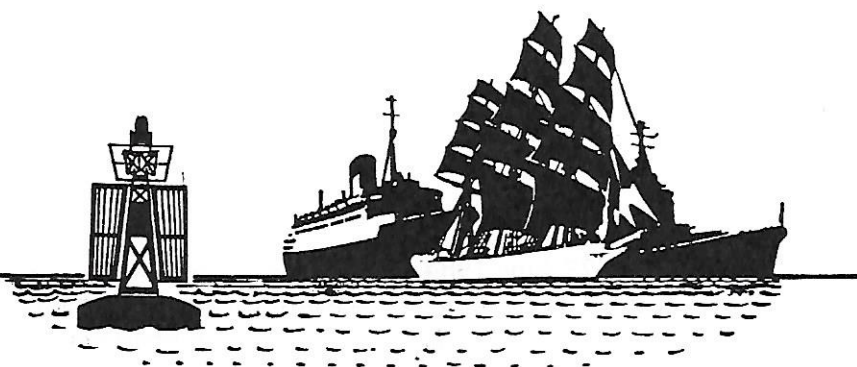


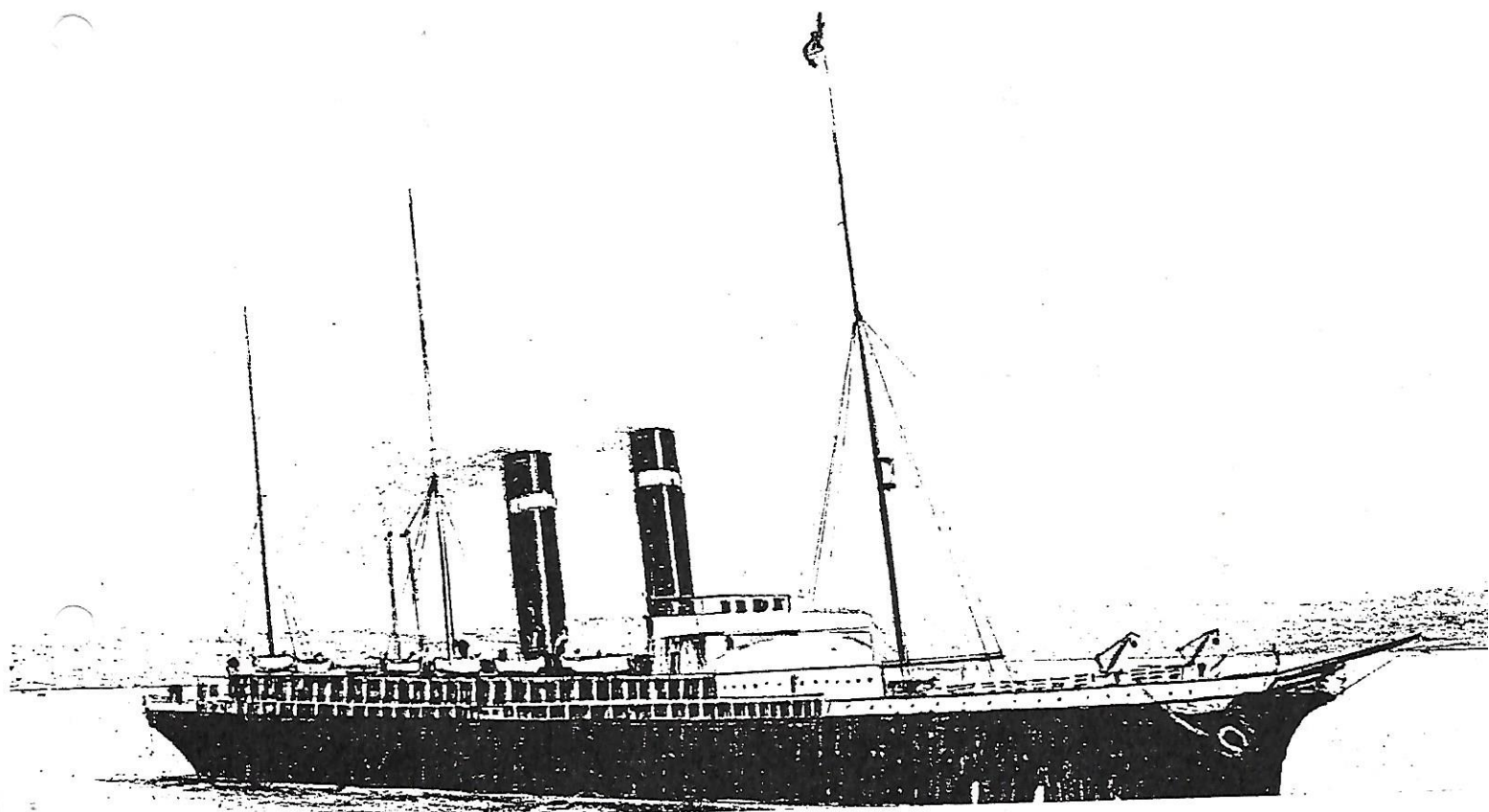
BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



SUMMER 1984

No 51



The American Line's New York made the first voyage from Southampton to New York on 11th March 1893 following the transfer of the two Inman & International ships New York (ex City of New York) and Paris (ex City of Paris) to the United States flag. The Paris sailed two weeks later.

The transfer of these two ships from Liverpool to Southampton gave the southern port a great boost in the North Atlantic trade.

Drawing by the late Eric Law

Published quarterly by the Southampton Branch of the World Ship Society

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Southampton. 449972

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- * On Saturday 23 June 1984, the Southampton Branch is presenting a World Ship Society Passenger Liner meeting. This will take place at the Tudor Merchants Hall, Southampton and will consist of a series of illustrated talks on passenger liners. Speakers will include Rod Baker whose subject is "Royal Mail", Bert Moody with "Southampton in the 1930s", Bill Mayes on "P & O" etc and there will be a number of assorted films.

The meeting commences at 11 am and continues through to 7 pm. It is open to all World Ship Society members and tickets can be obtained from

D. Hornsby,
"Greystones",
Southampton Road,

Price £1.50 (SAE please)

Cadnam, Hants. Tel: 813704

- * The July meeting (Tuesday 10th) is the yearly slide competition and up to six slides per member can be entered. These should be marked by the competitor and handed to the Secretary.
- * Then in August we once again are very pleased to welcome our friend from New York — Bill Miller. However, it should be noted that the meeting will take place at 7.30 pm on **MONDAY 13th AUGUST** and not Tuesday 14th.

This time Bill Miller presents:

"THE STORY OF THE QUEENS"

- * On Tuesday 11th September is the tape/slide show:

"PORTS AND HARBOURS OF CORNWALL"

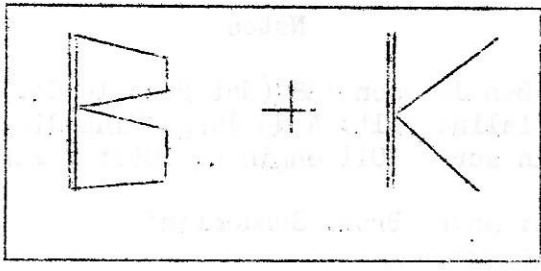
This is your summer programme.

-
- * **BOOK REVUE "THE CAPE RUN"** by W. H. Mitchell and L. A. Sawyer.

It is most unusual to find a newly published book which is both packed full of information and yet sustains the readers interest from start to finish. One definite exception is this latest quality production from the prolific research team of Len Sawyer and our "Black Jack" editor, Bill Mitchell.

Comprehensively illustrated with superb drawings from Nigel Robinson and many excellent photographs from the Tom Rayner collection, the book not only charts the history of Union-Castle and Safmarine from their respective formations to their latest acquisitions, but also inevitably the history of the Port of Southampton.

The production achieves a rare balance between an authoritative reference book and a readable maritime history, the text expertly complemented by detailed fleet lists of the main companies and their various subsidiaries. The book is recommended as a must for anyone interested in the Cape run and its long association with Southampton.



The Bowker & King bunkering and coastal oil-carrying business is one of the largest in Britain and their ships can be seen in many ports. These notes have been put together by W.H.Mitchell

Almost any day you go to the waterfront at Southampton you will see a Bowker and King ship. Small tankers bunkering the larger ships on the quays or moving to some upriver wharf. Some carrying their loads to English Channel ports or even across the Channel to Jersey and Guernsey. The Southampton base for the ships is at the Town Quay and from there they usually leave at 8am to begin their work, most likely to Esso Fawley to load.

Nowadays the bunkering ships are required to bunker much faster than a few years ago. Most ships to the port these days are calling vessels and only at berth a few hours, so timing is crucial.

One of the largest companies in the bunkering trade is Bowker and King Limited of Woolwich and they operate on the main waterways of Britain - the Thames, the Mersey Bristol Channel and Southampton Water. It was on the Thames in 1885 that the company first began bunkering operations.

At first the common tank barge carried either 'dirty' or 'clean' oil, but when it eventually became necessary to be able to carry both types the ships were built sub-divided, with independent pumping arrangements so that constant cleaning was not necessary. The tank barge of today is something more than a 'barge' and usually equipped with VHF radio, radar, crew accomodation - a ship quite capable of cross-channel voyages. Many are equipped with a 'flowboom' - a vertical hollow tube which can lean over to enable a connection to be made to the ship.

Over the years Bowker and King has acquired a number of ships from other companies. In 1955 two, Badger and Bickley Hall came from J.T. Stratford and Son; some came from the Shell and Esso oil companies; a group was purchased from the Union Lighterage Company Limited, all working on the Thames.

In 1975 Bowker and King acquired the bunkering ships of the Southampton based Southern Tanker and Bunkering Company Limited, and moved in at that port. Five ships were in the deal, Southernstan, Easternstan, Northernstan, Westernstan and Parkstan, all of which Bowker and King promptly renamed. The Southernstan was given the name Bursledon after a local area and here someone either in the office or registry erred for the ship appeared at the Burtlesdon with the 'sle' twisted to 'les'. And she still bears the name Burtlesdon.

The fleet, beginning in 1938, just prior to war:

Link Light	142 gt	An auxiliary twin screw lighter, built by J.S. Watson, Gainsboro' in 1927 and fitted with oil engines in 1936 and
Mountjoy	211 gt	ex Rodolpho ex Rudolph built by Burmeister and Wain in 1898 and which was still listed in 1946.

/over

Note: Since the above article was written, Bowker & King moved their Southampton base at the end of February to berths 24-25 in the Empress Dock and their six Southampton-based ships now berth there. Their offices will be the old Elders & Fyffes dock offices at the corner of the dock. Since 1968 Bowker & King's base has been at the Town Quay but the eastern side of the Quay is to be part of the marina which is to be constructed there.

Acquired	Name	gt	Notes
1938	Ialine	183	ex Ben Johnson '38 (Nat Benzole Co.) ex Ialine. Blt: A de Jong, Vlaardingen 1913. Twin screw, Oil engines. 105ft x 22ft.
?	Bradfield	183	Blt: Short Bros. Sunderland Twin screw.
1952	Badger	139	ex Cawarton '52 (Cawood, Wharton & Co) Blt: Irvines, W. Hartlepool 1915
1955	Bickley Hall	146	ex (JT Stratford & Son) Blt: 1916
1955	Brandram	158	ex Cawardston '55 (Cawood, Wharton & Co) Blt: Sunderland Sb Co 1915
1956	Bannister	227	ex Skeljunger. (Shell Co, Ireland) ex Scot '47 ex Empire Lundy '46 Blt: J Harker, Knottingley 1944
1959	*Beresford	304	Blt: H.H. Bodewer, Millingen 1959
1959	Baccarat	293	Blt: H.H. Bodewer, Millingen 1959 1983: Severn Lady (FC Larkham).
1960	*Black Knight	481	Bayerisch Schiffs, Erlenbach 1960
1960	Bold Knight	484	Bayerische Schiffs, Erlenbach 1960
1962	Burgundy	475	Bayerische Schiffs, Erlenbach 1960 1982: Hemm G (Tyne Tees Waste Disposals Ltd)
1963	*Batsman	217	Blt: Dunston, Thorne 1963
1963	*Bowler	217	Blt: Dunston, Thorne 1963
1964	*Busby	199	Blt Rowhedge Ironworks 1964
1965	Boxer	197	Blt: Rowhedge Ironworks 1965
1966	Babingdon	446	Blt: H. Scurr, Hessle 1952 ex Esso Abingdon '66 (Esso)
1966	Beechcroft	615	Blt: Applebore Sb Co 1966
1968	Bouncer	209	Blt: R. Dunston, Thorne 1968
1969	*Bristolian	797	Blt: Bayerische Schiffs, Erlenbach 1969
1969	*Beaufort	347	Blt: Dunston, Thorne 1963 ex Beefeater
1969	*Bridgeness	797	Blt: Bayerische Schiffs, Erlenbach 1969
1969	*Berkeley	730	Blt: H.H. Bodewes, Millingen 1969
1969	*Borman	730	Blt: H.H. Bodewes, Millingen 1969
1969	*Bisley	701	Blt: R Dunston, Thorne 1969

1969	*Budleigh	730	Blt: H H Bodewes, Millingen Launched as John D Stratford 1969
1970	Blackfriars	425	Blt: NV Ijsselwerf, Rotterdam 1955 ex Mobilfuel (Leyland Tankers Ltd)
1971	*Blakeley	728	Blt: Applecore Sb Ltd 1971
1971	*Bude	728	Blt: Applecore Sb Ltd 1971
1971	*Beckton	239	Blt: J H Harker, Knottingley Launched as Onward Voyager 1971
1972	*Barrier	487	Blt: Pollock, Faversham 1958 ex Ulco (Union Lighterage Co)
1972	*Blackburn	551	Blt: H. Robb, Leith 1964 ex Astro (Union Lighterage Co)
1972	*Blackpool	530	Blt: H Robb, Leith 1962 Ex Uno (Union Lighterage Co)
1972	Boreham	440	Blt: Smit & Zoon, Kinderdijk 1938 ex Shell Spirit 1. (Union Lighterage Co) pre 1979: S Shilbaya, Egypt
1972	*Bradford	512	Blt: H Robb, Leith 1961 ex Toro (Union Lighterage Co)
1972	*Breeder	440	Blt: L Smit & Zoon, Kinderdijk 1939 ex B.P. Spirit (Union Lighterage Co) 1981 (Evans & Son Liverpool)
1972	*Buckingham	544	Blt: J Bolson, Poole 1967 ex Banco (Beagle Sg Co)
1972	*Burnley	967	Blt: Rolandwerft, Bremen 1959 ex Adrian M (Metcalf) 1971: Hero (Beagle Sg Co) 8.1983: Scrapped in drydock, Stratford Shipbreakers, Manchester
1973	*Bermondsey	440	Blt: L Smit & Zoon, Kinderdijk 1939 ex Shell Spirit 2 (Spirit Sg Co)
1973	*Bolton	500	Blt: Fr Lunsen, Vegesank 1964 as Chemitrader 1965: Else Terkol (Terkol Red, Dnemark) 1972: Makurdi (Map Tankers Inc)
1975	*Burlesdon	303	Blt: Cleland's, Willington. 1956 as Shell Roadbuilder (Shell Mex) 1970: Southernstan (S.T. & B)
1975	Bagshot	234	Blt: Sharpness Dyd as Wyesdale H (Harker) 1951 1970: Easternstan (S.T. & B.) 1982: Aquator (C. Crawley Ltd)
1975	Bosham	52	Blt: W.J. Yarwood, Northwich as Parkgate (Ang Amer O) 1925 1970: Parkstan (S.T. & B)
1975	Botley	105	Blt: Sharpness Dyd as Hunt Dale H (Harker) 1950 1970: Northernstan (S.T. & B)

1975	Brook	220	Blt: J Harker Knottingley 1947 as Westerndale H 1968: Westernstan (S.T. & B) pre 1979: (Mossad Shilbaya, Egypt)
1977	*Bebington	647	Blt: Appledore Sb as Pando (Shell Mex & B.P.) 1968
1978	*Bromley	640	Blt: Cochrane, Selby (Reg. owner: Nile SS Co)

* denotes Present Fleet (1983)

The ships carry a black funnel with the houseflag. The houseflag is quartered diagonally white over and under blue, with white diamond bearing the blue letters "B K" superimposed.

The acquisition of such a large group of tankers in 1972 gives licence to write notes on the Union Lighterage Company of London who were instrumental in building up that fleet and, indeed, a fleet of Thames tugs which were such a feature of London's river in years past.

Union Lighterage Co. Ltd.

As the title implies, the company began in the lighterage business. The first tug used was the Broncho of 1922 and in the year of company registration in 1924, two more joined the fleet, Ulco and the smaller Rodeo. Two years later, in 1926, the company operated these tugs, owned some twenty lighters and took delivery of the Lido, their first motor barge.

In October 1933 the diesel-electric tug Lectro joined the fleet, her oil engines powering electric motors to drive a single screw.

Just prior to the start of war, four motor tankers were built, three in Holland - B.P. Spirit, Shell Spirit 1 and Shell Spirit 2 - the fourth, Ulco, in Faversham.

By the early 1950's Union Lighterage could advertise ownership of eleven tugs, 470 barges and lighters and coastal tankers for carrying oil and spirits in bulk in the Thames estuary - Ipswich - Dover range. There were barges licensed for the carriage of spirit, carbide of calcium and frozen meat. Hatched barges were licensed by Customs for bonded goods; open barges, without beams for steel and material up to 80ft in length; some barges were fitted for the carrying of spirit, turpentine and other oils, and some were equipped with pumps for bunkering and discharging.

And by now there was a fleet of tugs. The 1933 built Lectro was re-engined with two pressure-charged units each of 540 hp driving twin generators.

This shows some of the work of London River in those days. At least three Union tugs each had three crews working on 8 hour shifts six days per week. The Frinco, for example, on the 24 hour service towed barges and petrol lighters from Shellhaven to Fulham twice daily every 24 hours. The small tanker was sold in 1940 to Metcalf and became Ana M.

In 1966 there were eight tankers in the fleet, with one building, all under the control of W J Russell and Company, a subsidiary of Union Lighterage and formed in 1966. Later in the year the title became Beagle Shipping Ltd. Then in 1971, the tanker Adrian M (1939/967 gt) was acquired from Metcalf Coasters, renamed Hero and placed with all the other tankers in individual one-ship companies under a new holding company, Wharf Holdings Limited. All were transferred to Bowker & King Limited in the following year except the Petro which was bought by Rea Limited, converted to a dry cargo carrier and renamed Pickerel.

The Tug Fleet - all motor except where shown

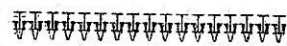
	gt	blt			
Broncho	69	Dartmouth	1922	T3 cyl.	37 hp
Ulco	112	Cran & Somerville, Leith	1924	T3 cyl.	80 hp
Rodeo	37	Faverhsam	1924		120 bhp
Banco	107	Cochrane, Selby	1927	T3 cyl.	
Unico	51	Gainsboro'	1927		200 bhp
Ditto	109	Cochrane, Selby	1930	T3 cyl.	97 hp
Lectro	120	Robb, Leith	1933	D-E	720 bhp
Rio	80	Robb, Leith	1934		310 bhp
Vago	17	Rowhedge	1939	40' launch	25 hp
Trinco	77	Philip, Dartmouth	1950		450 bhp
Hembo	80	Philip, Dartmouth	1953		560 bhp
Lingo	83	Bolson, Poole	1964		627 bhp

Tanker Fleet

	gt	blt		
Lido	169	Pollock, Faversham	1926	1940: Ann M
B P Spirit	440		1939	see B & K
Shell Spirit 1	440		1939	see B & K
Shell Spirit 2	440		1939	see B & K
Petro	444	Ferguson, Glasgow	1939	1972: Pickerel (Rea)
Ulco	507		1958	see B & K
Toro	510		1961	see B & K
Uno	530		1962	see B & K
Astro	551		1964	see B & K
Banco	551		1967	see B & K
Hero	967		1957	see B & K

Funnel: black.

Houseflag: blue with white lettering - 'Union Lighterage Co Ltd'.



FLEET LIST

*Butt	6355 gt	10507 tdw	built 1980
*Dorsch	6360	10854	1981
Hai	1599	3150	1981
Hecht V	1135	2093	1970
Lachs	1599	3075	1973
Stint	1594	3160	1979
Stor	1599	3070	1982
Wels	1595	3160	1974

* chemical tanker

CARL BUTTNER, Bremen

Formed in 1961 and in the short sea tanker trade.

The smaller ships can be seen loading at Fawley.

An operating subsidiary is Buttner-Tank Schiff GmbH, formed in 1974.

KAISER WILHELM DER GROSSE
and KRONPRINZ WILHELM

by John S. Lindsay

.....

During the 1890s the North German Lloyd of Bremen were dissatisfied with the small numbers of British and American passengers they were carrying on their New York service. During 1896 their tonnage had been increased with the building of four new ships, Friedrich der Grosse, Barbarossa, Konigin Luise and Bremen, all around the 10,500 gt mark. They were some 550 feet in length and were powered by twin screws and quadruple expansion engines, giving about 15 knots. Unfortunately, they did not attain the passenger carrying success expected on the North Atlantic and were eventually transferred to the Australian, Mediterranean - New York services. Later in the year the company decided to build a larger ship with a faster turn of speed and greatly increased first, second and steerage passenger accommodation.

The keel of the new ship was laid down by the Vulcan Shipbuilding Company of Stettin and given yard No 234. An unusual arrangement was agreed in the contract that ~~should~~ the ship not reach the specified speeds on her outward and homeward voyages she would be handed back to the yard as unacceptable. The launch took place on 4 May 1897 - the name Kaiser Wilhelm der Grosse. Tonnage was 14,349 g, length 655 ft oa 627 ft 4 in bp, breadth 66 ft. Her twin screws were driven by two sets of Vulcan triple expansion 4-cylinder engines developing 31,000 indicated ~~n.p~~ and giving a speed of 22-23 knots. Accommodation was provided for 558 first, 338 second and 1,074 steerage class passengers. She had 488 crew. Her appearance differed to those ships previously seen on the North Atlantic for she had a raised turtleback fo'c'sle, followed by a small well deck, the flush deck to stem without tonnage openings of some 70 feet, straight stem and counter stern. She carried two pole masts and four funnels, banked in two pairs surrounded by the usual arrangements of cowltopped ventilation of the period. Her bridge was raised with an enclosed wheelhouse and wing ends. The arrangements gave her a pleasing symmetrical profile, although her funnel spacings were somewhat unorthodox.

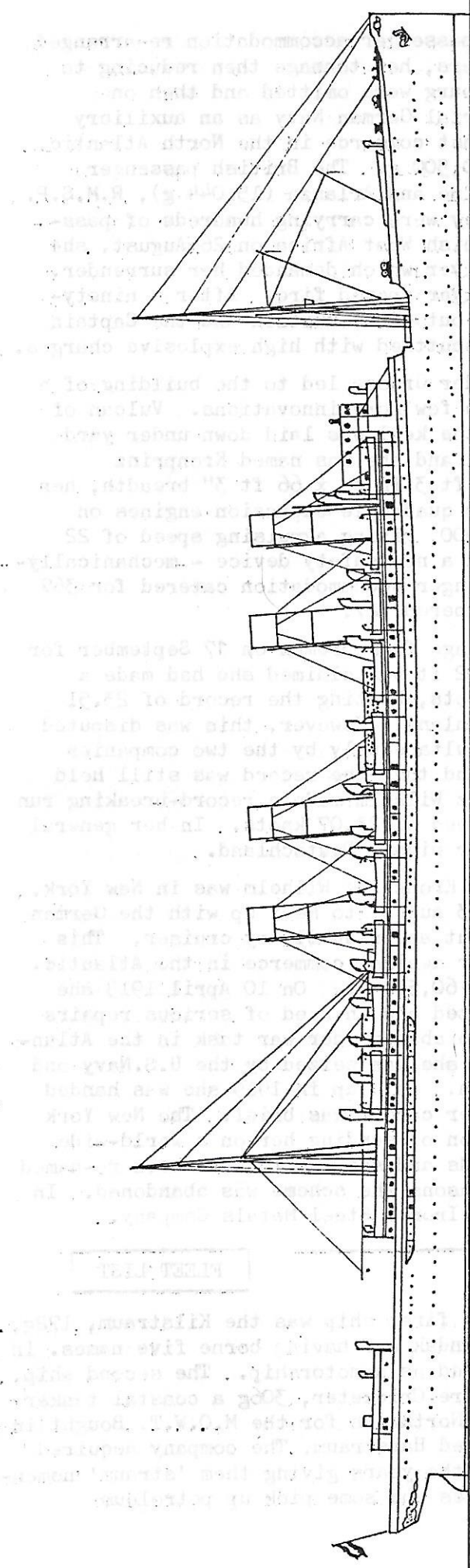
When completed on the 9th September she was, at the time, the world's largest ship until the White Star Line's Oceanic was launched in 1899. On the 19th September she left Bremerhaven for her maiden voyage to New York, calling at Southampton a day later. She steamed from the Needles to the Ambrose Light Gessel at an average of 21.39 knots, making the fastest maiden voyage of any vessel to that date. On her third homeward voyage in November she made an average of 22.35 knots from Sandy Hook to the Needles, capturing the Blue Riband and giving her the distinction of being the fastest and largest liner in the world, an honour she held until 1900.

All that was required of her had been achieved; she was a record holder; the largest liner in the world and, above all, the Company's aim of capturing a larger share of the North Atlantic passenger traffic had been fulfilled. This had been increased to nearly 24% of the total of all the Atlantic passengers landed at New York. For the first time in the Company's history their first and second class exceeded even that of the Cunard Line.

Through spontaneous combustion in a bale of cotton, a serious fire broke out at the North German Lloyd pier at Hoboken, New York on 30 June 1900 which spread quickly throughout all the buildings and to the N.G.L ships Saale, Main, Kaiser Wilhelm der Grosse and Bremen which were moored there. Tugs towed the burning ships out into open water. The Saale was completely burnt out, the Main and Bremen ran aground, severely damaged, but the Kaiser Wilhelm escaped with very little damage. The disaster claimed some 300 lives, including some of the New York tugmen and twelve from the Bremen.

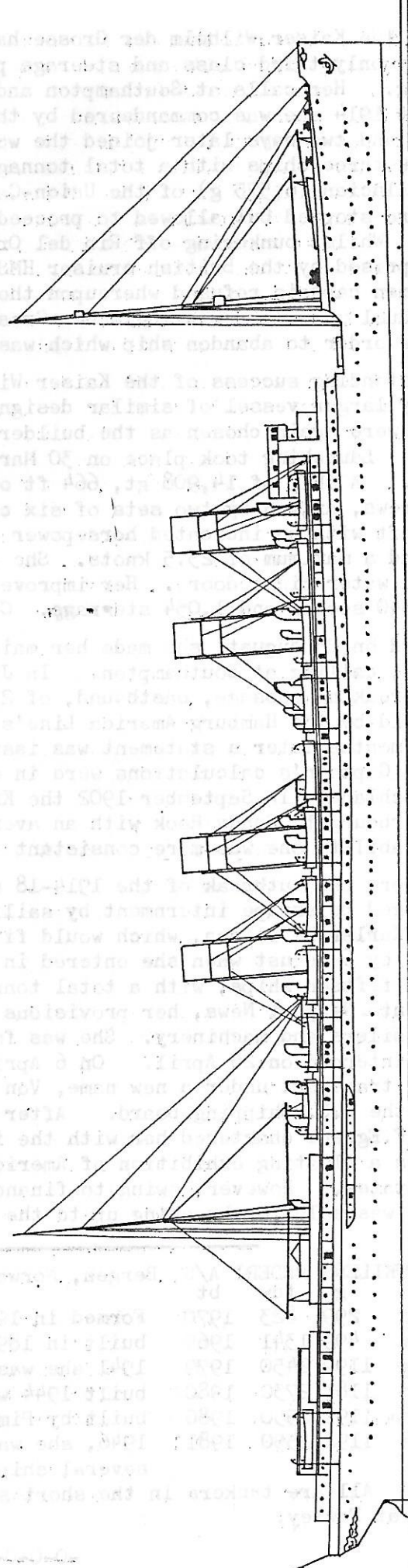
In 1906, after leaving Cherbourg on 21 November, the Kaiser Wilhelm der Grosse was rammed by the Royal Mail S.P Co's Orinoco. The German ship was badly damaged and five of her passengers were killed. The clipper stem of the Orinoco saved her serious damage, but one of her lifeboats capsized, drowning three of her crew.

/over



KAISER WILHELM DER GROSSE (1897)

JOHN S. LINDSAY 84.



KRONPRINZ WILHELM (1901)

JOHN S. LINDSAY 84.

In 1913 the Kaiser Wilhelm der Grosse had the passenger accommodation re-arranged to carry only third class and steerage passengers, her tonnage then reducing to 13,952 g. Her calls at Southampton and Cherbourg were omitted and then on 2 August 1914 she was commandeered by the Imperial German Navy as an auxiliary cruiser and two days later joined the war against commerce in the North Atlantic. She sank three ships with a total tonnage of 10,500 g. The British passenger ships Galacian (6,575 g) of the Union-Castle Line and Arlanza (15,044 g), R.M.S.P. Co., were stopped but allowed to proceed as they were carrying hundreds of passengers. Whilst bunkering off Rio del Oro, Spanish West Africa on 26 August, she was surprised by the British cruiser HMS Highflyer which demanded her surrender. The German captain refused whereupon the Highflyer opened fire. After a ninety-minute duel : the Kaiser Wilhelm der Grosse ran out of ammunition and the Captain gave the order to abandon ship which was then scuttled with high explosive charges.

The outstanding success of the Kaiser Wilhelm der Grosse led to the building of a slightly larger vessel of similar design with a few more innovations. Vulcan of Stettin were again chosen as the builders and the keel was laid down under yard No 249. Launching took place on 30 March 1901 and she was named Kronprinz Wilhelm. A ship of 14,908 gt, 664 ft oa 637 ft 3 in bp x 66 ft 3" breadth, her twin screws, driven by two sets of six cylinder quadruple expansion engines on each shaft with an indicated horsepower of 36,000, giving a cruising speed of 22 knots and a maximum of 23.5 knots. She carried a new safety device - mechanically-operated water-tight doors. Her improved passenger accommodation catered for 367 first, 340 second and 1,054 steerage. Crew numbered 527.

Completed on 25 August, she made her maiden voyage from Bremen on 17 September for New York, calling at Southampton. In June 1902 it was claimed she had made a record-breaking passage, eastbound, of 23.53 knots, beating the record of 23.51 knots held by the Hamburg America Line's Deutschland. However, this was disputed and two months later a statement was issued simultaneously by the two companies that the Captain's calculations were in error and that the record was still held by Deutschland. In September 1902 the Kronprinz Wilhelm made a record-breaking run from Cherbourg to Sandy Hook with an average speed of 23.07 knots. In her general running ability she was more consistent than her rival, Deutschland.

Just before the outbreak of the 1914-18 war the Kronprinz Wilhelm was in New York. She managed to escape internment by sailing on 3 August to meet up with the German cruiser Karlsruhe at sea, which would fit her out as an auxiliary cruiser. This was done by 6 August when she entered in the war against commerce in the Atlantic. She sank fifteen ships, with a total tonnage of 60,500 gt. On 10 April 1915 she sailed into Newport News, her provisions exhausted and in need of serious repairs to her boilers and machinery. She was forced to abandon her war task in the Atlantic and interned on 26 April. On 6 April 1917 she was seized by the U.S. Navy and became a transport under a new name, Von Steuben. Laid up in 1919 she was handed over to the U.S. Shipping Board. After this her career was brief. The New York firm of F. Eggena chartered her with the intention of sending her on a world-wide voyage as a floating exhibition of American goods and she was to have been re-named United States. However, owing to financial reasons the scheme was abandoned. In 1923 she was sold for breaking up to the Boston Iron & Steel Metals Company.

ANDERS UTKILENS REDERI A/S, Bergen, Norway.

FLEET LIST

	g	tdw	bt	
Fostraum	299	823	1970	Formed in 1940, the first ship was the Kilstraum, 172g,
Havstraum	499	1341	1969	built in 1890 as Bandak and having borne five names. In
Golstraum	1199	2450	1979	1941 she was refitted as a motorship. The second ship,
Kilstraum	1181	2730	1980	built 1944 was Empire Cricketer, 306g a coastal tanker
Saltstraum	1191	2550	1980	built by Pimblott, Northwich for the M.O.W.T. Bought in
Sydstraum	1192	2550	1981	1946, she was renamed Havstraum. The company acquired

several ships over the years giving them 'straum' nomenclature. All are tankers in the short sea trades and some pick up petroleum products at Fawley.

The NOSAC car carriers

by W.H. Mitchell
and D. Hornsby

In February 1983 NOSAC took delivery of their largest car carrier, Nopal Barbro, 17,863 tdw, from the Mitsui Company which gave them a fleet of six vessels operating on a fixed schedule liner service from Europe, calling at Southampton, to Gulf of Aqaba, Red Sea and Gulf ports, China and Japan. The six ships were:

Nopal Argus	1970/7471 gt	Nopal Branco	1971/14201 gt
Nopal Verde	1972/14201 gt	Nopal Sel	1976/7974 gt
Nopal Mascot	1978/17647 gt	and Nopal Barbro	1982/20300 gt.

Then, on 1 May, Oivind Lorentzen, owners of NOSAC - Nopal Specialised Auto Carriers, signed an agreement with Wilh Wilhelmsen to form a new company, NOSAC - NORWEGIAN SPECIALISED AUTO CARRIERS on a 50-50 tonnage basis, with a worldwide service between Japan and Europe; the Middle East and both U.S. ocean coasts. Calls at Southampton would be increased from three-weekly to fortnightly from April 1984.

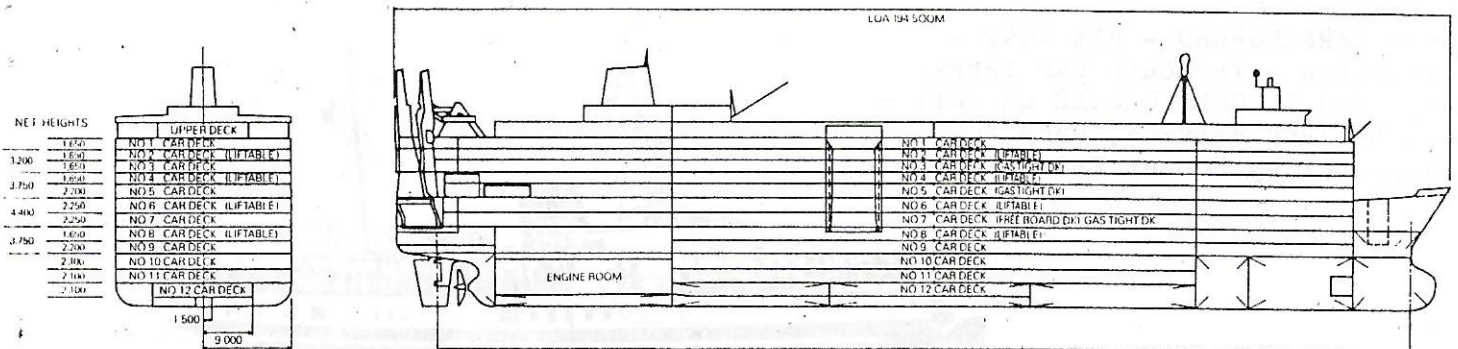
At the time, Wilhelmsen owned two carriers and each company ordered another vessel of the Nopal Barbro type from Daewoo Yard, Korea for delivery 1984-5. Lorentzen disposed of the two smaller ships.

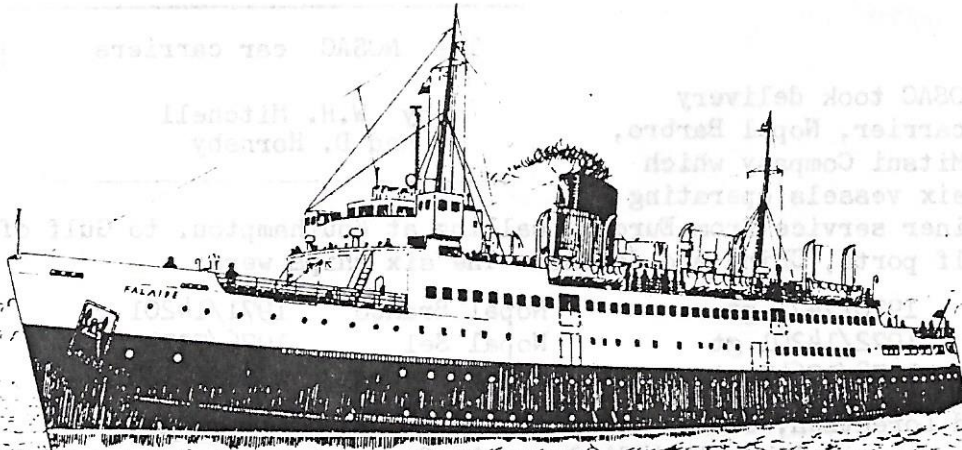
At the end of 1983 the UK/Arabian Gulf service was being run by Nopal(s) Mascot, Barbro and Verde, with Branco optional, calling Aqaba, Jeddah, Mina Qaboos, Umm Said, Kuwait, Dubai, Bahrain, Abu Dhabi and Dammam. Of these ships, Nopal(s) Verde and Branco under nominal ownership of K/S Benargus A/S Co (formed 1974), had been sold in 1982 to Brancaster Shipping Ltd and chartered back to Oivind Lorentzen as managers. The other two ships, Nopal(s) Barbro and Mascot are owned by Arthur H. Mathiesen, Oslo and on long term charter.

The O.Lorentzen company have been in the Japanese trade since the early 1970s and began trading to the Middle East in the 1970s. As the new company was formed it secured a three-year contract to transport 285,000 cars from Japan to the United States each year, with return shipments from the U.S. to the Middle East, Karachi, Singapore and Hong Kong. Last year about 100,000 cars came from Japan to the European market with General Motors Jaguars, Rovers and Landrovers in return.

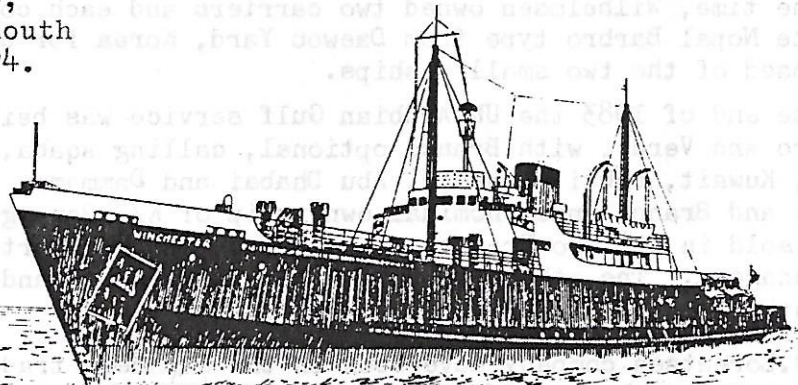
The Nopal Barbro has two ramps for her ro-ro cargo, one on the starboard quarter and one on the starboard side. The 40-metres quarter ramp can hold a load to 100 tons and gives direct access to No 7 deck, or ramps to other decks. The side ramp can be adjusted to 6 or 7 decks and can hold to 12 tons. Decks 2,4,6 and 8 are movable.

Gas-tight covers and doors and ramps are fitted and each deck is divided to six gas-tight compartments. Fans, remotely controlled, change the air twenty times each hour. There is over 600,000 sq.ft of cargo space and the ship can load 5,600 cars. The Nopal Barbro carries a crew of 27. Measurements are 194.5m length oa, 32.2 metres breadth and the ship has a service speed of 19.7 knots.

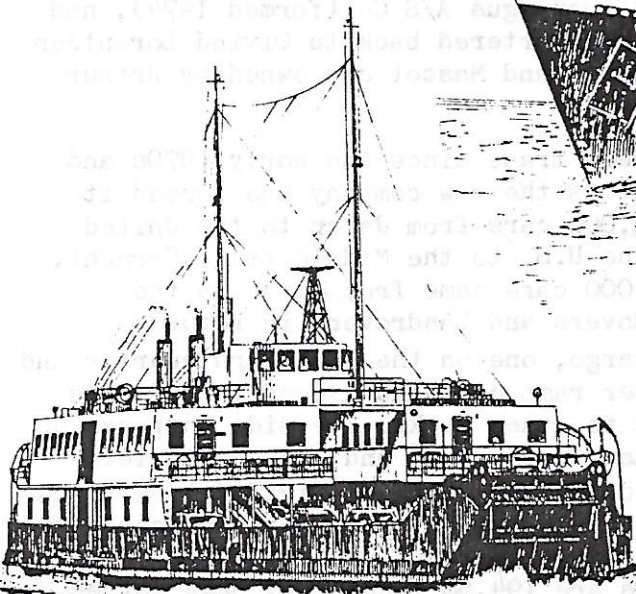




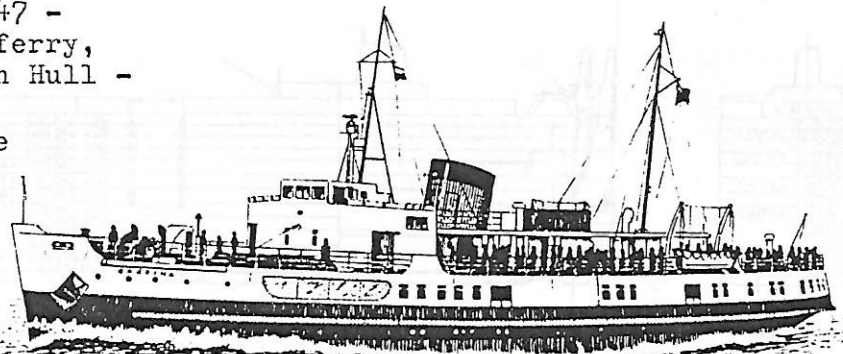
ts FALAISE - blt 1947 - worked from Southampton until 1963, then from Newhaven and Weymouth as car ferry, broken up 1974. Shown as built.



mv WINCHESTER - blt 1947 - cargo vessel operated to Channel Islands, became EXETER and then RADIOSA on Greek Island cruises!



depv FARRINGFORD - blt 1947 - Lymington - Yarmouth car ferry, replaced LINCOLN CASTLE on Hull - New Holland service, made redundant by Humber Bridge



mv BRADING - blt 1948 - Portsmouth - Ryde passenger ferry

Grain loaders this quarter included a double trip by the Spanish flag Ponteuma in February and March. She has a sistership, Ponteceso, both built in 1980 and of 5,875 gt and a dwt of 9,260. Both are in nominal ownership of Naviera Astur-Galacia S.A., a subsidiary of Ponte Naya Cia Mar S.A. of Corunna. Another group of three sisterships Ponte Pasaje, Ponte Pedrido and Ponte Sampayo - 9,567 gt, 15,909 tdw built in 1978 comprise the remainder of the fleet. The company began in 1947.

ex British Railways Camber Queen

Camber Queen moved from Shamrock Quay to 46 berth on 20 February to prepare for her tow to new owners in Portugal. Her new name is Mira Troia and she left under tow of Frank Pierce's tug Pullwell Delta on 23rd.

Another Pierce tug

Frank Pierce (Tugs) Ltd., Poole have acquired the Cultra, a 202 gt tug from Cory Ship Towage Ltd. She was on the Belfast station. She was constructed by T. Mitchison Ltd., Glasgow in 1962 and has a 6-cyl oil engine and controllabe pitch propeller. She has been renamed Pullwell.

Mersey ship

In late March the grab dredger Mersey No 41 arrived at 23 berth, sailing in late April for Cowes Roads. Built by Ferguson Bros., Port Glasgow 1957 and 1,364 gt she was no doubt displaced by the Mersey Mariner, 2,192 g motor dredger built in 1981. Other major units of the Mersey Docks & Harbour Co fleet are Mammoth (1,542 g) a steam crane pontoon built 1920; Samson (974 gt), a crane ship built 1960 and the buoy tender Vigilant, 817 gt built in 1978.

Cruising ship Ilmatar

In late 1980 the 7,029 cruising ship Ilmatar changed hands, moving from Finska Angfartys to the Norwegian Vesteralens D.F flag who employed her cruising in the fjords during summer and following the sun in winter to the Mediterranean and Atlantic Isles. As a Norwegian ship Southampton saw her during several cruises. She was built in 1964 by Wartsila as a ferry for the Stockholm-Turku service of Silja Line and in 1973 went to Howaldtswerke where two 8 cyl engines were installed either side of her 12 cyl centre set. Three controllable pitch propellers were fitted and the hull lengthened. In 1978 Wartsila modernised her and she became OVER/

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Apart from HMS Southampton's courtesy visit to the city in February, naval movments during the last month or so have been by foreign ships.

Bill Lawes' NAVAL NOTES

At the end of January two Dutch warships visited the port - Haarlem and Buyskes. The Haarlem, a minehunter of the new Alkmaar-class was completed in 1983 and is fitted with remote-controlled minehunting devices. The other was the hydrographic ship Buyskes, commissioned in 1973. Built at Bolnes, she is of 1,050 tons, full load and her equipment includes two survey launches.

In February the American vessel Vanguard, ex Mussel Shoals, ex Mission San Fernando revisited the port. She is not strictly a naval vessel as she is operated by the U.S. Military Sealift Command and has a civilian crew. The Vaguard was built in 1943 as a T2-SE-A2-type tanker by Marinship, Sausalito, California. Between 1964-66 she was converted by General Dynamics at Quincy to a tracking and communications ship to support NASA manned space flights. This conversion involved cutting the ship in halves and inserting a 72 ft long mid-section. Electronic equipment was then installed for the support of lunar flights.

In September 1980 Vanguard was reclassified as a submarine navigational system trials ship. At this time the large tracking radars and communications dish antennas were removed. It is quite surprising that the U.S. Navy, with its modern fleet, also retains not only the Vanguard, but a considerable number of vessels dating back to the 1940s which are used in a wide variety of auxiliary duties.

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14 - NAUTICAL NOTEBOOK (continued)

a complete cruising ship, carrying 350 in summer Baltic and winter Mediterranean cruises. But in 1982 her returns were not good and on 29 November 1982 she was put in lay-up at Toulon where she still lay at the end of 1983.

Southampton's passenger liner trade

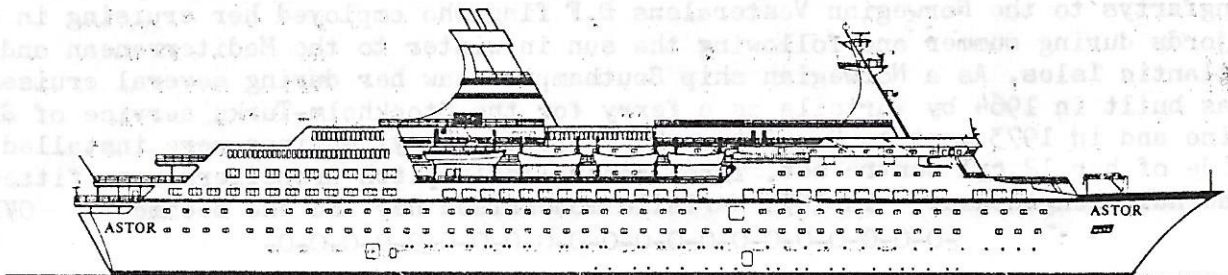
Seventy-seven calls at Southampton by large liners were scheduled to be made during 1984, thirty-two in the first six months. Safmarine's Astor re-opened the old Union-Castle 'blue-water' route to Capetown on 4 April and will make scheduled calls, interposed with cruises from South African ports to Indian Ocean islands; and to South America.

Nine Russian ships called in the first half of the year - all cruising - including Konstantin Simonov (1982, 9885g) twice and the larger Mikhail Lermontov (1972, 19,872g).

On 2 July, Hapag's Europa (1981, 33,819g) is a day-caller and, as reported in Black Jack of Autumn 1983 (no 48), the Norway arrives from Philadelphia on 26 July to begin a series of Fjord cruises. She will drydock in September and calls again on 24th September.

Probably the most interesting is the maiden cruise to Florida of P & O's Royal Princess which is scheduled for 19th November. This purpose-built cruising liner will join P & O's cruising fleet; Canberra and Sea Princess working from Southampton, Oriana from Australia and Island Princess, Pacific Princess and Sun Princess on the West Coast of America. An analysis of the scheduled liners is as follows:

British: P & O	25	Norwegian: Royal Viking	9	South Africa	6
Cunard	23	Kloster	2	German	1
Russian	11				



Astor In September 1983 negotiations began for the sale of HADAG's cruising ship Astor (18,834 gt) to Safmarine. The deal was agreed in October for delivery of the ship in February 1984. The new service between Capetown and Southampton began on 4 April from Southampton. The Astor was built by Howaldtswerke-Deutsche Werft, Kiel in 1981. She has six decks and can accommodate 580 passengers. Her four 6cyl diesels drive twin screws to give 20.5 knots.

A Russian ro-ro

Russian ships are frequent callers, particularly in the cruising liner sector, but on 7 March the Nikolay Cherkasov (12,843 g) called to load landrovers for the Syrian port of Tartous. The Russian ship was unusual to Southampton, a ro-ro vehicle carrier, ramped on the starboard quarter and driven by twin screws. Built in 1979 by Stocznia Gdansk, she was under the Black Sea Shipping Company fleet, Odessa.