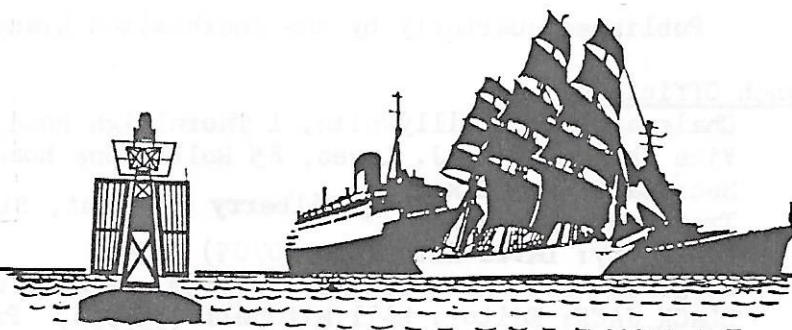


# BLACK JACK

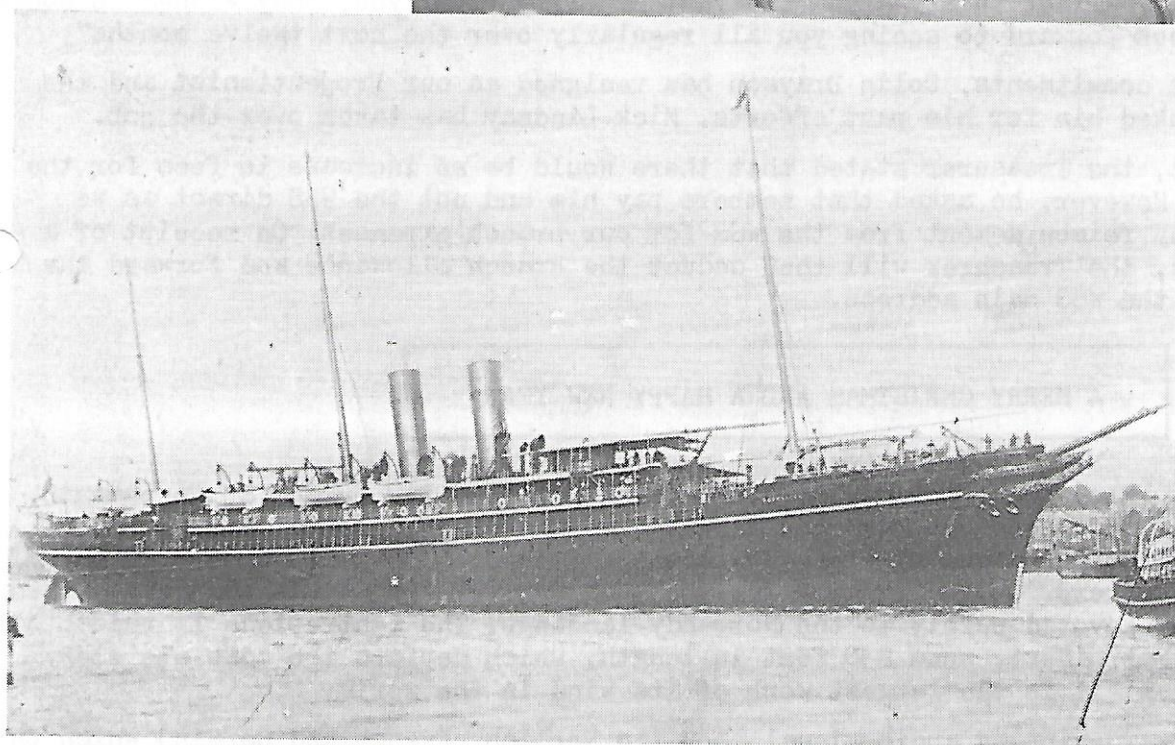
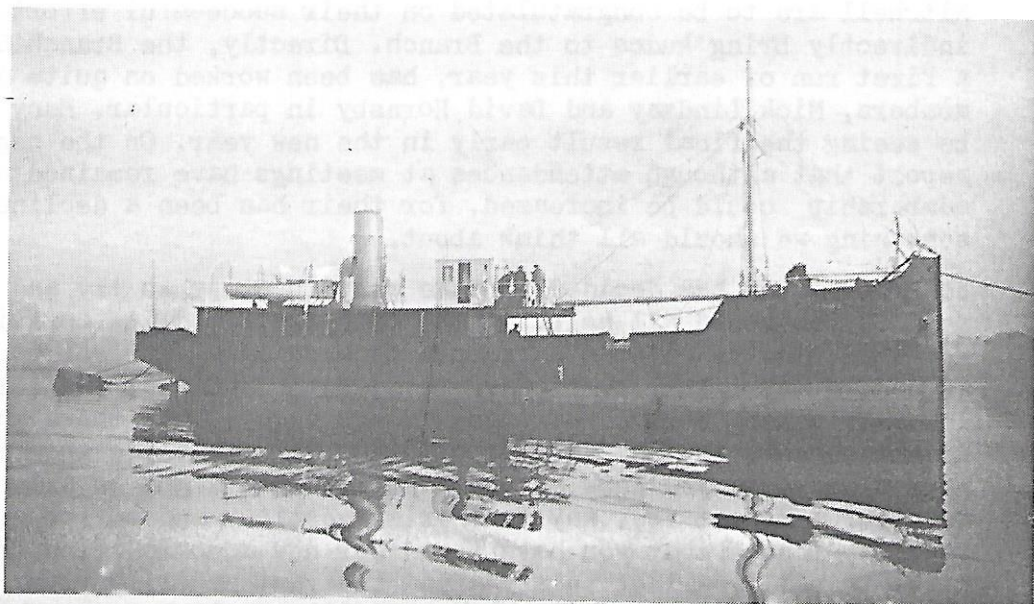
QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



WINTER 1986/1987

No. 61

A rare photograph of the Royal Mail Steam Packet Co's TOWY, one of three coasters built by Day, Summers & Co. Ltd., Northam in 1914.



MAGDELENA, 5,373 gt, built by R. Napier & Co., Glasgow, for RMSP Co. Left on her maiden voyage on 2 August 1889 the Mayor and Corporation of London for a Naval Review in Spithead in honour of Kaiser Wilhelm II. Then joined the South American service with Atrato, Thames and Clyde. She carried 540 passengers. At first had a black hull and funnel with light buff upperworks. In 1901 was changed to an all white hull and yellow funnel; then in 1903 to a black hull and buff funnel. She left the fleet in 1921.



Published quarterly by the Southampton Branch of the World Ship Society

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 Projectionist: Mick Lindsay (694558) Visits/Outings: David Hornsby (813704)  
 BLACK JACK: Editor: Bill Mitchell (559953) Production: Mick Lindsay (694558)

The 36th Annual General Meeting was held on 14 October 1986 and in his report the Secretary said . . . "The strengths and weaknesses of the Branch have become apparent in the last year, but having attended the AGM of the main Society earlier in the year, we do reflect a general situation within the World Ship Society.

Positively this has been a most successful year regarding publications and branch members Richard de Kerbrech, David Hornsby, David Hutchings, Ron Adams and Bill Mitchell are to be congratulated on their successful efforts which, of course, do indirectly bring kudos to the Branch. Directly, the Branch Slide Show, which you saw a first run of earlier this year, has been worked on quite intensively by a number of members, Mick Lindsay and David Hornsby in particular. Many thanks indeed. You should be seeing the final result early in the new year. On the negative side I have to report that although attendances at meetings have remained at former levels, Branch membership could be increased, for there has been a decline in recent years - something we should all think about.

Your Committee has decided to take certain steps to try and halt this decline and perhaps you could all help. 'Push' the Branch and its activities hard whenever possible, invite interested people to come along and get to know us. If you are attending any likely event, ask David Hutchings, our Publicity Officer, for material; let people see 'Marine News' and 'Black Jack', both these magazines are good advertisements in their different ways. Our new slide show should help to get us known more widely. If you know an organisation that might be interested, offer to show it to them for a modest fee. Any further suggestions and offers of help would be appreciated. Finally, I hope that you have found our new accommodation to your satisfaction. I took a 'straw poll' earlier this year and the vast majority voted yes, they wished to continue here. So I look forward to seeing you all regularly over the next twelve months".

Owing to work commitments, Colin Drayson has resigned as our Projectionist and the Chairman thanked him for his past efforts. Mick Lindsay has taken over the job.

In his report, the Treasurer stated that there would be no increase in fees for the coming year. However, he asked that members pay him and not the WSS direct as we cannot get any reimbursement from the WSS for our branch expenses. On receipt of a member's fees, the Treasurer will then deduct the Branch allowance and forward the remainder to the WSS main address.

A MERRY CHRISTMAS AND A HAPPY NEW YEAR

**D-Day Museum** Many members have, no doubt, visited the D-Day Museum at Portsmouth, but those who have not are missing an extremely good outing. It is near Southsea Castle, along Clarence Esplanade and is open from 10.30 to 5.30 daily (not 24/26 December). Opened in 1984 for the 40th anniversary, it is the only museum in the country devoted purely to the Normandy landings. The centrepiece is undoubtedly the Overlord Embroidery, some 250 feet in length, which depicts the complete story of the invasion. It is the largest work of its kind in the world.

There is an award-winning audio-visual show (in English, French and German) which puts the D-Day story into context whilst displays feature re-creations of wartime life; troops in their secret forest camp, the planning of the invasion and a landing craft on the final run in to the beach. There are hundreds of photographs, maps, models and diagrams plus military equipment and vehicles - star of the show is a Sherman tank in full working order.



1987 PROGRAMME

Meetings at 7.30 pm on second Tuesday of each month at the Portswood Conservative Club, Highfield Lane, Southampton.

13 January

SHIPPING OF THE RIVER OUSE

A tape-slide show by Yorkshire ship enthusiasts.

10 February

"TWENTY YEARS ON"

The new tape-slide show produced by the Southampton Branch

10 March

"SOUTHAMPTON AS A MARINE AIRPORT"

by Nigel Overton (Keeper of Maritime and Aviation Studies, Southampton Museums)

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SATURDAY

COLD BUFFET SUPPER

21 March

7.30 for 8 pm

£5.50 per person

followed by a slide show of a non-nautical nature.

Please notify David Hornsby (813704)

14 April

ANNUAL PHOTOGRAPHIC COMPETITION

Prints and slides taken by members during the previous twelve months

12 May

Post-war Standard Ships by David Hornsby

RON ADAMS' TIMELY PUBLICATION

RED FUNNEL - AND BEFORE, is greatly welcome, for it coincides with the 125th Anniversary of the Red Funnel Group. The book traces the history of the ships of the Company and its predecessors back to before its formation, and the struggle between competitors on the Southampton-Cowes route until they merged their interests in 1861. The transition from wood to iron, paddle to steamer to diesel is covered as well as the change in passenger traffic and the zenith of excursion popularity between the Wars until the demise of the latter due to economies following World War II. The post-war period concerns the temporary tonnage brought in to replace war losses and its unsuitability. The story is finally brought up to date with the boom in vehicular traffic to the Island and the resulting design of the purpose-built car ferries, following the pioneer work of the Norris Castle.

Included in the book is the history of the tug fleet forming an integral part of the Group, and a resumé on some of the well-known Ships Masters. In addition there is a 'Gant' chart of the career of each ship.

The book is a well-produced work, lavishly illustrated with 200 photographs, many of which have never been published before. The reviewer, an occasional commuter on the route found it extremely informative and enjoyable, and despite the author's modesty, a definitive work on the subject. The book, like one of the Company's first paddlers, is a real 'Gem'. Red FUNNEL - AND BEFORE is published by Kingfisher Railway Productions, price £9.95. Don't miss the boat!



I remember.....

'Tender' memories

John Havers refers to his diaries of the 1930 years

With the demise of Southampton's last tug/tender, Calshot, at the end of 1985, I found myself recalling the exciting method of ship visiting by tender. The Calshot was built by J.I.Thornycroft in 1964, had a grt of 494 and could carry about 200 passengers. Her running mate was the Gatcombe of 1960, 489 grt. Tenders, like tramcars and steam trains, were taken a little bit for granted and one did not always record which tender one used.

To the best of my knowledge, the record number of passengers landed by tender occurred on 18 June 1914 when the German liner Emperor (later to become Berengaria) landed 275 first, 29 second and embarked 262 first, 48 second and 601 third - a total of 1,215 passengers. For this purpose the St.Tudno was specially chartered by the agents Smith, Sundius. I have a photograph of the Vaterland (later Leviathan) in the Solent with the St.Tudno alongside, so clearly these big German ships landed a large number of passengers by tender.

My first ship visit by tender was on 10 April 1935, to the CGT liner Paris, 34,569/1921, by the tender Greetings 781/1914, which had shortly before, been the Norddeutscher Lloyd tender Gruessgot. She was now working under the Southampton SS Company, a single-ship concern formed for tender work and managed by Alexandra Towing Company whose director, Mr Bicket, I had the pleasure of meeting while serving with Union-Castle. In 1935 the French Line had transferred their Plymouth call to Southampton. What a day this turned out to be! A morning visit to Berengaria and then off to the Motherbank, Ryde in a 70 mph gale. Spray swept over the bows of the Greetings and in the Solent we passed a Coast Line's vessel actually dipping her bows into the seas. The Aquitania was rounding the Brambles, returning from a Mediterranean cruise, and was driven aground... There were four Alexandra and three Southampton & Isle of Wight Company tugs trying to free her, which was rather exciting. However, it was thirty hours before she was pulled clear. A Britmex bunkering vessel was removing bunkers to lighten her. That night 250 passengers were taken off by tender. Two Admiralty tugs joined the battle. The Greetings pressed on and made her rendezvous with the Paris.

The contrast in transferring oneself from the gale-swept deck of the Greetings into the warm and colourful French atmosphere was incredible. The decor of the first class public rooms of the French Line has never been equalled. The dining and smoking salons were two decks high, plus domes. Some cabins had private verandahs (Cabine à terrasse). Even twin-bedded tourist class cabins had two washbasins - probably very rare today. To finish an exciting day we passed the new Danish East Asiatic's Jutlandia 8,457/1934).

13 April 1935: A dockside visit to N.D.L's Bremen 51,656/1928 was changed to a tender call, probably due to the gale mentioned above. This was unexpected and I did not note the tender's name. The magnificent looking Bremen still had her mail plane on a catapult between the funnels, which I duly photographed. It was on this day that the reserve Union-Castle mailship Saxon went to the breakers after becoming such a familiar sight off Netley.

25 April 1935: Another tender visit to the Bremen, this time on the Romsey 509/30. The tender reached the anchorage first and the Bremen came up at speed and passed by us, giving a wonderful view of the ship. This time I saw her famous Master, Captain Ahrens.

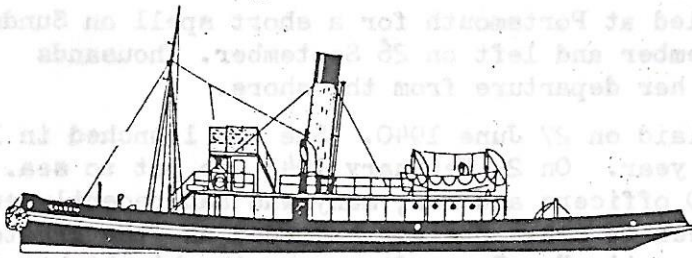
19 September 1935: My first visit to the Normandie. 82,799/1935. The tender used was ps Lorna Doone. At this time the Normandie had her name up in lights on the top deck. There were four more tender visits to this ship over the next few years.

16 January 1936: Left on Greetings, 10.35am to visit Europa (49,746/30, N.D.L's other record breaker. Europa was anchored close to the laid-up White Star liner Homeric, off Ryde. We passed the HAPAG liner Hansa (ex Albert Ballin) which was anchored off Cowes being tendered by Romsey. Romsey and Greetings raced each other back to the docks in fog, both flying their respective German houseflags. Glad to find my bicycle still leaning on the shed!

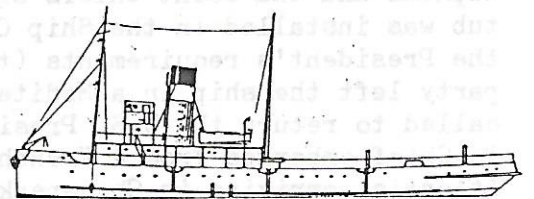
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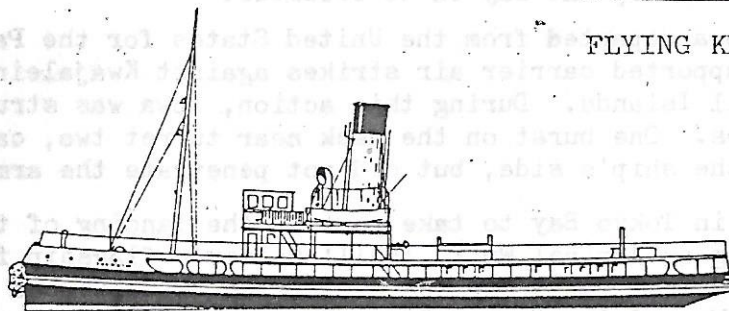
United States ship  
IOWA



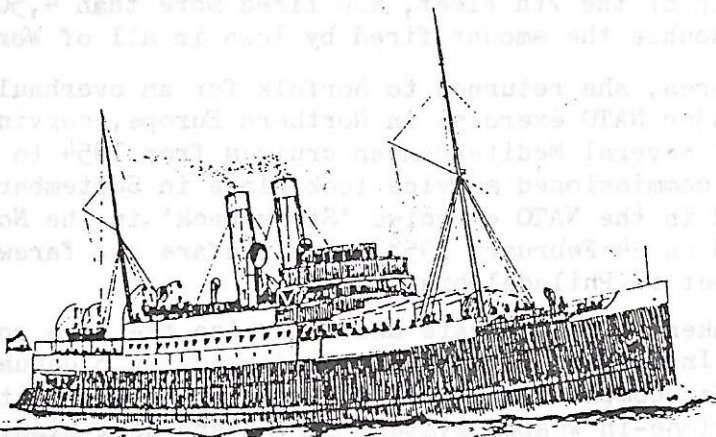
VULCAN of 1893



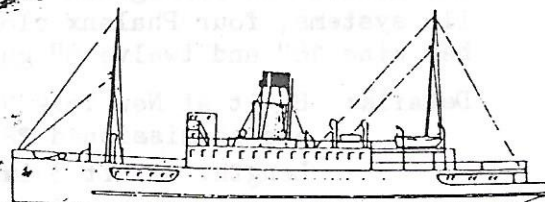
FLYING KESTREL of 1913



PALADIN of 1913



GRUESSGOTT of 1914  
(later became GREETINGS)



GREETINGS of 1914  
(ex-GRUESSGOTT)



The  
United States ship  
IOWA

Namesake of the United States Navy's most powerful class of high-speed battleships ever built, Iowa is the fourth United States ship to bear the name honouring the 29th state.

She called at Portsmouth for a short spell on Sunday 21 September and left on 26 September. Thousands watched her departure from the shore.

The keel of the Iowa (BB 61) was laid on 27 June 1940. She was launched in 1942 and commissioned in the following year. On 24 February 1943 she put to sea. The Iowa boasted a complement of 2,800 officers and men, many who had recently enlisted in the war effort and had never been to sea. She was regarded as "the greatest ship ever launched by the American nation". Soon after came the highlight of Iowa's early career, an assignment to transport President Franklin D. Roosevelt to the Teheran Conference with Winston Churchill and Joseph Stalin.

On 12 November 1943, Iowa embarked the Commander-in-Chief, his advisor Harry L. Hopkins and the Joint Chiefs of Staff. An impressive square white porcelain bathtub was installed in the Ship Captain's in-port Cabin, especially to accommodate the President's requirements (the tub remains in place today). The presidential party left the ship in a Mediterranean port near Casablanca in North Africa. When called to return the U.S. President, Iowa sailed back to Africa, where the Commander-in-Chief embarked from a French destroyer. With her escorts, Iowa raced across the Atlantic, arriving in Chesapeake Bay on 16 December.

On 2 January 1944, Iowa departed from the United States for the Pacific via the Panama Canal. She supported carrier air strikes against Kwajalein and Eniwetok atolls in the Marshall Islands. During this action, Iowa was struck by two Japanese 4.7" projectiles. One burst on the deck near turret two, causing little damage and the other holed the ship's side, but did not penetrate the armour belt.

August 1945 saw Iowa in Tokyo Bay to take part in the landing of the Allied Occupation Forces; serving as Admiral Wm F. 'Bull' Halsey's flagship for the surrender ceremony. Iowa sailed from Tokyo Bay for Seattle on 20 September 1945, taking home hundreds of former POWs and American G.I's. She returned to Japanese waters in January 1946 and became the flagship of the 5th Fleet until March, when she returned to the United States. For the next three years she took part in traditional cruises, drills, training and exercises of the peacetime Navy. On 24 March 1949 she was decommissioned and placed in the Reserve Mothball Fleet in San Francisco Bay. On 1 April 1951 Iowa was recommissioned to support United Nations Forces off the coast of Korea. As flagship of the 7th Fleet, she fired more than 4,500 rounds of 16" ammunition, more than double the amount fired by Iowa in all of World War II.

Following hostilities in Korea, she returned to Norfolk for an overhaul, and in July 1953 took part in a major NATO exercise in Northern Europe, serving as flagship for the 2nd Fleet. She made several Mediterranean cruises from 1954 to 1957. The final cruise of her second commissioned service took place in September and October 1957, when she participated in the NATO exercise 'Strikeback' in the North Atlantic. The Iowa was decommissioned on 24 February 1958, with fanfare and farewell and retired to the Mothball Fleet in Philadelphia.

In 1981 the decision was taken to re-activate and modernize the Iowa and she was sent to Avondale Shipyards Inc., New Orleans and drydocked. On 3 January 1983 she arrived at Pascagoula for completion of her modernization, was fitted with missile systems, four Phalanx close-in weapon systems for AA and anti-missile defence and her nine 16" and twelve 5" guns re-activated. She was recommissioned on 28 Apr. 1984.

Details: Built at New York Naval Shipyard, Brooklyn, NJ. Launched 27 August 1942 and commissioned 22 February 1943.

Length: 887 ft 3 in. Beam: 108 ft 2 in. Draught 38 feet

Displacement: 58,000 tons fully loaded. Present complement: 60 officers and 1,500 enlisted men.

Engines: Four geared turbines, 212,000 shp to drive 2 x 5-bladed and two x 4-bladed propellers. 33 knots. Two rudders.

.....



As the name implies, Hoegh-Ugland Auto Liners is a consortium; the two constituents, Leif Hoegh & Co and Uglands Rederi. Both companies fly the flag of Norway and each has been established for over half a century.

It was in 1970 that the two companies decided to combine the car-carrying side of their business interests and the resulting operating company was worked on a 50-50 basis, making ships available and building up a large fleet of big PC/TC (pure car/truck carriers) which superseded the pure car carrier (PCC).

Leif Hoegh began his shipping empire in 1928 and in ten years owned a fleet of sixteen ships which worked in the tanker, general cargo and bulk trades. The company began transporting cars from Bremen to West Africa in the 1950s and by the early 1960s it was seen that the new carrying method was a success, resulting in a number of ships being built, able to carry cars in this way.

At the end of the 1960s, two Esso tankers were acquired for conversion to car carriers. The first was Esso Genova, from the Italian flag, which was sent to Rijeka for conversion in 1969; the other was the Winchester, which was converted at the same place in 1970. Both had been built in 1958:

Hoegh Trader 21,364 gt ex Esso Genova '69  
ex Esso Windsor '63 (23581g)  
Scrapped in 1978.

Hoegh Transporter 21,670 gt ex Winchester  
'70 ex Esso Winchester '69  
(24,559 g). Scrapped 2.1979.

In 1969 three Shaw, Savill liners were found far too uneconomical to run and were sold by Furness, Withy, the parent company. Two were acquired by Hoegh and one by Ugland. They were also converted at Rijeka, Yugoslavia.

Hoegh Traveller: 1960: Completed by Harland & Wolff, Belfast as Aragon (20,362g) for Royal Mail Lines.  
1969: Aranda (18,575 gt) (Shaw, Savill & Albion)  
1971: Hoegh Traveller (10,912 gt 10,179 tdw)  
1977: Hual Traveller  
1980: Traveller. 1981: Scrapped Kaohsiung.

Hoegh Trotter 1960: Completed by Harland & Wolff, Belfast as Arlanza (20,362g) for Royal Mail Lines.  
1969: Arawa (18,595 gt) (Shaw, Savill & Albion)  
1971: Hoegh Transit  
1972: Hoegh Trotter (10,895 gt 10,177 tdw)  
1977: Hual Trotter  
1981: Trotter. 1981: Scrapped Kaohsiung.

On 18 December 1972, NV Kon. Maats "De Schelde", Flushing, launched Yard No 347 as Dyvi Skagerak for Jan-Erik Dyvi, Oslo. A side loader, she had tonnages of 7,274g and 9,652 tdw. Completed in June 1973, she joined the Hoegh fleet, under charter, took the name Hual Skagerak and sailed under that name for ten years, in 1983 returning to JE Dyvi and the name Dyvi Skagerak.

Yard No 348, Dyvi Adriatic was completed in 1974 as a sistership of Dyvi Skagerak and was acquired by Hoegh in 1975. She sailed as Hoegh Target until 1982 and then became Target. The third ship was a repeat order, Yard No 349. She sailed as Hoegh Trigger (9,499 tdw) until 1984 when she became Trigger.

In the late 1970s, orders for two ships were placed with Stocznia Gdynia "Komuny

by W.H. Mitchell



Paryskej" for two large carriers. They measured 212.6m (oa) 195.76 (bp) in length, 32.28m in breadth. Loading and discharging was by side doors and there were two quarter stern doors and ramps:

Hoegh Trader 1982: Hual Trader (23,597g 32,772 tdw)  
Hoegh Transporter 1982: Hual Transporter (23,597g, 32,695 tdw)

Another four ships were built in the early 1980s. All came from Kanasashi Zosenso, Toyohasi. The first pair had measurements 180.02m (oa) 167.00 (bp) length and 29.24m breadth. There were side and quarter stern doors with ramps. Tonnages 12,783 g and 12,961 tdw:

Hual Traeger 1981 and Hual Trapper 1981.

Two more completed in 1983 were basically of the same design. They have ten cargo decks. Nos 5 and 7 are 'strength' decks where heavy and tall cargoes of buses and trucks can be stowed, the extra height being obtained by raising of the hoistable decks, Nos 6 and 8. Main loading is by the stern quarter ramp (hinged at deck 5); there is also an adjustable side ramp. Internal transfers are made through ten ramps, five up and five down, from No 5 deck. Measurements: Length 179.88m (oa) 167.00 (bp) 29.10m breadth. Tonnages: 14,660g 14,600 tdw. Capacity 3,600 cars.

Hual Traveller 1983 and Hual Trotter 1983.

The Hual Traveller arrived Southampton on 7 May 1983, carrying 3,225 Datsun cars and trucks from Japan to Europe.

A/S Ugland Rederei was first established in 1930 and worked in dry cargo, bulk and tanker trades. In order to keep the car carrying trade separate, Ugland Shipping Co A/S and Ugland Management Co A/S were brought into operation in the early 1960s. Six ro-ro/bulk ships were ordered from Oresundsværket; three were to be chartered to Wallenius, Sweden, already active in car-carrying; and three under the Swedish flag.

Each had seven holds without stanchions, which eliminated damage to cars. Loading was done through side-ports. The top deck was constructed on a continuation of the top deck, ramps then leading down to several other decks for car storage. These could be stowed away when ore cargoes were carried. Each ship had 2 x 10 ton track cranes on deck. As car carriers the capacity was 1,900 cars.

Johan U	Comp: 10.1966	18,798g	30,035 tdw	1979: Hual Jasmine
				1980: Philippine Jasmine (Car Carriers Inc. Manila)
				1983: Avro International (Avro Sg Co., Panama)
				1984: Jill (Allseas)
Andreas U	Comp: 11.1966	18,803g	30,010 tdw	1979: Hual Orchid
				1980: Philippine Orchid
				1983: Avro Venture
				1984: Jack (Allseas) 1985: Scr Ulsan
Axel U	Comp: 6.1967	18,669	30,130 tdw	1979: Hual Rosal
				1980: Philippine Rosal
				1983: Avro Enterprise
				1984: John (Allseas)

The three Swedish flag ships were for Rederi Grimland (Per Liljogren): Citadel Completed 7.1966 (18,781 g 30,000tdw); Sonette 10.1967 (18,656g 30,100 tdw) and Daphne 12.1967 (18,656g 30,730 tdw).

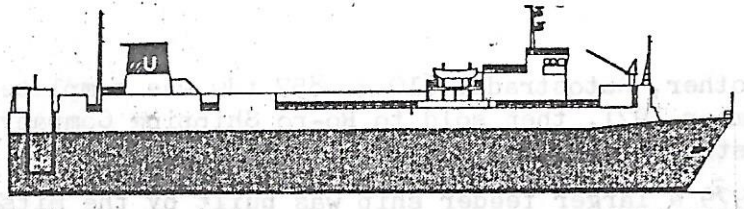
#### Feeder Ships

It was realised that the big carriers could only be worked to certain ports and a number of feeder ships were introduced. Built by Batservice Verft A/S, Mandal, they were 499 gt, 864 tdw:

Autoroute	7.1971	Stern door loading	1976: Autolloyd (Lloyd Brasileiro)
Autobahn	3.1972	Stern door loading	
Autoweg	9.1973	Side door loading	(1,042 tdw)

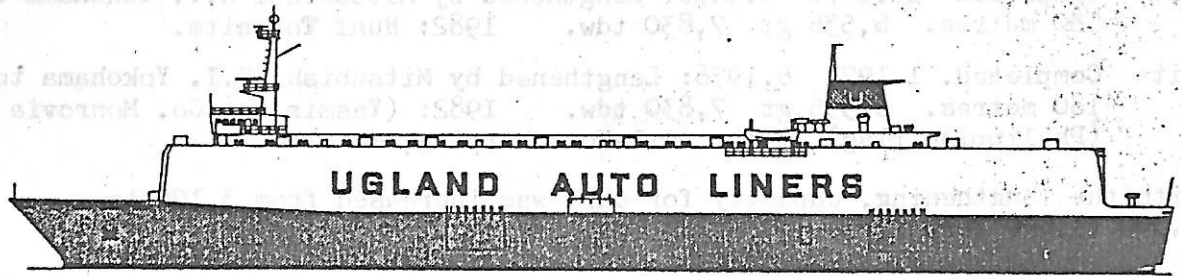


# HUAL

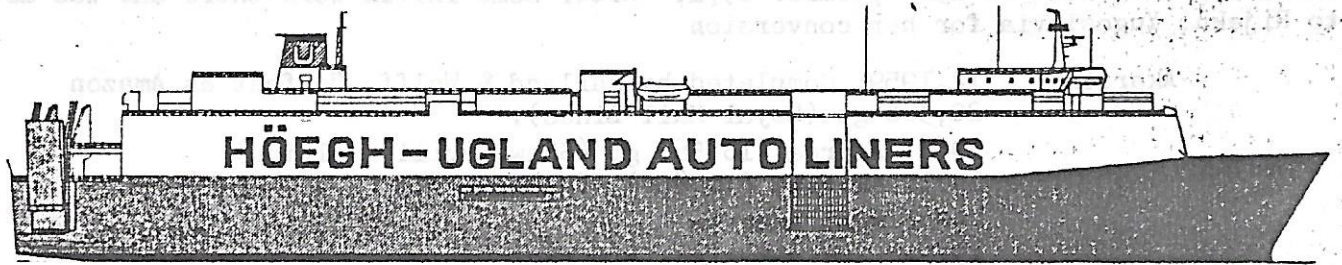


1. Feeder ship
2. The Laurita, Torinita and Savonita were from the Blohm & Voss yard, Hamrburg in 1970-1971. They were lengthened in 1976.
3. In 1980 the Ingrita, Rolita and Lisita entered service, followed by the Angelita in 1981.
4. The Karinita, which entered service in May 1980.

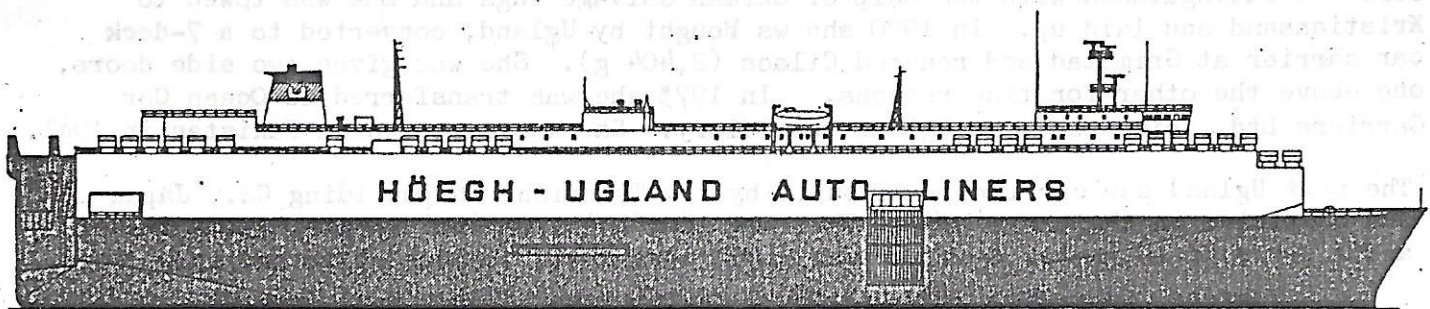
2.



3.



4.





One other, Autostrada, 610 g 857 tdw was completed by Langvik Sarpsborg M/V in December 1971, then sold to Ro-ro Shipping Company for management by Comben, Longstaff & Co under the British flag.

In 1979 a larger feeder ship was built by the Mitsui Eng & Sb Co Ltd., Ichihara; 2,462 gt, 1,894 tdw and stern loading. Named Autoroute, she was placed with the Autobahn, Autoweg and Autostrada under the British flag of the Aall Sg Co.Ltd., Cayman Islands, with management by Ugland (UK) Ltd., London.

Two more were introduced in 1983, built by Kambara Marine Development Sb Co., Numakuma: Autotransporter 986g 1,566 tdw and Autoline 986 gt 1,550 tdw.

In 1970, as demand for special car transporters grew, three new ships of the 'Laurita'-type were brought out. All built by Blohm & Voss, Hamburg, they had ten decks, some movable. The ships could also carry containers but, if not carried, Decks Nos 5 and 9 were hoisted. Gross tonnage was 5,352 and 5,738 tdw, loading through six side doors. Hull length was 158 metres and there was no stern door.

Laurita Completed 1.1970 6.1976: lengthened by Mitsubishi H.I. Yokohama to 180 metres. 6,533 gt 7,919 tdw.

Torinita Completed 10.1970 8.1976: Lengthened by Mitsubishi H.I. Yokohama to 180 metres. 6,536 gt 7,830 tdw. 1982: Hual Torinita.

Savonita Completed. 1.1971 6.1976: Lengthened by Mitsubishi H.I. Yokohama to 180 metres. 6,535 gt 7,830 tdw. 1982: (Yasmir Nav Co. Monrovia (Philippine flag) 1984: (Fil-Nor Shipping, Manila).

With the lengthening, capacity for cars was increased from 3,100 to 3,500 (3,600 Torinita).

One of the three Shaw Sall passenger/cargo liners, originally built for the Royal Mail Lines and put on the sales list by the Furness group, was purchased in November 1970 for conversion to a car carrier. The Akaroa ex Amazon was the Ugland ship and arrived at Grimstad on 13 September 1971. After some initial work there she was moved to Rijeka, Yugoslavia for her conversion

Akarita 12.1959: Completed by Harland & Wolff, Belfast as Amazon 20,368 gt (Royal Mail Lines).  
1968: Akaroa (18,565 gt (Shaw, Savill & Albion)  
1971: Akarita (10,866) (J.Ugland)  
1977: Hual Akarita  
1978: (Ace Autoline, Liberia)  
1982: Akarita (Ace) 1982: Scrapped Kaohsiung.

John I Thornycroft Ltd., Southampton built the Blenheim (4,766gt) for Fred Olsen & Co., Oslo in 1951 and after hull completion she was towed to Oslo for machinery installation by Akers Mek Ver. On 21 May 1968, on voyage from the Tyne to Oslo, she caught on fire in the middle of the North Sea. Unfortunately, the fire damaged the radio and no Mayday call could be made. However, she was sighted by a Danish fishing vessel, the fire was extinguished with the help of German salvage tugs and she was towed to Kristiansand and laid up. In 1970 she was bought by Ugland, converted to a 7-deck car carrier at Grimstad and renamed Cilaos (2,404 g). She was given two side doors, one above the other for tide reasons. In 1973 she was transferred to Ocean Car Carriers Ltd., Singapore, an Ugland subsidiary. She was scrapped in Pakistan in 1981.

The next Ugland car carriers were built by the Tsuneishi Shipbuilding Co., Japan and completed in the early 1980s. They are 180m(oa) 170m(bp) length, 29.2m breadth and a speed of 18 knots. Each carries 4,000 cars moved through stern and side doors.

Ingrita	Completed 1980	12,369 g	12,165 tdw	1982: Hual Ingrita
Rolita	1980	12,369 g	12,160 tdw	1982: Hual Rolita
Lisita	1980	14,155 g	12,003 tdw	1982: Hual Lisita
Angelita	1981	14,365	12,500 tdw	1982: Hual Angelita



The larger Karinita entered service in May 1980. Dimensions of 194.2m (oa) 180m (bp) and 32.20m breadth give her a gross tonnage of 12,553. Deadweight capacity is 15,573 tons and she can carry 5,450 cars on twelve decks, each 1.70m high. In 1982 she became Hual Karinita.

The latest vehicle carrier in the Uglan fleet is the Hual Carmencita which was completed in 1983 by Tsuneishi Zosen, Numkuma. Tonnages are 19,610 gross, 16,694 tdw and measurements are 184m (oa) and 30.6m breadth. She is an upgraded version of the Lisita. She has eleven decks, five hoistable and two shore ramps on the starboard side. Speed is 17 $\frac{3}{4}$  knots and there is capacity for 4,200 cars.

HUAL's massive shipbuilding programme began in 1980. With the entry into service of Hual Tracer and Hual Trapper in 1981, the HUAL operations were then on the basis of bringing Datsun cars from Japan to the UK. The Japanese Nissan Company, a major customer, was at that time shipping 50% of Nissan products, namely Datsun cars, to Europe. Exports from UK were to the Middle East - British-manufactured vehicles, trucks etc - anything that could be towed up the ship's ramp.

In July 1983 HUAL began a new fortnightly service to the Far East, beginning with the HUAL Lisita which called at Southampton to load for Port Keelang (Malaysia), Singapore, Hong Kong, and Taiwan, extending the route to Yokohama and Nagoya in July.

At the end of 1983 the twelfth and last car carrier, the Hual Carmencita was brought into service leaving the builder's yard on 5 November for Europe. Each carrier can lift 3,700 to 4,200 cars instead of the 2,800 in the older ships. Bulldozers, tractors, earth moving equipment etc of 70 to 200 tons can be lifted. In the older ships 18 tonnes was the maximum, but stronger decks and ramps increased the weight tolerance. The ships of 1983 were reckoned as 3rd generation, although they are really 2nd generation, being purpose-built, for in 1971, several of the vessels were conversions.

HUAL Autoliner services were built up from huge contracts and were then operated in the principal routes, although the rates and ports changed as the trade dictated:

Europe to Middle East (every three weeks); Europe to Far East (which was fortnightly from March 1984); Japan to Europe, Mediterranean and Middle East (4/5 each month); North America to Mediterranean and Middle East (3/4 each month); South America to Mediterranean and NW Europe (monthly).

Five ships worked in the Middle East service to Aqaba, Jeddah, Mina Qaboos, Dubai, Abu Dhabi, Dammam, Kuwait, Umm Said and (on inducement) Karachi.

Amsterdam is the European terminal and feeder services operate from there to Norway. Middlesbrough and Southampton were the two HUAL ports in Britain but in 1985 Felixstowe was preferred to Southampton.

In 1985 two thirds of the world's total car carrying trade was carried by five major routes - Japan/USA/Japan (ballast); Japan/US East coast/Middle East/Japan (ballast); Japan/Europe/USA-Japan (ballast); Japan/Europe/US East coast/Middle East/Japan (ballast), and Japan/Europe/Middle East/Japan (ballast).

#### HUAL Fleet (1985)

		Yr	gt	dw			
					Hual Tracer	(H)	81 12,783 12,961
					Hual Trapper	(H)	81 12,783 12,961
					Hual Trader	(H)	82 23,597 32,772
					Hual Transporter	(H)	82,23,597 32,695
					Hual Traveller	(H)	83 14,660 14,600
					Hual Trotter	(H)	83 14,659 14,600
Hual Torinita	(Ug R)	70	6,535	7,706			
Hual Ingrita	(PTCI)	80	12,369	12,165			
Hual Karinita	(Ug)	80	12,553	15,593			
Hual Lisita	(Ug R)	80	14,155	12,003			
Hual Rolita	(PTCI)	80	12,369	12,169			
Hual Angelita	(Ug)	81	14,165	12,977			
Hual Carmencita	(Ug R)	83	17,610	16,694			
					Note:	Ug R	= Uglands Rederi
						Ug	= Uglands Rederi/Ugland Management Co.
						H	= Hoegh
						PTCI	= Philippine Transmarine Carriers Inc.


In Autumn 1985, after over ten years service the HUAL consortium transferred their operations to Felixstowe. Hual Lisita was the last caller in October. (WHM 10.85)



## old southampton callers

Cargo ships  
of the R.M.S.P. Company  
and Royal Mail Lines  
(Part 2)

by  
John S. Lindsay



Two ships, Zulu and Transvaal, were acquired from Bucknall's British & Colonial S.N. Company in 1906 to run in conjunction with La Plata, Minho and Ebro on the Southampton-Spain-South America service. They were renamed Marima and Manau respectively. Built in 1892 by Sir W. Raylton Dixon & Co., Middlesbrough, their dimensions were 323 ft oa x 309 ft bp, 40 ft 7 in beam and 17 ft 6 in depth with tonnages of 2,742 and 2,745 gross. They were single screw ships, driven by three cylinder triple expansion engines producing 283 nhp. Steam was raised by two single-ended boilers with six furnaces giving a steam pressure of 160 psi, with a service speed of 12 knots. Both machinery and boilers were constructed by T. Richardson & Sons Ltd., of Hartlepool. Hulls were of steel, with one deck and spar deck; the f'c's'tle was 36 ft, bridge 34 ft and poop 31 ft.

Their careers were fairly uneventful. The Marima ran in the RMS P service until 1911 when she was sold to Greek buyers G. Coulouras, Andros and her name changed to Marika. They ran her until 1916 when she passed to Hannevig Bros., Oslo, who placed her on a South America service. Unfortunately she was only a short time with her new owners for on 4 April 1916 she foundered in the South Atlantic. Her sister Manau fared little better for after her purchase by RMS P she was dry-docked at Antwerp for overhaul when the dock was accidentally flooded which temporarily submerged the ship. However, no serious harm was done and she was pumped dry and her overhaul completed. At the end of March 1906 she began her career on the South American service but bad luck still persisted for on 22 May 1906, en route Southampton-Bahia, she broke in two and became a total loss some seven miles north of Bahia.

SEGURA and SABOR: Also in 1906, when the RMS P Company were enlarging their services, they purchased the Greek and Gaul from the Union-Castle Mail SS Co., two former Union SS Company ships from the South African service. The former was named Segura, the latter, Sabor. They were to be used on the Southampton-Cuba-Mexico service. Belfast-built by Harland & Wolff, the dimensions were 416 ft oa 400 ft 6 in bp x 47 ft 2 in breadth and 26 ft 10 in depth, giving a gross tonnage of 4,746 gross tons. Twin screw ships, they were driven by three cylinder triple expansion engines giving 2,200 ihp. Steam was provided by three double-ended boilers, each with four furnaces giving a steam pressure of 180 psi for a speed of 12 knots. Engines and boilers were by Harland & Wolff. Hulls were of steel with the f'c's'tle 55 ft, bridge deck 134 ft and poop 47 ft. Five cargo hatches provided for 5,000 tons dw. Both made their maiden voyages in the Union Line's intermediate service in 1893; became Union-Castle ships in 1900 and after two years in the RMS P fleet, moved to Jenkin's Shire Line in 1908 under the names of Pembroke-shire and Carmarthenshire, with red funnel and black top. In 1913 they reverted back to the RMS P Co., as Chignecto and Chaleur for the West Indies-Canada service. In 1927 they were broken up in Holland.

TOWY, TAFF and TEIGN: These three little Northam-built vessels sailed in local waters for a few years. Just before the 1914-18 war Royal Mail decided to enlarge its local lighter service and placed orders for three small sisterships from Day, Summers & Co. Ltd. All were delivered in 1914 and commenced service at the port. Their tonnage was 204 gt on dimensions of 110 ft 4 in x 21 ft 1 in x 10 ft 1 in and the single screw was driven by a Day, Summers two cylinder compound engine giving 8 knots. Hull were of steel with one deck and a 25 ft f'c's'tle. Both navigating bridge and machinery were aft. They worked the lighter service until 1920 when the Towy and Teign were sold to Spillers Ltd, Cardiff (later Spillers Milling & Industrial Co. Ltd) and were both sold for breaking up in 1937. The Taff was also sold in 1920 to the local firm of J. Little & Co., and again worked locally. In April 1921 she ran aground in Southampton Water, but was refloated without damage but in 1922 was wrecked and became a total loss. These little ships retained their names throughout their careers.

(Part One of RMS P/RML cargo ships  
appeared in Black Jack No. 59.)



UGANDA

The turbine-driven Uganda which, with her consort Kenya, became so well-known in the London-East Africa service of the British India SN Company, arrived at Taiwan under her voyage name of Triton (Triton Ship Delivery) in July for breaking up. It was then reported that a Japanese buyer was interested in the ship for an inter-island service had contacted the shipbreakers. The ship was inspected by him at Kaohsiung's Outer anchorage but before any decision could be made, fate stepped in and a cyclone of great strength not only damaged other vessels awaiting the breakers' torches, but left the Uganda lying on her side.

She could not be regarded as a regular caller at Southampton, but was here several times as a school cruising ship. She was welcomed at Southampton on her arrival from the Falklands War on 9 August 1982. Then, during lay-up in the River Fal, there was some talk of her being sold to China, but she was eventually sold in March 1986 for scrapping.

The 'X' craft A member has inquired as to what the 'X' lighters were built for which were listed in Royal Naval Auxiliaries (BJ No.60 - Autumn 1986). They were, in fact, a legacy of the Great War. When the naval attempt to force the Dardanelles failed, a further attempt to capture the Gallipoli peninsula was made by landing troops in ships' lifeboats, particularly from the British tramp River Clyde which had been converted to a troopship. The landings were made on Beach V, on 25 April 1915 with the River Clyde beached, but the Turkish defences caused tremendous losses.

British yards then turned out improved landing craft known as 'X' Lighters (unofficially known as 'Black Beetles'), but they came too late. They had measurements of 109 ft length, 22 ft 6 in breadth and a very shallow draught of 3 ft 6 in; they were also fitted with a landing prow. Propulsion was by two hot bulb Bolinder engines, each of 25 hp. The craft were built in many yards throughout the country, although most came from Swan Hunter, Beardmore and Irvine, who built them in groups between bigger ship orders. Over 200 were constructed and turned over to workboats and victualling craft in the dockyards, and many still worked at the outbreak of war again in 1939.

Bill Lawes'
NAVAL NOTES

Foreign vessels dominated the naval movements at Southampton during the last quarter. September was the busiest month, when several Dutch and Belgian ships were visitors. During one weekend the support vessel Zuiderkruis was accompanied by the frigates Banckert, Westdiep and Belgica, the new Belgian Oceanographic vessel.

Zuiderkruis entered service in 1975 and is capable of transferring supplies ranging from fuel and water to ammunition and spares. She was built by Verolme at Alblasterdam and displaces 17,357 tons. In addition to her support duties, she has hangars for three Lynx helicopters. The frigate Banckert is one of the Netherlands Navy's 'Kortenaer'-class. Built by de Schelde, she was launched in 1976 and entered service two years later. Powered by Olympus and Tyne gas turbine engines, she is armed with eight Harpoon SSM, Sea Sparrow SAM 2-76 mm OTO Melera guns with AS torpedoes and has two Lynx helicopters. Full load displacement is 3,750 tons.

The Belgian frigate Westdiep is slightly smaller at 2,283 tons full load. She has multi-national equipment - Canadian Sonar, French guns and missiles and Belgian/Dutch radar. Her armament consists of four Exocet SSM, Sea Sparrow SAM, ASW rocket launchers and torpedoes and a 100mm gun. Her power comes from diesel and gas turbine engines and she can make 15k on one diesel, 20k on both or 28k with her Olympus gas turbines. Built by Cockerill at Hoboken, she entered service in 1978.

Other Dutch visitors included the 'Van Speijk'-class frigate Tjerk Hiddes which has been at Southampton several times. In September her call was associated with her impending sale to Indonesia, as she was giving experience to seamen of that nation. Yet another visitor from Holland was the survey vessel Blommendal, which was in port during October. Built by Boele at Bolnes, she came into service during 1973. Her

nautical notebook
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# nautical notebook

Naval Notes (continued from page 13)

single screw and diesel-electric drive give her a speed of 14 knots.

Indonesia has also had further representation at Southampton with the survey vessel Dewa

Kembar, ex HMS Hydra which, on completion of a refit by Vosper Thornycroft, was accepted by Indonesia in October.

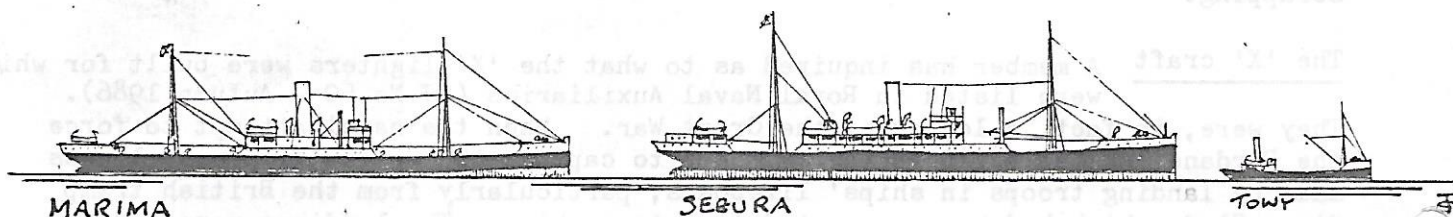
Earlier, in August, an interesting American visitor was the USNS H.H.Hess, built as the Canada Mail - a 'Mariner'-type passenger/cargo ship, and acquired from the Maritime Administration in 1976. Between March 1977 and January 1978 she was converted to a surveying ship by National Steel & Shipbuilding Company, San Diego.

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## OLD SOUTHAMPTON CALLERS

Cargo ships of the R.M.S.P. Co.Ltd.

(see page 12)



Home again Under a heavy overcast sky the Galway Bay arrived in Southampton Water at 9 am Friday, 10 October 1986. At Fawley she was met by four Red Funnel tugs dressed overall: Clausentum - with fire jets working - Sir Bevois, Hamtun and Totland, and the Galway Bay, with two escorting tugs either side, came up the Water in line abreast to Hythe where the tugs moved to two ahead and two astern. At 11 am the old Southampton-built Calshot which became Galway Bay in 1964, berthed at No 66 (Town Quay), home again after a period of twenty-two years. The four escorts gave a siren salute in unison and went on their ways.

Panther Another ship connected with Southampton that was in regular service here, albeit only for a short while, is the Panther, 4,045 gr which was employed in the short-lived Santander service in 1973-4. She was transferred to other P & O ferry services and in January 1985 was one of the five ships acquired by Townsend-Thoresen when they purchased the P & O Cross-Channel ferry services. Townsend-Thoresen have now resold her to P & O for Scottish services, Aberdeen to Orkney with summer excursions to Baltic countries. This is the third ship of the Townsend-Thoresen acquisition to be sold.

Lord Nelson The 400 gt, 141 ft long sail training ship Lord Nelson, berthing at the Town Quay, is a fine addition to the Southampton nautical scene.

A square-rigged barque, she was custom-built for the Jubilee Sailing Trust to carry a mixed crew of fifty physically handicapped and able-bodied seamen who will work the tall ship on ten-day voyages. She was constructed by James W.Cook of Wivenhoe, but completed by J.I.Thornycroft when the Cook yard went into liquidation and was officially named Lord Nelson by Prince Andrew at Southampton on 4 July 1986. She is the largest square-rigged ship built under the Red Ensign for 75 years and although based at Southampton, will also be seen in the Medway, Humber and Clyde.

The concept of the scheme resulted from the charter by the Trust of the brigantine Soren Larsen in 1983 and after some modifications to the ship was regarded as a success, with more charters in 1984 and 1985.

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