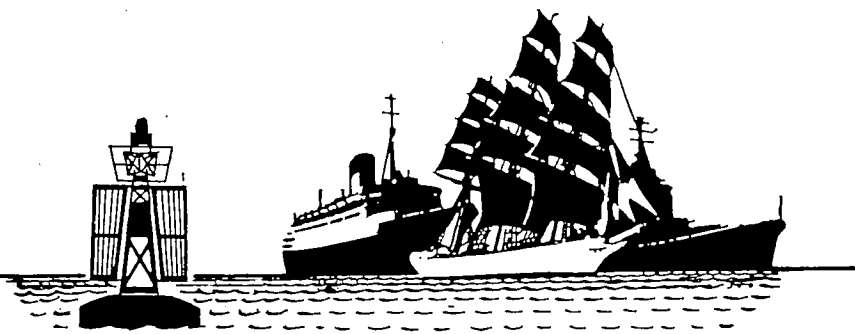


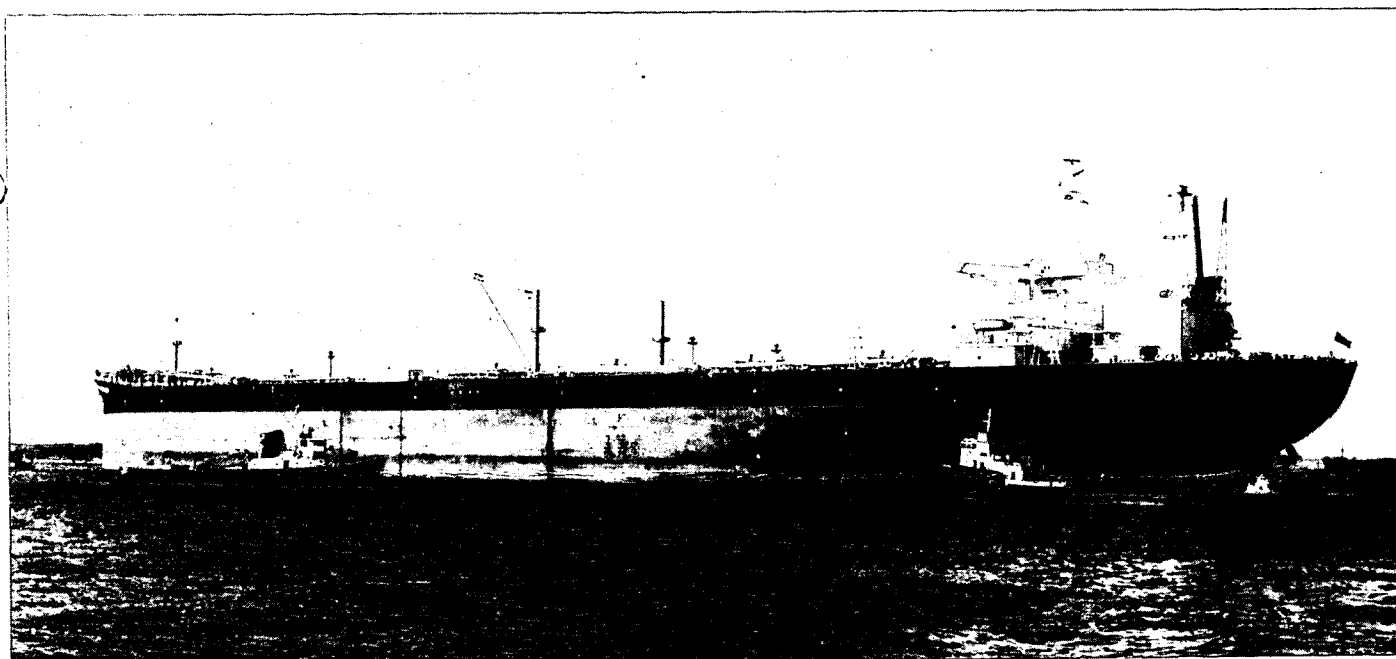
BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY

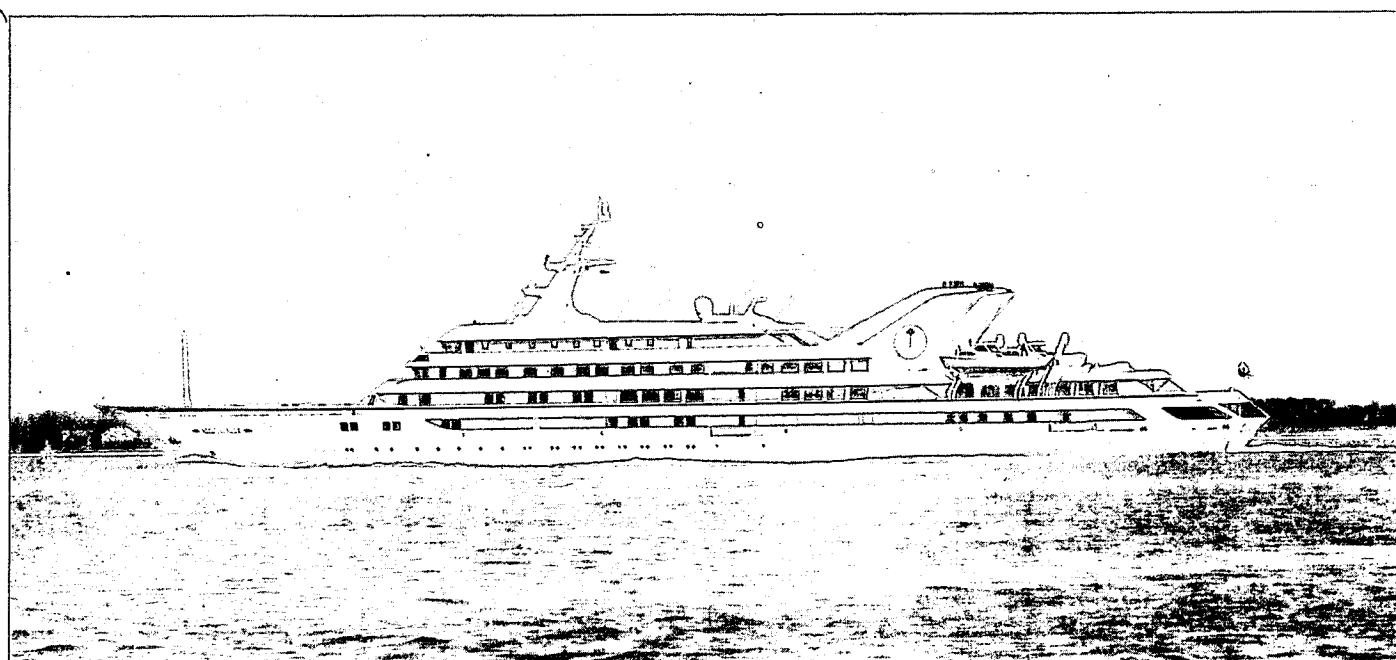


SUMMER 1983

No 47



BURMAH ENDEAVOUR



YACHT ABDUL AZIZ

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'Black Jack' - four issues	1.00

June subscription is now due - please pay promptly.

'BLACK JACK' is now returning to normal and a team is functioning in its quarterly production. The team is split into two sections:

Editorial: Bill Mitchell has taken over as Editor and regular contributors will include David Oldham who writes 'Nautical Notebook' under the name of Dock Head Correspondent, John Lindsay in his series 'Old Southampton Callers' and David Hornsby's 'New to the Port'.

Artwork will be by Nigel V. Robinson and John Lindsay whilst Linda Gotham will help with typing.

Production and distribution is under the control of Mike Lindsay with his assistants John Lillywhite, Colin Drayson and Monty Beckett.

The theme of 'BLACK JACK' remains the same - the shipping history of Southampton and its environments, although special articles of a shipping nature may occasionally be published.

For the information of new members, twenty editions of 'BLACK JACK' comprise a series and we are now in the third series. At the end of each series there is an index. Two series fit very comfortably in a lever-arch file, perhaps separated by a sheet of cardboard and the result is about 500 pages packed with articles, notes and drawings to enhance your library.

In this issue we feature the name SOUTHAMPTON, borne over the years by six ships of the Royal Navy. The research for this fine article was by Gordon Wm Haddon of Capetown, who makes acknowledgement to the National Maritime Museum.

Photographs of Burmah Endeavour and Abdul Aziz are from Arthur Challand.

The remainder of 1982 offers the following attractive programme:

Fri	15 July	*** Bill Miller from New York Branch - "TRANSATLANTIC LINERS SINCE THE WAR"
Tues	9 Aug	Members evening - Bring what you will.
Tues	13 Sept	"SANDSTONE AND BLUE WATER" - the New South Wales slide show.
Tues	11 Oct	Annual General Meeting - and - "The Other AGM"
Tues	8 Nov	*** Guest speaker - Mr Vernon Coles "THE CAMPER & NICHOLSON STORY"
Tues	13 Dec	Bill Mitchell's 4th Independent Quiz.

by Brian Cliff

For the record, the largest vessel ever to enter the Port of Southampton, the 457,841 d.w.t. ULCC (Ultra Large Crude Carrier) Burmah Endeavour arrived at berths 101/2 during the evening of April 6th, 1983.

Since March 23rd she had been lying at 'C' anchorage in the Solent, awaiting favourable docking conditions, which were winds of less than 10 knots and with the condition that no vessel should be berthed on 201, Prince Charles, containerport while she was berthing.

After many abortive attempts due to bad weather, she finally got underway from the Solent at 1515 hours on April 6th. It seemed ironic she should come up on this day, because winds were fairly fresh and gusting in showers of rain and hail, but the three pilots aboard her had decided to change their previous berthing arrangements, which were originally to use six tugs and swing her off 201/2 before berthing her port side at 101/2. Instead they now ordered eight tugs and elected not to swing her, but go straight onto the berth.

At 1730, Red Funnel tugs, Clausentum, Thorness, Chale and Gatcombe, together with the Alexandra Towing Co's Albert, Victoria, Brockenhurst and Ventnor met the Burmah Endeavour between Calshot and Fawley.

She came up the river very very slowly and only at 2230 did all the tugs finally leave her when the pilots were satisfied she was securely moored alongside 101/2.

At the time of writing she is expected to be laid up in the port for at least a year and with Tantalus (77/218,035 d.w.t.), which has been berthed at the Ocean Terminal since the 23rd April 1982, makes a large contribution to the shipping scene.

Principal particulars of Burmah Endeavour

G.R.T.	231,629
D.W.T.	457,927
LENGTH	1,249 feet
BREADTH	225 feet
MAXIMUM DRAUGHT	83 feet
BUILT	1977 by China Shipbuilding Corp., Kaohsiung

Footnote

At short notice twenty-five members visited the 'Burmah Endeavour' on Sunday afternoon April 10th. This was a telephone invitation direct from her master Captain Macdonald to our Secretary. Captain Macdonald has been a WSS member for many years.

SHIP SALES: The two Red Funnel tugs Thorness and Culver, which were displaced by the two tugs Gurnard and Totland have been sold to Irving & Co., of Canada. Both tugs have spent some time in the Camber Dock, Portsmouth being prepared for the North Atlantic crossing to St John, NB. They will be renamed there, undoubtedly taking the prefix 'Irving' as did the Atherfield which became Irving Hemlock when sold by Red Funnel in 1972.

The last two Port Line ships, Port Chalmers and Port Caroline, 16,275g general cargo ships of 20,000 tdw have recently been sold to London-based Greeks. They were built by Alex Stephen, Glasgow and Upper Clyde Shipbuilders, Linthouse respectively, in 1968. In January 1982 Port Chalmers became Manaar, her sistership Matra and they sailed for a time between New Zealand and Black Sea Russia before laying up again, the Matra in the River Fal on 14 July 1982, the Manaar at Opua on 1st July 1982. (See Black Jack No 33, Winter 1979-80 for The Port Line).

4

THE SIX SOUTHAMPTONS

Gordon Wm Haddon

The first known Royal Navy vessel to carry the name of HMS Southampton was a 48-gun frigate-type wooden sailing ship of approximately 600 tons, launched from the Itchen River shipyard of John Winter at Southampton in the year 1693. The wood was of poor quality and in 1699 the ship was partially rebuilt at Deptford. When the matter was raised in the House of Lords for the unnecessary expenditure, much displeasure was evident, as it was allegedly stated that "the builder should be hanged".

The Southampton saw action in January 1695 when she was part of Captain Killigrew's squadron in the Mediterranean and assisted in the capture of the French men-o-war Content and Trident. During the 1690s HMS Southampton served in the West Indies under the command of Captain Kirkby (he was later shot for failing to engage the enemy) and then returned to the United Kingdom. She was eventually taken to Jamaica in 1728 as a hulk and was broken up in 1735.

The second warship to bear the name Southampton was similar to her predecessor, launched in 1757 and carrying 32 guns, but having the distinction of being the very first 'true frigate' and her baptism of fire came unexpectedly in July of that same year in the English Channel. She was on voyage to Plymouth with money to pay the Dockyard, when the brand new ship was attacked by two French frigates, Marechal de Belle Isle and the Chauvelin, accompanied by two sloops. Captain Gilchrist, commanding HMS Southampton, made a hard fight for almost three hours off St Albans Head before the attackers broke off the engagement. Shortly afterwards, in September 1757, the British frigate Southampton was ordered by Admiral Hawke to the French port of Brest to engage the enemy, whereupon Captain Gilchrist held his fire when approaching the French warships and only when at close quarters did HMS Southampton strike, resulting in the capture of the 28-gun frigate Emeraude which was renamed Emerald. In 1780 HMS Southampton was one of three British warships escorting 63 English merchant vessels, when the combined Spanish and French fleets set upon the convoy on August 9th, capturing 55 of the ships with an assessed cargo value of £15 million. Only eight of the convoy, with the three British escorts, including HMS Southampton, managed to escape - an episode not relished in the annals of the Royal Navy. However, HMS Southampton did win Honours in the 'Glorious First of June' of the year 1794, when Lord Howe's ships gained victories over the French fleet, followed by the other famous naval battle off Cape St Vincent in 1797. In 1810 Southampton was involved in the blockade of Napoleon's European ports and then, during 1812, was involved in the conflict along the coast of the United States. In this year she was engaged in battle with the privateer Amethyst, which was successfully de-masted and taken to Jamaica. Later in the same year Southampton was escorting a captured American ship Vixen when in November she was wrecked on an uncharted reef off Conception Island in the Bahamas but without loss of life. Her Captain, Sir James Yeo was subsequently court-martialled, although exonerated.

The third vessel of the Royal Navy was a much larger version, a frigate of 1,500 tons and carrying 50 guns. She was laid down at Deptford as early as 1805, but for the want of seasoned oak, and probably delayed beyond normal because of the economic recession in Britain directly after the war with the Napoleonic empire, the warship was not completed until the end of 1819 and directly after joining the Royal Navy was laid up until 1829 when she was sent to the East Indies Station for duty. During 1832, HMS Southampton was used for the blockade of Dutch ports and then, during the period 1833/1840, was put in Reserve. The next record concerns her assignment to the South American station, and she left Montevideo on January 23rd 1841 for the Cape of Good Hope station where she arrived on her first official visit on February 19th 1841 at Simonstown Naval base, bringing the Chain C, Brazil and Africa station, Rear-Admiral Sir Edward Durnford King, KCB. On departure from Simonstown on September 14th 1842 for Home waters, the frigate was laid-up in Reserve from 1843 until 1848, a common practice for wooden men-o-war as shipbuilding techniques were undergoing a revolution, with the rapid

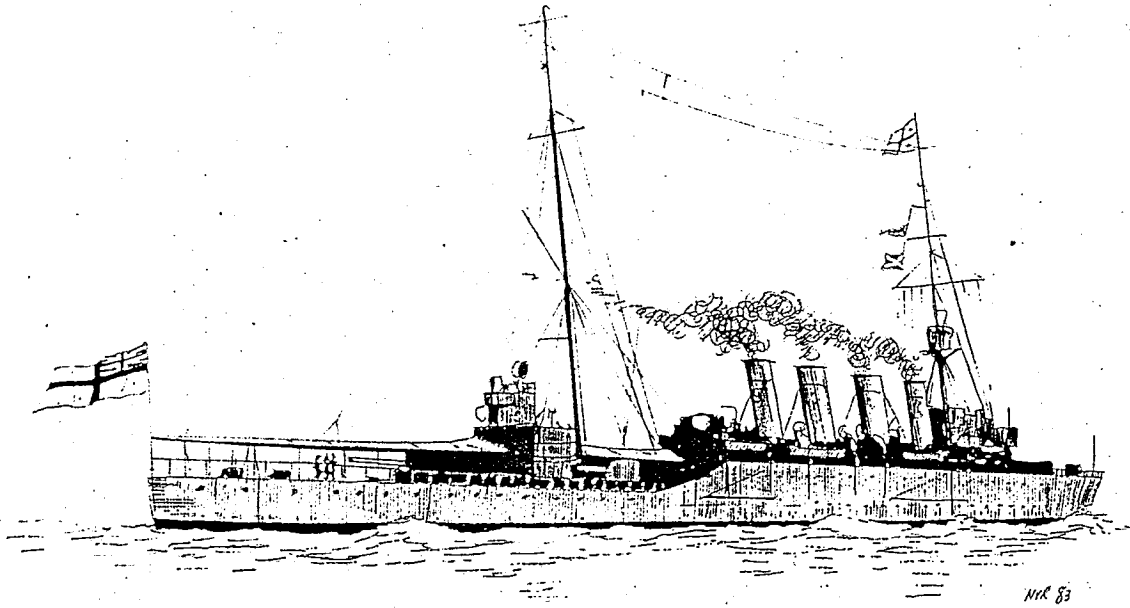
change to steam/propeller motivation for the 'Iron Duke' war vessels. During 1849 HMS Southampton returned to the Cape of Good Hope as the Flag-ship of the Africa station until 1851. There was another brief period of service from 1854 but there are no specific records available, although it is known that the ship was used as a Coastguard vessel at Harwich and in 1867 was a training ship at Hull for a period. But there is no definite career for the frigate to the year of her being finally broken-up in 1912 - a unique span of life. 5

The name Southampton was again perpetuated on a ship of the Royal Navy and marked the birth of a new era for this fourth ship to bear the name was constructed entirely of steel and designed for coal-fired steam propulsion. The keel was laid at John Brown's shipyard at Clydebank in 1911 and the ship of 5,000 tons, classified as a light cruiser and having four funnels, was completed in November 1912. Her main armament consisted of eight 6" guns and two 21" torpedo tubes. This new style ship was the 'highlight' of the Royal Navy during the visit of the fleet to Kiel for yachting-week, this being the social event in the Kaiser's land and in the German Grand Fleet. After the commencement of hostilities on the Western Front in World War I, HMS Southampton was in action on December 16th 1914 and again on January 24th 1915. The cruiser was to gain fame the following year when, on May 31st 1916 it was from the bridge of HMS Southampton that the German High Seas Battle Fleet was first sighted and the cruiser did admirable work for the strategic planning by Admiral Sir John Jellicoe in the Battle of Jutland. HMS Southampton was hit by enemy shells during an early encounter with four German light cruisers and many casualties were suffered, as well as serious fires, but the British sailors managed to fire torpedoes during the calamity, one of the 'tin-fish' scoring a hit on the German *Fraunlob*, which blew up. During August 1916 the enemy fired five torpedoes at HMS Southampton, but the cruiser successfully evaded them all. After the Armistice of 1919 she was refitted, painted in peace-time colours and sent to South America as flag-ship of the squadron, later being transferred to the East Indies Fleet. On return to the United Kingdom she was paid-off in August 1925 and scrapped in 1926.

The fifth warship to bear the name Southampton was also a light-cruiser, but the name also applied to a class of ten similar ships that were restricted by the London Naval Treaty of 1930. The new cruiser was originally built at John Brown's shipyard as a 9,000-ton vessel and was laid down on November 21st 1934 as the *Polyphemus*, but on launching on March 10th 1936, was renamed HMS Southampton. The other ship being constructed as the *Minotaur* was renamed *Newcastle*. Then, during the years 1936-38, when Britain was awakening to the re-armament programme, to be able to compete with the growing threat of Hitler's Nazi Germany, the other well-known names of this particular class were announced as HM(s) *Glasgow*, *Sheffield*, *Birmingham*, *Liverpool*, *Manchester*, *Belfast*, *Edinburgh* and *Gloucester*.

The new Southampton had twelve 6" guns, arranged in four triple turrets, supported by eight 4" in twin mountings and with a reputed speed of 32 knots. The cruiser was considered able to keep out of trouble, as the lighter weight 6" shell of 100 lbs would result in a quicker fire rate than the normal cruiser 8" shell of 250 lbs. However, in practical application the ammunition supply handling was never completely satisfactory for combat conditions and this was borne out when the new concept of aerial bombing was soon experienced. The cruisers were vulnerable to dive-bombing tactics and this was proven by the account of war-time experience. HMS Southampton had the old-style pentagon frame for its ship crest and the motto 'Pro Justitia Pro Rege' (for Justice and King) was very appropriate for when the cruiser was commissioned in the Royal Navy and handed-over to the 2nd Cruiser Squadron of the Home Fleet on March 6th 1937, she became the 'highlight' of the Coronation Review at Spithead by King George VI in May of the same year.

During the Spanish Civil War of 1938 the cruiser escorted refugees to and from France and early in the following year sailed across the Atlantic for the Royal Tour of Canada. On the outbreak of war in September 1939, the cruiser was the Flagship of Rear-Admiral G.F.B. Edward-Collins, allocated to the Humber force and had just arrived at the Rosyth Naval base in the Firth of Forth when the German Luftwaffe made a daring aerial attack on October 16th, dropping some twenty bombs around her. One of the 500 kg bombs actually passed through three decks of the cruiser, bursting through the side above the waterline, then exploding and sinking the Admiral's barge, with only very slight damage to the warship. The cruiser,

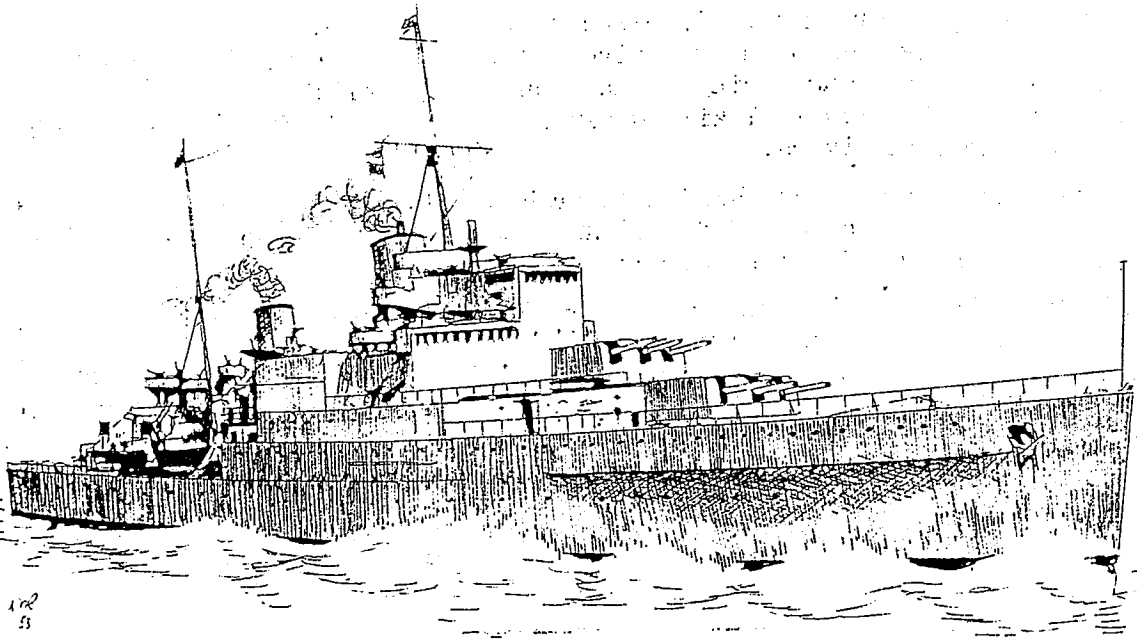


HMS SOUTHAMPTON of 1912

shortly afterwards, went to the naval anchorage at Scapa Flow in the Orkney Islands, only to be attacked again by German aircraft and damaged by bombs. HMS Southampton was then under the command of Captain F.W.H. Jeans, CVO and became operationally involved from 15th April in the escorting of troops to and from Norway during the early German invasion, the ship being subjected to many aerial attacks. She was lucky to escape with only minor near-misses when conveying the Scots Guards to Harstad, being damaged on May 25th, 26th and 28th - the day Narvik was captured by the invaders. Then, during the final evacuation of the British, Norwegian and Allied Forces from Norway, which included General Auchlineck, the French General Bethouart and Admiral Lord Cork, the cruiser was lucky to escape without being detected by the wary German Navy and Luftwaffe. June 8th 1940 was indeed a very tragic day in the loss of the British aircraft carrier Glorious, two destroyers, Ardent and Acasta and other ships by the German 11"-gun battleships Gneisenau and Scharnhorst, these losses coupled with the sinking of the liner Orama and tanker Oil Pioneer by the 8"-gun cruiser Hipper and accompanying destroyers. These separate actions diverted the attention of the Germans, in fact it allowed the British convoys with some 25,000 troops to be safely escorted by HMS Devonshire - a cruiser of 9,000 tons - in bringing King Haakon and his Norwegian Government in Exile from Tromso to Great Britain to continue active participation in the war to the final defeat of Nazi Germany in 1945.

When the real threat of a German invasion of Britain appeared imminent in the summer of 1940 and the Luftwaffe planes were making massive air raids over the South of England, especially in the Thames area, the cruiser HMS Southampton was transferred from the base at Sheerness back to the Rosyth naval base, near Edinburgh but shortly afterwards was ordered to Belfast from where she sailed on November 15th 1940 with reinforcements for the Mediterranean. With her sisterships HM(s) Manchester, Newcastle and Sheffield, she was involved in a surprise encounter with the Italian fleet and on November 27th, fought a long-range battle off Cape Spartivento, but the enemy, with superior speed, escaped from the British force. This was the same month - November 11th - that the Fleet Air Arm made its famous attack on the Italian Fleet at Taranto.

HMS Southampton reached Alexandria on November 30th, went through the Suez Canal and on December 10th attacked enemy shipping at Kismayu. The cruiser then



HMS SOUTHAMPTON of 1937

returned as an escort for a northbound convoy coming from Capetown and arrived at Suez on December 28th 1940. A few weeks after that, in January 1941 the German Air Force made its forceful appearance in the Mediterranean, causing a most serious threat to British Naval operations and this sudden onslaught was the 'undoing' of HMS Southampton.

On January 7th HMS Southampton sailed from the Aegean with a convoy, taking 500 troops to the island fortress of Malta, then left the Island on the 8th to join up with the smaller cruiser HMS Bonaventure of 5,600 tons and armed with 4 x twin 5.25" guns. They sank an Italian destroyer in the Eastern Mediterranean. Then Southampton was called away to assist the destroyer HMS Gallant which, at dawn on the 11th, had struck a sea-mine soon after leaving Alexandria as an escort to the convoy of Operation 'Excess'. That day Southampton was joined by the Flagship HMS Gloucester, under command of Rear Admiral de Renouf. The two cruisers with the crippled destroyer Gallant arrived safely at Malta early the next morning, but the cruisers were ordered to steam out immediately to join the main fleet in the vicinity of Suda Bay, Crete which was being attacked by some forty enemy bombers.

It was later, during the afternoon of January 11th, that the Luftwaffe sighted the British cruisers Gloucester and Southampton and a determined air attack was launched. At 2.15 pm twelve dive-bombers struck. The Gloucester was hit on the bridge by a 'dud' bomb, although it killed nine and wounded fourteen sailors, but the ship survived with negligible damage. However, the situation with Southampton was far more serious, for an aircraft flying 'out of the sun' managed to drop a stick of bombs and two 250 kg bombs penetrated into the upper deck of the cruiser, one exploding in the Wardroom and the other in the Petty Officers Mess which killed an unknown number. Fires started which became uncontrollable below decks in the after and midship sections. The After engine-room was extensively damaged and the engines stopped at approximately 4 pm. In the meantime the fires were creating a very high risk of explosion at one of the 6" shell magazines. Fearful that the warship might explode from the heat of the fires, the decision was made to seek urgent assistance and the destroyer Diamond, 1,375 tons and with a complement of 145 men, was summoned to rescue the crew of HMS Southampton.

The destroyer only managed to reach the stricken cruiser at 7 pm that evening, January 11th, but successfully rescued all the survivors. It was considered impractical for the Southampton to be towed, even if the fires could be brought under some measure of control, so the order to 'Scuttle' was given. She was first torpedoed by her sistership Gloucester and then by the 7,200 ton cruiser HMS Orion whose strike caused a massive explosion and the Southampton then made a rather ignominious ending as she sank. Of her total crew of some 750 officers and men, she lost 81 killed or drowned and there were 87 seriously wounded among the survivors.

It is worth mentioning that the destroyer HMS Diamond was lost on April 27th 1941 and HMS Gloucester was to follow her sistership on 22nd May of the same year, also being sunk from air attack.

The sixth Royal Navy ship to bear the name HMS Southampton was built at the Woolston shipyard of Vosper Thornycroft on the east side of the River Itchen which flows through Southampton. The keel was laid down on Trafalgar Day, October 21st 1976 and the hull launched on January 29th 1979. The Type 42 guided-missile destroyer was officially accepted by the Royal Navy on August 17th 1981 and commissioned at Southampton on October 31st 1981. It is with pride she carries the name of such illustrious forbears and history will record her career.....as one of Her Majesty's ships of the modern Royal Navy.

" B A T T L E H O N O U R S "

1761	June	7th	Belle Isle
1794	June	1st	Glorious 1st of June
1797	Feb	14th	St. Vincent
1914	Aug	28th	Heligoland
1915	Jan	24th	Dogger Bank
1916	May	31st	Jutland
1940			Norway
1940	Nov	27th	Spartivento
1941			Malta Convoys

The small ships of the Dubeck Line which wear the flag of West Germany, have been calling at Southampton for a good many years. The company was registered in 1924 for trading in the Baltic, but, over the years has gone in for some bulk carrying.

FLEET LIST
LUBECK LINE AG

W.H. Mitchell

One particular venture was the Regina Maris, 5,813 gt, built by Lubecker Flender Werke in 1966, the largest passenger ship built in Germany since the war and intended for cruising and ferry work. She could carry 280 passengers and forty cars and had the usual cruise ship facilities - sun decks, swimming pool, sauna, lounges, smoke and grill rooms and cabins - each with private toilet and bath. Diesels drove twin screws. She cruised for some years with calls at Southampton. In 1976 she went to Mosswood & Co, Bahamas as Mercator 1 and in 1979 became Frankfurt 1 for Peter Deilman Reederei and later renamed Regina Maris.

FLEET: Fredenhagen 999 gt Vuijk Zone, Capelle 1977 (car carrier)
 Overbeck 999 gt Orenstein-Koppel, Lubeck 1969 (car carrier)
 Warendorp 921 gt Schulte & Bruns, Emden 1974 (car carrier)
 Possehl 20,516 gt Lubecker Flender-Werke 1971 (bulker)
 Greif 113 gt Svendborg Skibs 1930 (motor tug, (ex Gorm '57))

The car carriers are frequent callers at Southampton, using 105 linkspan.

There were several calls in April by James Fisher's Kingsnorth Fisher 66/2355g. She came to load generators for the Central Electricity Generating Board. Another heavy lift ship, Happy Rider 76/1599, owned by Mammoet SPG, BV, anchored off Calshot Spit in May to discharge heavy lifts to the adjacent power station. Mammoet Shipping of Amsterdam is part of the KNSM group and currently owns four heavy lift ships, Happy Runner which is a sistership to the Happy Rider and also built in 1976, Happy Mammoth 67/3539g and Happy Mariner 2425/g, built in 1972 as Docklift 1. The Happy Runner sank at New Orleans on 17 April 1982 when a crane went out of control whilst loading her with a 360-ton lift. She was raised on 18 September.

Due to the strike at Tilbury, O.C.L.'s Botany Bay 69/26876 used 204 berth while Falmouth Bay 78/13960 ex Seatrain Trenton '80 ex Marestar '78 is now using Southampton for her regular run to Jeddah.

Thoresen's Stena Ionia 78/5753 ex Merzario Ionia '83 ex Stena Ionia '81 ex Atlantic Prosper '81 finished her charter on 21 May and was replaced by Gaelic Ferry from Barrow which entered service from the same date. In order to augment the freight service as is usual during the summer months, the Merchant Navigator was chartered in and began on 24 May. The Merchant Navigator 72/1566 ex Lady Tone '82 is detailed in Black Jack No.45.

There have been several Spanish-flag ships in local lists recently. After her cargo of steel had shifted in the Channel, the Gavion 73/3252 owned by Maritima Astur S.A., Gijon (G. Junquera) arrived in April to re-stow.

Then the largest export of British grain yet from Southampton was shipped to Spain in the bulk carrier Aralar 71/28021. Some 40,000 tons were loaded. The ship is owned by Artola Naviera S.A (F de Artola), Bilbao. Other Spanish vessels using the grain complex at 47 berth were Serantes 69/15494 owned by Cia Nav. Vascongada and Castelblanch 74/17354 launched as Ponte Sampayo and owned by Nav del Noroeste S.A.

Other grain loaders were Grimsby 66/2795 ex Carrie '81 ex Lion '80 ex Aspa '79 ex Steely Carrier '74 ex Kyonan Maru '71, owned by Bilingual Shipping of Panama and Iran Entekhab, 78/20691 ex Oinoussian Prestige '82. Owned by the Islamic Republic of Iran Shipping Lines, she sailed for Bandar Abbas. The Negeli 69/5709 ex Orange Field '77 ex Buntai '74 ex Buntai Maru '73 owned by N & J Andriopoulos Shipping occupied the berth in May.

Car carriers included Wilhelmsen's Takara 68/36099 which discharged Datsun cars as did Prince Maru No.10 76/16913 owned by Nissan Prince Kaiun KK; Hual Traveller 83/14666, on her maiden voyage for Leif Hoegh, loaded an export cargo for the Middle East and the Interoll S.A ships Caringo 82/1464 and Carbosco 81/1461 discharged Renault cars. Ion Shg have commenced a ro/ro service to Israel with Monaco 72/499 and Kalidora 72/499 ex 'Monza '83. Leyland vehicles were shipped to the U.S.A in Jinto Maru 81/7367 of Nippon Yusen Kaisha and Automobil Ace 80/8362 of Mitsui-O.S.K Line. An unusual looking vessel was seen at berth 201 loading containers and ro/ro vehicles for West Africa. The Seki Pine 78/4978 belongs to the fleet of Sekiyo Kaiun KK which specialises in the carrying of vehicles.

Mediterranean Shipping have reduced their services considerably. The Arabian Gulf service has been withdrawn. South Africa is containers only while East Africa still takes general cargo plus containers. Many of the older general cargo ships have recently been scrapped and some calls have been made at Southampton by chartered vessels which included Natalie (Panama) 76/10936, Kamateri 78/14565 owned by Petuna Transport and Arabella 83/13800 owned by Agravlos Sg Company

Nautical Notebook continued:

Loading Army vehicles in May for a NATO exercise in Turkey were Nedlloyd's ro/ro ship Nedlloyd Rockanje 72/4302 ex Rheinfels '77, ex Antares '75 and Nestor 80/5120 owned by Nestor Reederei under the West German flag whilst Transatlantic Rederei have placed their Bullaren 79/18298 ex Tarifa '83 ex Vindafjord '81 ex Hoegh Bullaren '80 ex Bullaren '79 on a regular run to the Middle East.

The Hythe-Southampton ferry Hotspur IV has been repainted in the same livery as her running partners, Hythe Hotspur and New Forester and now has a red hull and white upperworks.

As reported elsewhere in Black Jack, Burmah Oil Tanker's ULCC Burmah Endeavour 77/231629 crept slowly into 101 berth on a night in early April, witnessed by hundreds of sightseers who thronged Mayflower Park to view the largest ship ever to have entered Southampton Docks.

Six of these giants were planned for petroleum cargoes from the Middle East and Burmah to Freeport in the Bahamas where the group owns a crude oil transshipment terminal. Only two were built as tanker rates fell and the remainder were cancelled. The sistership of the Burmah Endeavour is the Burmah Enterprise, completed in 1978 and she has just started a two-year storage charter with the Indonesian oil company Pertamina.

There are five smaller VLCCs in the group, all trading. The two smallest are Burmah Bahamas and Burmah Excelsior, both built in 1980, 38,975 gt and with a deadweight capacity of 56,000 tons. These are registered in Japan. Another pair of sisterships Burmah Pearl and Burmah Peridot were completed in 1973 and 1974 respectively, are 75,050 gt, 140,000 tdw and fly the British flag. The last is Burmah Legacy, 65,060 gt, 128,000 tdw built in Sweden in 1974 for Olsen & Ugelstad as the Fagerfjell and acquired by Burmah Oil Tankers Ltd in 1979. She wears the flag of Liberia.

The big news of May was that Cunard were to purchase the Leif Hoegh cruising liners Vistafjord (24,292g) and Sagafjord (24,109g). Both ships were laid down for the Norske Amerikalinje, Oslo for the North Atlantic and for cruising.

The Sagafjord was launched on 13 June 1965 and her maiden voyage to New York started at Oslo on 2 October 1965. She was built by F et Ch de la Mediterranee, La Seyne and the following year the yard went into liquidation through losses made by building the ship.

Eight years later, on 22 May 1973, the Vistafjord, from Swan, Hunters Wallsend yard made her first voyage from Oslo to New York.

But with the North Atlantic run-down both ships did more and more cruising and in the Spring of 1980 Norwegian America Cruises was formed to manage them. Less than a year later Leif Hoegh & Co A/S, already owning 10% of the organisation, bought the remaining 90% without changing the title.

The Vistafjord, carrying 650 passengers, operates in the Mediterranean; the Sagafjord, with accommodation for 550, works in the Caribbean but both ships, high-graded in the cruising market, are well-known in Southampton. They are due to be transferred to Cunard in October and will change their registry from the Norwegian to the Bahaman register.

On charter to Finnlines is the Finnsailor (ex Paloma), 81/15780 owned by Laeisz & Co. Hamburg. There is no trace of the famous 'Flying P' Line ever having a windjammer of that name. However, there was a motorship (932t) building in Holland in 1941 and, seized by the Germans, was handed to Laeisz in exchange for Priwall, also building. Renamed Paloma, she served in the German Navy as Ronskar and became a prize at Kiel in May 1945 when she was allocated to the Russians and renamed Langeron.

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