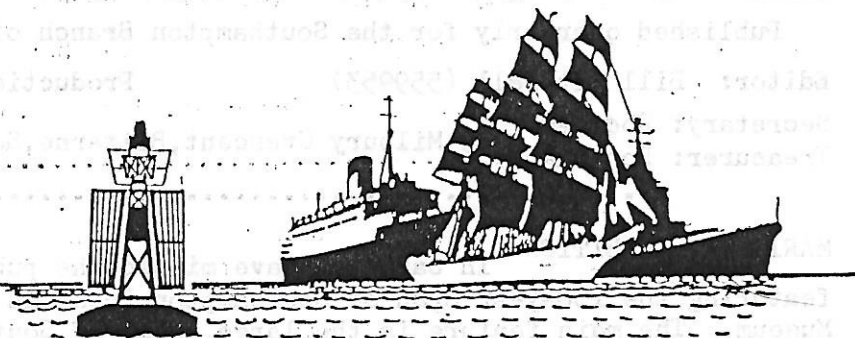


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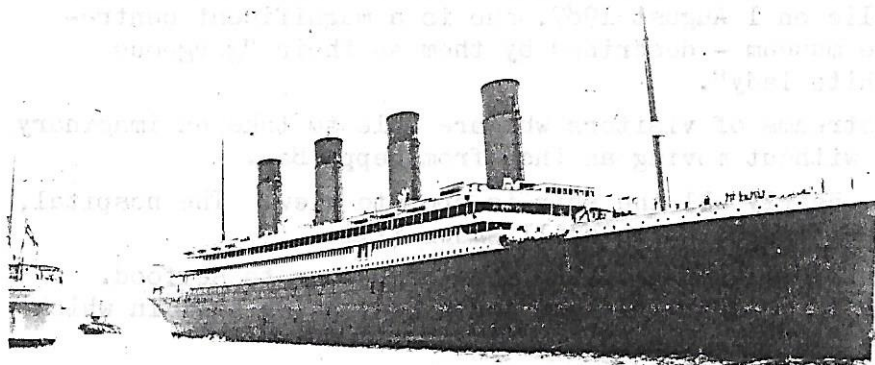
QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



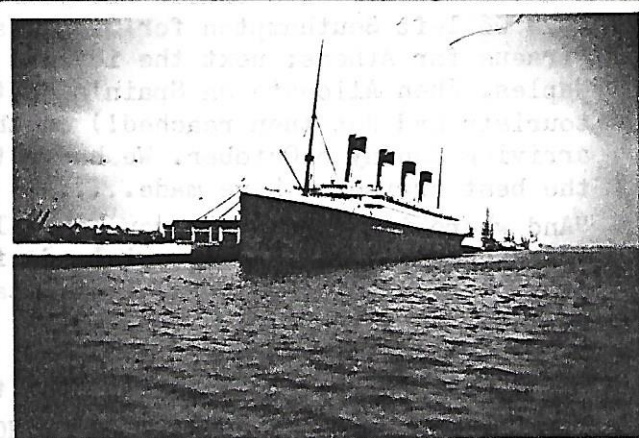
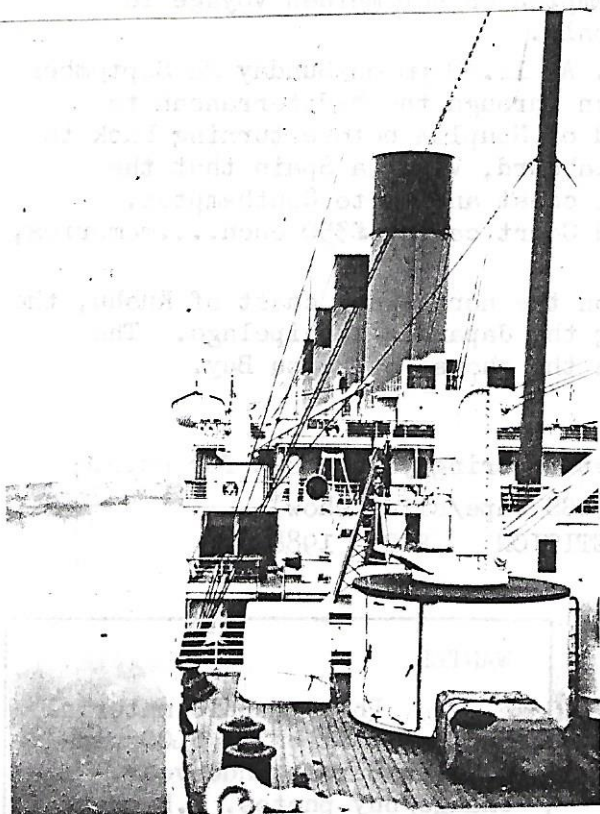
AUTUMN 1988

No. 68

The OLYMPIC
arriving at
Southampton,
off 40 berth.



Below: Olympic laid up at
108 berth, 1935.



Left: In Ocean Dock,
Southampton,
looking forward.

(See page 12)

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

Editor: Bill Mitchell (559953)

Production: Mike Lindsay (694558)

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Treasurer: Don Baker) 29, Milbury Crescent, Bitterne, Southampton

(449972)

MARITIME EXHIBITION

In case you have missed the publicity, an exhibition featuring the 150-year span of Southampton Docks is on show at the Maritime Museum. The main feature is the large model of Southampton Docks, depicting the halcyon days of the mid-1930s. This, really, is an excellent model, originally built for the New York World Fair in 1939. It has been restored by John Lindsay, whose ship models fill the berths and show the shipping of Southampton between the years of 1933-1936. Elsewhere the museum abounds with relics, records and memorabilia of the old companies, long since gone. On the top floor are builders' models of many of the Southampton ships and in a way, it is pleasing to note how cramped the museum is becoming, with more and more exhibits, for this augurs well for the new, much larger museum which is to be opened next year at the Ocean Village.

Meanwhile, 12,000 miles away in the Orient, the P & O's once Southampton-based liner Oriana is now settled in her new permanent berth at Beppu Bay in Japan. Opened to the Japanese public on 1 August 1987, she is a magnificent centre-piece to the local maritime museum - described by them as their "gorgeous passenger ship - a noble white lady".

And so she is, attracting streams of visitors who are able to take an imaginary world cruise aboard Oriana without moving an inch from Beppu Bay.

From bridge to engine room, nearly all the ship is open to view. The hospital, the printing machine and the cinema, which still shows films.

There are several restaurants, serving anything from barbecues to seafood. There are bars and cafes, a large shopping area and a convention hall in which parties of up to 500 people can be arranged.

There are also additions to the old standard services. A putting green is on the open deck; there are English conversation lessons from seamen from overseas and there is a study area which includes a world panorama, and a museum on the 26-year old history of the ship.

Twenty-six years between completion date and the time of her withdrawal from service. On 3 December 1960 she left Southampton on her maiden voyage to Sydney and from 1973 was set for cruising only.

I have memories of a cruise one year later. At 12.30 pm on Sunday 22 September 1974 we left Southampton for Gibraltar; then through the Mediterranean to Piraeus for Athens; next the idyllic island of Nauplia before turning back to Naples. Then Alicante on Spain's eastern seaboard, Vigo (a Spain that the tourists had not then reached!) on the west coast and on to Southampton, arriving Sunday 6 October. We had a two-bed Court cabin, £350 each....memories, the best cruise we have made.....

"And where is Beppu Bay", you ask. It is on the north-east coast of Kusu, the most southerly of the large islands forming the Japanese archipelago. The city of Oita, 600,000 population, stands on the shores of Beppu Bay.

PROGRAMME:

- 11 Oct: AGM and Book Sale. Don't forget to bring your books for sale.
 8 Nov: THE PORT OF HOBART (WSS tape/slide show)
 13 Dec: PHOTOGRAPHIC COMPETITION FOR 1988.

WANTED

We have several authors in our Branch and we are looking for a relief editor from 1989 for Black Jack. Rod.

WANTED

Photographic material and information on ULCCs including Burmah Endeavour. Exchange/buy photos. T.Barrett Totton 867957.

As with so many Norwegian shipping companies, the Oslo-based Klosters Referi A/S began as a family concern. Its ships are not frequent callers at Southampton, but there were links in the past.

-o-o-o-o-

Kloster



Lauritz Kloster began business in shipping in 1907, but not until 1924 was the family-owned Klosters Rederi formed. In 1925 four motor ships were built, two of which were driven by twin screws, and three more were purchased which had been re-engined in 1914.

<u>The fleet in 1926</u>	gt	Built by
Folkvard	2,466	Barclay, Curle & Co.Ltd., Glasgow 1909. (ex Songdal, ex Folkvard, ex Bandon).
Landvard	3,454	Barclay, Curle & Co.Ltd., Glasgow 1909. (ex Songvar, ex Landvard, ex Chumpon).
Lidvard	3,454	Barclay, Curle & Co.Ltd., Glasgow 1909. (ex Songvand, ex Lidvard, ex Pangan).
Austvard	3,677	Burmeister & Wain, Copenhagen, 1925 (twin screws).
Sorvard	3,673	Burmeister & Wain, Copenhagen, 1925 (twin screws).
Vestvard	4,319	A.G. Neptun, Rostock, 1925.
Norvard	4,111	Kockums N.V. Akt. Malmo, 1925.

Between 1926 and the outbreak of war in 1939 fleet changes included two new motorships and the disposal of the three older vessels. The first new building was the Heimvard, 4,851 gt from Kockums, Malmo in 1930; the second was Lidvard, 4,785 gt, from the same yard in 1939.

The first war loss was the Norvard, captured by the German raider Pinguin on 16 September 1940. Renamed Vestvard by the raider, she reached Bordeaux on 26 November 1940 with some 200 prisoners. Later used as a target ship, she was eventually sunk by air attack off Moss in the Oslo Fjord on 29 December 1944.

The second ship to be lost was the 1925-built Vestvard, which was sunk by a torpedo from U.31, some 300 miles west of the Hebrides on 27 September 1940 on a voyage from the U.K. to Canada. Her name was used on the Norvard, as in the paragraph above.

Four months later, on 31 January 1941 the Austvard was lost by air attack, south of Donegal Bay and when war ended the fleet consisted of three ships: Sorvard, of 1925, Heimvard (1930 and Lidvard (1939).

The Lidvard features in an interesting story which became the subject of a best selling book and a film. In June 1940 she was interned at Dakar by the French authorities who removed six vital pipes from her engines, making escape apparently impossible. But her crew thought the opposite and although closely watched, made six dummy pipes, whereupon the Captain persuaded the harbour police to bring the original pipes on board in order to give the engines a routine test. During lunch which followed, the crew changed over the real pipes and the dummies were later taken ashore. Four nights later the Lidvard slipped away, sailed past four harbour forts and evaded the anti-submarine nets. In the morning she was chased by two aircraft and two armed trawlers, but to no avail. She continued serving the Allied cause for the remainder of the war.

The 1950s

On 20 January 1950 the company suffered the loss of the 1930-built Heimvard when there was an explosion and fire on board, and she was beached. This was off Chalmette, New Orleans, whilst in ballast from Barranquilla to New Orleans.

The fire was extinguished on the 23rd and she was refloated and taken in to New Orleans the next day. However, she was found a constructive total loss and was sold.

The names of the three war losses were perpetuated in the 1950s when two motorships and three motor tankers were built as the company entered into the oil-carrying trade and at the end of the decade the fleet was:

	gt	tdw	Built
Austvard (tank)	10,549	16,175	Kockums M/V, Malmo 1952.
Vestvard (tank)	11,916	18,178	Smiths Dock Co.Ltd.,Middlesbrough 1955.
Lidvard (tank)	12,743	19,950	Kockums M/V, Malmo 1959.
Nordvard	5,384	9,370	Short Bros.Ltd., Sunderland 1952.
Sunvard	8,961	13,400	Kockums M/V, Malmo 1957.

The 1960s

These were the years of change which witnessed the disposal of the fleet of cargo ships and tankers and the beginning of a new venture. There was also a serious loss to record in the early years of the decade.

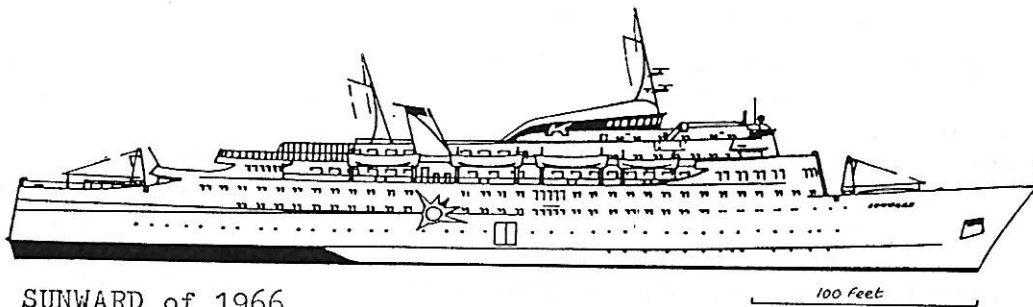
Two tankers were constructed, the first, Landvard, launched at the A/S Akers M/V Oslo yard on 14 June 1962 for completion in the following November. Of 12,978 gt (20,000 tdw), she served until 1969 and was then sold to Vaboens Rederi A/S, Kristiansands and renamed Herstein.

Until then, the largest ship ever built for Klosters was launched and named Heimvard at Kockums, Malmo on 22 April 1964. This 35,353 gt ship had hardly been in service one year when disaster struck. On 2 May 1965 she left Ras Tanura for Muroran, Hokkaido, Japan and arrived there on 25 May, but on entering the port struck a quay. There was an explosion and the Heimvard, on fire, drifted on a sandbank. The fire was not extinguished until 19 June and the ship, then heavily damaged was considered a constructive total loss. She was sold to Japanese shipbreakers who broke her up in situ.

Disposal of the cargo/tanker fleet began in 1967 with the tanker Vestvard which was sold to Astro Contante Cia.Nav. of Greece and was renamed General Colocotronis. While trading as the Vestvard in June 1957 she aroused the wrath of President Nasser of Egypt for having made more than three calls at Tel Aviv and was blacklisted and refused permission to pass through the Suez Canal on her way to the Persian Gulf.

The 1952-built tanker Austvard was sold for breaking up and arrived at Castellon on 11 February 1968 and the Lidvard went to Tschudi & Eitzen, Oslo for further trading under the name Lidfold. Both cargo motorships, Ngrdvard and Sunleaf (renamed from Sunvard in 1966) were sold to E.Lund's Rederi A/S, Bergen as Lisianne and Marianne respectively.

The change of name of the cargo ship Sunvard to Sunleaf was for a new ship, launched at A/S Bergen M/V yard on 24 March 1966, although as Sunward, there was a slight difference in spelling.



SUNWARD of 1966

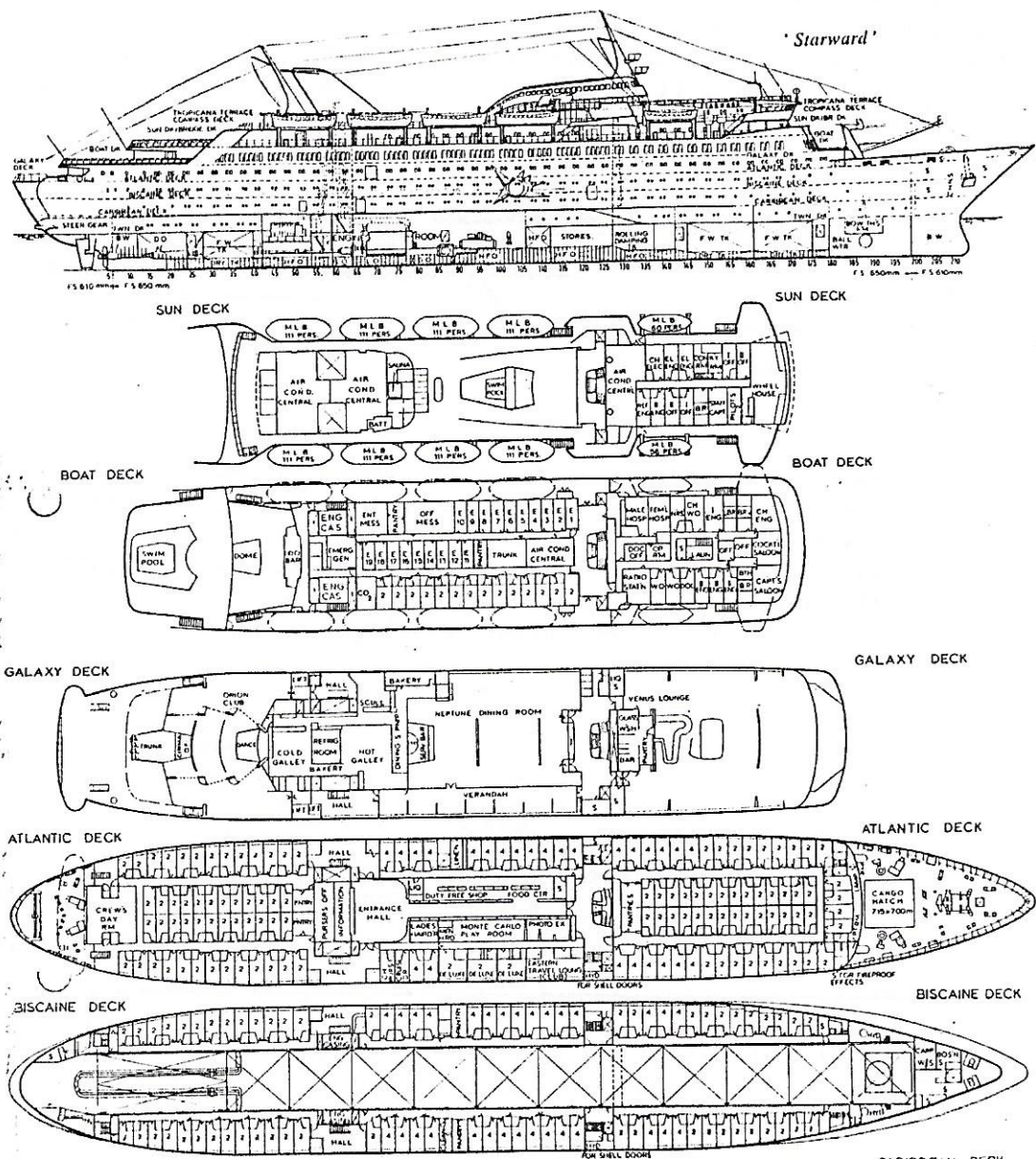
But Sunward was appropriate, for she was specifically designed for service between Southampton, Lisbon, Gibraltar and Casablanca. She could accommodate 558 passengers and 168 cars (or 140 cars and six buses); her length was 457 ft 9 in (oa), breadth was 68 ft 3 in and gross tonnage 8,666. Cars were loaded through a downward-opening stern door and there were also two side doors. Four 5-ton luffing cranes were also carried for hatch discharge of cars in ports without ramp facilities.

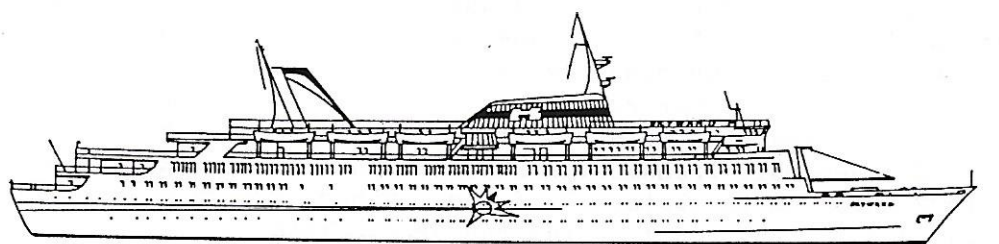
Her white hull carried a golden sun emblazoned amidships and there were twin exhausts aft of her dummy funnel.

She used berth 49 ramp at Southampton from 25 June 1966, sailing for Vigo, Lisbon at Gibraltar at 8 pm Saturday and arrived back at 11 am the following Saturday. The service operated under Kloster Sunward Ferries Ltd. After her Winter service beginning on 10 December to Lison/Casablanca - Lisbon/Gibraltar (or Malaga) was announced there came a surprise move when she was moved to the Caribbean for cruising, despite her Winter schedule. This was the beginning of the Norwegian Caribbean Cruise Line, the first to start cruising out of Miami. She was sold in 1973 to Cie Generale Transmediterrannee and took the name Isle de Beaute, then in 1977 moved on to Eastern Gulf Inc., Panama for work as an offshore hotel at Sharjah (U.A.E); she was then renamed Grand Flotel.

But plans were already in hand for a larger cruising ship and on 15 January 1968 the keel of the Starward was laid down at the German yard of A-G Weser, Bremerhaven. She was a larger version of the Sunward and was given a dummy funnel and twin, raked exhaust outlets of Scandinavian ferry design. Twin engines gave 21½ knots on 17,380 hp. The length of the Starward was 524 ft 10 in (oa), 449 ft 6 in bp and the breadth 75 ft; gross tonnage was 12,949.

The hull was all-welded and in order to use the crane capacity available at the shipyard, the hull was built in three parts, later to be assembled in the building dock. The after part, less the stern was built on the berth where the stabilising fins were also installed; the forebody was built in the building dock. The two halves and stern section were then welded together in one week and the ship finished in November, making her first cruise from Miami on 21 December 1968 to Port Antonio, Kingston and Montego Bay.

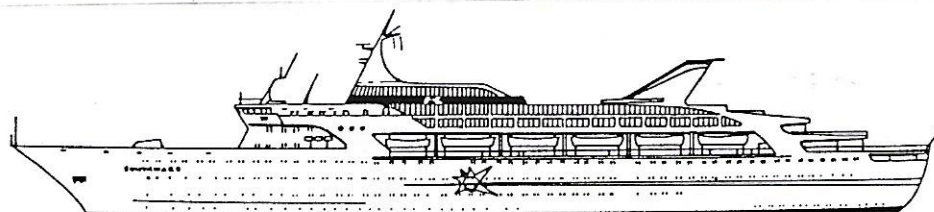




SKYWARD of 1969 (STARWARD of 1968 similar)

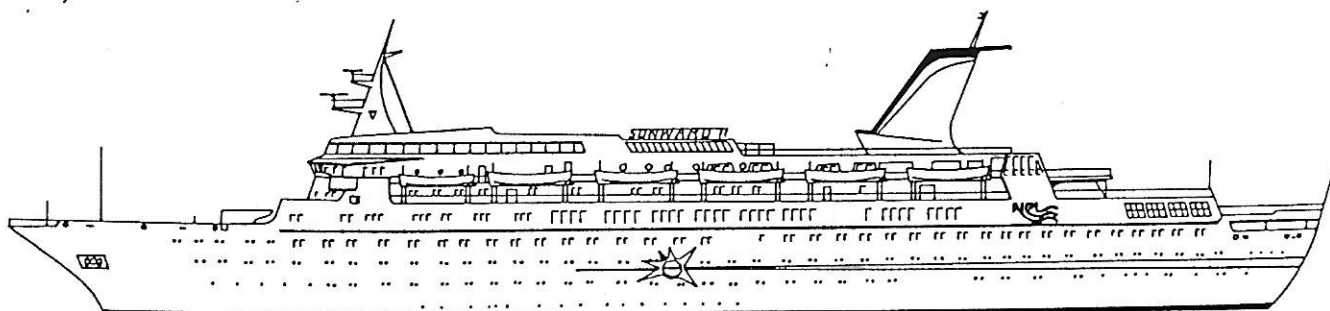
Like many other cruise operators, Klosters were then finding Caribbean cruising an insatiable market and just one year later the larger Skyward was accepted from the A-G Weser yard. The gross tonnage now reached 16,254 and by omission of a car deck, passenger accommodation was for 927. As with the Starward, the building was in sections and joined in the building dock. The Skyward was handed over on 10 December 1969.

Meanwhile, yet another ship had been ordered from Cantiere Navali del Riva Trigoso, Genoa. Launched as Southward on 5 June 1971 she, too, was completed in the month of December to begin her 14-day cruises from Miami. Details were 536 ft (oa) length, 450 ft bp and 74 ft 9 in breadth; 16,607 gross tons.



SOUTHWARD of 1971

The next ship was an acquisition from the Cunard Steam-Ship Co in 1977 when the company purchased Cunard Adventurer. Dutch-built by the Rotterdam Drydock Co in 1971, she arrived at Southampton on 30 October to prepare for her maiden voyage to San Juan (PR) and left on 19 November, making her maiden cruise from there in early December 1971. When purchased by Klosters in 1977 she was renamed Sunward II. Her gross tonnage was 14,151.



SUNWARD II of 1971 (ex CUNARD ADVENTURER 1977)

The company also had built a small twin screw motorship for vehicles, loading as the stern and at side doors. She operated in the Caribbean areas for a short period and was then sold:

Trailer Express 984 gt 1,202 tdw Built by Ankerlokken Verft, Glommen A/S
Fredrikstad 1971.
1974: Jolly Giallo (Ignazio Messina & Co)
1976: L'isere (Cos. Nat. Maritime Corse-Mediterranee).

Interest was also taken in the bulk cargo trades and a number of ships were acquired:

Norvard 33,218 gt 72,539 tdw Built by NV Siltion-Fijenoord, Schiedam,
1976 as Slesvig for Dafra-Bulk Inc.
(A.N. Petersen, Denmark).
1979: (Klosters Rederi).

Some acquired in 1979 were placed under the management of Singa Ship Management Pte Ltd., Singapore.

Norman Venture 30,560 gt 61,460 tdw Built by Hitachi Zosen, Maizuru in 1971
as Jaguar for Fidelity Maritime Corp
(Y.C. Cheng).
1979: (Changi Nav. Pte. Ltd. Singapore
(L.Kloster).
1982: Topaz (Seatone Sg Ltd., Cyprus).

Norman Atlantic 42,093 gt 85,129 tdw Built by Brodogradiste, Split in 1972
as Annitsa Carras for Alimar Cia. Naviera
S.A, (Panama). An OBO carrier.
1979: (Singa Atlantic Pte Ltd (L.Kloster).
1984: Sold.

Norman Spirit 39,858 gt 71,776 tdw Built by Ishikawajima-Harima Heavy
Indutries Aio in 1974 as Vimeira
for Alden Sg. Co. Ltd (Harrison (Clyde)
Ltd.
1980: (Klosters Rederi A/S).

Norman Star 59,192 gt 129,635 tdw Built by Mitsubish Heavy Industries,
Horoshima in 1973 as Gene Trefethen
for United International Alumina Carriers
Ltd., Liberia.
1976: (International Enterprises Ltd.,
Liberia).
1980: (I/S A/S Norman Star (L.Kloster).
1983: Alkinor (Alkinor Maritime Corp.,
Liberia).

From France to Norway

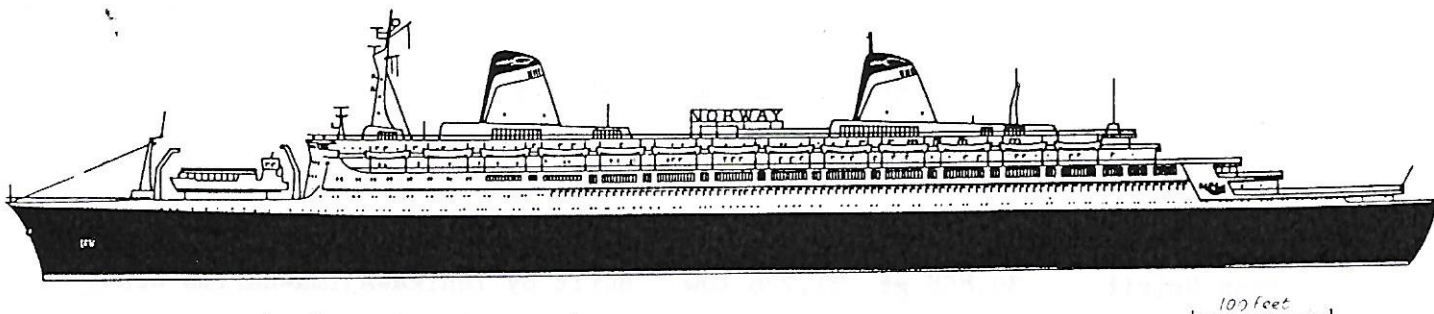
On 9 October 1974, Cie Generale Transatlantique's beautiful North Atlantic passenger liner France was laid up at Le Havre, another victim of the overwhelming jet plane era. Three years later, in October 1977, she was sold to a Saudi Arabian business man, Akram Ojjeh, to be transformed into a floating hotel and restaurant off Jeddah. But this never happened and she remained at the Quai de l'Oubli (Quay of the Forgotten), at Le Havre until 1979 when Norwegian Caribbean Lines acquired her from her Arab owners. The plan was to spend a huge sum to refit

her from a closed-in trans-Atlantic liner to an open deck cruising ship for Caribbean Waters.

Her new owners sent her to the Hapag-Lloyd yard at Bremerhaven for her refit and, renamed Norway, she left Havre on 18 August 1979 in tow of the French tug Abeille Provence, arriving at the yard on 22 August.

The Norwegian Caribbean Lines then attracted worldwide publicity for their cruising liner as she underwent a huge transformation of her interior. Five decks were lengthened to provide increased open-air space; a new swimming pool and bar were placed on the sun deck behind the aft funnel (the forward one was for ventilation). Twenty-four cabins and eight penthouse suites were added on the Fjord deck. But the domed restaurant was retained. A Main Street, 480 feet in length emerged on the International Deck. On the port side ('Fifth Avenue') were placed the Windjammer Bar, The Golden Touch, West Indies Bar, Ibsen Library, Scandinavia Shop and Dimensions Boutique. Set starboard ('Champs Elysee') were the Ice Cream Parlor, Troiland (for children), The Straw Market, Cafe de Paris, East of Eden Club and It's a small world. The same deck also had the 665-seat Saga Theatre and Club International. Facilities on the Pool Deck included the Monte Carlo Room, Drug Store, Art and Photo Gallery, North Cape Lounge and Lido Bar and Pool.

The company also purchased a tropical island, Little San Salvador, in the Bahamas for exclusive use of their passengers and to land on the 5 x 1 mile paradise two 2-deck craft were built to shuttle the passengers back and forth; they were carried on the foredeck.



NORWAY of 1962 (ex FRANCE 1979)

Conversion of the ship was on a very tight schedule of 32 weeks. Work included the removal of the forward turbine room and two of the four propellers. This reduced the service speed to 16-18 knots, but she still consumed 228 tons of oil each day. Klosters now had the largest and longest passenger ship in the world, for the addition of staterooms raised her measurements tonnage to 70,202 gross.

On 30 April 1980 she left Bremerhaven and arrived at Oslo on 3 May; on 5 May in a blaze of publicity, she sailed for Southampton and arrived on the 7th; there to embark passengers for New York. The Norway berthed at the Ocean Terminal where she had done so many times as the France and a Royal Marines band played her in. But the voyage was marred in that the conversion was unfinished. There was trouble with the plumbing causing overflows and flooding, in turn ruining the carpetting. Many cabins were unfinished and many public rooms and corridors acted as storehouses for equipment of all kinds. Some workmen sailed from Oslo to Southampton with the ship but the plumbing problem was so extreme, especially with flooded cabins, that two hundred passengers could not be allowed to board and the Norway sailed for New York after a delay of sixteen hours, with an army of three hundred workmen.

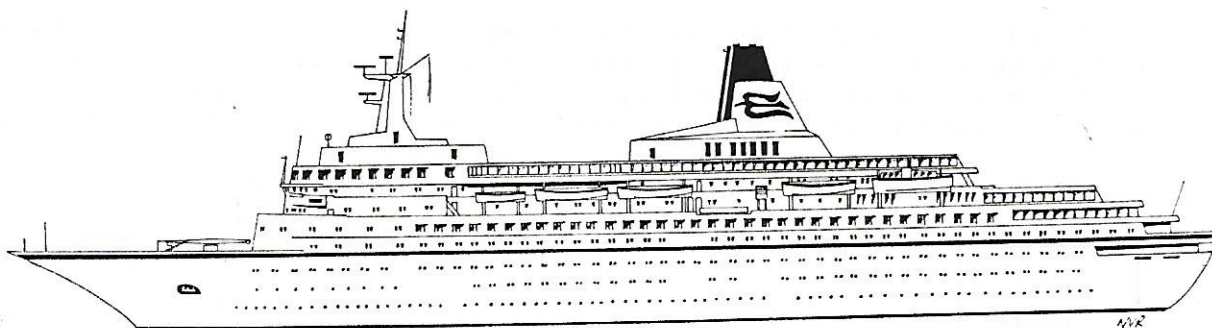
The Norway was based on Miami where the entrance channel had to be deepened to accommodate her 35 ft draught and from there she sailed on 7-day cruises in the

Caribbean, calling at St Thomas in the Virgin Islands and Little San Salvador.

In 1984 the Norway came back to Europe and on 26 July her distinctive twin-winged funnels could be seen above the shed of 106 berth at Southampton. Just astern of her was Royal Viking Sky at 107 berth, while the Queen Elizabeth 2 had also arrived at the 38-39 berth terminal. The Norway was to make four Fjord cruises and a three-week spell in drydock in West Germany where two diesel generators were to be fitted, enabling fuel consumption to be cut by 20% to 1,000 tons per week. Not tugs were used at Southampton, where she arrived and berthed unaided using her two stern and three bow thrusters. And at Amsterdam, which she was touse as a bunkering and victualling port, she was manoeuvred, under a pilot, through the Ymuiden Lock at the seaward end of the North Sea with very little room to spare. The hour-long operation was sitted by hundred on shore; it was a 03.00 hours.

On 24 September, after cruising off the West coast of Norway and the North Cape, she called at Southampton on her way back to the Caribbean with 1,500 passengers.

When the France was acquired, some thought it was an unwise decision and in the first two years of operation the introduction of electronics did not merge too easily with her 1960 propulsion system. There were some breakdowns and small fires on board, but after the second drydocking in 1982 the ship settled down and there was no trouble. The five cruising liners were now all based on Miami.



ROYAL VIKING STAR (as built ie before lengthening)

In 1984 the largest ever shipping transfer took place when the Royal Viking Line was acquired by Klosters. In the same year the ownership of the Norway was placed under Norwegian Caribbean Lines A/S, the other units of the cruising fleet being placed under the management of Norwegian Caribbean Lines A/S. But in 1986 the Norway was again transferred within the company, being placed under Kloster Cruises A/S and at that date the fleet list was:

<u>Kloster Cruises A/S</u>	Blt:	gt:	<u>Norwegian Caribbean Lines</u>		
Norway	1961	70,202			
<u>Royal Viking Line</u>			Skyward	1969	16,254
Royal Viking Sea	1973	28,018	Southward	1971	16,607
Royal Viking Sky	1973	28,078	Starward	1968	12,949
Royal Viking Star	1972	28,221	Sunward II	1971	14,100

The Royal Viking Line

began in 1970 when three Norwegian companies, Klaveness & Co of Oslo, Det Bergenske Dampskibsselskab and Nordenfjeldske of Trondheim decided to enter the cruising business. Three sisterships were ordered from the Wartsila Shipyard at Helsinki, Finland and in July 1972 the Royal Viking Star was commissioned. the Royal Viking Sky following in June 1973 and Royal Viking Sea in the following November. Measurements of the ships were 583 ft in length (including bulbous bow) and a breadth of 82 ft 7 in. They were powered by four 9-cylinder diesel engines developing 18,000 bhp, geared to twin shafts and giving 21½ knots. The ships cruised worldwide, accommodating up to 530 passengers and many cruises included Southampton, sometimes to ten visits each year.

The three ships began a stretching programme in 1981 at the A-G Weser yard at Bremerhaven, each ship having a 92 ft midship section inserted, which increased the length to 674 ft. The Royal Viking Star (now 28,221 gt) resumed cruising in December 1981, Royal Viking Sky (28,078 gt) in late 1982 and the Royal Viking Sea (28,018 gt) in June 1983. Passenger accommodation had now increased to 725 in nine penthouses and 415 staterooms ('Cabin' classification is not used), sixteen suites, forty-four de luxe rooms, 301 standard doubles and fifty-four singles. The extensions also allowed for new lounges and a swimming pool.

The cost of alterations reached 100 million dollars and the Royal Viking Line was suddenly faced with economic difficulties, mainly due to losses on money exchange. Arrangements were made then for the sale of the Line to J.H. Whitney & Company, an investment concern in the U.S.A., to be effective from 30 June 1984.

The news of this came as a shock to the Norwegian community, whose shipowning and seafaring traditions are traceable through the centuries, and Klosters stepped in before the deal was concluded with Whitney and took over the Royal Viking Line and the deal, it is said, was the quickest ever made in the Norwegian shipping industry.

Eight cruising liners then saw Kloster as the biggest cruising operator in the world with a capacity to carry over 7,000 passengers. The acquisition also gave scope for worldwide cruising for, up until then, all Norwegian Caribbean Line ships had worked out of Miami to the Caribbean waters in 7-8 day cruises.

Research: W.H. Mitchell
Drawings: Nigel V. Robinson

oooOooo

HUAL
Update

After only two years absence Hoegh Ugland Auto Liners (HUAL) announced in June that they were returning to Southampton from Felixstowe. The service, previously every three weeks, will now be weekly; one week to the Middle East, one to the Far East. The service will also include an operating arrangement with Nissan Car Carriers of Tokyo, currently working three ships, Nissan Bluebird (47,247g/1985), Nissan Laurel (47,561g/1985) and Nissan Maru (57,996g/1984) of Showa Line, Tokio.

In Black Jack No 61 (Winter 1986/7) an article on HUAL listed the fleet as in 1985. The following is an update to 1988.

	<u>Ugland</u>		<u>Hoegh</u>
Hual Angelita	81/14,165	Hual Trader	82/22,820
Hual Carmencita	83/17610	Hual Tracer	81/12,780
Hual Ingrita	80/12369	Hual Trotter	83/12797
Hual Rolita	80/12369	Hual Trapper	81/12,783
		Hual Traveller	83/12797
		Hual Transporter	82/22820
All registered under the Philippine flag.		All registered under the flag of Panama.	
Hual Karinita was sold in 1987 to Car Freighters S.A., Bahamas.		Hual Tribute 88/53,758 (Philippine flag)	
Hual Lisita was sold in 1987 to Bardot Shipping Corpn., Bahamas, registered under the Philippine flag.			

Hual Torinita was sold in 1988 and renamed Iris (Liberian flag).

old southampton callers



The
London & South Western
Railway Co's

NORMANNIA AND HANTONIA

of 1912

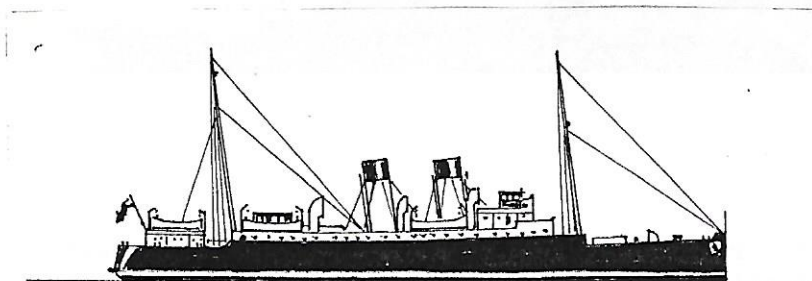
by John S. Lindsay

In 1910 the London & South Western Railway Company had two ships built which broke away from reciprocating machinery, the ships Caesarea and Sarnia being given triple screws, propelled by direct drive turbines. The centre screw was driven by a high pressure turbine which exhausted into the two wing low pressure turbines and gave the ships a speed of 20.5 knots. With the success of this venture, they decided to build two new ships for the Southampton-Le Havre service. Experiments were made to see if any economies could be made with the propulsion machinery and it was decided the new vessels were to be fitted with twin screws, driven by geared turbines.

Orders were placed with the Fairfield Shipbuilding & Engineering Company, Glasgow, who had built the first pair. First of the new ships to be launched was the Normannia, on 9 November 1911, followed by her sister on 23 December. She was launched under the name Louvima, but was renamed Hantonia in January.

Their dimensions were the same; length 290 ft, breadth 36 ft depth 15 ft, 1,567 gross tons. They had two decks. Propulsion was by two sets of Parsons single-reduction geared turbines, with a shaft horse power of 6,000. Steam was supplied by one double ended boiler and one single ended boiler with a steam pressure of 160 psi. Speed was 19 knots.

Accommodation was for 700 passengers; crew 50. Bunker capacity was for 120 tons of coal with a consumption of 3 tons per hour. Cargo capacity was for 125 tons.



NORMANNIA, HANTONIA (1912)

£ 87

With regard to the new type of machinery, many pundits had expressed pessimistic opinions as to its success but, contrary to their fears, it performed faultlessly during trials, showing substantial savings in fuel and water when compared to their direct drive counterparts. On the Ckelmorlie mile the Normannia achieved 20.5 knots and on a six-hour cruise she maintained 19.7 knots.

On entering the Southampton-Le Havre night service both ships gave good and satisfactory service. This, they maintained up to the outbreak of war in 1939, then the service was cut to three weekly sailings.

Later, the Hantonia was sent to Folkestone to transport troops to Calais. She was again transferred to the Channel Islands and Brittany ports and was the last ship to leave St. Malo on the 16 June 1940 with 700 passengers, arriving safely at Southampton.

The Normannia was sunk by German aircraft, 6 miles west of Mardyck on the 30 May 1940 while assisting in the evacuation of Dunkirk. The Hantonia was taken over by the Royal Navy in 1942 to become an accommodation ship. Her mainmast was removed, never to be replaced again. She was returned to the Southampton service of the Southern Railway in 1945 and worked until replaced by the new Normannia in June 1952.

The Hantonia was then purchased by T & W Ward and broken up at their yard at Grays on the River Thames.

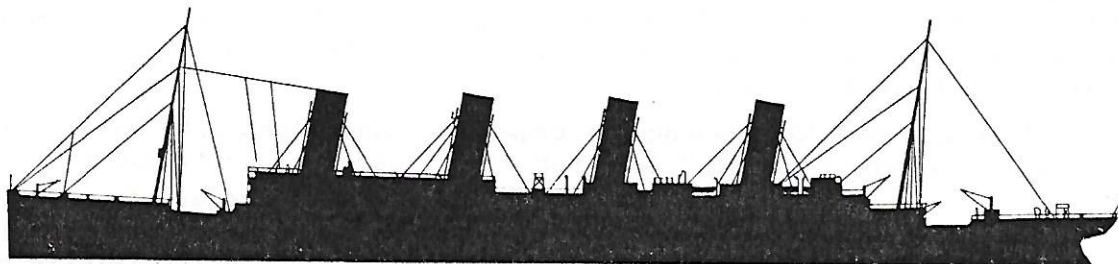
The Olympic

The Olympic made her last voyage from Southampton to New York on 27 March 1935, arriving back on 12 April to lay up at 108 berth in the New Docks. Her long career in the North Atlantic

service began in 1911 and continued for 24 years with the exception of a break during the Great War, when she became an armed transport, commissioned under the White Ensign on 4 April 1917. Altogether she made 257 round trips across the Atlantic Ocean, steaming about one and a half million miles and throughout her service she was a great favourite with travellers from both sides of the ocean.

The Olympic was built by Harland & Wolff Ltd., Belfast (Yard No 400), with a length of 882 ft 9 in and gross tonnage of 46,439, making her the largest ship ever built at the time of her completion. Until the appearance of the Queen Mary she was the largest passenger ship built in the United Kingdom and even then remained the world's largest triple screw steamer. She was launched on 20 October 1910, completed on 31 May 1911 and arrived at Southampton on 3 June in the new Deep Water Dock.

With her four funnels and fine lines, the Olympic was a handsome ship and set a new standard by the luxury and comfort of her passenger accommodation. She had many features that had never previously been seen in Atlantic liners, among them a swimming pool and a squash racket court. She left Southampton on her maiden voyage to New York on 14 June 1911 and accomplished the crossing in 5 days 15 hours 2 minutes at an average speed of 21.43 knots. Her last voyage began on 5 April 1935 when she turned her back on America for the last time on her way to Southampton.



The vessel had a wonderful War record as an armed transport. In this capacity she steamed over 134,000 miles and carried more than 200,000 Canadian and American troops without a single casualty, although on several occasions she was attacked by U-boats. On 12 May 1918 she even succeeded in sinking U.103, reaming it as it rose to the surface near her when she was off the Lizard. Refitted and converted to oil burning she resumed the Southampton to New York service on 25 June 1920. Later she became a unit of the Cunard White Star fleet as the two great companies merged in 1934.

On her withdrawal from service in 1935 the Olympic was bought by Sir John Jarvis MP for nearly £100,000 in order to provide work at Jarrow, where she arrived on 13 October. There, one hundred men were employed for two years in stripping her. However, she was too large to beach at Jarrow for her hull to be cut up, and for this purpose she was moved in September 1937 to Inverkeithing on the shore of the Firth of Forth.

The Olympic, then little more than a hulk, was towed to the breaking-up yard. The journey was one of the most delicate towing feats. All traffic on the Tyne was stopped as the great hull was towed from her berth by six tugs and began her voyage out to sea. There were eight tugs with her as she passed down the river, three ahead, three astern and two in attendance. On reaching the open sea two sea-going Dutch tugs took charge of her and later two more joined them in the task of towing the Olympic on her last voyage. The voyage began on 19 September 1937 and next day she reached Inverkeithing where she was tied up for the last time.

So ended the Olympic, one of the great ships of the North Atlantic Seaway.

by David Oldham

nautical notebook

Hamtun (Klyne Tugs)

The former Red Funnel tug Hamtun, which was sold in 1972, returned to Southampton's Town Quay a week or so prior to the beginning of reconstruction of the Quay. On her disposal to the Belgian company, Letzer, the vessel was completely gutted. Renamed Nathalie Letzer, the tug was rebuilt with a new superstructure, bow thrusters and engines. She was sold again in 1987 to Klyne Tugs of Lowestoft and renamed Anglian Lady. The company have since resold her to a Canadian concern for employment on the St Lawrence Seaway. Another of the Klyne Tugs fleet, Angliaman, has also been sighted in local waters, towing barges from Shamrock Quay and Hythe Yacht Marina.

Klyne Tugs was formed four years ago by Roger Klyne, who sold his entire fleet of twenty fishing vessels in order to acquire his first tug.

Fleet List April 1988:	blt:	gt:	bollard pull:				
Michael Petersen	1964	192	25t	Anglian	1964	98	20
Deirdre	1968	135	23t	ex Tugman '84			
Anglian Lady	1953	394	50	Angliaman	1965	98	20
ex Nathalie Letzer				ex Motorman '84			
ex Hamtun '72							

An international scene

A review of the cargo trades at Southampton over the past few months shows a large variety of foreign flag ships but, regrettably, the Red Ensign was rarely to be seen.

The Canary Islands vegetable traffic commenced the season briskly with two reefer vessels in one week, Nova Scotia 83/5875 and East Wind 83/5523, the first-named under the Cypriot flag, the latter registered in the Bahamas. They discharged palletized tomatoes, apples and potatoes, but a levy imposed on imported tomatoes caused a collapse of the market and for economic reasons further imports were cancelled until October 1988.

Another seasonal trade, so far unaffected by Government levies and quotas is that of Soviet softwoods, imported by Montague L.Meyer. The 'Soviet Warrior'-class ships Narvakaya Zestava 70/1684 and Yevgeney Nikotov 69/1684 discharged their timber cargoes at 104 berth.

Then there were two Yugoslav vessels, Aleksa Dundio 82/3985, a ro-ro ship owned by Jadranska Slobodna Plovidba on charter to Grimaldi Lines and Buga 76/7062 which discharged plant and machinery from Mexico. Although flying the Panamanian flag, she is owned by Losinka Plovidba.

Cars

The Japanese car carrier, Sanna Maru 85/39984, brought some 2,000 Ford cars to the Eastern Docks, whilst a further importation of Ford cars by the Uglan feeder ship Jarama 80/1414, flying the flag of Spain, used the new linkspan facilities at 25 berth.

The grain trade

The Turkish bulk carrier 33 Augustos, 77/33486, owned by D.B. Deniz Nakiliyati, loaded a cargo of grain for Jeddah earlier in the year. A former Livornos bulker Kella 69/16229 (ex Markella '88 ex Atlantic Horizon '86 is one of three vessels which have changed hands this year, to use the silos at 36 berth. The Alma 70/14098 (ex Fratrescos '88) owned by Zodiak Shipping, loaded cargo for Italy, while Priniritis 68/10339, was a former British bulk carrier owned by Dalgliesh & Co (ex Union '88, ex San George '87 ex Brembo '83 ex Lugano '82 ex Tamworth '78).

Containers

Another former British cargo ship was the Greek Anna L, 79/12214, owned by Leond Shipping, which called at the containerport on the Colombian service. Until last year she was Bank Line's Dacebank.

Stefan Batory sold After twenty years under the Polish flag, the Stefan Batory, 15,044g was sold in May to the Erne Maritima Cia., Panama, for further trading. She was Poland's only deep sea passenger ship and was bought by Polish Ocean Lines in 1968 and refitted at Gdynia for the Gdynia-Montreal service. Her first voyage was on 11 April 1969 from Gdynia to Copenhagen, London, Quebec, Montreal, Southampton, Copenhagen and Gdynia.

Completed by Wilton Fijenoord, Schiedam in 1952 as the Maasdam for Holland America Line, she was frequently seen at Southampton in her North Atlantic service from Rotterdam, her last appearance under the Dutch colours being in September 1968. As Stefan Batory she made some 140 transatlantic voyages and also cruised in the winter months. For the past ten years she has been using Tilbury as her U.K. port.

Bill Lawes NAVAL NOTES

The major naval visitors this quarter were those 'adopted' by local cities; Southampton's locally-built namesake and the Type 21 frigate Alacrity, which is affiliated to Winchester. Both vessels are fairly regular visitors, but it is interesting to note the minor modifications carried between calls. HMS Southampton is, of course, a type 42 destroyer, completed by Vosper Thornycroft in 1981. The Alacrity is one of the frigates built by Yarrow at Scotstoun and completed in 1977.

HMS Sandown was launched by Vosper Thornycroft, Woolston, on 18 April. She is 'lead ship' of a new class of G.R.P constructed 'single-role Minehunters.' These vessels will be smaller, about 450 tons full load, than the preceding 'Hunt' class and will not be fitted for minesweeping; they have a far more sophisticated remote-controlled mine disposal system that will allow them to operate in areas beyond the capabilities of the earlier vessels. The new ships can also carry a team of mine-clearance divers. The Sandown is powered by twin diesels that operate Voith-Schneider vertical cycloidal propellers and two bow-thrusters. For slow speeds during mine-hunting, she will use an electric drive.

A faint echo from the past. Black Jack No.67 named the frigate Redbridge as being built at Millbrook. This, then, must be the ship of that name which, whilst being commanded by a Lt. Lempiere in the early years of the 19th century, was captured by the French off Toulon. An unofficial copy of the Confidential Signal Book was found aboard the Redbridge and when the Admiralty realised this, in November 1803, the Board ordered certain of the signal flags to be changed. These amended flags were among those hoisted by Nelson for his famous signal before the Battle of Trafalgar.

It became the tradition to hoist this signal on the anniversary of the battle. Initially, it was hoisted by men who had sailed the ship, and instinctively knew the flags. Unfortunately, in the mid-1850s, someone, who was unaware of the Redbridge incident, declared that the flags were wrong and they were changed. By 1908, when the error was noticed and rectified there was, and still is, doubt regarding one of the flags displayed in the signal.

So it is that a rather obscure incident of many years ago still produces a very faint echo from the past each year on 21st October.

Logistic ship for sale

In June the Ministry of Defence advertised the sale of the RFA Sir Caradoc, as lying at Southampton and she was sold to Norway.

The ship was built by Trosik Verksted, Bergen, Norway and launched on 8 November 1972 as Grey Master and by January 1973 was in service for Skibs A/S Golden West, managed by J.H. Andresen, Oslo.

In January 1983 she was chartered by the Ministry of Defence and converted to help in replacing the Sir Galahad and Sir Tristram, casualties in the Falklands War. She began Ministry of Defence service in March 1983. A ro-ro ship of 1,899 gt, her measurements are 124m x 16m and she has bow and stern doors.

Frigates sold Two broad-beamed 'Leander'-class frigates, Diomede and Apollo have been sold to Pakistan. Both completed by Yarrows in 1971 and 1972 respectively, Diomede was handed over in July and Apollo when she is decommissioned on 14 October 1988.