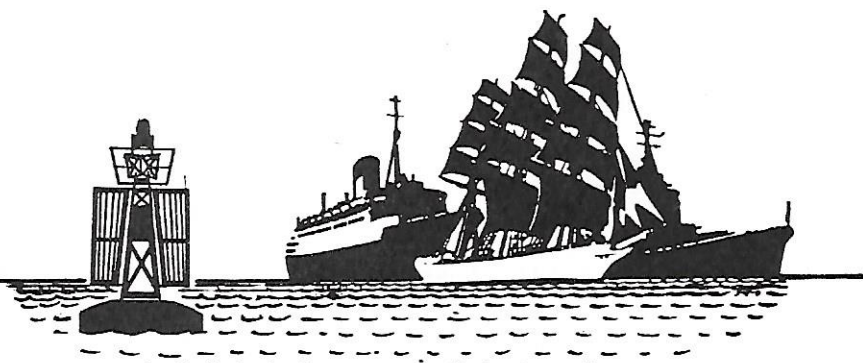


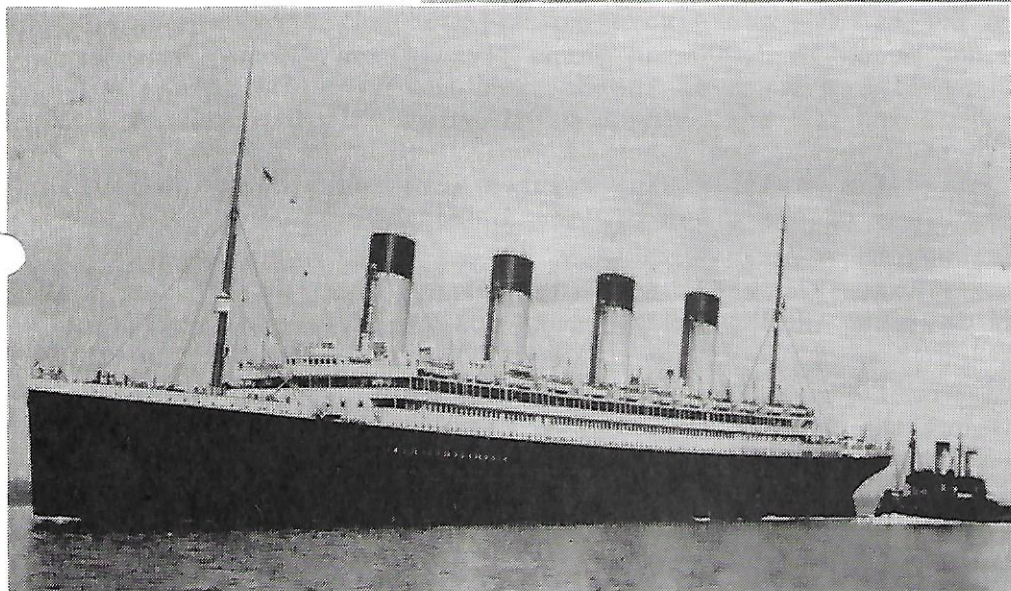
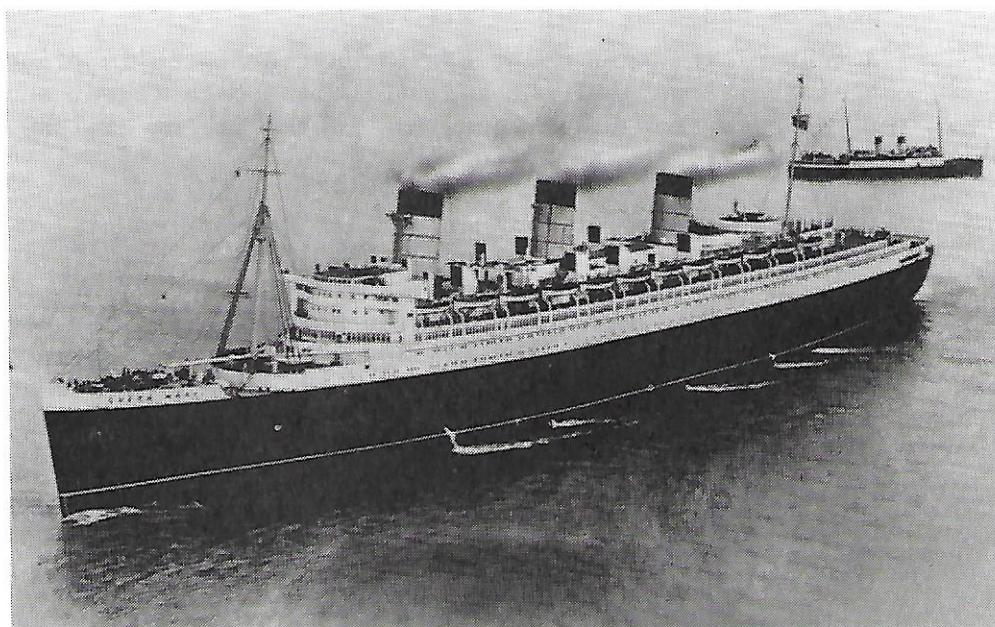
BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



SUMMER 1986

No. 59



What is considered to be the main anniversary in the shipping world this year fell in May – the fiftieth anniversary of the maiden voyage of the *Queen Mary*; the “happiest ship” as she was known to many of the crew. The greatest of the Blue Riband holders she was the only one to be built without government subsidy – a loan being made instead which was soon paid off.

Now classed as a building, she is permanently moored at Long Beach, California, a monument to Britain’s engineering skills and British/American co-operation during WW2.

Another anniversary that also falls this year is the seventy-fifth of the *Olympic*’s maiden voyage on June 14th 1911, at the time of which she was the largest liner in the world. Built as a result of the acquisition of the White Star Line by the International Mercantile Marine the *Olympic* had a chequered career. Four months after her maiden voyage she was in collision with the cruiser HMS *Hawke*. After the loss of her sister ship *Titanic*, she was extensively rebuilt in 1912. In 1914 she rescued the survivors from HMS *Audacious* sunk by the V103 in 1918; was converted from coal to oil burning in 1919 and, tragically, rammed and sank the Nantucket Lightship in 1934, killing the lightvessel’s crew.

She was sold for scrap in 1935 and was partially dismantled at Jarrow to help relieve the unemployment there. She was then towed to Inverkeithing where she was finally scrapped.

Dave Hutchings

Published quarterly for the Southampton Branch of the World Ship Society.

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*** In 1987 the 'J'-class yachts are to race again or, at least, three of them. They are to compete in a World Cup to be run by the Costa Smeralda Yacht Club of Sardinia.

Currently owned by an American, Elizabeth Meyer, the Endeavour, built 1934, presently in refit and due for completion in June 1987, will be there; Astra originally in the 23-metre rule and re-rigged to 'J' detail will fly the Italian flag for her owner, Italian business man Gian Carlo Russi; and the third is Shamrock V, recently acquired by the Lipton Tea Company, and which will be based at Newport R.I.

A tour of the East coast of the United States is planned for 1988 - the 51st anniversary of the last 'J'-class race there, and for an around the Wight race from Cowes, probably in the Spring of 1989. Notes of the 'J'-class yachts appear in this issue of Black Jack.

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*** Norske Cruise Line ships are to include Cowes in five cruise itineraries in 1986. Many cruise lines have made off-beat calls in their cruising schedules during recent years in the never-ending search for new places of interest and it is hoped that the Sea Goddess calls will help the Isle of Wight in its promotions. If the calls are on Sundays will the shops be open?

The Sea Goddess I and II are very new, built by OY Wartsila in 1984 and 1985. They are 345 ft (oa) and have a breadth of 48 ft. Gross tonnage is 4,253. Two 12 cylinder oil engines drive twin screws to 17½ knots. Owners are K/S A/S Norske Cruises, and management if by Wilh. Wilhelmsen of Oslo.

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*** In the days of the conventional cargo ship it was possible to make voyages to the lesser-known ports. One could voyage round the Mediterranean, Adriatic and Black Sea areas in 2,000-ton ships of Ellerman Wilson; several coastal liner services linked ports of the British coastline including Coast Lines, Clyde Shipping Company, London & Edinburgh Shipping Company and MacAndrews would take you to the ports of Spain. Usually for twelve passengers, these delightful health-giving voyages were regrettably ousted by the skyway and motorway as the speed of life increased.

How pleasant it is then, to read that you can, if you wish, still travel by cargo vessel, albeit a container ship, for Polish Ocean Lines (agents are the Gdynia American Shipping Lines, London) runs a monthly service, taking twelve passengers.

Beginning at Hamburg, containers are picked up at Channel and Mediterranean wayports. Then through the Suez to Aden and to Melbourne, after 26 days at sea and on then to Sydney, Tasmania and Fremantle. You drive on board at Hamburg, then are taken to the top deck of a hotel-like structure at the stern. Cabins are spacious, with single beds, a private shower, air conditioning and radio. You share a mess with Officers; four meals each day are served by two stewards; there is a small lounge and video; deck space and swimming pool. Currently, booking is twelve months in advance!

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*** Meetings: July 8 A NAVAL EVENING - Bill Lawes
August 12 Members 'do what you will' evening
September 9 MINI - TALKS

by W.H. Mitchell

The 'J'-class was a broad name for the big yachts and they ranged to 130 ft overall. In 1936 there were eight in Britain and they raced in intense rivalry in the Solent, producing magnificent sights with their acres of sail and spinakers taut in the wind. They were:

Britannia, Astra, Shamrock V, Endeavour, Westward,
Velsheda, Candida and Endeavour II.

Competition was always keen between King George V's Britannia and the then modern cutters Astra and Candida. The newer cutters Shamrock V and Velsheda were almost level rating, whilst T.O.M. Sopwith's Endeavour II sponsored tremendous interest.

The Britannia raced for the last time in 1935, for King George V died, and in 1936 the fine old yacht was scuttled off The Needles by the Admiralty. She had been completed in April 1893 by D & W Henderson, Glasgow and was 221 tons under Thames Measurement rules, on a length of 100 ft and 23 ft beam. Ratsey & Lapthorne, of Cowes, made her sails and in the last races she was black-hulled and Bermudan-rigged.

A racing schooner, Westward, was also scuttled. Built under that name by Herreshoff Manufacturing Company of Bristol, R.I. in 1910, she was of 323 tons TM and had a length of 110 feet. At one time she was owned by the German Kaiser and sailed as Hamburg II, but reverted to her original name and in the 1930s was owned by T.B.F. Davis who made a fortune as a master stevedore in South Africa. In July 1947, in accordance with the will of her late owner, she was towed from Dartmouth to Jersey and there scuttled in Hurd's Deep.

The Velsheda is still afloat, now 53 years of age. She is 128 ft in length, 21 ft beam and came from Camper & Nicholson's yard at Gosport in 1933. After only three years, she was laid up in the Hamble River and stayed there for forty years. Then she was purchased by Terry Brabant of Portsmouth and after a huge and costly refit, sailed again in 1982 and now earns her keep by charters. Velsheda, built for Woolworth's United Kingdom chief, W.L. Stephenson, was named after his three daughters, Velma, Sheila and Daphne.

There were two Endeavours built for the aircraft manufacturer T.O.M. Sopwith, both challengers for the America's Cup. The first named, 130 ft long, was closest to winning it. She last sailed in 1938. Endeavour II, 135 ft long, was built in 1937 and both left Gosport on May-Day 1937, with whistles and syren accompaniment for the last pre-war America's Cup race off Newport R.I.

In 1947 Endeavour was owned by H.A. Andrae and her successor by T.O.M. Sopwith. Both were offered by sale at Gosport, but there were no bids. At the time, their equipment was stored in a nearby hall and included jib sopsails with areas of 1,800 and 2,000 sq.ft; Endeavour's steel mast, 165 ft long in two sections which was bought for £5.10.0; her Egyptian cotton mainsail of 4,780 sq.ft for £145, and two coils of Italian hemp, each 720 ft long for £43. The parachute spinaker of Endeavour II, 12,000 sq.ft of material, realised only £210. In the late 1940s, Endeavour was bought by R.C. Lucas and lay at Hamble. In 1964 the Newport R.I. Museum was to acquire her, but this deal fell through. In 1973 the Maritime Museum of Britain was to purchase her and she was towed from Camper & Nicholson's at Northam to Souter's yard on the Medina. However, this also came to nothing and in 1978 she changed hands again to John Amos, who moved her to Calshot for restoration. Endeavour II was sold in 1950 to become a houseboat in the Hamble River; in 1957 she went to Pollock, Brown & Company, Northam, for scrap.

Sir Thomas Lipton had Shamrock V built by Camper & Nicholson in 1930 for his fifth attempt for the America's Cup. In postwar years she moved to the Mediterranean and for a while was named Quadrifoglio. In 1974 she returned to Britain for a major refit by Camper & Nicholson at Northam which took five years and she left again in 1980.

In 1934 H.S. Vanderbilt's Rainbow, also built by Herreshoff, beat Endeavour in the America's Cup race and in 1935 Yankee visited Cowes. These were, of course, under the U.S. flag.

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I remember -
 THE CRUISING BUG
 by Robin Hume

My father had always been tremendously keen on ships and the sea and I can recall holidays spent at Ryde, Yarmouth and Shanklin with the days geared to the passing great liners. The four-funnelled Arundel Castle passing Yarmouth after

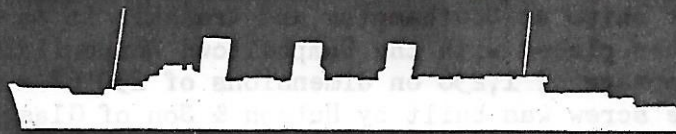
her 4 pm Friday sailing from Southampton for instance and then there were paddle-steamer trips up Southampton Water and to Southsea for a closer look at the shipping scene. Red Funnel's Lorna Doone (she had a white funnel in those days), Cosen's Emperor of India and Southern Railway's Southsea were our favourites, the latter with the most modern creature comforts, of course. Sailing up past a long line of laid-up ships including some elderly Union Castle's lavender grey hulls and by then rather blotchy red funnels, we eventually landed to look over Aquitania on one occasion and I well remember that just as we were leaving, Leviathan arrived in Ocean Dock. Her three tremendous funnels were almost overbearing and the red and white was actually topped with blue instead of the conventional black.

Sometimes my father would slip away for a week on a Clyde Shipping Co's coaster to Glasgow and back and my mother and I would go to see him sail on Pladda, Toward or Rathlin at London Docks, but that sort of cruise was not deemed a suitable venture for ladies with small boys. Although Clyde Shipping Company vessels had accommodation for some 50 passengers (some on sofas in the saloon) during the high season, my father would go in early October when the capacity was reduced to 12. He seemed to enjoy the more relaxed atmosphere and even the green seas shipped off Land's End. These coasters called at the Town Quay on their homeward voyages. Meanwhile, my mother and I went and stayed in a little boarding house with a sea view at Eastbourne from where Campbell's paddlers had not yet returned to their Bristol headquarters. There was always plenty of shipping passing, mainly westbound it seemed, as they headed for the sea lanes off Beachy Head from the Royal Sovereign lightvessel. These included P & O ships making for Southampton to embark passengers after loading at London.

I think it was in 1930 that Cunard decided to experiment with passenger carrying on coastwise voyages and it was decided that we might sample this venture. All bookings made, we accordingly presented ourselves late one evening at Surrey Commercial Docks to board Ausonia (1922, 13,912g), Canada bound with calls at Le Havre and Southampton. We were to disembark at Southampton, entrain for Plymouth and from there return via Le Havre to London on Samaria (1921, 19,848g). This was high adventure as far as we were concerned. The beginning proved not to be quite as we had anticipated as nobody on board Ausonia had the slightest idea that she would be embarking any passengers in London and a night-watchman was sent to a local hostelry to purchase some ham sandwiches which was to be our first "dinner" on board - the galley had long-since closed! However, we had a proper breakfast but meanwhile dense fog had descended and we had missed the early morning tide; so it was a mid-day departure, which was more interesting for ship-spotting of course, but the Le Havre call had to be sacrificed. Our rail journey to Plymouth was further delayed when someone pulled the communication cord at the foot of Honiton Bank and what seemed hours ticked by until a banking engine arrived to shift our heavy train. At Plymouth we found that the Samaria was also late on passage so we booked into a hotel for the night, only to be woken in the early hours with the news that the tender was about to leave! A taxi rushed us to Millbay where we were (of course!) the only passengers to embark on Sir Richard Grenville for a dark and chilly sail out to the lights and warmth of Samaria. This time we had a splendid trip, calling as scheduled at Le Havre and thence back to the Royal Docks where HM Customs had difficulty in being persuaded that we had come from no farther away than Plymouth! These dramas did not prevent us from sailing in the following year on Bibby Line's new and beautiful four-masted motorship Worcestershire (1931, 11,314g) for a much longer journey - Tilbury to Liverpool!! On board I spent much of my time playing skittles on the long forward well deck, a feature of all Bibby liners, with their hatchways long enough to load Burmese teak.

And that is how the cruising bug first bit the Hume family!

old southampton callers



CARGO SHIPS
of the
RMSP CO.LTD.

by
John S. Lindsay

When ships of the Royal Mail Steam Packet Company or Royal Mail Lines are mentioned it is usually the passenger liners which are brought to mind. The passenger trade however, was only one part of the company's business and this was growing rapidly before the Great War. At the same time the company was expanding its cargo trade a large amount of cargo was already being carried by the passenger liners to Southampton, but the directors had made plans to expand this to refrigerated and general cargoes, using the ports of London, Liverpool and the South Wales ports of Newport, Cardiff and Swansea, the ships plying on routes from South America, West Indies, Canada and the West coast of North America. Some of the new ships to be built would have passenger accommodation and some on the South American run would have dormitories for emigrants. The following are some of the ships linked with Southampton.

LA PLATA, MINHO, EBRO (1896)

With the expansion of the Portuguese and Spanish emigrant trade to South America the company placed orders in 1896 with Robert Napier and Sons, Glasgow for three ships, identical sisters measuring 345' 8" bp x 44' 1" breadth x 24' 7" depth, giving 3,445 gross tons. They were single screw driven by three cylinder triple expansion engine developing 440 hp. Steam was raised in three single-ended boilers, three furnaces each giving a steam pressure of 180 psi to a service speed of 14 knots. The hulls were of steel with two decks. The fo'c'stle was 42' in length, the bridge deck 96' and the poop 30'. Accommodation was for 135 first class passengers and the dormitories for 370 emigrants. They plied on the Southampton-Spain and South American service. The La Plata (third of that name) worked in the service until 1900 when she was sold to the Booth Line and renamed Clement. In 1914 she was acquired by Lawrence Smith & Co., Montreal and renamed Freshfield, and her career ended on 5 August 1918 when she was torpedoed and sank in the Mediterranean off Cape Colonna on the toe of Italy. The Minho (second of the name) also had a short career in the service, for in 1899 she was taken over as a transport for the Boer war. Returned to the R.M.S.P in 1901, she was then sold to Swan, Peterson & Co., Newcastle in 1903 and renamed Halifax. In 1905 the Cie Generale Transatlantique acquired her for their Le Havre-Bordeaux-Haiti service and renamed her Montreal. Her end came in 1917 when, on 4 March, she was torpedoed by a U-boat in the Bay of Biscay. The career of the Ebro (second of the name) was similar to that of the Mino. She joined her sisters in the Southampton-Spain-South America route in December 1896 until she was taken for transport for the Boer war in 1900, returning to the R.M.S.P in 1901. In 1903 she was sold to Swan, Paterson & Co., Newcastle and renamed Quebec. In 1905 she went to the C.G.T for their Haiti service, but retained the same name. Her end came on 24 January 1917 when she struck a mine off Bordeaux and sank.

SEVERN (1898)

Another R.M.S.P service using Southampton was to the West Indies and with the growth of both passenger and cargo trades it was decided in early 1898 to place an order for a relief ship with Sir Raylton Dixon & Co., Middlesbrough for the Severn. She was of 3,760 gross tons on a length of 350' x 45' 5" x 25' 4"; propelled by a single screw driven by a triple expansion engine of three cylinders developing 542 nhp. There were four single-ended boilers with three furnaces, each producing steam pressure of 180 psi and giving a service speed of 14 knots. These were by Richardson & Co. The hull was of steel, with two decks. The f'c'stle was 45' and the poop 214' in length. She entered service later in the year on the Southampton-West Indies route, but the option as a relief ship was made to include other R.M.S.P services. In 1913 she was sold to Cia Trasatlantica Espanola, Cadiz and renamed Fernando Po. Her name disappeared from Lloyds List and register in 1918 and it is presumed that she was broken up.

EIDER (1900)

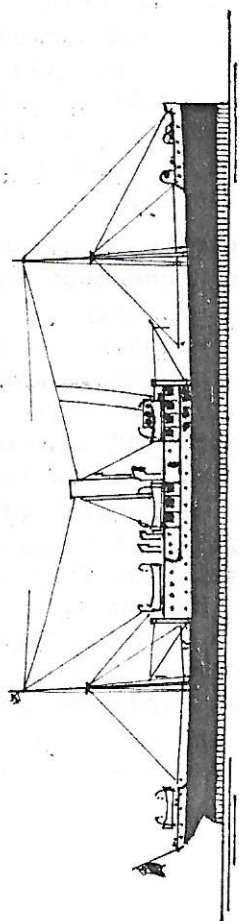
Germany was increasing her trade with the South American countries and at the turn of the century her imports and exports were growing rapidly. A large amount of the cargoes being carried on British ships, the Royal Mail Company found it would be cheaper to off-load cargo from its passenger ships at Southampton and tranship it to German ports by feeder vessel. An order was then placed with the Campbeltown Shipbuilding Company for the Eider. She had a gross tonnage of 1,236 on dimensions of 230'6" x 32'8" x 17'4". The machinery to drive her single screw was built by Hutson & Son of Glasgow; a triple expansion engine of three cylinders 18" hp x 27.5 ip x 45" lp - stroke 33" developing 120 nhp. Her two single-ended 3-furnace boilers gave a steam pressure of 160 lbs psi and a service speed of 10 knots. Built of steel, with one deck, there was a quarter deck of 77 ft. The foredeck locker was port side only. Later in 1900 she entered service on the Southampton-Bremen-Hamburg route as a feeder ship, ferrying cargoes each way. On 4 August 1914 - the day war was declared - she was in Bremen. Under International Law merchant ships are allowed 24 hours grace in which to leave port in the event of war. Attempts were made by the German Authorities to delay the sailing, but despite these, the ship cleared the port in time and escaped back to England. She was the last British vessel to leave Germany and carried on under the flag of the R.M.S.P. Company until 1926 when she was sold to the Union-Castle Line, continuing in the same feeder service under the same name until 1936 when her place was taken by a new ship, Walmer Castle. In that year she was sold to J.A. Billmeir & Co. Ltd and renamed Stanhill. One year later she was purchased by British owners and reverted to her old name. In 1938 she was again sold, to Italian owners who renamed her Decililas and on 25 December 1939 was sold for breaking up. So ended the career of this pleasantly-profiled 39-year old vessel which plied to and from the continent for the best part of her life - a credit to her builders in Campbeltown.

TEVIOT (1902)

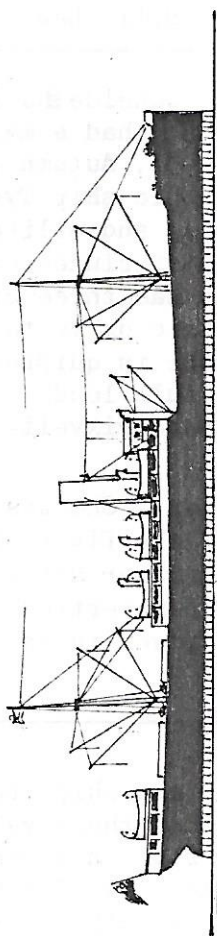
Another small cargo ship of the Royal Mail Company was the Teviot, built in 1902 by Craig, Taylor & Co Ltd., at Stockton-on-Tees. Her tonnage was 3,271 gross and dimensions were 356' oa 331' bp length x 46'2" x 23'11". Machinery and boilers were built by the North Eastern Marine Works and consisted of a 3 cylinder triple expansion engine of 360 nhp, driving a single screw, steamed by three single-ended boilers of three furnaces, each generating a steam pressure of 180 psi and giving a service speed of 14 knots. Her hull was of steel, with one deck and spar deck; her f'c'stle was 36', bridge deck 92' and poop deck 69'; her holds held some 5,390 tons. She entered service in 1902 on general cargo duties, making the odd call at Southampton. Her home port was London. At the outbreak of war in 1914 she was taken over as a supply ship and on 15 October 1914 was instrumental in evacuating refugees from Ostend as Germans entered the outskirts of the town. She carried out her duties as a supply vessel, running from Southampton and other British ports until the end of the war, returning to the Royal Mail service in 1919. In 1923 she replaced the Caraquet, which was wrecked near Hamilton in the West Indies, on the Canada-West Indies service, later returning to the London-South America general cargo service and making the occasional short call at Southampton. One of the many cargoes was the carrying of hides from Buenos Aires. My father, being Chief Engineer on her in the mid-1920s, enabled me to have long stays aboard and I well remember the aroma which invaded the ship and her surroundings when the hatches were opened for unloading. She was a happy ship and her end came in 1928 when she was sold and sailed to Danzig for breaking up. Her identical sister was the Tamar which was captured on 24 March 1915 by the German raider Kronprinz Wilhelm, on her way from Santos to Le Havre with a cargo of coffee. Her captain and crew were taken prisoner and the raider then sank the Tamar by gunfire.

PARDO (1904)

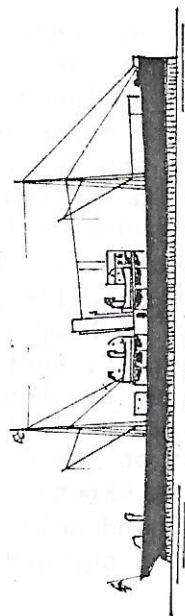
After the turn of the century the South American meat trade was expanding rapidly and in 1904 the Royal Mail Company laid down three refrigerated ships, the Parana, to be built by Workman, Clark, Belfast and the Pardo and Potaro by Harland & Wolff Ltd., also of Belfast. They were sisterships, but not identical; the Parana had a short dumpy, raked funnel and iron decks; Pardo and Potaro had a very tall, slim raked funnel and wooden planked decks. During the layups of Parana and Pardo in Newport docks during the late 1900s the dockyard 'maties' from Shearmans, the overhauling firm, always referred to Parana as have-a-banana and Pardo 'woodbine ship' owing to her tall, thin funnel which did look like a raking woodbine. The Potaro was lost during the Great War - a casualty to the Kronprinz Wilhelm. The Parana and Pardo survived the war and



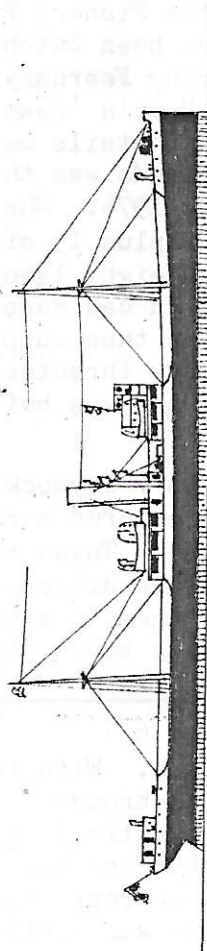
LA PLATA (1896)



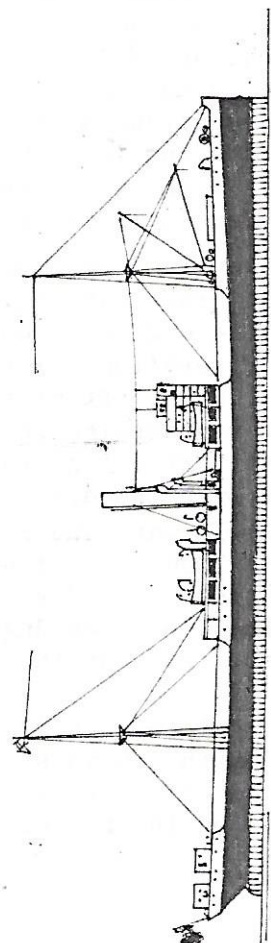
SEVERN (1898)



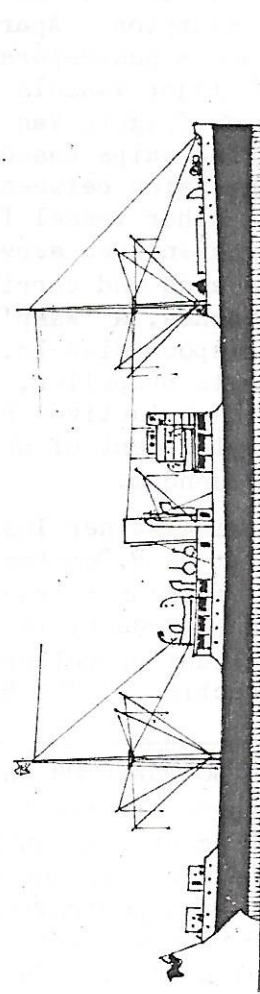
EIDER (1900)



TEVIOT (1902)



PARDO (1904)



PARANA (1904)

JEAN S. LINDSAY '86.

NAVAL NOTES

Bill Lawes

The winter months have not produced many naval visitors to Southampton. Apart from brief visits by some of the old 'Ton' class minesweepers attached to the Fishery Protection Squadron the major vessels to be seen have been Dutch. The Van Speijk-class frigate Van Nes was in during February. Built in 1967 at De Schelde she is one of the ships based on the Royal Navy's 'Leander'-class frigates. She had a major conversion between 1978 and 1980 (details were given in Black Jack 52, Autumn 1984). The other vessel from the Netherlands was the interesting Hydrographic ship Tydeman, which entered service in November 1976. She is assigned to civilian and military research and carries a crew of 59 plus 15 civilians. Her equipment includes survey launches, a 'Wasp' helicopter and eight laboratories. The Tydeman has three Stork-Werkspoor diesels, any two of which can supply power through electric drive to her single propeller; the other engine then supplies service power. She is quipped with an 'active' rudder and two bow thrusters. The vessel has a full load displacement of about 3,000 tons and was built by de Merwede, at Hardinxvell-Giessendam.

Looking rather lost in the vast No 7 Drydock was the RMAS tug Buster. She was built by R.Dunston at Hessle and entered service in 1981 as one of the first of the twin unit tractor tugs (TUTTs). These tugs are designed for harbour duties and are powered by two Lister-Blackstone diesels, driving Voith-Schneider vertical cyclidal propellers which enables them to move with equal ease and power in any direction. The Buster is usually based at Portsmouth.

OLD SOUTHAMPTON callers (from page 6)

returned to the meat carrying trade. With the news of these three new ships reaching the agents in South America it was broadcast around Buenos Aires that the Royal Mail Line was introducing three new gigantic four-funnel liners on the route and posters appeared portraying such ships, but one the Royal Mail Line received news of this they were quickly withdrawn and suitable reprimands given to the agents for their over-zealousness. The Pardo's tonnage was 4,515 gross on dimensions of 375' 4" x 48' 4" x 24' 2". She was single screw with a three cylinder triple-expansion engine developing 450 nhp. Three single-ended boilers with two furnaces each developed a steam pressure of 205 lb psi giving 12 knots. Machinery and boilers were built by Harland & Wolff. The hull was steel with two decks, 99' f/c'stle, 110' bridge deck, and 45' poop deck. My father was chief engineer of the Pardo and Parana but the Pardo was everyone's favourite ship. She was like a yacht with her planked decks and spacious accommodation for officers and crew, but the piece-de-resistance was aft of the engineers mess over the refrigerating engine room and overlooking the after well deck, where there was about 24' of deck space under the boat deck which shaded it for engineers to lounge on in their deck chairs - the envy of it all!

The engine room was a dream; the main engine had each cylinder separate, mahogany lagged with brass banding, which made maintenance to the valve gear and pistons much easier, as the engineers could circle the cylinder without the obstruction of casings. The refrigeration engine room and brine rooms were on the same deck level as the after well deck, aft of the engine room and under the engineers mess and accommodation. She entered service in February 1904 on the South American meat trade. There were also dormitories for Spanish and Portuguese emigrants, with gunports port and starboard, but with the demise of the emigrant trade these were later plated in. Surviving the 1914-18 war, she returned to her peace-time trading, then with the depression of the late 1920s, spent a summer lay-up at Newport, Mon., with other Royal Mail ships. She then sailed via Panama to the U.S. West coast, calling at Seattle for frozen salmon, and Los Angeles for oranges for London; then out again to Buenos Aires for meat. It was the practice to take on South Wales bunker coal at Newport or Swansea and fill No.2 hold which was used on the outward journey and the normal bunkers on the return journey. The saving on expenditure was colossal. The Pardo was laid up on the buoys at Netley in 1933 and sold the following year for breaking up. I made two very pleasant voyages on her and it was a sad sight to see her rusting away on the buoys.

The Norasia Line was created in 1978 to offer shippers a service between Europe and the Arabian Gulf, Pakistan and the Far East for containers and for Forest products from the Philippines, Indonesia, Malaysia and Singapore to Europe.

N O R A S I A L I N E

Notes by Colin M Drayson on the Norasia container service which began calling at Southampton in October 1985.

The Head office of Norasia Line is at Hong Kong, and its Management office established in 1982 at Fribourg, Switzerland.

The vessels on the container service, which is using Southampton as its United Kingdom call, fly the German flag and were built in German yards between 1982 and 1985. In late 1985 the 'Ship of the Future' became a reality when the first pair of this generation, Norasia Samantha and Norasia Susan, were delivered from the Howaldtswerke-Deutsche Werft shipyard for Jonny Wesch A.G. The meaning behind the name Norasia is 'Light of Asia'.

To date Southampton callers have been:

Norasia Samantha	1985	19,400 gt	Jonny Wesch AG, Jork, West Germany (Oct 85, Jan 86).
Norasia Gabriele	1983	18,540	Jonny Wesch AG. Ex Victoria Bay '84 ex Gabriele Wesch '83. (Oct 85, Jan '86)
Norasia Rebecca	1982	18,355	Jonny Wesch AG. Ex Rebecca Wesch '83. (Nov 85.)
Norasia Karsten	1983	18,353	Jonny Wesch AG. Ex Karsten Wesch '83. (Nov 85.)
Norasia Carthago	1984	18,756	Christian F. Ahrenkiel, Hamburg. Ex Carthago '84. (Nov 85, Dec 85.)
Norasia Helga	1968	16,291	Projex-Schiffs GmbH. Ex Norasia Susan '85, ex Trophy '84 ex OHV 40 '83 ex Otto Hahn '82. (Dec 85.)

The last named vessel is most interesting in that she was the former nuclear-powered cargo ship Otto Hahn, named after the Nobel Prize winning nuclear scientist and which called at Southampton in 1968. At that time I was invited on board on behalf of the Docker's Union to tour the ship and buffet. She was certainly fitted-out beautifully, with unmistakable German cleanliness and Bavarian decor.

In 1982 she was sold to Rickmers Rhederei and following the removal of her nuclear installations, arrived in tow at Bremerhaven on 18 September 1982, bearing the tally OHV 40 on her bows. She returned to service as a normal cargo vessel in 1983 when she bore the name of Trophy and then, during 1984, was chartered to Norasia as the Norasia Sun. In late 1985 she was renamed Norasia Helga to make way for the new vessel of that name coming into service.

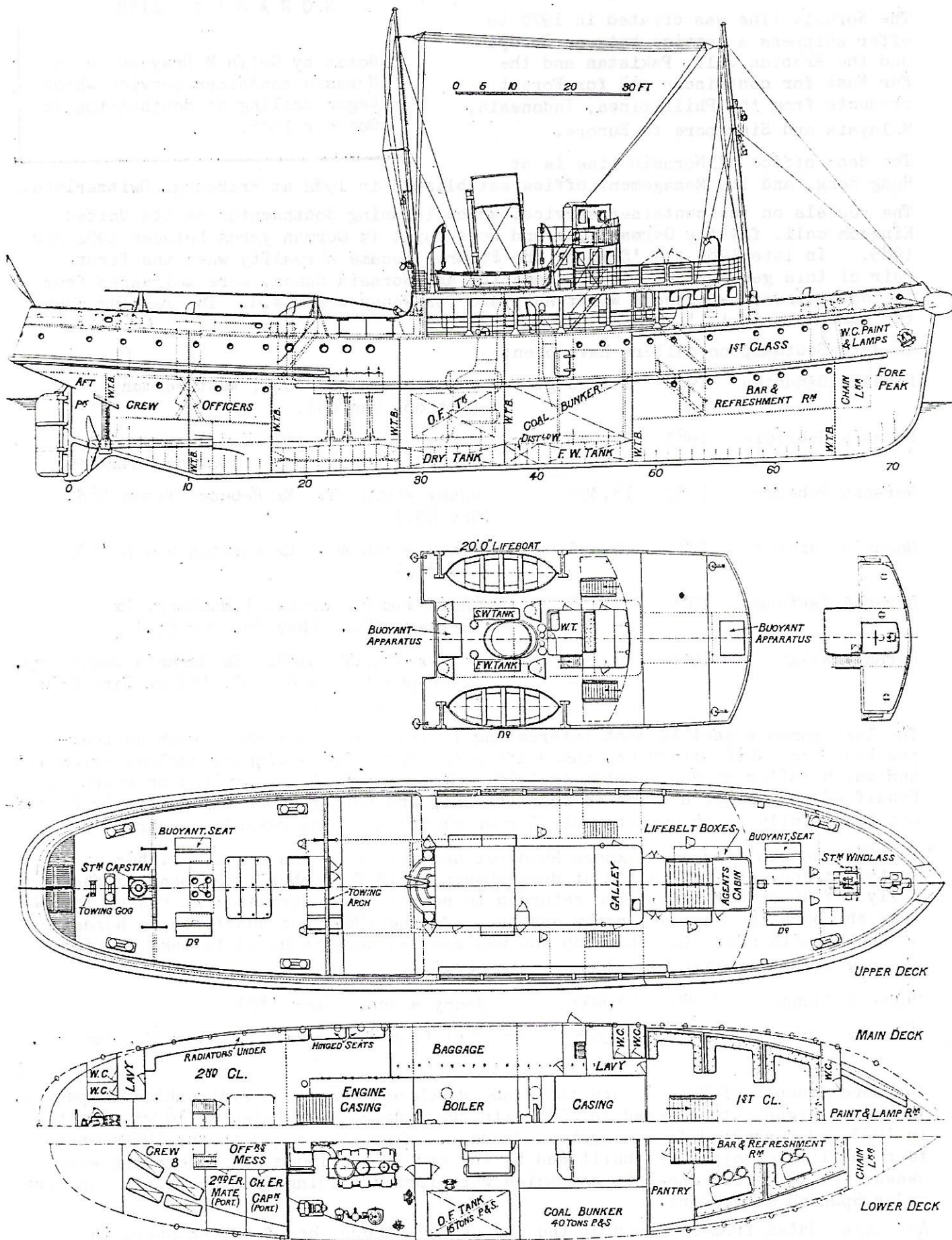
Norasia Susan	1985	19,400	Jonny Wesch. (Dec '85)
Norasia Caria	1985	18,723	Christian F. Ahrenkiel. (Dec 85, Jan 86).

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Two constituents of Norasia are the Jonny Wesch and Christian F. Ahrenkiel companies. The Wesch organisation began in 1935 with the tiny coaster Falke of 187gt, built in 1923 and converted from a suction dredger. Expansion began in the 1950s when four small motorships were built and by the end of the 1960s six motorships were owned. In 1973 four one-ship companies were formed trading from North African ports under Spanish management.

Ahrenkiel dates from 1950 and at the end of 1969 there were fourteen ships in the fleet. Expansion soared in the 1970s and as well as bulk traders the company owned six 1599 gt coastal tankers, three small ro-ro ships and two 14,000 gt container ships at the end of the decade. In 1979 the four 30,900gt gas turbine containerships were bought from Scarsdale Sg Co. Ltd (J & J Denholm). Built 1971-2 they were Asiafreighter, Asialiner, Eurofreighter and Euroliner and traded from Bremerhaven to Charleston and New York. Some of these ships called at Southampton in the early 1970s.

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Twin-Screw Tug and Passenger Tender "Calshot." Built and Engineed by John I. Thornycroft & Co. Ltd., at Woolston, Southampton, for the Southampton, Isle of Wight and South of England Royal Mail Steam Packet Co. Ltd.

The CALSHOT of 1930

The twin screw tug and passenger tender Calshot (Yard 1093) came from John I Thornycroft & Co. Ltd., Woolston, in 1930, built for the Southampton, Isle of Wight & South of England R.M.S.P. Co. Ltd. At the time of build her gross tonnage was 679 from measurements of 147.8 ft (bp), a breadth of 33.1 ft and a depth to main deck of 13.6 ft and to upper deck 21 ft. Her draught was 14 ft.

A two-deck vessel, she had a double-bottom extending throughout the length of her two boiler rooms. She had coal-fired Scotch boilers and had additional water tube boilers which helped for higher speed when operating as a tender. Her passenger certificate was for 566.

There were seven watertight bulkheads; between fore peak and 1st class accommodation, coal-bunkers/boilers, oil tank/boiler, engine room, and 2nd class accommodation for officers crew.

The Calshot was given two sets of triple-expansion engines; the main engine cylinder diameters being HP 13½", MP 21½" and LP 35"; and a piston stroke of 27", giving 249 NHP. Engine and boiler casings on the upper deck were extended forward to form an entrance for first-class passengers and there was a cabin for the shipping agent. The casing top formed the boat deck with wheel house and wireless cabin, the flying bridge fitted above. Cooking in the galley was coal-fired.

First class accommodation on the main deck forward had cushioned seats with upholstered backs, fitted round the ship's side. The refreshment room was on the lower deck forward, with similar seating. Tables and revolving chairs were of oak. Aft of the refreshment room were the pantry and bar.

Stairways of polished oak, rubber treads and nosings lead from the entrance to the First class accommodation. Side and centrerrails were of oak; the centrerrail carried brass stanchions.

Accommodation for Second class passengers was on the main deck aft; baggage space was amidships. Heating throughout the Calshot was by steam radiators. Two 20 ft lifeboats, clinker-built, were carried and some buoyant seats.

In 1935 the black-topped, white funnel colours of the company were changed to a black-topped, red funnel as the trading name turned to Red Funnel Steamers.

For ten years the Calshot served as a tug/tender to calling liners in Cowes Roads and then, on 16 December 1940, was hired by the Admiralty for ferry work to naval craft at Scapa Flow, moving to the Clyde in 1942 to tender the 'Queens' at their Clyde anchorages. D-Day duty brought her south in 1944 and on 1st September 1945, she was released to return to her normal Southampton work after an extensive refit in June 1946.

But with the decline in the passenger liner trade, tender work at Southampton also decreased and the Calshot was sold in 1964 to Port & Liner Services (Ireland) Ltd., a subsidiary of Holland-American Line and served the Nieuw Amsterdam, Statendam, Rotterdam etc en route to Southampton at Cork and Galway under her new name Galway Bay (702 gt). For this work she was re-engined in 1964 with two 8 cylinder oil engines and converted to ferry status; her funnel was also shortened.

She is currently working as a ferry from Galway to the Aran Islands (Inishmore, Inishmann and Inisheer) which stretch across the entrance to Galway Bay.

ROYAL NAVAL AUXILIARIES (Continued from Black Jack No 58)

Delphinula	Oiler, Gibraltar	Purchased from Shell. ex Buyo Maru, built Armstrong, Whitworth 1908. 4,990 gt. Hulk from 1939-1947.
Despot	Tank vessel, Royal William Vict Yd, Plymouth	405 tdw. Built Bow, McLachlan 1904. ex Despatch 1918.
Driver (W.100)	Tug, Rosyth.	Hall, 1942. 365 dis. 233 gt.
Dromedary	Tug, Sheerness.	Purchased 1940. ex President Armand Grisar (Belgian) 130 gt.
Easedale	Oiler	Blt: Furness, Haverton. 8,032 gt
Elfin	Tender, Sub.depot, Portland.	L:20.11.33, White, Cowes. 222 dis.
Empire Ben	Tug, Sheerness	Blt: Watson, Gainsborough '43 242 gt
Empire Willow	Tug, Devonport AS Depot.	Blt: Dunston 1941. 129 gt
Energetic (W 71)	Paddle Tug, Gibraltar.	Blt: Clydebank 1902. 700 dis
Energy	Tug, Rosyth	Blt: Hall, 1942. 365 dis
Evelyn	Naval Armament Steam Launch.	Priddy's Hard, Gosport.
Faithful	Tank vessel, R.Clarence Yard Vic Depot, Gosport.	Bow, McLachlan 1903, 395 dis.
Fawley	Tug, Rosyth	Blt: Northwich 1915. 58g
Firm (W 15)	Paddle tug, Sheerness.	Blt: Chatham DYd L: 1910. 690 tdw
Flagon	Motor Lighter, Rosyth (ex X 128)	Water carrier
Foremost (C 64)	Tug, Devonport AS Depot.	Acq: 1943. 143g
Fountain	Steam tank ship. R.Clarence Vic Yd. Gosport.	Crown, Sunderland '39. 530d.
Freshburn	Water carrier	1943)
Freshener	"	1942)
Freshet	"	1940) all built by
Freshlake	"	1942) Lytham SB Co.
Freshmere	"	1942)
Freshpool	"	1943) 594 dis
Freshwater	"	1940 Vic. Yard, Chatham)
Freshwell	"	1943)
F.T.Everard.	Tug, Chatham	Blt: Yarmouth 1928. 124 g
Fusil	Steam Launch, Priddy's Hard A.S.Dept.	(ex No. 113)
Gingal	Naval Armament Motor Harbour Launch, Trincomalee.	
Glitter	Drifter, Devonport.	
Good Cheer	Steam Launch, C.E. in C. Dept. Rosyth.	
Grappler (W.26)	Paddle tug, Portsmouth.	L: Chatham 1908. 690 dis.
Hand Maid (W.79)	Tug, Rosyth	L: Hall, 1940 (ex Fresco). 365 dis.
Harlequin	Medway paddle ferry service.	Purchased 1908. 528 dis. ex Strathmore.
		Another reference says wrecked 9.1924 on voyage Chatham to Clyde.
Hickorol		On YC Agreement, Devonport
		Blt: McMillan, Dumbarton 1917.
Howitzer	Naval Armament m.lighter, Priddy's Hard.	Blt: Pollock, Faversham. 186g.
Hurricane	Tug, Sheerness NS Dept.	Blt: Hessle '38. 90g. 1939: Hired as Barrage Balbon vessel from JW Cook & Co.Ltd. 1944: Dockyard tug.
Impetus (W.60)	Tug, Rosyth.	L: A.Hall 1940. 365 dis.
Industrious (W.32)	Paddle tug, Devonport.	Barclay, Curle 1902.
Janet	Naval Arm steam motor launch, Crombie.	
John Evelyn	Vict store carrier, Deptford.	Acq 1924 ex Fort Lavernock. 435 g
Joyce	Tug and cargo boat, Devonport. AS Dept.	
Kathleen	Diesel tug, Chatham AS Dept.	(Probably blt Cowes 1936 for J.P. Knight Ltd. 47 gt.
Lady Cecilie	Tug, Rosyth (probably Lady Cecilia, built Dartmouth 1921 for Leigh Salvage & Towage Co.)	66 gt. /over p. 13

Lady Elizabeth	Tug, Portsmouth NS Dept. ex Gertruds XV, Blt Dordrecht 1927. 165gt On hire from James Dredging & Towage Co.
Lady Strickland	Twin screw tug, Malta AS Dept. 59g Built Falmouth 1887.
Lanyard	Naval Arm Stores, Portsmouth. Motor lighter, 220g, Scarr, Hessle 1938.
Marchwood	Naval Arm tug/cargo boat, Priddy's Hard, Portsmouth. 140 gt Built Dundee Sb Co. 1902.
Mary Tavy	Twin screw tug, Chatham. 182g. Blt: Philip, Dartmouth 1918.
Mavoureen	Harbour Launch, Trincomalee.
Messenger	Mooring Steamer, P'mth. Blt: Bow, McLachlan 1916. 750 dis.
Minion	Diesel tug, P'mth A.S. Dept. Blt: Philip, Dartmouth 1940. 97 dis.
Minx	Tank vessel, R. William Vic Yd, Plymouth. Cox, Falmouth 1900. 390 dis.
Miu	Tug, Gibraltar. 29g Built: Santana, Spain 1913 for Gueret, Imossi Ltd., as Adela.
Moiler	Motor lighter water carrier (ex Landing Craft X75) 160 dis. Built: Rosyth 1915.
Monkey	Tank vessel, Malta. (Vict Dept). Blt: Lobnitz '96. 330 dis.
Moor	Mooring steamer, Sheerness. Blt: Bow, McLachlan 1919. 767 dis. (One source says 8.4.1942: Minted and sank at Malta).
Moordale	Mooring steamer Portland)
Moorfowl	Mooring steamer Sheerness) All, Bow, McLachlan & Co
Moorhill	Mooring steamer Gibraltar) 1919. 767 dis.
Moorlake	Mooring steamer Hong Kong)
Moorstone	Mooring steamer Malta)
Moorland	Mooring steamer Sheerness Blt: Simons, 1938. 720 dis.
Mortar	Naval Arm Motor lighter Crombie. Pollock, Faversham 1943. 186g
Musket	Steam launch, Priddy's Hard AS Dept. P'mth. (ex No 169).
Nimble	Ferry steamer, Medway Ferry Service. Acq: 1908 ex Roslin Castle. 651d.
Noel	Water tank vessel, Gibraltar Vict Dept. 350 dis
Obus	Naval Arm Motor lighter, Crombie. Blt Yarwood, Northwich 1939. 122g.
Onyx	Wooden drifter, Bermuda. ex CD 82, 1919.
Pelter	Tank vessel, R. Clarence Yd, Gosport Vic Dept. 405 dis, Blt: Day, Summers, Southampton 1904.
Penfeld	French tug, Devonport 1940: Seized at Plymouth.
Perseverance (W.08)	Twin Screw tug, Chatham. ex Imara. Fleming & Ferguson 1931. 437 dis.
Pert (W.42)	Paddle tug, Devonport. Blt: Thornycroft 1916. 1,023 dis.
Petrel IV	Diesel tug, Portsmouth. Blt 1932. French seaplane tender seized in 1940 at Portsmouth. 1940-44: Balloon barrage. 1944: tug. 80 dis.
Pilot (W.03)	Twin screw tug, Portland. Blt: Chatham Dyd 1909. 615 dis
Primate	SCE Dept Portsmouth. Blt: Aberdeen 1926. 1942: Hired for harbour service from W.E. Palmer, London. 35g
Provider	Tank vessel, R. Clarence Yard, Gosport Vic Dept. 395 dis. Blt: Bow, McLachlan, 1903.
Rambler (W.80)	Paddle tug, Gibraltar. Blt: J. Brown, Clydebank (L) 1908. 690 dis.
Rathven Burn	Tug, Portsmouth. Blt: McGregor, Kirktilloch 1919. 51 g

(to be continued)

nautical notebook

New Norasia ships

Of the four large Norasia containerships being built at Howaldtswerke-Deutsche-Werft, West Germany, Norasia Pearl was due for delivery in May

and Norasia Sharjah in July. Norasia Princess is due in November-December and Norasia Al Manzoora in January 1987. All are 1,742 TEU - the 1st and 3rd will be registered at Hamburg, the other two at Sharjah, United Arab Emirates.

QE2 refit

The Lloyd yard at Bremerhaven secured the order from Cunard to convert the QE2 and re-engine the propulsion plant with nine MAN-B & W 4-stroke Diesel engines, these due for delivery in November 1986. MAN-B & W is responsible for technical design and delivery of the entire propulsion plant. The order is worth £80m and G.E.C and Harland & Wolff are also involved.

The nine 9-cyl engines develop 130,000 hp. Each of the engines is coupled to a GEC generator. The Diesel-electric plant is the most powerful propulsion plant ever ordered in the commercial shipping sector. Two electric motors will propel the twin screws. Each motor weighs 330 tons, is 18 ft long and 28 ft wide, which makes them the largest electric motors ever built for marine propulsion. There will be fuel saving of around 250 t/day compared with the present steam turbine plant; a reduction in noise levels and ease of maintenance. The Sagafjord will take over the Atlantic service during the 6-month refit and re-engining, leaving New York 17 November and Southampton on 26th November. She will also make a round-the-world cruise in early 1987.

Ro-ro ferry sold again

The ex-Townsend-Thoresen ferry Free Enterprise III has been sold again. So long operating in the Southampton and Portsmouth services, she was sold to the Mira Shipping Group, Malta in August 1984 and renamed Tamira, then quickly resold in November to the Isle of Man S.P. Company as Mona's Isle, for their Heysham-Douglas service. However, she was found unsuitable for the service due to navigational and manoeuvring problems and went into lay-up at Birkenhead in October 1985. In March 1986 she moved to Saudi-Arabian interests for Red Sea work. (see BJ 53, Winter 84-85).

French connections

The Cie de Nouvelles Paquebots, part of the Chargeurs Reunis group of France, has recently sold its Caribbean cruise liner Rhapsody to Regent Cruises, to be managed by the Piraeus-based company, Universal Glow Inc. The Rhapsody has a link with Southampton for she is the former Holland-America Line's Statendam, 24,414 gt built in 1957 in the days when Holland America ships featured in Southampton's dock lists. She was, however, primarily built for cruising.

The other two cruising ships of the fleet, usually working in American waters, are also known here, for the Azur, 14,717 gt, built 1971 was the former Eagle of P & O's Southern Ferries which ran in the ill-fated Southampton-Lisbon-Tangier service for only three years. The third ship is the older Mermoz, originally the 1957-built Jean Mermoz of the Fabre Line, which changed hands in 1970 and was rebuilt for cruising. She called at Southampton in June 1983.

Fleet reduction

Thirteen ships are to be axed from the Royal Navy in 1986 and by 1987 there will be only thirty submarines. The escort fleet will also drop from 59 to 49 ships despite the new, type 22 frigate Bravo. The Glamorgan and frigates Yarmouth, Leander and Galatea, five minesweepers and the submarines Oberon and Orpheus will go. The survey ship Hydra was sold to Indonesia in April.

The ferry linkspans go

On 23 April the Gaelic Ferry called at the Princess Alexandra Dock and, presumably, will be the last Townsend-Thoresen ship to call there. She came in tow of the Alexandra tug Formidable from the Thames where she has been laid up, to load the two ro-ro linkspans at Nos 3 and 7 berths for the ro-ro terminal at Zeebrugge. She left again in tow on the 25th. The Gaelic Ferry, an Atlantic Steam Navigation Company ferry from Felixstowe, worked from Southampton and Portsmouth intermittently for many years in the Townsend-Thoresen Freight service to Le Havre.