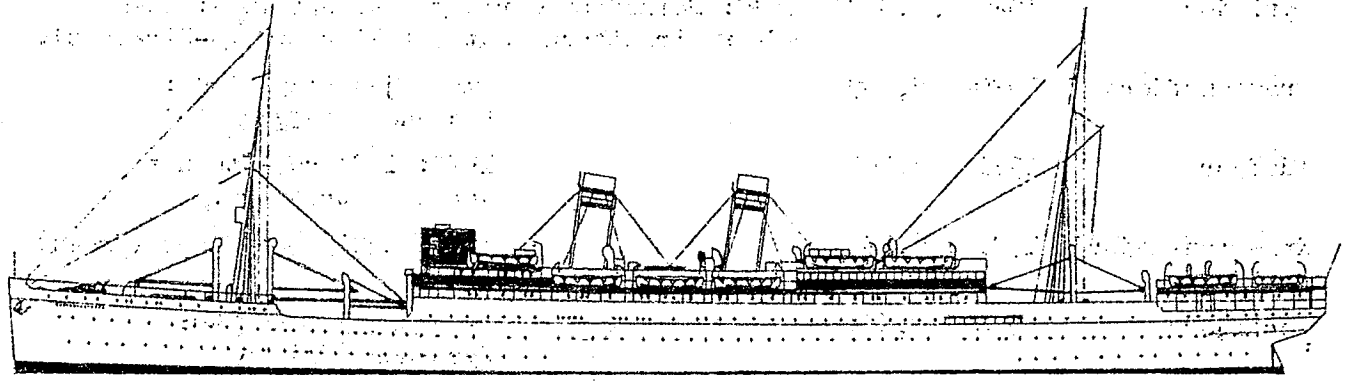
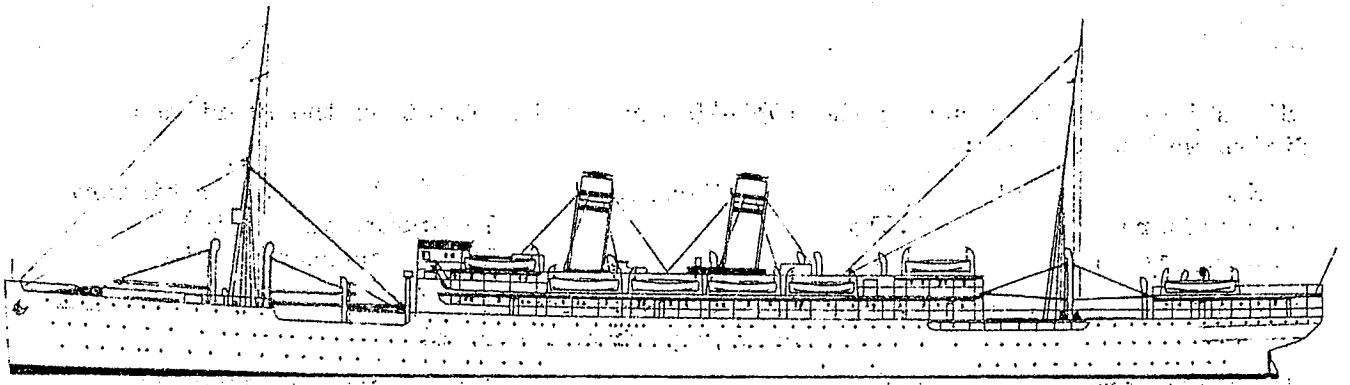
### The 1930s

Gotaverken built the 3,200g Larviksfjord and Tonsbergfjord in 1930 and about two years later the small coaster Proteus was purchased from the Nederlandsche Stoom Maats and renamed Le Norvegien II for the Madagascar coastal feeder service. In 1937, two 4,000g motorships Kongsfjord and Randsfjord were delivered by Eriksbergs, Gothenburg.

In this same year the company went to the Deschimag yard at Bremen for its fourth passenger liner. She was launched as Oslofjord on 29 December 1937 and began her maiden voyage from Oslo and Bergen to New York on 4 June 1938. Her hull was 564 ft, breadth 73 ft and gross tonnage measured 18,673. Accommodation was provided for 150 Cabin, 250 Tourist and 400 Third class. The Oslofjord called at Southampton on 10 August 1939 on a North Cape cruise which began at New York on 6 July. Homewards, she landed Americans at Leith who wished to visit Britain, sailed on to Holland then to Southampton where she re-embarked the cruising passengers.

Early in 1940, with Europe at war, she was laid up at New York, then became a troopship and on 1 December 1940 struck a magnetic mine off the mouth of the River Tyne on a voyage Liverpool-Newcastle. She sank off South Shields, her back broken.

It was the Oslofjord's first wartime assignment. She was barely two years old.



Top to Bottom

KRISTIANAFJORD 1913

BERGENSFJORD 1913 (as modified)

STAVANGERFJORD 1918 (as modified)

OSLOFJORD 1938

drawings by Nigel V Robinson

Six ships were lost during the 1939-45 war and the fleet at the start and finish was as follows:

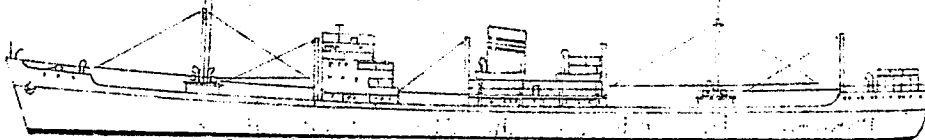
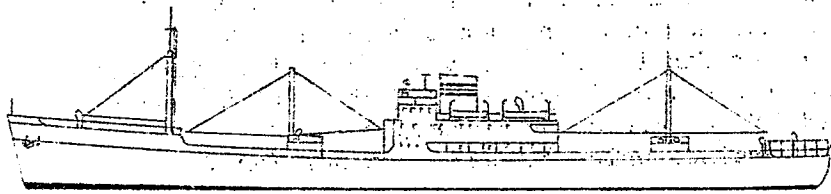
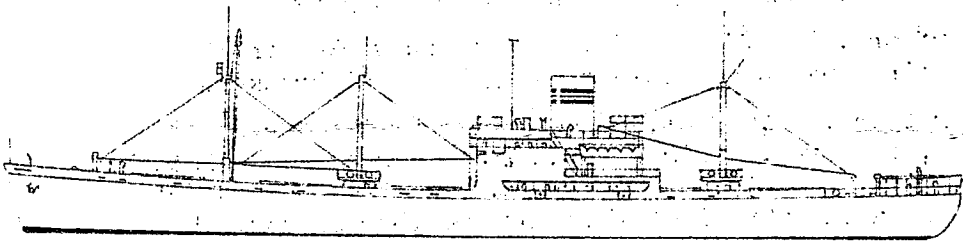
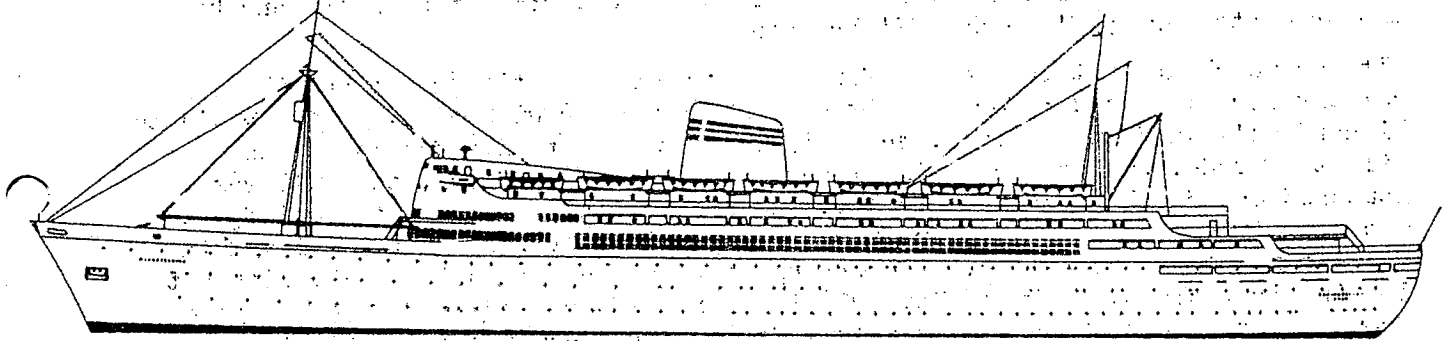
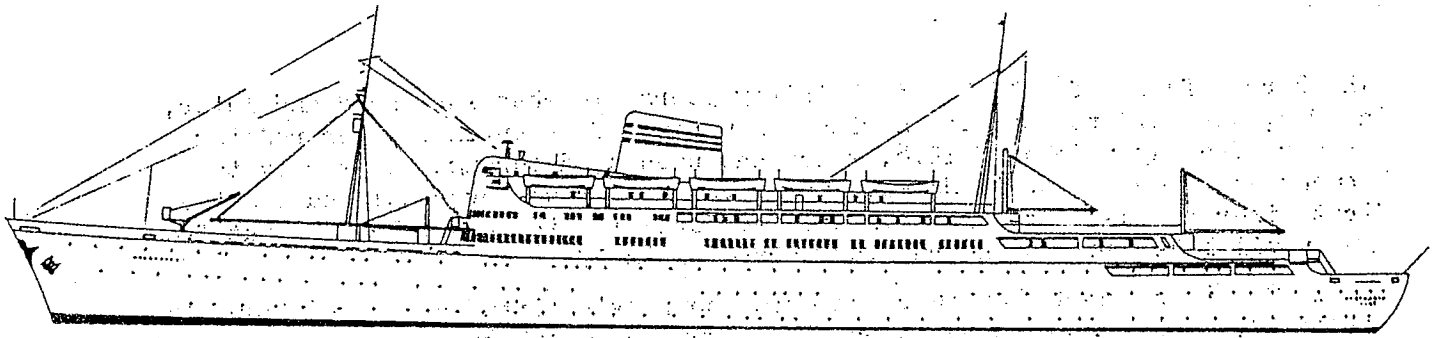
Name	bt	gt	War loss	(or)	Later history
Bergensfjord	1913	11,015		1953: Jerusalem (Zim)	
				1959: Scrapped	Spezia.
Oslofjord	1938	16,500	11. Dec 1940: Mined off Tyne		
			on voyage from Liverpool.		
Stavangerfjord	1918	13,158		1964: Scrapped	Hong Kong.
Tyrifjord	1920	3,080	1940: Seized by Germany.	19. Sept 1944: Sank	after air attack south of Florø (Oslo-Kirkenes).
Drammensfjord	1920	5,339		ex Tatjana '25. 1949:	Luciano (Italy).
Idefjord	1921	4,287		1959: Ilafjord - then to	Japanese breakers.
Kristianiafjord	1921	6,759		1955: Aghios Stefanos (Greek)	
Norefjord	1920	3,082		ex Norefos '21 1949:	Ryvarden (No)
Tanafjord	1921	5,922		1954: Scrapped	Stavanger.
Topdalsfjord	1921	4,271		1954: Scrapped	
Skienfjord	1922	5,922		1957: Sold British	
Trondhjemsfjord	1922	6,753	27 Apr 1943: Bombed and sunk		off The Naze (from Bergen)
Tonsbergfjord	1930	3,156	6 Mar 1942: Torpedoed southwest		of Bermuda (Trinidad-New York).
Randsfjord	1937	3,999	22 June 1940: Torpedoed, south		of Fastnet (New York-U.K.)
Kongsfjord	1937	4,000	1940: Seized by Germany, renamed Gouzenheim-		supply ship for Bismarck. 4 June 1941: Sunk in
			Atlantic by Fleet Air Arm and HMS Esperance Bay.		
Guri	1923	219			Motor lighter
Le Norvegien II	1921	1,058		ex Proteus '34 ex Amsel ex	Minna. 1953: Carabao.

### Rebuilding

In February 1946 the Bergensfjord was one of the first ships to carry GI brides to the United States. She made one such voyage before being returned to her owners.

In the fleet rebuilding programme when war ended, several ships were ordered from British and Scandinavian yards and in quick succession appeared the Ranenfjord, built at Gothenburg in 1947 and the Lyngenfjord in the next year. The Norwegian government also purchased the C1-type standard ship Cape Lopez in 1947 and allocated to her the company name Frierfjord.

Also in 1947 the Norske-Amerikalinje formed a subsidiary company, Skibs A/S Malmtransport to carry iron ore between West Africa and Sanda (just north of Stavanger) to feed the metal industries of that area. The first ships employed were the Vistafjord (the Canadian-built standard ship Mohawk Park, of 1944) purchased in 1948 when under the name Manx Sailor, and Vindafjord, a Liberty-type ship, built in 1943 as Jerome K. Jones.



Top to Bottom

OSLOFJORD 1949

BERGENSFJORD 1956

FRIERFJORD built 1944  
ex CAPE LOPEZ - 47

LINGENFJORD 1948

KONGSFJORD 1951

VINDAFJORD 1955  
ore-oil carrier

The Bergensfjord of 1913 was over thirty years old when war ended and later, in 1946, was sold to Home Lines with a new name of Argentina. Her running partner, Stavangerfjord of 1918, which had been used through the war by the Germans as a depot ship in Norway, was given a thorough overhaul and was the first liner in the post-war North Atlantic crossing in August 1945. But from then until 1949, she had no running partner herself.

In 1949 this changed when there came the company's fifth passenger liner, the Oslofjord, a sleek, handsome motorship measuring 16,844 gt. She was a product of the Netherlands Shipbuilding Company, Amsterdam and was driven by Stork diesels through twin screws. She was launched by Crown Princess Martha on 2 April 1949 and on 26 November 1949 sailed on her maiden voyage from Oslo to Copenhagen, Stavanger and New York. She was also used for cruising. Accommodation, as built, was for 266 Cabin and 360 Tourist passengers and her measurements were 577' oa and 72' breadth.

It became clear that the demand for ocean travel was still great and the company placed an order for its sixth passenger liner with Swan, Hunter & Wigham Richardson's yard on the Tyne, the ship to be used not only for the North Atlantic trade, but as a cruising liner. Named Bergensfjord, the hull was launched on 18 July 1955. Basically, she had the same lines as the Oslofjord, and had Stork diesels. However, her accommodation for passengers followed the trend for a large tourist class carrying of which she could take 775, with but 100 in First class. On 30 May 1956 the Bergensfjord made her maiden voyage from Oslo to New York and eventually left the Norske-Amerikalinje fleet in 1971 to become the Cie Generale Transatlantique's De Grasse, only to be resold two years later to Thoresen & Co., Hong Kong and renamed Rasa Sayang.

The three liners, Stavangerfjord, Oslofjord and Bergensfjord worked in the service until 1963 when the first named was sold to Hong Kong shipbreakers.

Her replacement was the Sagafjord, 24,002 gt, French-built by the Forges et Chantiers de la Mediterranee, La Seyne. This time, Sulzer diesels were installed, connected to twin screws to give 20 knots. Measurements were 620' oa and 80' breadth. Only 85 First class cabins were installed and 700 tourist could be carried - these combining to one class (460) when cruising which, indeed, was planned for 10½ months of the year. On 2 October 1965 the Sagafjord took her maiden voyage from Oslo to New York.

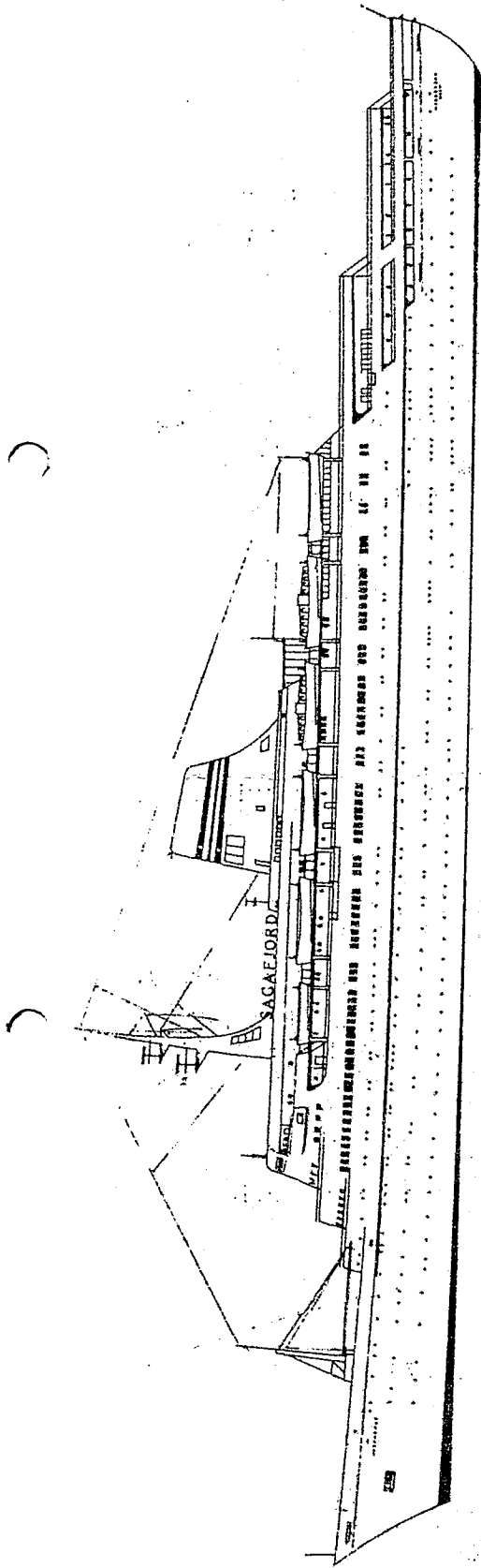
Next year, 1966, the Oslofjord underwent a major refit and was remeasured at 16,923 gt. On 22 December 1967 she made her cruising debut when she sailed from Southampton's Ocean Terminal on her first series of voyages to the Atlantic Isles and longer cruises to the West Indies, Mediterranean, North Cape and Baltic. During the summer months of 1968 both Sagafjord and Bergensfjord used Southampton as a port of call during cruises which commenced at New York.

The Oslofjord was chartered out to the Italian Costa Armatori in 1969 and was renamed Fulvia. She never returned to her owners for whilst on a 10-day cruise from Genoa she caught on fire on 19 July 1970 after an engine-room explosion. She was some 140 miles north of Las Palmas and although the Spanish fire-fighting tug Tamaran attempted to tow her to Teneriffe, she sank on the next day.

#### The last passenger liner

The last passenger ship for Norske-Amerikalinje was the Vistafjord, 24,292gt. She was ordered in December 1969 from the Swan, Hunter Neptune yard at Wallsend and her keel was laid on 19 April 1971. On 15 May 1972 she was launched but was not named, this action being postponed until her handing over on completion. A year later, on 22 May 1973, she took her maiden voyage from Oslo to New York, arriving there on 31st. She is a one-class ship, carrying up to 620 passengers and is also used extensively for cruising with a range of 1,300 miles. Sulzer diesels were again favoured for her propulsion, these connected to twin screws to give 20 knots. The Vistafjord's hull form and dimensions follow those of the Sagafjord of 1965, in fact, a complete set of hull drawings was provided by the French builders for Swan, Hunter.

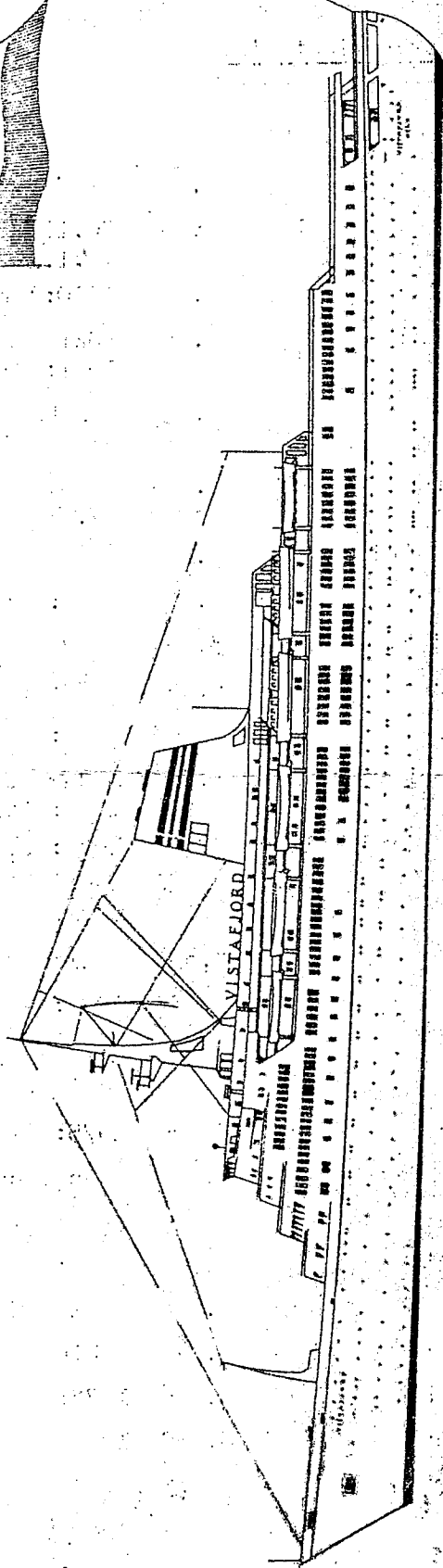




SAGAEFJORD 1965



Norwegian-American line houseflag



VISTAEFJORD 1973

She is 627' overall and has a breadth of 82'. However, the superstructure is larger and there are ten decks. Accommodation is for 550 passengers, but no cargo. The usual passenger liner amenities include a theatre to seat 235, a ballroom for 550, a dining room for 620 and a large swimming pool built for conversion at night to a large water fountain.

The postwar fleet list

name	blt	gt	disposal
Frierfjord	1944	5,231	ex Cape Lopez '47. 1970:Ruttersund. 1972:scrapped.
Ranenfjord	1947	3,793	30.12.1968:Aground in heavy weather near Tulear. 10.1.1969:refloated, but total loss (constructive).
Lyngenfjord	1948	3,791	1970:Amronto (No)
Vindafjord	1943	7,252	(Skibs Malmtransport) ex Jerome K Jones '47 1951: Gladiator (Greek)
Vistafjord	1944	7,168	(Skibs Malmtransport) ex Manx Sailor '48. ex Mohawk Park. 1955: Mar Chero.
Oslofjord	1949	16,844	1969:Fulvia 19.7.70:On fire, 20.7.70: Sank 29.57N 16.30W
Trondhjemsfjord	1947	3,941	ex Ringerd '50. 1950: Folke Bernadotte (No)
Kongsfjord	1951	5,934	1972: Timur Star (Sing).
Foldenfjord	1953	3,795	1972: New Ocean (Sing).
Norefjord	1953	5,246	1972: Robin Hood (No).
Tyriifjord	1953	5,243	1972: Ryttersund (No).
Le Norvegien III	1954	1,329	Madagascar coaster for E.African feeder service. 1972: (Sing).
Drammensfjord	1955	3,812	1975: Pistis (Gr)
Vigraffjord	1955	6,145	(Skibs Malmtransport) ore/oil. engines aft. 1960: Oceantramp (Brit)
Vindafjord	1955	8,844	(Skibs Malmtransport) dry cargo. 1964:Ledaro (Swed).
Bergensfjord	1956	18,739	1972: De Grasse (Fr) 1973: Rasa Sayang (No) 1978: Golden Moon 1980: Rasa Sayang, 27.8.1980: On Fire while repairing at Perama. Towed to Kynosaura where she settled in shallow water.
Tanafjord	1956	3,656	1975: Elpis (Gr) 1979: Scrapped Kaohsiung.
Le Scandinave	1957	1,437	Madagascar coaster for E.African feeder service
Skienfjord	1958	3,800	1977: Diamant (Gr)
Topdalsfjord	1959	5,840	1978: Boon Krong (Pa)
Idefjord	1960	5,720	1981: (Mauritius)
Vistafjord	1960	9,945	(Skibs Malmtransport) 1972: Kongsfjord (qv)
Altafjord	1962	8,356	1978: Punta Norte (Arg)
Vigraffjord	1963	8,730	1975: Djatiwangi (Ia)
Sunndalsfjord	1955	4,621	ex Bow Plate '64 1973: Hermelin (No)
Viksfjord	1944	5,163	ex Tylsa '64 ex Gerda Dan ex Cape Gaspe 1968: Ryttervik
Sagafjord	1965	24,002	1981: (No)
Tavaratra	1963	1,144	Madagascar coaster for E.African feeder service ex Kong Alf '63 1979: Kyria (Cyp)
Lyngenfjord	1971	10,098	1981: (S.Korea)

Ranenfjord	1971	10,098	1981: (S.Korea)
Kongsfjord	1960	9,798	ex Vistafjord '72 (Malm) 1977: Kaadershaikh (Cyp)
Vindafjord	1959	8,590	(Skibs Malmtransport) ex Thorscarrier '72 1978: Nordave (Gr)
Vistafjord	1973	24,292	1981: (No)
Tanafjord	1976	7,565	1981: (Indonesia) (part container)
Bergensfjord	1977	8,060	(part container) 1981: Arimbi (Lib)
Oslofjord	1977	8,060	(part container) 1981: Ambiki (Lib)

### Into the 1980s

In May 1980 the two cruising liners Sagafjord and Vistafjord were placed under a new organisation - K/S Norwegian America Cruises A/S and then, in early 1981, Leif Hoegh & Co A/S purchased the controlling interest.

This ended Norske- Amerikalinje involvement with the United States and the main attention has turned to the subsidiary, Den Skandinaviske Ost-Afrika Linje A/S whose trade in the Africa and Indian Ocean areas has been the main source of profit for the past few years.

New ro-ro ships are on order but until they are completed in 1983 the company has chartered three vessels and given them company nomenclature:

Vindafjord	1979	18,289	(ex Bullaren) Rederi Transatlantic, Sweden
Norøfjord	1977	14,187	(ex Rheinfels) Ahrenkiel, Germany
Kongsfjord	1977	14,740	(ex Essen) Hapag, Germany

To finance these new moves the company apart from selling the cruise liners, sold six other vessels, three of which were semi-container ships which have called at Southampton for the past year or so.

The new Scandinavian East Africa Line service, which commenced from the terminal port of Helsingborg on 23 March 1981, takes in Oslo, Copenhagen, Hamburg, Rotterdam, Antwerp, Dunkirk, Rouen, Southampton, Bordeaux and Marseilles, then down the East African coast calling at Mombasa, Tanga and Dar es Salaam, and then to Tamatave and Mauritius. The Vindafjord inaugurated this service, arriving at Southampton on 8 April 1981.

This new service has been temporarily suspended due to the discovery that the vessels employed are too large.

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Cowes Roads was the place to view the ships this quarter. In September the Greek San Dimitris (11002g 1968) owned by Virkyn Nav of Liberia called after her deck cargo had shifted in bad weather which in turn had caused some drums of chemicals to break open. A few days later another Greek vessel, Yannis (8494g 1971) ex Niishigi Maru '80 called to load tanks, which was followed by the heavy lift vessel Kutina (1399g 1972) of Atlanska Plovidba. Also in September the Greek tug Atlas (1047g 1944) ex Nisos Zakynthos '74, ex Mediator '68 was weather bound in the Roads with three former United Towing tugs in tow bound for Greece. In November one of their Bulkcarriers Claire A Tsavloris (15688g 1979) called for bunkers. In October two Indian vessels called within days of each other - Shipping Corp of India's State of Meghalaya (9484g 1972) ex Orphee '72 effected repairs while Seindia's Jalogomati (6487g 1958) ex Jalasiltonhall '63 launched as Siltonhall loaded a hovercraft. More recently the Fleur (9169g 1970) ex Sunvreeiland '81 of Cyprus loaded a pilot boat and Pep Antares (1599g 1975) ex Mercandian Sky '80 of Pep Nautica loaded heavy lifts.

Two vessels have recently changed hands in the port. Esso Ipswich (1103g 1960) was renamed Maläive Valour by the Maldiva Shipping Co and Shaw Savill's Deseado (8749g 1961) ex Iberic '76 was renamed San George by Greek interests.

Making several calls at Eling was the Danish tanker Maria Theresa (400g 1977) ex Alice Langli '81 owned by A/S Herning. The East German Trinswillers Hagen (299g 1970) also discharged (timber) at Eling Wharf.

Loading heavy machinery at 106 berth was the Dutch Gloria Maris (1457g 1957) owned by Holscher Schéepvaart.

Besides the annual run of passenger liners Vospers have been kept busy with the Greek reefer Meridian Ice (1525g 1962) ex Theofilos K '77, Reefer Carrier '75, Samossand '74, Runghollsand '72, El Mansour Saadi '70, Rungholtsand '68, of Pythia Cia Nav and Associated Containers Act 1 (24821g 1969) and Act 3 (24216g 1971).

The River Itchen quayside jetties have seen Carebeka I (1232g 1966) ex Hanseatic '70 and Carebeka III (963g 1964) at Dibles loading grain. More recently other grain loaders have included Coenraad Kuhlman (1497g 1975) of Wijnne & Barends and Ekenis (998g 1968) while loading scrap metal was Panamanian Baltiyski (485g 1955) ex Picca '81.

First time ro-ro vessels included the Spanish Goya (700g 1981).

On the Far East service Benarmin (28031g 1981) ex Author '81 made her first call in October while former Hansa vessel, Cygnus (14741g 1977) ex Rabenfels '81 used the common-user berths. She is now owned by Lykes Lines although on long-term charter to the U S Military Sealift Command.

Norwegian America's service to Mauritius has been suspended as their ro-ro vessels were found to be too large, while CGM have just started a new service to Mauritius. Their vessels have included Degas (13928g 1977) and Utrillo (13928g 1978).

The consortium forming Mideastcargo have gone their separate ways. L Johansson's Kuwait Express (15952g 1981) made her first appearance in October although it is rumoured that the vessel is to be sold and re-chartered under a cheaper flag. Meanwhile Wilhelmsen's are putting in their own vessels under a rival service and have so far included Tarifa (18289g 1979), ex Vindafjord '81, ex Hoegh Bullaren '80, ex Bullaren '79, Tarago (23912g 1973) and Tricolor (23912g 1972).