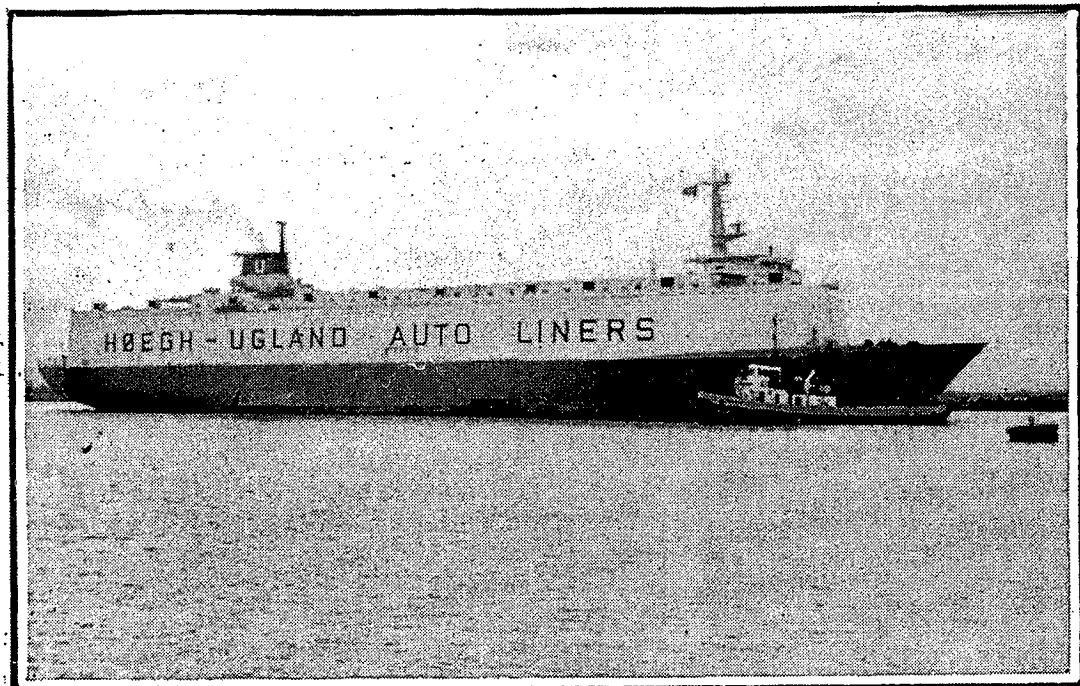


BLACK
JACK
W.S.S.
SOUTHAMPTON



Published Quarterly by the Southampton Branch of the World Ship Society

Membership of the World Ship Society is £3.00 per year, which includes (So'ton) Branch membership, the quarterly issues of 'Black Jack' together with the Society's monthly magazine 'Marine News'

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Southampton Branch:

Chairman: B A Hill Vice Chairman: John Havers
 Hon. Branch Secretary: Chris Weeks, 35 Rutland Way, Bitterne, Southampton.
 Hon. Branch Treasurer: M J Moloney, 1b Marne Road, Bitterne, Southampton.
 Joint Magazine Editors: Nigel V Robinson, Flat 1, Surrey Court, 104 Richmond Road, Freemantle, Southampton, and David T Hornsby.
 Outings and Visits Secretary: David T Hornsby
 Projectionist: Les Mugridge

Editorial - report of A G M

The 22nd A G M of the Southampton Branch held on Tuesday 10 October 1972.

The Secretary's Report detailed Branch activities over the past year including ship and yard visits. Branch membership totalled 127 against 131 at the same time last year, losses being made up by new members who totalled 24.

The major point arising from the Treasurer's Report was the high expenditure on stationery and this was due to paper being bought in bulk, this in the long term saving money. The accounts showed a surplus of £12.37 for the year and the reserve fund stood at £23.51. Thanks are due to the Auditors Messrs R. B. and K. Adams for their services.

No nominations had been received for the posts of Chairman, Secretary or Treasurer, but Vice Chairman Brian Hill said he would stand for Chairman and was duly elected by majority as was John Havers to the post of Vice Chairman.

The Secretary and Treasurer stated that it was essential that successors be found as soon as possible to carry out these duties in order to ensure the further efficiency and smooth running of Branch affairs.

Roy Henderson said that he no longer wished to remain on the Committee as Outings and Visits Secretary and at a subsequent Committee Meeting David Hornsby was elected to this post. Mr Mugridge said that he would be prepared to remain as Projectionist subject to his business commitments.

Nigel Robinson reported on the progress of 'Black Jack' and said that many favourable comments had been received. He said that articles were always welcome to vary the content of the magazine as much as possible. (Thank you to all concerned for the articles, drawings etc we have received in this our first year of publishing 'Black Jack' - Editors)

The retiring Chairman, Bob Collins expressed his thanks and appreciation for the services of the Committee, especially Roy Henderson who did so much in organising the Annual Branch Dinner last April, which was so enjoyable. He also thanked Mrs Cliff for her valuable services once again, in typing the labels for the distribution of 'Black Jack'.

After the conclusion of business a programme of slides of the 1966 and 1972 Tall Ships Races was shown by John Havers and Mike Smith.

Once again Isle of Wight Branch won the Inter-Branch Quiz held at Southampton on 21 October. The Trophy in the form of a shield depicting an Orient Line funnel was made by Southampton member Eric Law. We have NEVER won this Trophy - a most incredible situation!! The scores were I O W 101 pts, So'ton 79 pts. Thanks are due to Question-

continued on page 14.....

THE WOOLSTON SHIPS (The Oswald Era)

Continued

by W.H. Mitchell

(1886-1888)

Yard No:

Andrina	2.1886	4-masted barque for E.R & W Roberts, Liverpool. 2699g 321' x 42'. 10.5.1889: ashore, wrecked and abandoned at Policarpo, nr Cape Horn. Voyage Antwerp/San Francisco. 1918: bought by a company in Punta Arenas, repaired and renamed Alejandrina. In '30s was a storage hulk in Punta Arena Roads but was again refitted for sea in WW II and was used as a deep sea barge, carrying coal to Buenos Aires and general cargo from River Plate to Punta Arenas. 1951: scrapped Valparaiso.
Ellesmere	4.1886	Iron 4-masted barque for Fisher & Sprott, London. 2663g 303' x 45'. 1904: Schiffbek (Knohr & Burchard, Hamburg). 1917: requisitioned by Portugal and renamed Santa Maria and in 1925 Port Santo
Milverton	5.1886	Iron sailing ship for R. Thompson & Co., Liverpool. 2070g 280' x 40'
Siddons	6.1886	Iron screw steamer for Lamport & Holt Ltd. 2846g 313' x 39' Engs: 02cyl. 1894: sold to Ballingall & Garroway, Glasgow. 18.4.96: In collision with ss Craigeam off Northney. Sank. Voy: Odessa/Hamburg.
Leyland Brothers	10.1886	for R.W. Leyland & Co. 2291g 234' x 40' 3500 tdw In 1895 ran London/Melbourne in 90 days and in 1907, San Francisco/Sydney in 46 days, only 2 days longer than the record. Against that was her famous 1906 voyage from Antwerp/San Francisco, taking 214 days and being posted missing at Lloyds before she got in, having been dismasted and her crew sick from scurvy and beri-beri. She was the last sailing ship to survive in the Leyland fleet before being sold to Walsford & Co of Liverpool who ran her, still tramping, until May 1912 when she became the Portugese Empreza Nacional. In the '20s she became a coal hulk at Lisbon and was christened C.N.N. In 1941, with the shortage of tonnage, it was decided to convert her to a motor vessel to be named Nacalia for the Angola service. Alterations were slow, her clipper stem was replaced by a straight one and more bulkheads fitted. A new midships house was added. Two Sulzer diesels were installed. She did not however, sail on her maiden voyage until mid-1944.
240 Cortez	9.1886	Iron sailing ship for G. Petrie Ltd. London 2140g 284' x 40' Became Asmund (Langfeldt & Co. Xsland.)
Roby	1.1887	Iron sailing ship for R.W. Leyland & Co. 2294g 284' x 40'
242 Benita	3.1887	Steel, screw steamer for Linea de Vapores, Bilbao. 1505g 261' x 34'. Engs: T3cyl. First steel ship constructed by the company. Became Oscar de Olavarria, then Felix Pizcueta (Franco Espanola de Nav), then Ampurdan, then Maria R (H. Ramos, Barcelona).
Toxteth	3.1887	Iron sailing ship for R.W. Leyland & Co. 2595g 305' x 42'. Left Port Talbot on 2. March 1903 for Tocopilla. Missing - thought to have foundered off Cape Horn.
Lilian	1887	2126g 331' x 42' Engs: T3cyl. 1888: Copernicus (Lamport & Holt). 16.10.95: Missing on a voyage Sandy Point/Valparaiso.
Jessmore	7.1888	Steel screw steamer for W. Johnston & Co. Liverpool. 2387g 294' x 40'. Engs: T3cyl. Became Cordova; Progress; Penalba and Tarraco.

THE WOOLSTON SHIPS (The Oswald Era)

by W.H.Mitchell

(1887-1889)

Yard No:

Saxon	12.1887	Iron screw steamer for the Union Line. 462g 146' x 25'. Engs: T3cyl. Accommodation for 17 x First and 30 x 2nd class passengers. On the African coast for eight years of which 1892/5 were on the Capetown/Knysna run. 1895: Became Lourenco Marques (Silva Viana & Co). 28.1.96: Ashore off Kosi Bay, Zululand. A constructive total loss.
Remus	3.1888	Trawler for F.W.Popham, Newhaven. 274g 126' x 21'. Engs: T3cyl.
249 Scottish Lochs	8.1888	Iron sailing ship for W.H. Ross & Co. 2466g 308' x 42'. Became Sorfareren.
250 Romulus	3.1888	Trawler for F.W.Popham, Newhaven. 425g 136' x 22'. Became Shinkochi Maru, then Niihama Maru.
251 Rock Light	4.1889	Steel, 3-masted steamer for the Petroleum S.S. Co. (Croshaw & Lane, London) 3225g 312' x 40'
252 Cypromene	1889	Iron sailing ship for H.Fernie & Son, Liverpool. 260' x 40'
253 Ville de Dieppe	1889	Steel and iron barque for L.Robbe, Fils, Dieppe. 1254g 217' x 36'. Carrying petroleum in bulk. The last ship to be built by the company.

END

Hello and goodbye to SPIRIT OF LONDON

by David T Hornsby

Following in the footsteps of Cunard Adventurer, this new American style P&O cruise liner has sailed to the New World, possibly never to return again..... the vessel is the first in the new P&O image, where tradition is thrown overboard and every square inch must be made to pay, this being borne out by the built-in "appeal" with glaring London paraphernalia everywhere.

The liner was originally laid down at the Riva Trigoso yard of Cantieri Navali de Tirreno e Riuniti (CNTR) for the Norwegian company Launtz Kloster of Oslo, as a sister of Southward. However when the builders ran into financial difficulties the owners declined to pay an increased price of over £10million and it was at this point in March 1971 that P&O took over the contract and the vessel was completed to their own design thus saving some 2 years compared with building from scratch. Although certain details could not be altered to P&O's ideas, a complete redesign took place, the most notable external difference from her sister being the single stack in place of twin raked uptakes.

874 passengers can be accommodated in 381 air-conditioned cabins, and a crew of about 330 is normally carried. The public areas are arranged on the seven upper decks; immediately above the bridge is the Greenwich Room nightclub and the Observatory, whilst one deck below is the Lido Deck with swimming pool and the red and white Union Jack Bar. Beneath is the Piccadilly Deck with the massive Churchill Room seating over 400 on three levels, the Garrick Room, the Carlton Room, Wimbledon Court, Birdcage Walk and Piccadilly Circus. The Thames Restaurant Deck is immediately below, whilst on the Ascot Deck are the shops of Burlington Arcade. The two lower public decks are the Bayswater and the Chelsea, each mainly devoted to cabins, but with the Globe Theatre in the heart.

The vessel is the first in the fleet to be powered by medium-speed diesels and the first to be powered by Fiat machinery. Four 10-cyl C4210SS type diesels each develop 4,500 bhp at 450 rpm and twin controllable pitch propellers give a cruising speed of 20.5 knots, although 21.94 knots was attained on trials.

Principle details: 17,370 gross tons
8,885 net tons

538ft 2in l.o.a.
21ft 5ins draught

74ft 11ins beam

THREE TRAGEDIES UNDER ONE NAME!

by Nigel V. Robinson

"Laconia" or "Lakonia", whichever way it is spelt, seems to be a name which courts disaster. There have been three passenger liners of different eras with that name; all of them around 20,000 gross tons; two of them Cunarders, both lost in wartime; the third, a Greek liner lost on a peaceful Christmas cruise.....

1 LACONIA 18,100 gross tons. 625 ft o a x 72 ft. Quadruple expansion machinery, twin-screw, 16½ knots. Passengers: 300 first class, 350 second, 2,200 third. Frahm anti rolling tanks were fitted, Laconia being the first British liner so equipped.

This two funnelled steamer was completed in 1912 by Swan Hunter at Newcastle-upon-Tyne for the Cunard service to Boston (Mass.) from Liverpool, which was up until the mid 20's an important Cunard route. She was also designed with an idea to cruising in the Mediterranean. Commissioned on 12 January 1912, after only two years in her owners trade she was taken as an armed merchant cruiser a decision which was later reversed and on return to Cunard resumed normal peacetime sailings only to be sunk during such a commercial voyage, on 25 February 1917, when she was 160 miles from Fastnet.

Her sister Franconia (1911) was also lost during the War; sunk by submarine 195 miles east of Malta on 4 October 1916.

2 LACONIA 19,700 gross tons. 623 ft o a x 73ft. Geared turbines, twin-screw, 16½ knots. Passengers: 347 first class, 350 second, 1,500 third.
Sisters: Scythia (1921-57) and Samaria (1922-55)

The second Laconia was one of a series of very handsome single funnelled liners built as secondary vessels to run the Liverpool - New York service (the move of the 'front line' vessels to Southampton having commenced in 1919). She was completed in 1922 by, (like the first Laconia), Swan Hunter at Newcastle (Scythia was by Vickers Armstrong, Barrow and Samaria by Cammell Laird, Birkenhead). The bridge was separated from the remainder of the upperworks, making the three sisters distinguishable from the later units of the series, namely the Franconia (1922-56) and Carinthia (1925-40) both of 20,200 gross tons. Carinthia was employed almost solely on cruising, whilst our ship, Laconia along with the three others maintained the New York run from Liverpool up until the intervention of the Second World War. Along with many other liners in the late 20's and 30's their work was interspersed with cruising; Carinthia as already mentioned cruised considerably as did the Franconia, mainly in the mid 30's, whilst even Laconia turned her hand to this lucrative trade on occasion, for instance on 20 January 1926 when she left New York on a World Cruise following Franconia which had left on a similar venture some six days earlier.

Back to the War and all thoughts of pleasure voyaging were lost as liners became embroiled in the battle for sea power. Laconia was no exception and after a period as a liner cruiser she joined her sisters trooping. Homeward-bound from Egypt she was torpedoed by 'U156', 700 miles south-west of Freetown on 12 September 1942. Of the 2,732 persons, including a number of women, no less than 1,621 lost their lives, including many of the 1,800 Italian prisoners of war on board.

Her sisters and Franconia survived the War and returned to Liverpool to run in the Canadian service until the four 'Saxonia' class vessels were delivered in 1954-57. Carinthia was sunk as an armed merchant cruiser on 6 June 1940.

3 LAKONIA 19,428 gross tons. 586 ft o a x 75 ft. 2, 10-cylinder Sulzer diesels, twin screw, 17 knots. Passengers: 338 first class, 281 second, 64 third
1951-59 1,414 one-class; 1959-63 1,186 one-class.

Our third subject was built in 1930 by Nederlandsche Scheep. Maats, of Amsterdam as the Johan van Oldenbarnevelt for N.V. Stoomv. Maats "Nederland" for their service to the Dutch East Indies. After wartime service as a troopship under British manage-

ment she returned to her owners carrying on her designed service until the political troubles besetting the East Indies caused a drop in traffic. Thus in 1950 she was given a major refit and was put onto the Australian service, and then in 1959 she underwent yet another rebuilding, which this time included modernising her two squat funnels and general profile. She came back into service and began a round the World service. In 1963 the Johan van Oldenbarnevelt was sold to the Shipping Investment Corp., of Greece (the Greek Line) and took her second and fated (?) name of Lakonia. She departed from 101 berth at Southampton on 19 Dec 1963 on a Christmas cruise (one of an extensive series of cruises from the Port planned for her); three days later on the 22nd, when she was 200 miles from the island of Madeira, fire broke out and spread rapidly through the 33 year old liner. 128 people lost their lives despite the usual brave and ceaseless efforts by salvage vessels. The gutted hulk was taken in tow by the Dutch tug Clyde and the Norwegian Herkules, but all to no avail; 230 miles from Lisbon, on 29 December 1963 the Lakonia took on a more ominous list, rolled over and sank.

..... the third of the name, a name she carried for less than a year of her thirty-three years afloat, had joined the others on the ocean bed. These three 'potted' histories leave one question still to be answered ---- will any shipping line dare to enblazon the name "Laconia" or "Lakonia" on the bows and stern of another liner?

THE RED FLAG AT SOUTHAMPTON

Continued from Summer Issue - No 3

Part II - Russian Cargo

Vessels

by D. M. Oldham

The smallest cargo vessel to be seen in the Port was the Osmussaar of 1,203 tons which used berth 20-1 to discharge timber during 1968; last year one of her sisters the Vjandra used berth 68 on the Town Quay. The Petr Kakhovsky was at berth 109 prior to discharging grain at 102-3 berth. Two more vessels in the 1000 ton range ~~the Sovetsky Voin of 1,842 gross tons built in 1968 and the Aleksandr Parkratov~~ have occupied berths 20-1 and 68 respectively, the latter ship arriving on Boxing Day 1970.

The Permijes of 2,872 gross tons called at 35 berth prior to dry-docking in NO 5 Dry-dock for minor repairs during January 1969 and during December 1971 a sister ship the Berenik, spent several weeks at berth 68 discharging Russian timber. She was built at the Volmets Shipyard in Helsinki and was launched on the 29 March 1968. The Kungurles arrived at the Town Quay after spending several hours at anchor in the Solent. This vessel was built in 1963 and has hydraulic deck cranes at number 1 and 4 holds, whilst the other two holds have conventional derricks. The Kuntservo was less than a year old when she called to discharge grain at 102-3 berth in 1971 having been launched on 30 September 1970. The Kostromales, built in 1964, made her first visit to the Port just before Christmas 1971. She discharged timber on her first call and grain from Leningrad on a subsequent visit.

Three sisters, Salekhard, Sajanyles and Abagurles, all of 4,600 gross tons have been seen in the Port during recent years. The Salekhard discharged timber at 101 berth during 1967; the others have been seen at various berths in the Docks. The Dvinoles discharged Baltic Timber into waiting rail waggons at 38-9. The Vilvenis called at berth 33 for engine repairs during the early months of 1971. Built in 1939 she is the oldest Russian ship to be seen in Southampton in recent years; the Russian Merchant Navy is the most modern in the World and contains a higher percentage of vessels built since 1960 than any other maritime nation, making the visit of one of their older vessels a notable occasion.

A Russian vessel at the Container berths sounds unlikely but the Aleksandrovsk called at 201 berth for a matter of five hours on 10 May 1971 to load a specially made propellor for herself. This vessel, built in 1960, has a gross tonnage of 5,411. The Volodarsk used King George V Graving Dock for repairs to her propellor shaft during 1969 at the same time as the Permijes was occupying No 5 dry-dock. The Polina Osipenko was perhaps the most interesting vessel to be seen in the Port, certainly during 1971. She spent 8 hours at berth 30-1 during December to discharge bananas from Dupla in the French Camerons. She was launched at Gdansk in April 1970.

and is a refrigerated cargo vessel 5,200 gross tons. She is fitted with the most modern navigation equipment as well as rest rooms for the crew, which are fitted with television and other recreational facilities.

Several ships in the 9,000 tons range have discharged wheat into Rank's Flour Mill at 102-3 berth. The Kommunarsk and her sister ship Krasnouralsk both of 9,365 gross tons used the mill within seven months of each other. The latter vessel has since made another call, from Port Cartier, also to discharge wheat. The Kaspiysk and Komoselits Estonii have also been seen at 102-3 berth.

Research Ships (featuring the 'Akademik' class)

The Okeanograf used berth 9, in the Princess Alexandra Dock during 1967. Built in 1956, she has a gross tonnage of 265 tons (93 tons net). The Akademik Kurchatov anchored in the Solent to load stores during 1969, whilst last year the Professor Zubov and Professor Vize called at berths 68 and 37 respectively. The latter vessel arrived on the 12th July 1971 a few weeks after her sister sailed to Glasgow. Both vessels had spent several months in the Atlantic studying climatic conditions in the area. During their stay in Southampton crew members of the Professor Vize went on guided excursions around Southampton and the surrounding area and also included a visit to London. The above vessels are all of 5,000 tons gross.

The Akademik Kurchatov is fitted with numerous laboratories including hydrographic, meteorological, ionospheric radiation and atmospheric laboratory; sea temperature, aerology, hydrochemical, geological, hydro-optical, geochemical, physical, radio-chemical, biological, telemetry, micro-biological, magnetic, photographic, filtration and finally a terrestrial electrical laboratory!! The vessel contains a CO₂ room, a computer room and a rocket control room with rocket launch ramps and a rocket test station. She is fitted with a hospital with an operating theatre and a dispensary. Helicopters can use a special deck and the ship contains telescopes and neutron monitors and a meteor room, plus other research equipment.

The navigation bridge is equipped with the usual aids including five echo sounders two radar sets, Loran receiver, Decca Navigator, and an automatic distress transmitter and a 300W medium-wave transmitter.

Recreational facilities include deck space, cinema and library the latter in the saloon mess-rooms.

The store-rooms, holds, stabilizer compartments, winch houses and refrigeration plant each have their own controlled air supply and ventilation. The cold store room, aft on the third deck are served by a plant, using Freon F12 as a refrigerant, situated below them and consisting of three compressors (one stand-by) with an output of 4,000 kcal / hr at an evaporation temperature of -20° C or 15,000 kcal / hr at or -8° c.

Main propulsion is by two 6 cylinder MAN-type K6Z.57/80 diesel engines, rated at 4,000 b.h.p. at 225 r.p.m. The 5 bladed chrome steel propellers with a diameter of 2,950 mm (9 ft 8½ ins) have a pitch ratio of 1.02.

The 'Professor' class are fitted similarly to the 'Akademik' class and these two classes are considerably larger than their foreign contemporaries and have a world-wide radius.

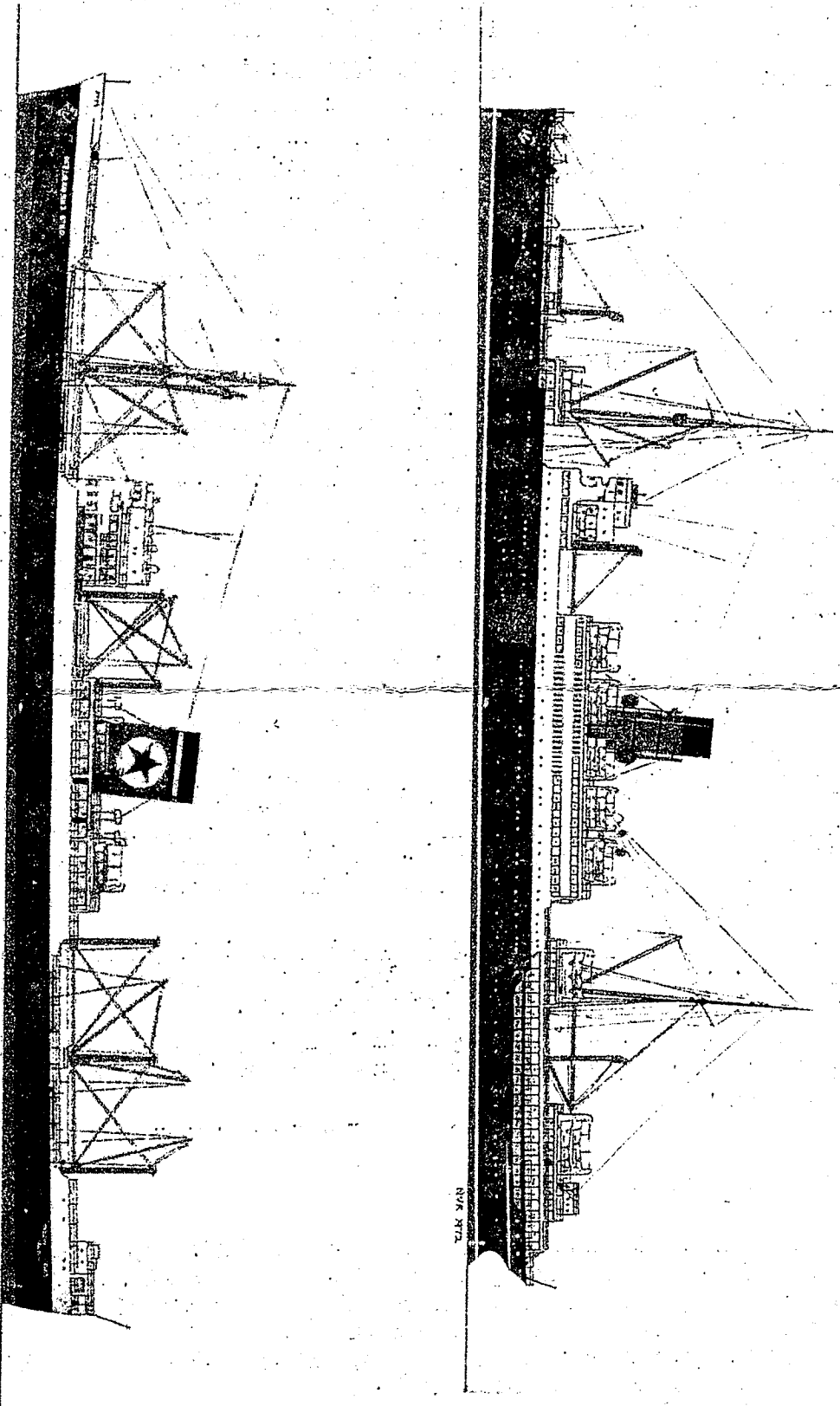
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Holland America Buy and Sell...

The well known Holland America liner Ryndam (1951. 15015g) has been sold to World Wide Cruises S A of Panama, and has been renamed Atlas. She is now in Greece where she is undergoing a major refit to equip her as a full-time cruise ship. Her one-time sister Massdam of 1952 is now the Polish Stefan Batory a regular visitor to this port. Both vessels were built by Wilton Fijenoord at Schiedam to provide economy travel on the North Atlantic.

Meanwhile Holland America have concluded the prolonged negotiations and secured ownership of the Moore-McCormack liners Brasil and Argentina (1958. 15257g); these two are now being rebuilt at Bremerhaven and are due to commence cruising, mainly from New York, in Spring 1973. Both ships have visited Southampton in the past in the course of World Cruises from the States.

-o-o-o-o-o-o-o-o-o-o-o-o-o-



LACONIA (1922/19,700 Gross tons) of the Cunard Line
MELBOURNE SPAR (1948/12,895 Gross tons) in Blue Star Line colours

Drawings by Nigel V. Robinson

UGLAND MANAGEMENT CO., A/S

Grimstad, Norway

Fleet list by

W H Mitchell

This firm manages several companies interested in time-chartering, tankers and tramping, largest of which, Uglands Rederi A/S., was formed in 1930 by Johann M Ugland.

At the outbreak of War in 1939, the fleet comprised of two tankers, Evita (6346g. 1927) and Sarita (5824g. 1914) with another tanker, Lisita, building at Kockums, Malmo.

The Sarita, built by Craig, Taylor & Co., Stockton, as the Anglo Saxon Petroleum Co's Melania, was torpedoed and sunk on 14 July 1940 some 120 miles west of St Vincent on voyage to Trinidad, thus leaving the post-war fleet as two ships, the Lisita making her first voyage in August 1945 after taking five years to complete.

Although one or two dry cargo ships began to appear in the post-war fleet lists, the company pursued tanker trading interests until 1955 when they sent the Lisita for conversion to an iron ore carrier and a year or so later ordered four 16,000 tdw ore carriers from Cresundsværvet A/B, Landskrona.

Some six years ago the company took an interest in the carrying of new cars, six ore carriers built in the mid-sixties being so designed as to each carry 1900 cars. Three of these ships are under the Swedish flag of Rederiet Grimland (Per Liljgren) formed in 1964 and managed by Ugland.

The carrying of cars has so developed that a number of purpose built ships have been completed in 1969-71, two of which, Autoroute and Autostrada, have been frequent carriers of French-built cars to Southampton. An interesting conversion for this type of traffic is the Cilaos, not only having traded to the port but actually having been built here. Also known at the port are the Saab and Akarita, the latter when trading under the Royal Mail Line's flag as the Amazon.

POST-WAR FLEETUGLANDS REDERI A/S

- Evita (I) Built 1927 by Gotaverken, Gothenburg. Twin-screw motor tanker. 408' bp x 55'. 6346g. Acquired 1935 ex Dagland. Sold 1957 to Typaldos Bros and renamed Irinikos.
- Lisita (I) 1940 Completed 1945 (August) by Kockums Akt. Malmo. Motor tanker 496' oa x 62' 8484g. Converted to an iron ore carrier in 1955. 13150 tdw. 12 knots. Sold 1966 to Cia Nav Laurence and renamed Aristokleides.
- Vivita (I) 3.1948 Lithgows Ltd., Port Glasgow. Dry cargo motorship. 448' x 58' 5667g 10300 tdw. Sold 1962 to Tschudi & Wang, Norway and renamed Kvartia.
- Bonita (I) 1951 Moss Vaerft & Dokk A/S. Dry cargo steamer with C.4-cyl engines 337' oa x 48' 2413g 4050tdw. Sold 1953 to Deniz Nakliyatı, Istanbul and renamed Kirsehir.
- Sarita (II) 10.1952 Gotaverken, Gothenburg. Motor tanker. 515' oa x 64' 9874g 16010 tdw. Sold 1964 to Great Eastern Sg Co Ltd, India. Renamed Jag Jwala.
- Juanita 1953 Nakskov Skibs A/S. Motor tanker. 514' oa x 66' 10000g 15775tdw sold 1968 to Staroil Co, Monrovia and renamed Queen Solica.
- Bonita (II) 1954 Moss Vaerft & Dokk A/S. Dry cargo motorship. 337' oa x 49' 2421g 4150tdw. Sold 1968 to Sarlis & Papadelis, Green. Renamed Paris.
- J M Ugland 10. 1956 Oresundsværvet A/B. Motor tanker. 570' oa x 73' 13233g 20275 tdw. Sold 8.1969 to Soc Mar & Commercials, Monaco. Renamed La Turbie.
- Tamarita (I) 1952 Gotaverken, Gothenburg. Motor tanker 9894g 15900tdw 515' oa x 64' 13½ knots. ex Holtefjell 59 (Olsen & Ugelstad, Oslo) Sold

1969 to Tsonelmar Maritime Corp S A, Greece and renamed Evi T. Tonnages increased to 10228g 16485tdw.

- Benarita 1.1946 Eriksbergs MV, Gothenburg. 4246g. 7600tdw 463'oa x 59'. Motor-ship - 16 knots. Built as Benares for Svenska Ostasiatiska Komp, (A Bostrom & Co) 27.3.66 aground in heavy weather in R. Scheldt near West Kaapelle, voyage Oslo to Khorramshahr. 18.4.66 refloated and declared constructive total loss. Acquired 1966 by Ugland and rebuilt. Sold 1969 to General Maritime Corp, Singapore (Man. J M Ugland & Co A/S) renamed Benares. 3.2.71 aground on Texel Island after dragging anchor, following engine trouble. Voyage Havre to Hamburg. Refloated 25.3.71 taken to Amsterdam, sold to Dutch interests, resold to Hamburg breakers arrived 14.5.71.
- Saab 1960 Kieler Howaldtswerke, Kiel. 6621/9238g 11149/13067tdw. 497'oa x 62' motorship - 13½ knots. Bulk cargo or 1050 cars. ex Jarita 1968 (A Jahre) Sold 1972 to Marenzi & Co Leasing K G, Austria.

SKIPS A/S KYSTEN

- Rosita 1957 Orenstein-Koppel & Lubecker Masch. Dry cargo motorship. 364'oa x 49' 2447g 4475tdw 14 Knots. Sold 1969 to Sarbo Cia Mar, Greece Renamed Sarbo.
- Fermita 1953 A/S Framnaes MV, Sndefjord. Motor tanker 9957g 15895tdw 515'oa x 64' 13½ knots ex Morgedal 64 (F Tenvig & Co, Oslo) ex Emerald 62 (Willy Oppens Rederi, Oslo). Sold 1969 to Constantine S Efthymiadis, Greece and renamed Efthycoستا II. 1971 converted to passenger ferry.

Note: above ship jointly owned by Ugland Shipping Co A/S, Jorgensens Rederi A/S and Skips A/S Kysten.

THE 1972 FLEET

UGLANDS REDERI A/S

- Evita (II) 9.1958 10858g 16250tdw
 Favorita 2.1959 10859g 16300tdw
 Carmencita 8.1959 10858g 16250tdw
 Margarita 11.1961 10865g 16250tdw

All built by Oresundsvarvet. Motor ore-grain carriers with four holds.
 516'oa x 66' 12½ knots.

- Livanita 3.1962 Smiths Dock Co, Middlesbrough 18736g 26731tdw
 Vivita (II) 4.1963 Smiths Dock Co, Middlesbrough 18845g 27286tdw
 Senorita 10.1963 A/S Nakskov Skibs 18736g 26890tdw

Motor ore-grain carriers with three holds. 604'oa x 79' 13 knots.

- Angelita 9,1963 Oresundsvarvet. 11260g 29000tdw. Motor ore-grain carrier with five holds. 608'oa x 79'
 Sarita (III) 1965 Oresundsvarvet. 28614g 51060tdw. Motor tanker 725'oa x 101' 16 knots.

- Danita 1967
 Lisita (II) 1968

Both built by Burmeister & Wain, Copenhagen. Motor ore-grain carriers with seven holds. 29716g 50675tdw. 718'oa x 100' 15½Kts

- Laurita 1969 5353g 5738tdw
 Torinita 1970 5356g 5738tdw
 Savonita 1971 5356g 5738tdw

All built by Blohm & Voss, Hamburg. Motor car carriers with ten decks, some moveable. Can also carry some containers and both these and cars are loaded through side ports. When containers are not carried, Nos 5 & 9 decks are hoistable for the required height. Can carry 3000 cars. 139m x 24m. 24 knots.

- Cilaos 1951 J I Thornycroft & Co, Southampton. Built as Blenheim for Fred Olsen & Co and after hull completion was towed to Oslo for machinery installation by Akers Mæk Verks. On 21 May 1968, on

voyage Tyne to Oslo she caught fire in the middle of the North Sea. As the fire damaged the radio no Mayday call could be made. She was sighted by a Danish fishing vessel. The fire was extinguished with the help of German salvage tugs and she was then towed to Kristiansand and laid-up. Bought by Uglands in 1970 she was converted to a seven deck car carrier at Grimstad and renamed Cilaos. Two side doors, one above the other for tide reasons give her drive on-drive off facilities. As the Blenheim she had a sister ship the Braemar (1953). 2404g 374'oa x 53' 16 knots. Capacity for 750 cars.

Akarita 12.1959 Harland & Wolff, Belfast. Built as the Amazon for Royal Mail Lines London-South America service, but transferred to Shaw Savill Co in 1968 for the New Zealand run. Renamed Akaroa. Purchased by Ugland in 1971 and sent to Hamburg for conversion to a car carrier. 584'oa x 78' Twin-screw. 17 $\frac{1}{2}$ knots.

Tamarita (II) 1966 Mitsui Zosen, Chiba. Motor tanker 41960g 74883tdw 800'oa x 121' x 42' draught. 16 knots. Built as Thorstar (A/S Thor Dahl, Norway) Bought by Uglands 1972.

Autoroute 1971
Autobahn 1971

Langvik Sarpsborg MV, Grecker, Sarpsborg. 489g 867tdw. Capacity for 500 cars on three decks. 304'oa x 48' 14 knots. Oil engine.

AUTOVAN SHIPPING CO. (Comben Longstaff & Co)-British flag

Autostrada 12.1971 610g 830tdw; other details as Autoroute-see above. Bought 1972 from Uglands Rederi A/S.

UGLAND BULK TRANSPORT I

Johan U 10.1966 18798g 30035tdw

UGLAND BULK TRANSPORT II

Andreas U 11,1966 18803g 30010tdw

UGLAND BULK TRANSPORT III

Axel U 6.1967 18669g 30130tdw

Above three by Oresundavarvet. Motor bulk-car-container carriers. Each has seven holds. Cars are loaded through side-ports. The car deck is a continuation of the top deck, ramps leading down to several subsidiary car decks, these ramps being dismounted and stowed away when ore is carried. Two ten ton cranes are railborne on deck. Capacity 1900 cars. 609'oa x 79' 15 knts.

REDERIET GRIMLAND (Per Liljogren) Landskrona, Sweden
(Swedish flag)

Grimland 12.1964 Oresundsavarvet. Motor ore-bulk carrier. 7 holds. 608'oa x 79' 17226g 26700tdw

Citadel 7.1966 18781g 29500tdw

Sonette 10.1967 18656g 30100tdw

Daphne 12.1967 18656g 30730tdw

Motor bulk-car-container carriers. Same details as Johan U.

JOINTLY OWNED BY UGLAND SHIPPING A/S, JORGENSENS REDERI A/S & SKIPS A/S KYSTEN

Norita 1961 Kieler Howaldswerke, Kiel. Motor ore-grain carrier. 4 holds 603'oa x 80' 17622g 26610tdw 13 $\frac{3}{4}$ knots. ex Filefjell 67 (Olsen & Ugelstad, Oslo)

Bonita (III) 1958 Schips de Biesbosch, Dordrecht. Motor ore-grain carrier. 3 holds 505'oa x 69' 10315g 16000tdw. ex Mesna 68 (V Jensens' Rederi, Oslo)

9-1972 Late Note: Benares ex Benarita of 1946 resold to Spanish breakers 1972.

GROSS CHANNEL 1940

An Exciting Account by your Vice
Chairman John Havers

Crossing the English Channel to-day is a commonplace event, but this is an account of a crossing during the "phoney" war when all the fighting was being done on, over and under the sea.

It was in February 1940 that I was ordered to collect some secret documents from London and take them to Cherbourg via Southampton. I had to catch a B.E.F. troopship in the Empress Dock and did so with only seconds to spare.

The grey painted two funneller turned out to be the London, Midland & Scottish Railway vessel Duke of York 3700/35 built by Harland & Wolff and the then latest addition to the Heysham-Belfast run. This ship survived the war and was refitted in 1949 (and given one funnel instead of two) and put on the Hook of Holland service. In May 1953 her bows were cut off in a collision with Haiti Victory during fog. Repaired she operated to Hook until July 1963, when replaced by Avalon. She was then purchased by the Chandris Group, structurally altered on the Tyne and fitted out at Piraeus. She then went cruising in the Mediterranean as the Fantasia.

Events taking place at the time of this voyage, so as to catch the atmosphere, included the return of HMS Exeter after the Graf Spee battle, the boarding of the Altmark, and the gigantic assault by Russia on the Finnish Mannerheim Line.

As we sailed down Southampton Water we passed the Hospital Ship St Andrew, (GWR 2700/32), the Greek Danapris 2113/14 (caught damaged in Piraeus and stayed there all the war), Spanish Aznar line's Monte Abril 2955/30, which had just saved 53 men from the torpedoed Armenian

The Duke of York threaded her way through the lanes of ships in Cowes Roads, including Orient Line's Ormonde 14982/17, Royal Mail's Almanzora 15551/15, Clan Ross 5897/14 which was damaged by torpedo 24/6/40, and then sunk in another torpedo attack on 2/4/42, Strick Line's Baharistan 5479/28 and Holt's old giant Bellerophon 9019/06 which both survived the war. Two ships then passed us at speed. The Orient Line's Orama 19819/24 which was sunk by Admiral Hipper on the 8th June 1940, only four months later, and P & O's Soudan 6677/31 which was mined and sunk 15/5/42.

At last we arrived near Bembridge and anchored inside the boom defence, in company with GWR St Helier 1900/25 the Weymouth-Channel Island ship, Tynwald 2400/36 the splendid latest ship for the Isle of Man service, which was sunk by a mine off Bougie, Algeria 12/11/42 while serving as an auxiliary ship under the white ensign, and Ellerman's City of Auckland 8336/14 which survived her second war and had been built in Bremen as the Weissenfels, probably captured in the "first lot". Tynwald and her sister Fenella lost at Dunkirk, were both launched on the same day by Vickers-Armstrong and were the first of their fleet to have cruiser sterns and raked stems. An obvious unusual feature was the funnel top which sloped upwards towards the back. A tragedy they were both lost. It was a bitterly cold night (they were skating from Denmark to Sweden at this time) and so the few officers retired to the dining room reserved for us. Troops occupied the floors of the lounges. We turned in "all standing". At 3 00 am I was awakened by the purr of engines - the ship was as near vibrationless as possible - we were under way. Suddenly I realized we were zig-zagging. A northerly gale was blowing and the ship creaked and groaned as the following sea slid underneath and across during the zigzags.

In the breaking dawn from the deck a faint coastline could be seen. We were the arrowhead of the convoy. Astern was St Helier and behind her City of Auckland. No

sign of Tynwald. On either side of us were two V & W class destroyers. The seas were grey and sullen, the destroyers were dipping and as they lifted a foaming white wave was pushed in front of their bows by the Northerly gale.

After breakfast we entered through the huge breakwaters of Cherbourg harbour and passed a grey painted two funnelled liner. Searchlight towers between the funnels and guns everywhere. Two sets of three organ whistles on the first funnel gave away her identity CGT Colombie 13400/31 serving as an A M C. This ship became the American troopship Aleda E Lutz and then Colombie again and finally Typaldes Atlantica, recently scrapped.

Our escort swung round in the Grand Rade and left us. Moving in to the terminal we passed the French minelayer Pellux 2461/15. A distinctive two funnelled ship built by Swan Hunter as the Russian icebreaker Ilya Murometz and converted to minelaying in Lorient in 1928.

I delivered my documents and all the B E F men being disembarked we set sail three hours after arrival for our solo run to Southampton in daylight.

A full gale was now blowing and a continuous fountain of water was being thrown up the full length of the breakwater. Alone and unescorted, without a fire-arm aboard we steamed at full speed into the teeth of the gale.

The troops returning to U K were a mixed bag and being the only officer I became O C Troops (for the first and last time). First duty was to see that everyone had a lifejacket on correctly and kept it on.

The wind shrieked through the rigging and spray flung itself on the promenade tarpaulins. The glass on the enclosed promenade was painted black.

Three times camouflaged planes roared overhead but to everyone's relief they all had British markings. Without further incident we found the Isle of Wight coast and headed Nabwards. Tearing up astern of us was the four funnelled Aquitania doing her 22 knots. As we were doing 21 she was unable to catch us before the Nab. The Orama shot past again and then a convoy of tankers including Panamanian Dean Emery 6664/19 and another bunch of troopers including Scotia (L M S R), Fenella and Vienna, plus Teesbank, Scottish Minstrel, City of Florence, Clan Macalister and others. Then a destroyer passed firing all her guns. She was a Beagle class built 1928. She must have fired 50 rounds and the shells could be landing in the distance. Next to pass was the 2000 ton minelaying submarine Porpoise built in 1933. The crew spotted me alone on the boat deck and waved frantically. Suddenly a black hulled French liner passed which I did not recognise but turned out to be CGT De Grasse 18400/24. She was sunk in the Gironde river shortly afterwards but was salvaged and returned to service after the war.

We rounded the Nab at speed, heeling right over and passed boom defence HMS Barrage plus HMS Wild Swan and Foxglove. The final excitement was a practice torpedo attack on us by Swordfish aircraft. The torpedoes glided down and hit the sea with huge splashes and the planes zoomed very close to our mastheads.

Last ship to pass us in the Solent was the KNSM liner Crijnsen 4298/19, a delightful little ship in full colours being neutral at this time.

So the voyage ended. If only one could have had a camera.

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Blue Star Line have disposed of the remaining three South American service passenger liners, Argentina Star, Brasil Star and Uruguay Star for scrap. With the fourth vessel Paraguay Star (scrapped in 1969 after a fire in London Docks) they were very familiar ships in the Port of Southampton a few years ago, when they called here to disembark their passengers when homeward-bound to London. The same line has also disposed of the Melbourne Star (1948. 12895g) which has been sold to Kaohsiung breakers; she was renamed Melbo for her final voyage.

master Mr A. Rayner of I O W Branch for compiling the questions.

Plymouth Branch member Lt P J W McBride requires information on wrecks on the Hampshire and Isle of Wight coasts for a book he is writing. Illustrations are also required. If any member can assist Lt McBride please write direct to him at:-
4 SUTHERLAND ROAD, MULLLEY, PLYMOUTH, DEVON.

The Southampton Branch is pleased to extend a warm welcome to new member Mr A Onions.

As the 7 pm start has proved too early for some members, meetings will now commence at 7-15 pm with the evening's entertainment starting at 7-30 pm. This will give the Speaker 1½ hours for his talk and also give members a little time to themselves before vacating the Lounge of the Missions to Seamen by 9-30 pm. Don't forget the chairs!!

Those members whose subscriptions are due on the 1st January 1973 are reminded that the total amount due from full Society members is £3.00, including Branch membership. Amended rates for family membership will be advised to those concerned individually. The subscription for Associate members remains unchanged.

PLEASE ignore the subscription reminder in your January 'Marine News' and pay direct to the SOUTHAMPTON BRANCH TREASURER, as this will save a lot of troublesome clerical work for many people.

Now available -- the 1972 edition of "KNOW YOUR SHIPS", the unique fully illustrated guide to passenger ships - published by Ocean Travel Development, 41 Piccadilly, London W1V 9AJ price £1.10 per copy to include U K postage.

It contains up-to-date, easy-to-understand information on no less than 124 vessels -- ocean liners and car ferries -- operated by 35 of the world's leading shipping lines. 30 passenger ships not included in the first edition are featured as well as pictures of many of the new cruise ships now operating in the Caribbean!

ADVERTISEMENTS FOR INCLUSION IN 'BLACK JACK':-

If you have something FOR SALE, books, magazines etc, or if you WANT any items, why not advertise in your magazine? We will now accept adverts at the rate of 5p per line (or 13 words) for inclusion in future editions of 'Black Jack'.

Please note that the adverts must be received in good time before publication of the magazine; i.e:

3	weeks	prior	to	the	March	Branch	meeting	for	the	Spring	issue
3	"	"	"	"	June	"	"	"	"	Summer	"
3	"	"	"	"	Sept	"	"	"	"	Autumn	"
3	"	"	"	"	Dec	"	"	"	"	Winter	"

Adverts will be printed subject to space being available.

HELP required -- Mrs Cliff, after many years of valuable service for which we are most grateful, has decided that it is time she had a change from typing the address labels for the quarterly issues of 'Black Jack'. We are, therefore, looking for someone else from amongst our membership who would be willing to take over this task. If anybody equipped with a typewriter and would like to volunteer to do this job would they please contact a member of the Committee.

WE WISH A VERY HAPPY CHRISTMAS AND PROSPEROUS NEW YEAR TO ALL OUR MEMBERS AND FRIENDS

Cover Illustrations: Top: Spirit of London leaving Southampton for the Carribean on 11 November 1972 (see article on page 4)

Lower: Savorita, of Uglands leaving Newport (Mon) on 19 September 1972. (see article on page 9)

NB Shape of 'BLACK JACK' Buoy has altered!! Photos by David T Hornsby