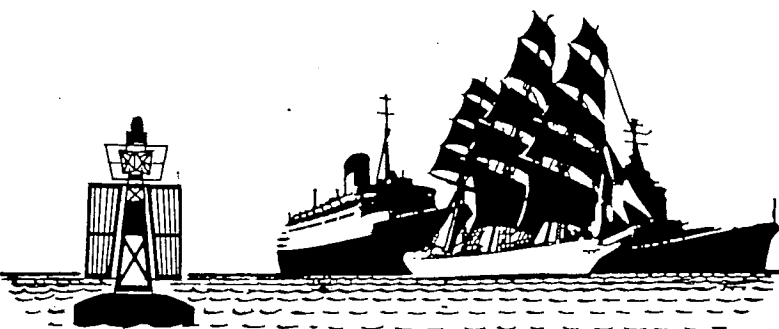


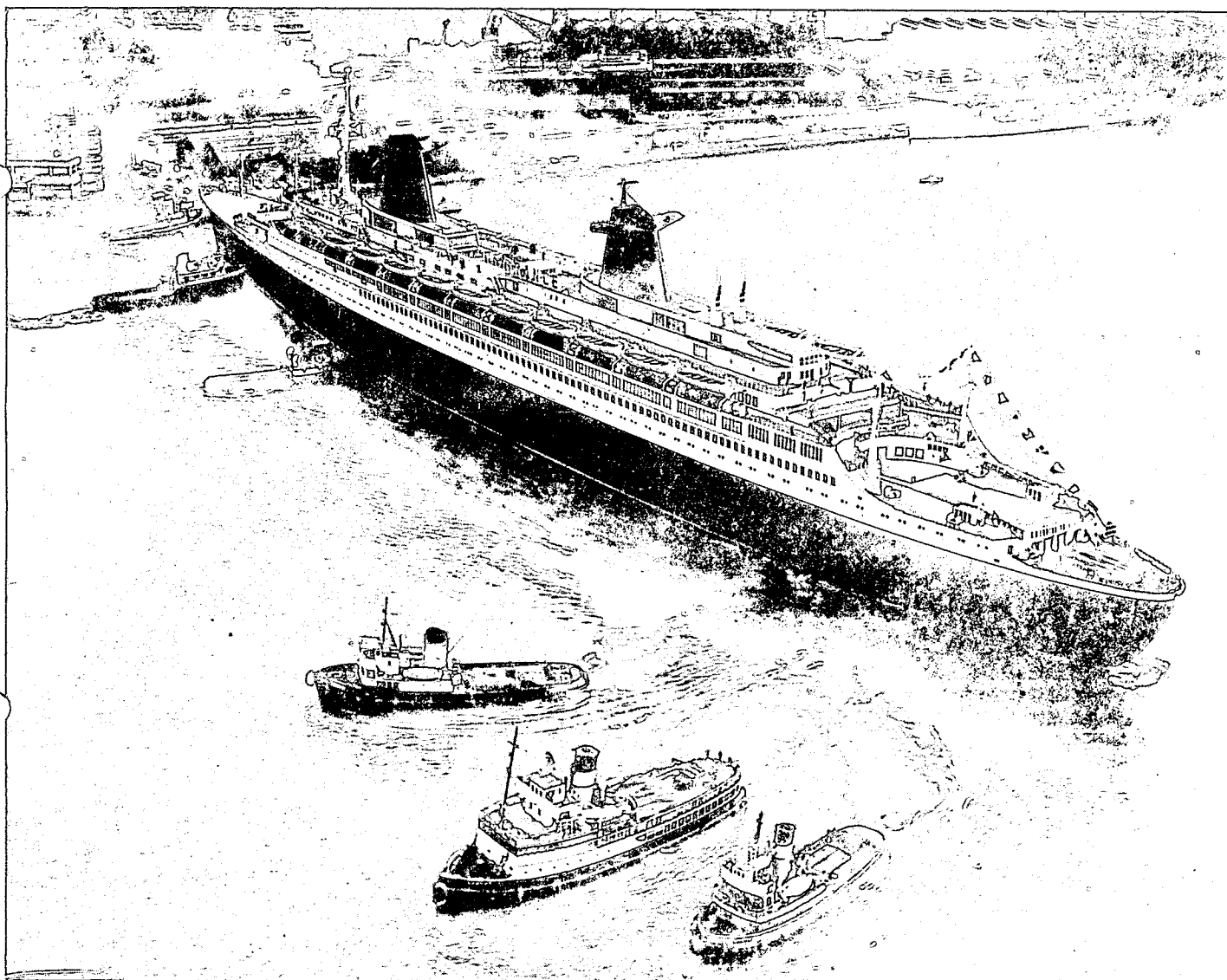
BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



WINTER 1983/84

No 49



The CGT liner *France*, 66,348 gt, leaving Southampton's Ocean Terminal. Launched on 11 May 1960, she called at Southampton on 7 January 1962 on trials, prior to an inaugural cruise to the Canary Islands on 20 January.

Her first Atlantic crossing commenced from Harve on 3 February 1962, calling at Southampton on the same day en route for New York.

Her last voyage was from New York on 5 September 1974, calling at Southampton on the 11th. She departed for Havre but was anchored there, in the fairway, strikebound and was eventually berthed on 9 October.

The quadruple screw *France*, 1,035 feet in length and now *Norway*, is the longest liner in the world.

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'Black Jack' editor: Bill Mitchell (559953) Production: Mike Lindsay (694558)
 Tape talk project co-ordinator: Mike Lindsay (694558)

★ The 33rd AGM of the Southampton Branch was held in October and all serving officers were re-elected. In his report the Secretary said – 'Although this has been a quiet year compared with some recently, I hope that it has proved to be an interesting and pleasant one.'

The best news really, since the AGM has been the full restoration of 'Black Jack', something, I am sure, that will be welcomed by all the Branch. 'Black Jack' is a unique record of Southampton maritime affairs and the one thing that reaches the whole Branch membership.

Average attendance at meetings over recent months has been between 35 and 40 while the total Branch membership as of 30 September is 77, plus 11 joint members. It is appropriate, but sad, at this point to remember the passing of one of our founder members, Mr Eric Law, whose ship sketches were on the front cover of 'Black Jack' for many issues.

I hope that the programme since the last AGM has appealed to most people. It has certainly had variety – from Union Castle and Maritime Mail via New York, to Australia and the D-Day beaches. A number of members have been of great help in giving an evening show, or suggesting people or organisations who might. I hope that this continues to be reflected in next year's programme and that you keep up the good work!

★ Other business included and advertising and the action would be taken

**A MERRY CHRISTMAS
and
A HAPPY NEW YEAR**

a discussion on publicity Secretary said that further in this direction.

★ One of the first WSS tape/slide shows was made by the Southampton Branch in 1966. It is still complete and recently been copied. However, although unique in its content, it is outdated and an up-to-date show is to be made for completion in 1985. Its production will be co-ordinated by Mike Lindsay who will recruit a team for the project.

★ The annual dinner was held at the Albany Hotel on 8 October. There was a presentation of nostalgic films from the Southampton Maritime Museum. They were old Furness Withy travelogues and featured pre-war Royal Mail cruises on the *Atlantis*, *Andes* and *Highland Princess*.

★ The 1984 programme:

Jan 10 'Port of Durban' – WSS Durban Branch tape/slide show.
 Feb 14 An evening of tugs – by Phil Kempsey.
 Mar 13 'Discovery and excavation of the first HMS Invincible' – Invincible 1758 promotions.
 Apr 10 'The Ports of Tasmania' – WSS Tasmania tape/slide show.
 May 8 'The *Elk* in the Falklands' – by Captain J. P. Morton, CBG.
 June 12 Mini slide shows/talks.

German liners - the
HANSEATICS and HAMBURG

by

Richard de Kerbr ch
and David Williams

The story of the rise and fall of a post-war German company and their ships; Deutsche Atlantik Schiffahrts-Gesellschaft MBH & Co (German Atlantic (Formerly Hamburg Atlantic Line)

The name Hanseatic is derived from the Hanseatic League, a combination of towns in North-West Germany which mutually defended their commerce from Baltic pirates and protected their liberty from covetous neighbouring principalities. The league was established in 1241 and at the zenith of its confederation comprised of some sixty four towns, an army, a navy and a fully autonomous government. In its twilight years the final confederation included the cities of Hamburg, Lubeck and Bremen.

Following the Second World War, the vacuum left by Hapag's pre-war North Atlantic service was filled by Home Line's Italia in 1951, with Hapag as the new Company's German agency. However by 1957 it became obvious that a larger vessel was necessary to cope with the increasing passenger traffic between Hamburg and North America. The Port's authorities were no longer prepared to depend on a foreign company and, with this in mind Hamburg Atlantic Line (Hamburg Atlantik Linie) was formed as a new German registered company. The capital was put up by the City of Hamburg, Home Lines and individual investors throughout Germany.

On 1st January 1958 the 26,315 ton Empress of Scotland was purchased by the newly formed shipping company for around  1 million. Originally owned by Canadian Pacific Steamships, the Empress of Scotland had, initially been designed for the Pacific run between the Western Seaboard of Canada and the Orient and was launched on 17th December 1929 as the Empress of Japan. She commenced her maiden voyage from Liverpool to Quebec on 14th June 1930.

Following her withdrawal from service she was drydocked at Belfast and on completion of the purchase sailed from Belfast as the Scotland under the German flag, arriving at Hamburg on 22nd January for an extensive refit and conversion at the Howaldtswerke shipyard.

On completion of a thorough and extensive refurbishment, lasting some six months, the new streamlined 30,029 ton, two funnelled Hanseatic emerged, sailing on her maiden voyage on 21st July 1958 from Cuxhaven to New York via Le Havre and Southampton. She was one of the largest liners on her route at the time and was an attractive and colourful vessel with her black hull, red boot topping and her two funnels, red with black tops, sporting the white Hanseatic cross.

Seven decks were devoted to passenger accomodation. The topmost, the sun deck, had a large tourist class sports deck between the funnels with the first class sun deck aft. Below, on the boat deck, 85 first class passengers were accomodated and catered for. All cabins had a private bathroom and each featured a living room by day and bedroom by night arrangement. At the forward end of the boat deck was the Atlantic Club observation lounge and bar incorporating the writing room, and further aft were the Bellevue Restaurant and swimming pool. Forward on the glass enclosed promenade deck was another lounge, the Alster Club, while further amidships a foyer with shops and library were situated. Also on the same deck were the Hansa theatre, childrens room, tourist bridge room and writing room, cocktail lounge and winter garden. The orchestra played during recreation time in the Helgoland Cafe. Apart from the tourist class sundeck and promenade, the port forward promenade was allocated to first class passengers.

On the upper deck were mainly cabins with the hairdressing salon situated in the amidships foyer and on the main deck below were mainly cabins and the hospital. On the deck beneath were the two tourist class restaurants and more cabins.

4
The Hanseatic had complete air conditioning and possessed both outdoor and indoor swimming pools. Apart from first class she could accommodate 1,165 tourist class passengers. However, during cruises she carried only 650 first class. One of the minor alterations that changed the Hanseatic's external appearance occurred in the spring of 1961 when the funnels were extended with a "stovepipe" flue configuration supported by a domed skeleton structure. Being the company's only vessel she was extremely successful as a ferry and popular on occasional cruises, the first of which took place in February 1959 to the Caribbean.

The first European cruise commenced on 27th December 1960, followed by a New Years cruise to the Canary Islands, Madeira and North Africa. As from April 1962 the call at Le Havre was dropped in favour of Cherbourg.

Although the cruises normally took place in the off season there were exceptions as in the summer of 1962, when the Hanseatic undertook her first cruise to the North Cape and northern ports.

Commencing January 1963, Hamburg Atlantic operated an Air/Sea cruise in co-operation with Scandinavian Air Systems (SAS) to the Caribbean which was named "Dream Cruise".

Her penultimate year in service proved a busy one. The year 1965 commenced with a combined fly-cruise to Florida. A West Indies cruise from Port Everglades for American passengers followed, until mid April, after which a spring cruise from Cuxhaven to Madeira, the Canary Islands, North Africa and Spain was undertaken.

Before her dry docking at Hamburg in December the Hanseatic served mainly on the North Atlantic run, interrupted by two North Cape cruises and a Mediterranean cruise.

During 1966 the Hanseatic's itinerary was similar to the previous year's first five months, returning in mid-May to Atlantic ferry duties. Only a July/August cruise along the Norwegian coast and the North Cape broke the trend.

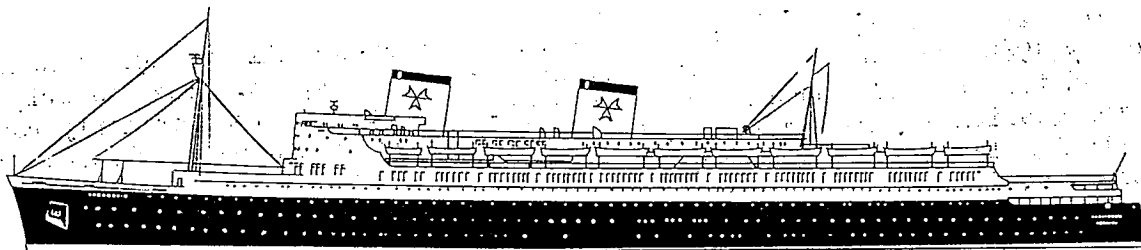
While the Hanseatic was preparing to sail from New York on 7th September, fire broke out on board and she was seriously damaged. The damage was surveyed at a Brooklyn shipyard and she left New York on 23rd September in tow of the tugs Atlantic and Pacific, arriving at the Hamburg shipyard of Howaldtswerke in November. Her damage was again surveyed but repairs were considered to be expensive and unprofitable and she was subsequently sold to Eckhardt and Co., Hamburg to be broken up.

Thus the career of this ship with a distinguished past was brought to an untimely end, but as the Hanseatic she had firmly established the young Hamburg Atlantic Line.

Earlier in the previous year the management of Hamburg Atlantic had planned to build a new liner. After carefully studying the plans of all post war passenger liners it was observed that they were practically all built for the dual purpose of transatlantic service and cruising. It was decided then that the new ship the Hamburg should be built as a one class floating hotel and would primarily be used for cruising.

The financing of the Hamburg project was itself a plausible feat as Axel Bitsch-Christensen, the managing director of Hamburg Atlantic had decided to use a rather unusual financial scheme whereby former Hanseatic passengers were offered shares of £10,000 (\$25,000) each in a new company to be called the German Atlantic Line (Deutsche Atlantik Linie).

The response was overwhelming. Within a few months £3.5 million (\$8.75 million) in equity capital was provided by 235 shareholders. As an act of faith the Federal German Government in Bonn and the local government in Hamburg supported the idea of re-establishing German passenger shipping by granting a £2 million (\$5 million) loan as well as a state guarantee for the commercial credits. With this substantial backing, the order for the £9.6 million (\$24 million) Hamburg was placed with Howaldtswerke - Deutsche Werft AG shipyard at Hamburg in November 1966. At this point in time the Hamburg Atlantic Line became the German Atlantic Line, all previous association with the Home lines, which had been mainly in cruise marketing, being dropped but the new company did not have an operational passenger ship, the old Hanseatic having been condemned to the breakers. The same financing technique that created the German Atlantic Line was used to form a sister company in 1967 titled the Hanseatic Shipping Co.,



HANSEATIC (ex Empress of Scotland).

(Hanseatic Schiffahrts-Gesellschaft m.b.h.), in which 170 shareholders provided an equity capital of £1.7 million (\$4.25 million). To fill the vacuum, the 25,320 ton Israeli flagship Shalom was purchased.

Originally designed and built by the Chantiers de L'Atlantique of St. Nazaire for the Zim Israel Navigation Company Limited at a cost of £2.7 million (\$7 million), Shalom was launched by Mrs David Ben-Gurion on 10th November 1962, commencing her maiden voyage to New York from Haifa on 17th April 1964. The Shalom with her sharply curved bows, high superstructure and small twin stacks aft, was typical of current ideas on passenger ships design in France and Italy at the time. During her North Atlantic service, the Shalom's westbound route was Haifa, Naples, Genoa, Cannes, Barcelona, Lisbon and New York with calls at Piraeus on the return journey. Three months each year were spent in winter cruising to the Caribbean. On the sunny southern route to North America, passengers could enjoy the facilities of two outdoor and one indoor swimming pool, and a tennis court. Like all other Israeli passenger ships of the time there was a synagogue, and Kosher food was served, as would be expected.

During 1967, following a period of decline in passenger traffic, she had accrued a loss of around £6 million (\$15 million) during her three years in operation. Also after only seven months in service she had been damaged in collision with the Norwegian tanker Stolt Dagali, and these events may have influenced Zim Israeli to sell her.

Following a refit in Hamburg the former Israeli prestige liner emerged as the new Hanseatic and commenced operations in cruising from Hamburg on 27th December 1967. The ultra-modern Hanseatic boasted of being stabilised and fully air-conditioned (indeed she had been as the Shalom), with accomodation for 650 passengers in one class, having previously catered for 1,177 in her former role. Ten decks were allocated for passengers, starting at the top with a tennis court and the sun deck, beneath, on the Lido Deck was the officer accomodation and aft was the lido swimming pool with open promenades leading to it outside the cabins. Below the Promenade Deck were enclosed promenades on either side of the Hansa Theatre, Winter Garden, tavern, beauty parlour and children's room. Going aft the promenade continued outside onto the deck and forward was the deluxe cabin accomodation. On the salon deck were the majority of the public rooms. Forward was the Atlantic club with a panoramic view over the bows of the ship. Amidships,

where the Hamburg Salon took up the entire width of the ship were two libraries, writing room and a shopping precinct. Aft of the Hamburg Salon was the Alster Club with bar and dance floor, flanked on both sides by enclosed promenades which led outside aft to the Riviera swimming pool, either side of which were companionways leading down to the upper deck containing passenger cabins and the ship's chapel amidships.

Beneath the upper deck was the restaurant deck, the Bellevue Restaurant forward and amidships the Helgoland Restaurant. The remaining four decks below contained cabins and ultimately the indoor swimming pool, massage and sauna parlours. There were some sixteen public rooms in the ship.

The Hanseatic did not commence her first trans-Atlantic voyage to New York until 23rd May 1968 when she sailed from Cuxhaven via Southampton. She had originally been designed for the Mediterranean route and whilst operating the Northerly route her sea-keeping qualities were slightly inferior to that which had been anticipated. She made her final Atlantic crossing from New York on 6th September 1968 and the emphasis was more on cruising from then.

The Hamburg in the meantime had been launched on 21st February 1968 and christened by Mrs. Marie - Luise Kiesinger, the wife of the then German Chancellor. With a tonnage of 25,000 tons, she was the first major passenger liner to be built in Germany since 1938.

Following a thirteen month fitting out period, sea trials were successfully completed on 15th February 1969 and the new Hamburg was handed over to German Atlantic on 20th March ready to make her debut.

The chief designer responsible for the Hamburg's conception, Georg Manner of Munich had overseen the construction of the vessel which was probably the highlight of a 20 year career in passenger liner design. He also advised on the selection of furniture, fabrics and other material and provided an international atmosphere with tapestries, sculptures and other artwork by leading European artists.

The ship was built to meet the requirements of Germanischer Lloyd and the American Bureau of Shipping, also in accordance with the International Safety Convention of 1966, and all materials used were non flammable. To help provide a smooth voyage the Hamburg had been fitted with two Denny-Brown stabilisers to minimise rolling, whilst the under-water hull form with a bulbous bow, was designed to reduce pitching.

On 30th March 1969, the Hamburg commenced operation with two 36-day cruises to West Africa and South America. Following these she commenced a gala voyage from Hamburg to New York on 18th June, calling in Cowes Roads and arriving on 26th June in New York, then an inaugural cruise for the North American market - a 34-day cruise to the North Cape and Scandinavia.

Two full decks on the Hamburg were devoted to public rooms which were spacious and varied in design, enabling passenger to enjoy an extensive entertainment programme or to relax in an atmosphere of space and style.

On the promenade deck was situated the main ballroom, which had a large dance floor with a full-size stage and could accommodate 275 passengers. In the adjacent 'Helgoland' and 'Alster' clubs another 155 passengers could enjoy themselves. Further aft the Hansa Theatre had a stage equipped with most devices necessary for modern show business. The theatre seated 290 passengers.

Above on the Lido Deck forward, the Atlantic club offered a full panoramic view of the bows for 132 passengers, and for 182 late night revellers there was the haven of the attractive 'Tween Deck Night Club'.

The Lido Deck with its large swimming pool, bar and snackbar, proved to be one of the liners attractions. Sunbathers and deck sportsmen took full advantage of the 9,000 square feet of glass-enclosed and sheltered deck space, more than that offered by any other cruise ship of comparable size.

Other facilities included an indoor pool with adjoining sauna and massage parlours, an international boutique, beauty parlour, library, a sports centre in which all kinds of

calisthenics could be supervised by a qualified instructor, a childrens playroom and the chapel. 7

Accommodation comprised 316 spacious cabins with private bath and/or shower, television, dual channel radio, telephone and individually controlled air conditioning. Each cabin had two full size beds which could be converted to couches making the cabin a sitting room during the day-time.

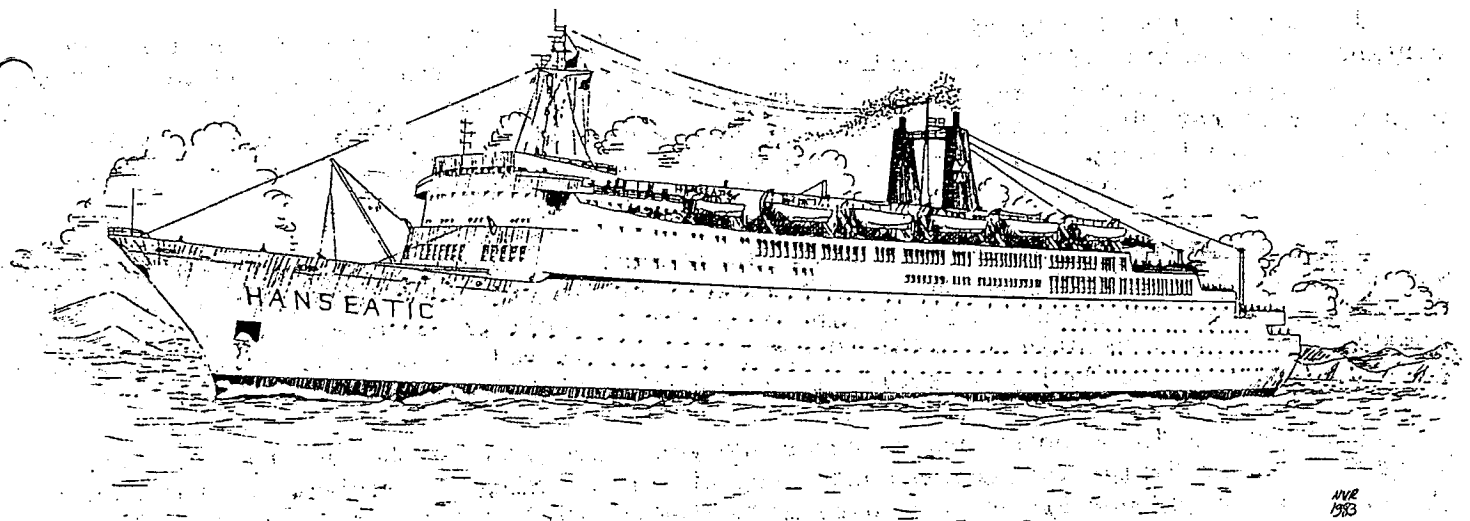
Three types of accommodation were offered, 20 deluxe apartments, 188 outside and 111 inside cabins. The number of inside cabins was relatively large owing to the Vessel's width and all the cabins were sited on three decks only.

On the accommodation decks was the unique feature of a single six-foot wide promenade instead of the usual two narrow passageways running the length of the ship, and in this fashion cabins were able to be built to provide maximum area, the smallest cabin being 135 square feet.

As a passenger, having an inside cabin was no great disadvantage, for if one wished to know the state of the morning's weather, all it was necessary to do was to switch on the closed circuit television set which gave a full view of the outside world.

The Hamburg was able to accommodate 600 passengers who were victualled in the three restaurants, the largest, the Hamburg, could seat 290 passengers, the Munich 190 passengers and the smallest Grill Room catered for 120 passengers.

One departure from traditional dining on board the Hamburg was that instead of passengers being seated at the same table, the option was offered of "dining out", being able to make individual table reservations in various restaurants just as could be done ashore. However, arrangements were also available for passengers who preferred the traditional system.



HANSEATIC (ex. Shallom)

With both Hamburg and Hanseatic, German Atlantic Line had at its disposal two of the world's newest cruise liners. The company based its full time cruise policy on the premise that the growth of demand for cruises had increased annually. In the United States alone, the cruise market had increased by a rate of 112% over the previous ten years and a similar trend was recorded in Europe. A market survey made by the German Travel Association at the time revealed that every second German would have liked to have gone on a cruise.

Following this decision, an appraisal was made of the Company's world wide traffic and sales interests. After examining possibilities Holland America Line Agency Inc., were appointed as General Agents for North America on 30th September 1968, and from 1st February 1969 both companies had joint general agencies in Holland, Belgium, Luxembourg, United Kingdom, Eire, Austria and Switzerland.

In South America, the Hamburg-South American Line was the agent appointed the previous year and this completed a sales organisation for German Atlantic which covered Europe and both Americas to meet the requirements resulting from its international cruise concept.

An agreement with HAL enabled the two companies to integrate the sailing schedules of their fleets to the best possible advantage. The short and long term traffic plans were studied and the conclusion reached that it was more advantageous for them to co-operate rather than to compete with each other. In 1969 they had established a programme which included extensive cruising and North Atlantic sailings; thus the Hamburg and Hanseatic operated in conjunction with the Nieuw Amsterdam, Rotterdam, and the Statendam, offering one of the most varied cruise itineraries ever presented. This included the Rotterdam's world cruise, an around South America cruise by the Hanseatic and a 34-day cruise to Scandinavia by the Hamburg. The Statendam, in the meantime, undertook a series of cruises from the West Coast of the USA, whilst the Rotterdam and Hamburg operated out of New York. However, during the early 70's both German vessels were based at Port Everglades in Florida. From there numerous Caribbean cruises were carried out with a break for a summer cruise to Canada and Bermuda from New York. One of the cruises offered by the Hamburg from January 11th to 1st February 1971 was the Columbus Cruise which started from Cuxhaven and crossed to Florida via Las Palmas, following this by a round voyage of the Caribbean Islands of St. Thomas, Martinique, Barbados and Trinidad and then back to Fort Everglades. Passengers returned to Germany on an SAS jet flight via New York.

Other series of cruises were to the Mediterranean and Black Sea for the Hanseatic in conjunction with KLM Royal Dutch Airlines and for the 1973 itinerary, both liners were engaged on Northern European and Mediterranean cruises with a two month Grand Orient/Pacific cruise made by the Hamburg.

In August 1973, the President of German Atlantic, Axel Christensen stated that the continual devaluation of the US dollar had had an extremely detrimental economical effect on the Hamburg's American cruising programme. He added that in order to maintain standards without overstressing finances the Hamburg would once more operate from Europe as from September of that year. Mr. Christensen pointed out that two liners on the market would not be economically viable, therefore, the Hanseatic was to be sold.

Fortunately the Hanseatic went on the sales market at almost the same time Home Lines was contemplating replacing their aging Homeric following a galley fire which sealed her fate. Home Lines had first choice (owing no doubt to their previous connections with the company), and the Hanseatic Steamship Company sold their redundant liner to the Panamanian company to become the Doric, to cruise in conjunction with their larger Oceanic.

The Hanseatic's European cruise programme was taken over by the Hamburg which was based in Germany during the summer months and at Genoa during the winter. It was during the commencement of her winter programme in September 1973 at Genoa that German Atlantic perpetuated the Company's name by re-naming the Hamburg the Hanseatic. But in this capacity the third Hanseatic's career was short lived for she was withdrawn from service at the end of November 1973 and a reported offer of £11 million (\$26.4 million) from a Japanese buyer Ryutsu Kaiun K.K. fell through. In December she was sold to Robin International Incorporated of Liberia for £10.1 million (\$24.2 million).

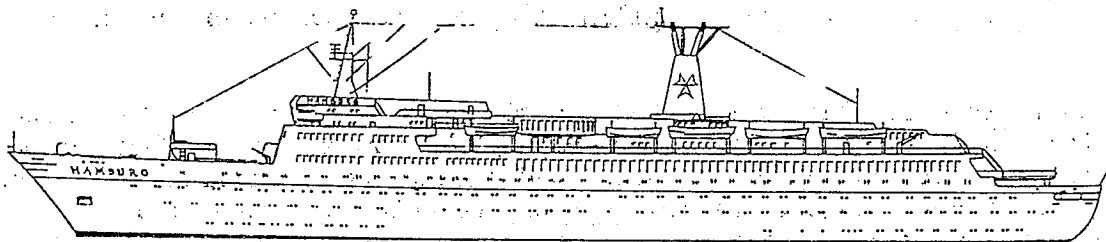
The company were brokers for the Soviet Union and the liner transferred to Russian registry as the Maksim Gorkiy. Before pursuing her career as such she was hired by United

Artists to play the role of the endangered liner Britannic in the film "Juggernaut" and she left Southampton, temporarily named Britannic on 19th February 1974, searching for a bad weather cruise.

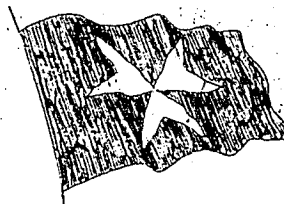
So like the Hanseatic League, the German Atlantic Line terminated operations and ceased to exist, the shareholders being reimbursed for their original investment.

TECHNICAL DETAILS

	HANSEATIC (ex Empress of Scotland)	HANSEATIC (ex Shalom)	HAMBURG
Gross Tonnage	30,030	25,320	25,022
Propulsion	6 Parsons type steam turbines S.R. geared to 2 shafts. Built by Fairfield Shipbuilding & Eng. of Glasgow	4 Parsons type steam turbines D.R. geared to 2 shafts. Built by Chantiers de L'Atlantique of St. Nazaire.	4 steam turbines D.R. geared to 2 shafts. Built by Allgemeine Elec. Ges. (AEG)
Length Overall (ft)	666.5	627.75	638
Width (ft)	84	81.5	87.3
Speed (Knots)	21	20/21	22/23
Screws	2	2	2
Passengers	1,250	650	790 (600)

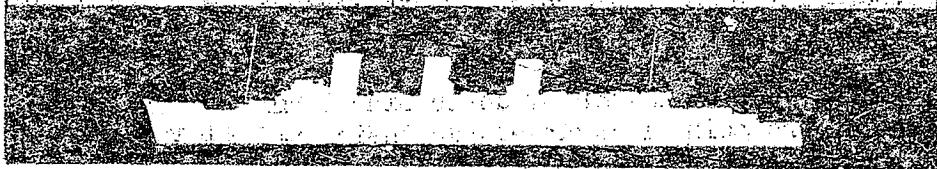


HAMBURG
(later Hanseatic)



Houseflag:
White 'Hanseatic'
cross on red ground.

old southampton callers



The

NORTHAM

and

HINDOSTAN (II)

by John S. Lindsay

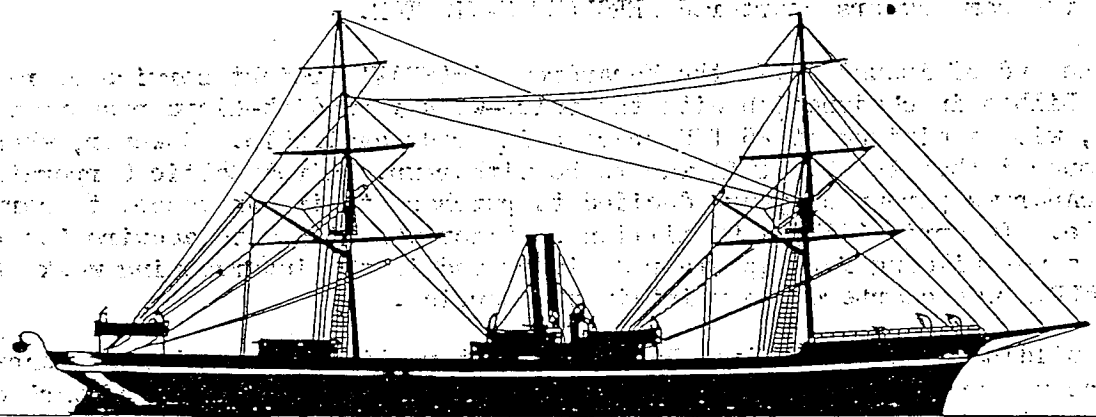
With the completion of the Trans-Isthmus railway in December 1858 to meet the heavy additional passenger service needs, the P & O Company purchased four sister ships built by John Laird and Co., of Birkenhead from their French Owners, Gauthier Freres Compagnie Franco-Americaine and re-named them Behar I, Ellora, Orissa I, and China I. The first three ships sailed from Southampton to Malta and Alexandria, the China being based for most of her career at Bombay. A fifth vessel had been launched on March 31st 1858 at the yard of Day Summers and Co., Northam, Southampton. (Register Summers and Day). She was registered by the P & O Company on June 11th, the last of the class. Named Northam she had fewer but better cabins than her sisters and upon completion was positioned at Bombay via the Cape. In 1859 on the 20th April she entered service on the Suez-Ceylon-Sydney route and in 1866 was transferred to the Suez-Bombay route on which she plied successfully until 1868 when she was sold back to Day Summers and Co., as a part payment for the newly contracted Hindostan II.

In 1869 she was purchased from Day Summers by the Union Line for service on the South Africa routes the purchase price being £16,500. She still retained her name Northam and remained on the Mail service until 1876 when she was acquired by Sir John Malcolm of Liverpool, who converted her into a ship-rigged sailing vessel for trading on the South African service. The name Northam was changed to Stars and Stripes. In 1878 whilst on passage from London to Sydney in the forenoon of December 21st she caught fire and was burnt out at sea. Fortunately there was no loss of life and the passengers and crew being safely landed at Montevideo.

The Northam was a flush decked brig rigged ship with clipper bow with some similar profile to the Royal Mail Steam Packet Company's Nile with a small funnel amidships. Her tonnage was 1,330 gross and dimensions 274' (83.52m) x 34' 7" (10.54m) x 26' (7.92m). Her single screw was propelled by a two cylinder inverted direct acting engine. The cylinders were 70" (177.8cm), stroke 36" (91.44cm) developing 1,514 indicated horse power, working to a steam pressure of 20lbs per square inch. Service speed 13 knots. Her hull was built of iron which was still the most popular form of hull at the time of launching. Passenger carrying capacity was for 97 first class and 30 second class. With her teak deck houses, polished brass fittings varnished masting and spars, gleaming black funnel and hull with red boot topping, furlled white sails, she made a fine sight sailing down Southampton Water on her maiden voyage.

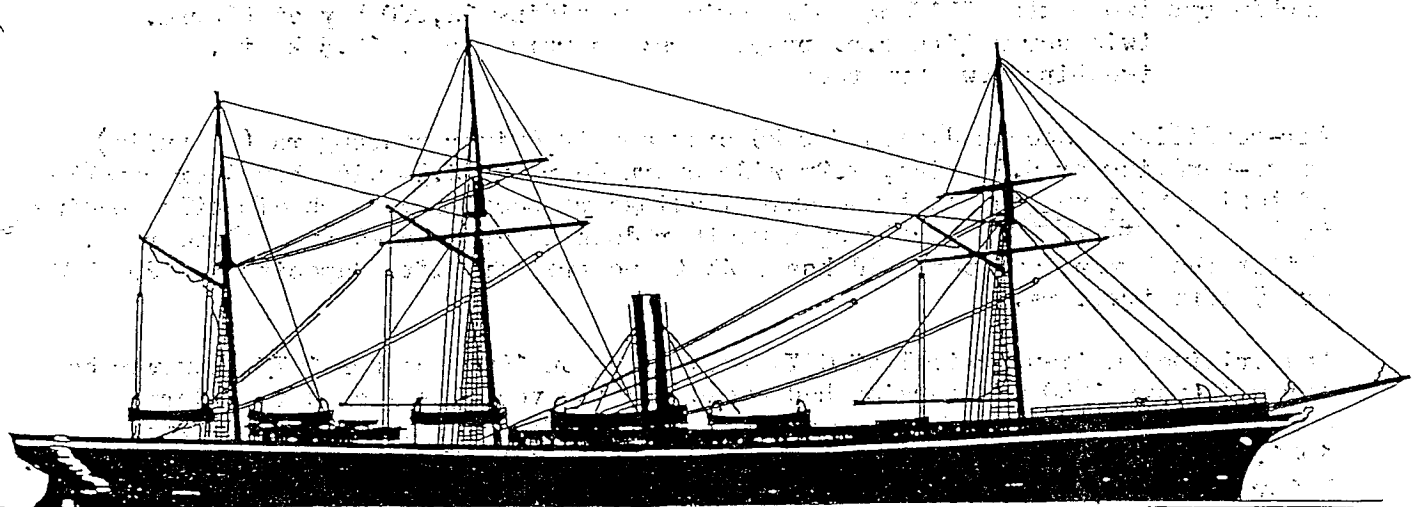
The Hindostan II in which the Northam had played her role as part of the purchase price was completed and delivered to the P & O Co., by Day Summers on the 2nd October 1869. She was a sister ship to the Deccan which had been built by William Denny Bros, in 1869, slightly shorter in length, the main difference being that the Hindostan had three parts of her hull above the water line constructed in steel whereas the hull of the Deccan was wholly iron. The Hindostan had a tonnage of 3,113 tons gross, her dimensions were 353' 9" (107.82m) x 43' (13.11m) x 30' 2" (9.19m). She had a single screw driven by a two cylinder inverted direct acting engine with cylinder diameter of 76" (193.04cm), stroke 48" (121.92cm) working at a steam pressure of 23lbs per square inch, and giving a service speed of 13 knots at 52 rpm. She was fitted with a four bladed propeller which had a diameter of 18' 10" (5.74m) and a pitch of 27' 6" (8.38m). Bunker capacity was for 800 tons of coal and hold room was for some 1,400 tons of cargo. The accommodation was arranged for 175 first class and 52 second class passengers.

She had a short career of some ten years, commencing her maiden voyage to Calcutta on November 3rd 1869, then being placed on the Bombay to Suez Route. This was the last delivery voyage via the Cape. In 1872 she moved to the U.K. - India via the Suez Canal service then to the Venice-Suez Canal-India service. In 1876 she returned to Day



THE UNION LINER NORTHAM (1858) J. S. LINDSAY.

Summers yard at Northam to be fitted with the new type compound engines which were coming into vogue. Returning to service she ran successfully until 1879 when, on October 21st at 0300 hours, she ran on a reef 30 miles south of Madras and became a total loss. This was the first loss the P & O Company had suffered for ten years since the Carnatic, on September 13th 1869, was wrecked off Shadwar at the mouth of the Gulf of Suez. Before salvage could be undertaken the unlucky Carnatic broke in two and slipped off the reef into deep water with the loss of five passengers and twenty-one members of the crew. The P & O's Sumatra (I) rescued the remaining survivors and landed them at Port Suez.



THE P & O STEAM NAVIGATION CO. LINER HINDOSTAN (1889) J. S. LINDSAY.

V I K I N G T R A D E R - the return of a familiar vessel under a new name.

On 2nd October 1983, this latest ro-ro trailer vessel to operate the Townsend-Thoresen freight service to Le Havre made its maiden arrival at the Port, just six eventful years after the same vessels original maiden voyage as GOYA on the United Baltic/MacAndrews service to Bordeaux and Bilbao. The vessel has been bareboat chartered for 5 years - with a purchase option - from Cenargo Ltd., to replace the same owners chartered MERCHANT NAVIGATOR.

Until the end of August 1977, the MacAndrews 'MAKPAK' freight service operated only to Bilbao in conjunction with the twice-weekly Swedish-Lloyd passenger service, with a minimum of 25 TEU space being made available. However, when it was announced that the PATRICIA was to be withdrawn, United Baltic Corporation -the MacAndrews parent company- decided to purchase their own vessel to serve the route. In April 1977, a £8 million contract was signed to acquire 'on the stocks' a newbuilding for September delivery and in the intervening weeks the RORO CIMBRIA was chartered to maintain the service.

The newbuilding chosen by United Baltic was interesting in a number of respects, having been launched as STENA TENDER, the first of three 'Stena Seaporters' class ro-ro vessels, speculatively ordered in 1974 at an Austrian yard by the well-known Swedish owner Sten A. Olsson. The hull was constructed on the Danube, up-stream of Vienna (Wien) at Korneuburg in the heart of Europe. However, due to the restrictions of the Danube bridges, the superstructure was added at the Galatz shipyard on the Rumanian Black Sea, but prior to reaching the sea, the hull had to pass through parts of Austria, Czechoslovakia, Hungary, Yugoslavia, along the Bulgarian border and through Rumania itself. This eventful start was concluded when United Baltic decided to have the ship lengthened - one of several built-in options - and after outfitting at the Black Sea port, she was towed to the Kiel Canal port of Rendsburg in West Germany, where the hull was cut in two at the Werft Nobiskrug yard, a 600 tonne 30m midbody was inserted, the accommodation was extended and other modifications were made.

Tonnages: 3,779 gross	length overall	114.4m (before lengthening)
6,400 deadweight		137.2m (after lengthening)
	beam	17.6m
	draught	5.7m

Machinery: two Deutz SBV12M540 oil engines providing 12,000 bhp at 600rpm.
twin screw Lips c.p. propellers; service speed 18.5 knots.
two Lips bow thrusters

Air-conditioned accommodation for 25 crew and 12 driver passengers (as built)
Cargo-handling by 5.2m high, 9.2m wide stern door and 4.5m wide bow door capable of taking 50 tonne and 15 tonne axle loadings respectively, each directly leading to the main deck. The partly open weather deck is approached by a fixed ramp, whilst the lower tank top hold has a 45 tonne trailer lift. Capacity for 200 TEU or 95 40ft trailers.

The original maiden arrival of GOYA took place on 16th October 1977, however by early January 1980 the service had ended and the vessel was sold to Federal Commerce and Navigation being renamed FEDERAL NOVA under the Canadian flag. In 1981, she was renamed CARIBBEAN SKY and transferred to the Cayman Islands register. Later that year, the ship was renamed MANAURE VII by Philippine Navigation Inc, under the Panamanian flag and at the end of 1982 now OYSTER BAY by Stringham Shipping Corp, Lone Star Shipping Co SA and Timber Shipping Inc of Monrovia.

The later sisters were STENA TOPPER (yard 710), delivered as DARNIA to Sealink and now operating to the Isle of Man under James Fisher ownership with accommodation increased to 412 passengers. Finally, STENA TIMER (711) completed as JAGUAR, renamed STENA TIMER in 1978 and sold to Mexico in 1981 as LORETO.

GRAIN Southampton's second grain silo, at 36 berth, was officially opened by Princess Anne on Tuesday 27 September. It is owned by Southampton Grain Silos - a five-member consortium. Some 15,000 tonnes can be stored and loaded to ships at 1,000 tonnes per hour. The facility can berth grain ships to 30,000 tdw.

Southampton now has three grain areas. Apart from that at 36 berth, there is Continental (London) silos at 47 berth which opened last summer and at 102-3 berths where discharge is to Ranks-Mill. The ships there are mainly -- coasters from Rotterdam from break-bulk ships, for the larger grain discharge ships are very infrequent callers these days.

However, during recent months the price of grain has increased and apart from a few small coasters, the only large vessel to use the Continental Grain Terminal was Taihang 58/11722 ex Tonje '82, Galbe '81, Marly I '65, owned by Fanlin Shipping of Panama. She loaded a cargo for Algeria early September. Apparently export cargoes in smaller unit loads are being exported from Shoreham.

CARS The loss of Datsun traffic to Avonmouth will result in the reduction of 80,000 car carried in thirty car carriers to the Port of Southampton. The only first-time caller recently was Oriental Pine 78/12324, owned by Mitsui/OSK, which loaded a consignment of Leyland cars for the American market.

At 105 berth, Ion 71/499 ex Monaco '83, discharged cars while Montlhery 82/1600 loaded cars at 30 berth for Piraeus. The previous Walon vessel to bear that name made numerous calls to discharge cars until a terrorist explosion sank the vessel at Pasajes, Spain, in June 1979. She was, however, salvaged and repaired, but legal difficulties arose during her sale to an Italian company and the vessel was scrapped in Spain in September.

MEDITE CALLERS this quarter included their own Franca 57/8299 ex Saarland '77, Regine S, 60/11642 ex Tarantel '78, Chiara S 63/17218 ex Nai Carolina '82, ex Carolina Lolli-Ghetti '74, ex Lerici Seconda '69, while chartered vessels included Merkur Bay 81/8852 owned by Merkur SPG and Antares 77/11267, owned by Antares Pte of Singapore.

FOR REPAIRS An East German reefer ship used the Eastern Dock for underwater maintenance in October. The Heinrich Hein 75/6651 was followed a week later by Polstar 74/8337 ex Anna Presthus '83, Swedru '78, Anna Presthus '76 which called for repairs. Owned by E.G.D. Spg (Liberia) Ltd., she is on bareboat charter to Polish Ocean Lines until February 1985 together with Polfjord 76/9581, Polnord 73/9619, Polsund 77/9580 and Polwind 70/7958.

CONTAINERS Occupying the common-user berths have been Hapag-Lloyd's Neckar Express 72/14212 ex Freienfels '80, Aristarchos '74 and a chartered vessel Lilienthal 82/5331, owned by Naber Schiff.

Polish Ocean Lines are commencing a Jeddah-only service, using the following vessels:

Bronislaw Lachowicz 74/10129,	Eugeniusz Kwiatkowski 75/10129,
Franciszek Zubrzycki 73/10116	General Stanislaw Poplawski 74/10112,
Mieczyslaw Kalinowski 73/10112,	Roman Pazinski 75/10130 and
Tadeusz Ocloszynski 76/10229.	

There were to be eight in this class of general cargo/semi-container ship but the last, completed in 1977, was sold to Ecuador before delivery. All were built by Stocznia Gdanska, Gdansk and have a speed of 22 knots.

Another Polish-built ship was Sherbro 74/9239 which called at 204 berth in October. She was built for Elder Dempster & Co's Liverpool/West Africa service in 1974 and was transferred to their Guinea Gulf Line in 1981.

This small company, registered in 1922, operates a small fleet of small, short-sea chemical tankers which load at Fawley. They have a grey hull, white superstructure and yellow uptake with houseflag superimposed.

Ships	blt:	grt:	tdw:	
Ludwig	1969	1208	2648	All built by Krogerwerft, Rendsburg.
Otto	1970	1235	2754	On 29 September the Gerhard (Fawley/Eastham-
Borkum	1970	1242	3465	diesel oil) collided with HMS Fearless, 6½ miles
Paul	1980	1599	4155	south-east of Portland Bill, in thick fog, and
Gerhard	1981	1599	4155	was holed and leaking. She discharged her cargo
				at Portland and then left for drydocking at
				Papenburg. Fearless was only slightly damaged.

NAUTICAL NOTEBOOK continued:

The old adage maintains that when one door closes, another opens. The transfer of Finnline's Atlantic cargo service after four years at Southampton was followed by the announcement that BHLR, a consortium of Blue Star, Houlders, Lamport & Holt and Royal Mail, was to move its South American service from Newhaven to Southampton. Quite simply, the two ships, 11,800 grt, loading 531 TEUs, which are replacing two smaller 384 TEU carriers, were too big for Newhaven. Both are West German, owned by the Hamburg South America Line and were built in 1976 at the Kherson Shipyard as Santa Rosa and Santa Rita. They are now named Avon and Saxon Star respectively and will maintain a 3-week service Rotterdam-Southampton-Rio de Janeiro-Santos-Montevideo and Rio Grande do Sul.

UNITED STATES LINES

And not only that, At the beginning of November the big news came in that United States Lines were to begin a new container service from the port. This service is from North Europe to North America in a two-way operation, to be maintained by the four ex-Farrell Line ships acquired earlier in the year when that company withdrew from the North America-Australasia run.

Austral Entente	Both built by Ingalls, Pascagoula in 1972-73, 21,150
Austral Envoy	grt. 203.70 oa. In 1977 an additional cargo section was added by Avondale Shipyards. 30,990 grt, 247.81m oa.
Austral Pioneer	Both by Bethlehem, Sparrows Point, Maryland,
Austral Puritan	1979-80. 30,686 gt

All four ships, not yet renamed, arrived at Chantiers du Nord et de la Mediterranee, La Ciotat at the end of July to be jumboised to take over 2,000 TEUs and will begin service in early 1984. They will replace the eight converted 1,000 TEU USL carriers American(s) Ace, Accord, Alliance, Archer, Argosy, Legion, Legacy and Legend, all 1953/54, which have been operating from Felixstowe. So, after a period of fourteen years, when the liner United States was withdrawn, we once again have the United States Line's flag in a regular service from Southampton.

LAIID UP TONNAGE

On 1 October 1983, ships laid up in Southampton Docks were as follows:

Ship	Berth	Owner	dwt
Burmah Endeavour	101-2	Burmah Oil	439,941
Tantalus	43-4	Ocean SS Co	218,035
Cast Fulmar	107	Cast	161,798
Scamper Universal	24-5	Kulan Corp (Panama)	12,475
Free Enterprise III	26	Stanhope SS Co	839
Sand Tern/Sand Lark	29	S.Coast Shipping Co	-
Whimbrel	67	Salvage Ship	300
Chihaya	Afterbarn buoys	Maritime Overseas Corp	78,489

FOR ANTIARCTICA

Finnline's Finnpolaris 12,385gt, launched at Gijon in 1980 and completed at Bilbao in 1981 spent over a week at 41 berth from 18th October, loading sheds and building materials for a research station being set up in Dronning Maudland by the Indian Government. She will first sail to Goa to embark 80 scientists, personnel and four helicopters.