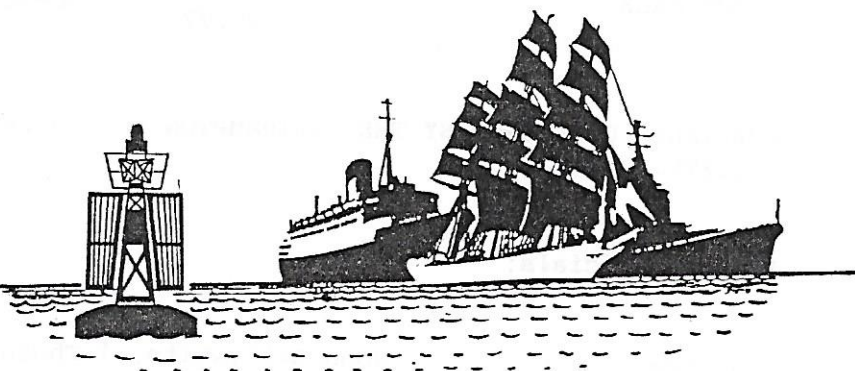


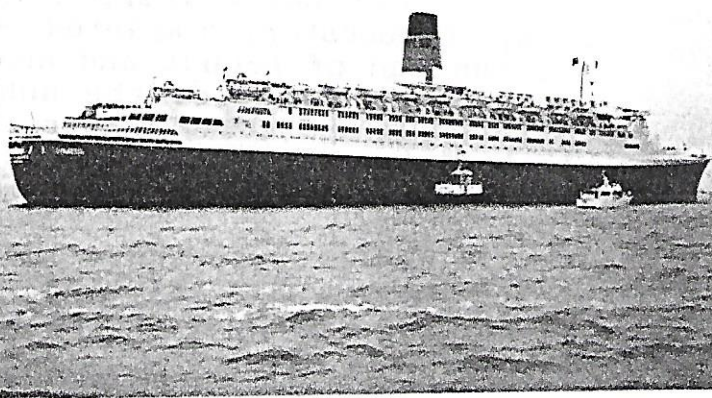
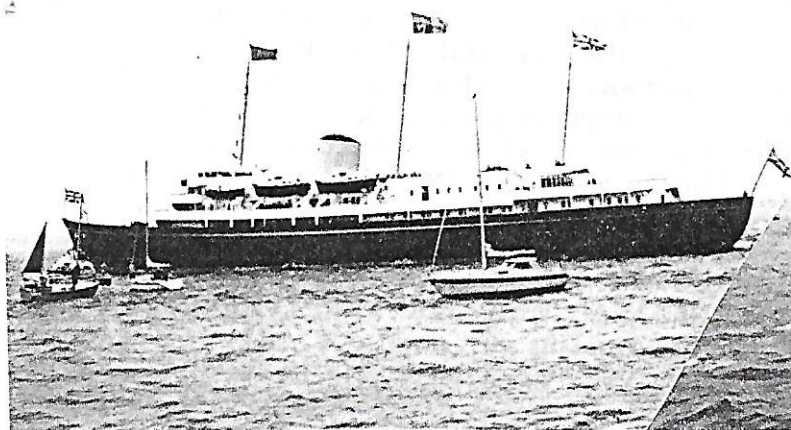
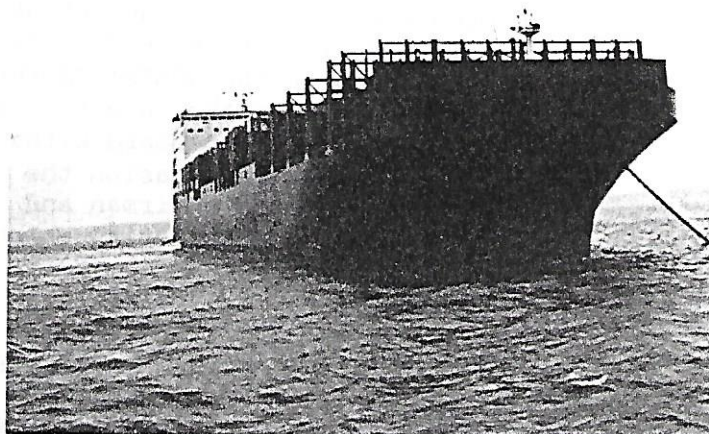
BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



WINTER 1990

No. 77



PUBLISHED QUARTERLY BY THE SOUTHAMPTON BRANCH OF THE WORLD SHIP SOCIETY.

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Undoubtedly the social highpoint of the Branch has to be the review of the Cunard fleet back on 27 July. Forty or so members and their guests embarked on the SOLENT ENTERPRISE (ex-GAY ENTERPRISE), on he two hour cruise down the Solent to see the QE2 and the VISTAFJORD. One could not go far on board without encountering pockets of Branch members. To mark this occasion the cover shows a collage which requires no caption - spot the Chairman and immediate past Chairman. Well done Rod for the swift organisation which contributed towards the success of this event.

If the cruise set the standard, the annual photo competition drew a record attendance. Harley Crossly swept the slide category taking 1st and 2nd prizes with SHELL TRANS and BERND respectively. By contrast in the print category, newcomer Peter Burt's MARY'S toppled former champions Monty Beckett into 2nd place with HORIZON. As usual the assembled throng was devoid of any photographic taste, as competitors don't always make the best judges.

The usual features in this quarters BJ have been suspended to give way to the special features by two of the Branch "Elders". Bill Mitchell's ACT saga and Bert Moody's narrative of the Docks construction.

And finally our thanks to Angela Smith for her continuing support.

Happy Christmas everybody, please continue to support BLACK JACK with your contributions.

N.B. Society and Branch subs are now due. Prompt payment of these to the BRANCH Treasurer would be appreciated.

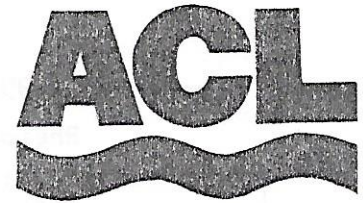
W J Lawes

Naval Notes

In spite of another quiet spell for Naval movements in Southampton the problems in the "Gulf" and subsequent dispatch of extra vessels to the Armilla patrol, has brought several Vosper Thornycroft built vessels into the news. The largest being H.M.S Gloucester, completed in 1984, she sailed from Portsmouth at the end of August and headed Eastwards after working up at Portland. Three of the HUNT class MCM vessels ATHERSTONE, CATTISTOCK and HURWORTH were sent to the Eastern Mediterranean, to be later moved to the Gulf. There vessels were completed in 1987, 82, and 85 respectively.

In addition to there locally built ships, three Marchwood based R.F.A's SIR TRISTRAM, SIR GALAHAD and SIR PERCIVAL were dispatched with military equipment producing an echo of 1982.

In the 1960s the great revolution in shipping was nearing its zenith. The coastal liner had almost disappeared, being replaced by more and more juggernauts which thundered along the roads of Britain defiling the age-old villages and the countryside.



Outwitted by the speed and reduced costs of air travel, plans had already been drawn up by the passenger carrying companies for the disposal of their great liners, ousted by the high-flying raucous sounding jet plane and the melancholy departure of the great liners to the shipbreakers' yards was soon underway.

Research: W.H. Mitchell

Drawings: Nigel V. Robinson

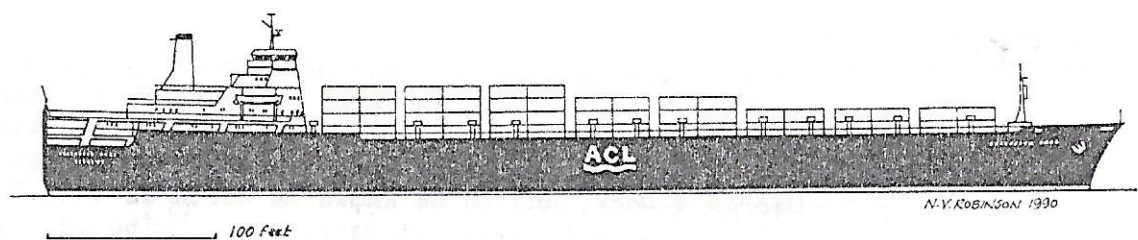
The third phase of the revolution was the conventional cargo ship with its world-wide links and in its place the container ship and its boxes was introduced which was to revolutionise the craneage and handling facilities of the ports of the world.

An early organisation in the container field was the Atlantic Container Line which, as the name implies, was to trade between Europe and North America.

Registered in Bermuda in May 1966, it was actually a consortium of four companies, initiated by the Wallenius Group of Gothenburg, Sweden and joined, in partnership, by the Holland America Line, Swedish America Line (Brostrom Group) and Rederi Transatlantic. Four containerships were ordered in 1965, one by each partner, to be delivered in 1967.

Each ship was registered at its owners home port. Of a standard design they heralded the age of the containership. The livery was a black hull and white upperworks. An ACL logo was painted in white on each side of the hull, the identities of their owners being kept in the background.

The ships were 646 ft in length (oa) and 87 ft in breadth. Oil engines gave 21 knots. There was a stern door for ro-ro cargo of 1,150 cars; 525 x 20' containers could be carried and the deadweight capacity was 15,750.



First Generation - Atlantic S-class

Such was the increase in trade that between October 1975 and November 1976 all four ships were fitted with a midbody to give a length of 732 ft and a consequent increase in gross tonnage and deadweight capacity. Sponsons of 272 ft were also fitted at waterline level to both sides of the hull which improved stability.

All four lasted until 1987 when they were sold for breaking up at Kaohsiung, their disposals being noted as ACL.

Atlantic Span 11,955 gt. Built for Rederi Transatlantic by Rheinstahl Nordseewerke, Emden, 8.1967.
 1976: Lengthened to 732 ft (15,107 gt)
 1984: Transferred to Cie Generale Maritime. Renamed: Atlantic Service.
 19.11.1987: Arrived Kaohsiung for breaking up.

Atlantic Saga 12,232 gt. Built for Swedish Amerika Line by Oresundsvarvet, Landskrona, 9.1967.
 1976: Lengthened to 732 ft (14,950 gt)
 1979: (Intercontinental Transports BV, Rotterdam.)
 1983: (Swedish America Line (Brostrom Group)).
 1985: (Transatlantic Rederi)
 7.12.1987: Arrived Kaohsiung for breaking up.

Atlantic Song 11,772 gt. Built for Wallenius Rederi by A & C de Dunkerque 9.1967.
 1976: Lengthened to 732 ft (14,871 gt)
 16.11.1987: Arrived Kaohsiung for breaking up.

Atlantic Star 11,839 gt Built for Holland Amerika Line by A & C de Dunkerque 11.1967
 1976: Lengthened to 731 ft (14,387 gt)
 1983: (Cunard SS Co. Ltd).
 14.12.1987: Arrived Kaohsiung for breaking up.

All First Generation ships had an 'Atlantic - S' nomenclature.

Southampton scene

It was also in 1967 that the British Transport Docks Board at Southampton commenced the first part of its Western Docks extension scheme. This was for a common-user deepwater quay, to be built out from the far side of King George V Dock, and to be known as Berth No 111. There followed an extension, as Berth 112. The quay was equipped with 2 x 30 ft Paceo-Vickers portainer cranes which had a 50' gauge track and a link span was provided for ro-ro operations. At the time of construction no operator had been committed to its use and it was not until 15 July 1968 that it was announced that the Atlantic Container Line was to use the port's new container facilities for its southern-based services, their full container service opening towards the end of 1969.

The new quay was actually operational from 28 October 1968, the first vessel being the Tenier of Cie Maritime Belge in their weekly container service to New York and Norfolk Va.

It was not long before two more companies, Cunard SS Co.Ltd., and Compagnie Generale Transatlantique joined the ACL consortium. Each company ordered two ships and a total of six, known as the Second Generation Ships, were ordered, which included one each for Wallenius and Holland-Amerika Line.

However, these Second Generation Ships were scheduled for delivery from mid-1969 onwards and in 1968 Cunard and the C.G.T decided to begin a joint service for containers, using conventional cargo ships. Cunard provided the Alaunia and Andania which ran from London and Southampton to Port Newark (New York) whilst the C.G.T ship Suffren made the first voyage leaving Southampton on 14 January 1968 and followed by the Rochambeau on 28 January. Containers for these ships were lifted by quayside cranes and Berth 40 was allocated for the ships.

On 1 March 1969 these four vessels were working a weekly service to and from New York and a fortnightly service to Hampton Roads. The French ships left Havre on Sunday and from Southampton each Monday evening.

It was not until the end of 1969 that the first ACL container ship inaugurated the ACL Line's new weekly containership service to North America from Southampton. By 1970 (March), the ACL fleet was to consist of ten ro-ro/containerships. The Atlantic Containerline of Bermuda was the parent company of the consortium of European shipping lines and they established a new subsidiary at Southampton, acting in a consultant capacity. Its base was at Overline House, Central Station.

Second Generation Ships

These ships were driven by steam turbines to twin screws, giving up to 24 knots. The hull length was 696 ft and there was a bow transversion unit and four stabilisers fitted. The breadth was 92 ft and deadweight capacity 18,500 tons. Space was for 854 x 20' containers, some refrigerated, 110 trailers and some 900 cars on the car decks.

The first ship due for completion was the Atlantic Crown for the Holland Amerika Line and was to be handed over by the France-Gironde Yard on 29 September 1969. Unfortunately, on 25 September 1969, whilst laying at her fitting-out berth, one of her two boilers exploded and delivery was delayed.

The first of the Second Generation ships to be launched was the Empire Causeway on 3 April 1969 and it was this vessel that opened the service from Southampton on 4 December 1969, inaugurating ACL's weekly service from the port - 'MOTORWAY TO THE U.S.A' as the banner on the quayside said.

All six Second Generation ships made their maiden voyages from the container berth at Southampton, the last, C.G.T's Atlantic Cognac, on 25 May 1970. In 1971 a call at Halifax NS was introduced to the weekly service. The ACL agents at Southampton were Cunard-Brocklebank Ltd., at Southwestern House, Canute Road.

Atlantic Causeway

14,946 gt Built for Cunard SS Co.Ltd by
Swan, Hunter, Newcastle 11.1969.

5.1982: requisitioned by the Admiralty for service in
the Falkland Islands conflict*

22.1.1983-22.4.1986 laid up in Canada Dock, Liverpool.
1986; renamed Atlantic for delivery voyage and:

22.4.1986: sailed Liverpool.

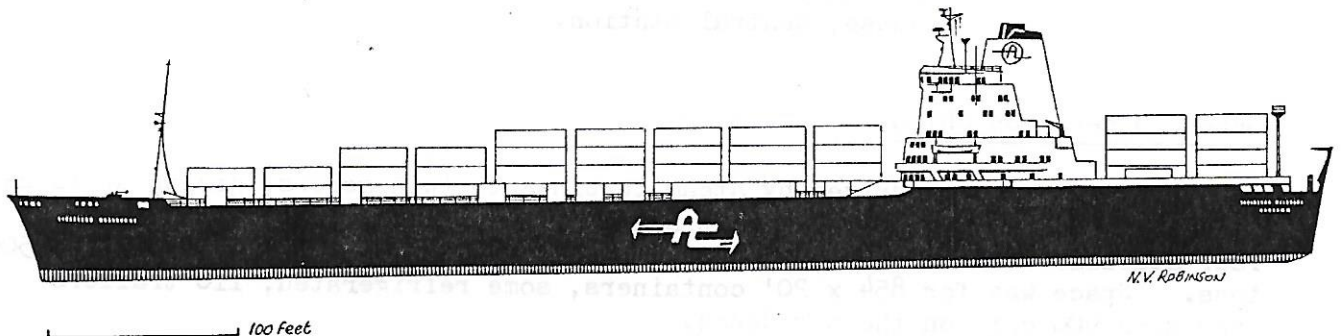
16.6.1986: arrived Kaohsiung for breaking up.

*Note: The ship was not requisitioned from lay-up; the
call came on 3 May, one day before due at Southampton
from New York. She was converted to carry aircraft.

Atlantic Crown 15,469 gt Built for Holland-Amerika Line by
Atelier et Chantiers de Dunkerque 12.1969.
1975: (Intercontinental Transport B.V. (Brostrom Group)).
21.9.1984-9.4.1985 Laid up Liverpool.
20.4.1985: Arrived Aviles for breaking up.

Atlantic Champagne 15,551 gt Built for Cie Generale Transatlantique by
Chantiers d'Atlantique, St Nazaire 1970.
2.10.1984-14.3.1985 Laid up Le Havre.
14. 3.1985: Arrived Santander, in tow, for breaking up.

Atlantic Cinderella 14,946 gt Built for Wallenius Group by
A et C de Dunkerque 2.1970
Until 1975 flew West German flag then
1975: Swedish flag.
12.1984-10 1985: Laid up Jacksonville.
19.1.1986: Arrived Kaohsiung in tow of tug Hurricane II
(1964/650 gt) (Malayan Towage Co) for breaking up.



Second Generation - Atlantic C-class

Atlantic Conveyor 15,469 gt Built for Cunard SS Co.Ltd., by
Swan,Hunter, Newcastle 3.1970.
5.1982: requisitioned by the Admiralty for service in
the Falkland Islands conflict, from lay-up at Liverpool.
25.5.1982: Hit by an air-launched Exocet missile whilst
carrying highly inflammable cargo including 500 bottles
of oxygen and acetylene gases. On fire, sank with
loss of seven lives.

Atlantic Cognac 14,946 gt Built for Cie Generale Transatlantique by
Chantiers Navals de la Ciotat 5.1970.
17.6.1984: Laid up at Le Havre.
4.7.1985: Arrived Santander for breaking up.

All Second Generation Ships had an 'Atlantic-C' nomenclature.

In 1972 the services were:

	<u>Europe to U S A</u>	<u>U S A to Europe</u>
Service A	New York	Gothenburg, Liverpool
B	New York, Hampton Roads, Baltimore.	Rotterdam, Southampton, Le Havre.
C	New York, Hampton Roads, Baltimore.	Rotterdam, Southampton, Le Havre, Antwerp, Bremerhaven, Gothenburg, Greenock.

...

Canadian service A new service was introduced in 1978 to link Canada with the United Kingdom and Scandinavian ports. It began in May, from Southampton to Halifax NS and Montreal. Four ships were chartered, two from Stena Container Line Ltd., and one each from Wallenius and the Swedish Amerika Line. These two Swedish-flag ships were each lengthened by 80 ft.

Atlantic Premier 11,077 gt Built as Mont Royal (4,249 gt) for Swedish Amerika Line by O.Y Wartsila A.B. Turku, Finland 1972-3.
1979: Atlantic Premier (Intercontinental Transport B.V (Brostrom Group).
1984: Incotrans Premier (Swedish American Line).

Atlantic Prelude 11,017 gt Built as Montmorency (4,262 gt) for Wallenius Rederi by Wartsila A.B. Turku 12.1972.
1978: Atlantic Prelude
1981: Incotrans Prelude (Swedish Amerika Line).
2.1.1985: Laid up Liverpool.

Atlantic Prosper 5,735 gt Built by Hyundai SB & HI, Ulsan 1978 for Stena Container Line Ltd
1981: Stena Ionia (Stena Atlas Line Ltd., Malta)

Atlantic Project 5,753 gt Built by Hyundai SB & HI, Ulsan 1978 for Stena Container Line Ltd.
1981: Merzario Hispania (Stena Ro-Ro Lines Ltd., Malta)
In the summer of 1981 two other charters were:

Atlantic Prospect 5,997 gt. Built for Thule Rederi, as Visurgis in 1971 and registered in Austria and

Atlantic Prowess 6,411 gt Built for D.Oltmann, as Lindo in 1972.

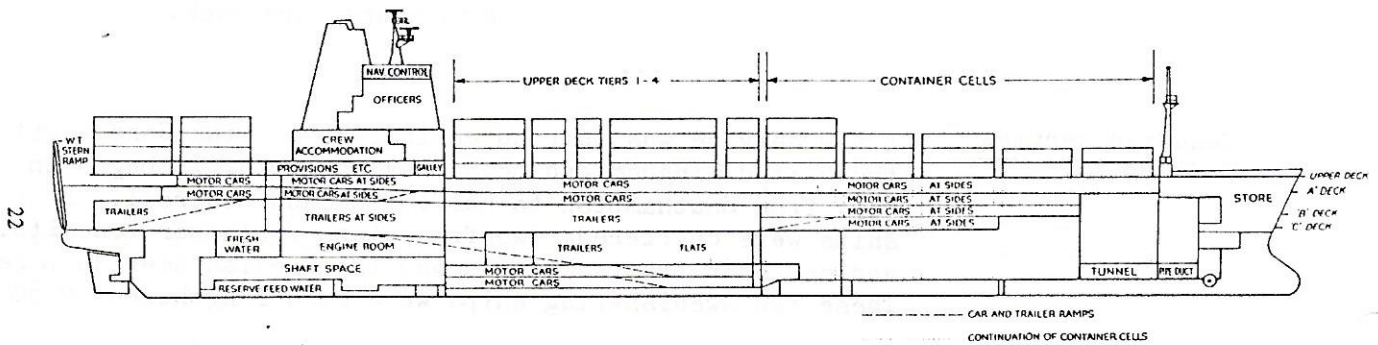
Coinciding with the introduction of the new service came the announcement that Atlantic Container Line had negotiated a lease of Union-Castle Line's old offices opposite 102 shed in Herbert Walker Avenue of Southampton's Western Docks.

But in 1982 Southampton suffered a big blow when Atlantic Container Line announced that their ships would cease calling at the port and that all calls in the United Kingdom of Atlantic Container Line ships would henceforth be concentrated on Liverpool.

The fuel efficiency of the Second Generation Ships had been assessed in 1982 as they had been extremely costly to run. Perhaps the most noted ship of the six was the Atlantic Conveyor which was lost in the Falklands conflict.

At one time the five remaining were under consideration for sale to the General Dynamics Corporation as part of a 15-ship fleet of ro-ro/containerships to be gathered by General Dynamics and converted to U.S Navy requirements and chartered to them as a standby task force.

This scheme evidently fell through for all five were sold between March 1985 and June 1986 for breaking up; three in Spain and two at Kaohsiung.



The layout of the Atlantic Container Line 'second generation' ship, *Atlantic Causeway*.
The *Atlantic Cinderella* differs only in minor detail.

Third Generation Ships

This group of five ships were built in 1984-5, the first, *Atlantic Companion* leaving Liverpool in mid-March 1984 on her maiden voyage in Atlantic Container Line's weekly service linking European ports with four in North America.

They were fitted with slow-running oil engines and replaced the old steam turbine ships which had been extremely costly to run. Much larger, they were 819 ft in length, 105 ft in breadth; and a container capacity of 2159 TEU Gross tonnage was 25,300-25,400.

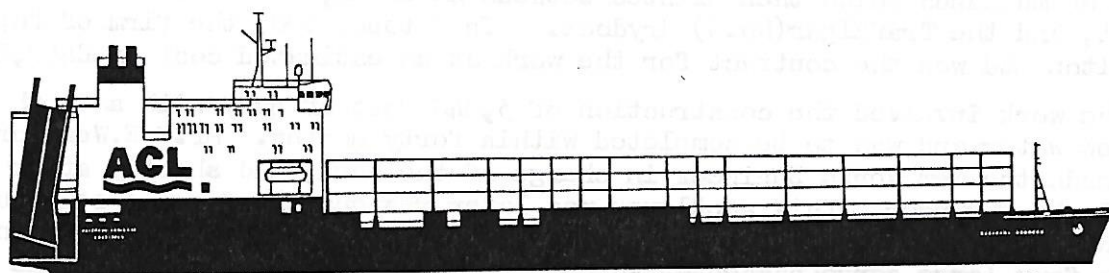
- | | |
|--------------------|---|
| Atlantic Compass | Built by Kockums MV, Malmo 1984 for Transatlantic Rederi. |
| Atlantic Companion | Built by Kockums MV, Malo 1984 for Transatlantic Rederi.
1987: Companion Express (Atlantic Companion AB Ship Management, Gothenburg (Rederi Transatlantic AB)) |
| Atlantic Concert | Built by Kockums MV, Malmo 1984 for Wallenius Group.
1987: Concert Express (Rederi Joya (Wallenius)) |
| Atlantic Cartier | Built by Chantiers de France, Dunkerque 1985 for Cie Generale Maritime. |
| Atlantic Conveyor | Built by Swan, Hunter Shipbuilders Ltd., Wallsend.
for Cunard SS Co.Ltd. |

Such was the trade however, that after some three years all Third Generation Ships were enlarged by the insertion of a 139 ft mid-body section which gave an overall length of 958 ft. The container capacity was increased to 2,737 TEU and there was ro-ro capacity for some 2,000 cars.

All ships except the Atlantic Conveyor, were sent to the Hyundai Company at Ulsan, South Korea for the work, whilst the Atlantic Conveyor was altered by Scott, Lithgow on the Clyde. Tonnages of the four foreignflag ships were increased to 57,255 gross and 45,000 tdw; Cunard's Atlantic Conveyor was 58,438 gt.

Yet another blow for Southampton came in 1987 when Hapag Lloyd moved all their United Kingdom-North America services to Liverpool's Seaforth Container Terminal. An agreement was also made with Atlantic Container Line for the use, by both companies, of the Atlantic Companion which was renamed Companion Express and managed by Atlantic Companion A/B Transatlantic, Gothenburg. Likewise, the Atlantic Concert became Concert Express under Rederi A/B Soya (Wallenius), Stockholm.

Hapag's contributions to this Liverpool, Halifax NS, New York service were the Koln Atlantic (ex Koln Express (2,594 TEU)), Koln Express and Nurnberg Atlantic (ex Nurnberg Express (2,594 TEU)).



100 feet

Third Generation - Atlantic C-class

In late 1989 Cunard Steamship Company Ltd announced they would be leaving the North Atlantic cargo trade which they had first entered in 1850 and would be selling their holding in Atlantic Container Line.

The shipping companies in the trade had, indeed, found difficulty in the past few years to avoid losses, partly due to cut-throat competition encouraged by U.S. policy from which the United States Lines itself became a victim.

At the time of the announcement Atlantic Container Line was comprised of Cunard (22%) and Transatlantic A.B (78%), the latter having acquired the Cie Generale Transatlantique (22.2% and Wallenius holdings (22.2%) in October.

Cunard, however, retained ownership of their Atlantic Conveyor, with arrangements for chartering her out to Transatlantic A/B.

The British Government has an interest in the Atlantic Conveyor which replaced, at great cost, the earlier ship of the same name which was lost at the Falklands. Under the terms of settlement the ship can be used for military exercises.

ACL

CONSTRUCTION OF THE OCEAN DOCK

Bert Moody

A very interesting set of seven postcards have recently come to light thanks to Mr. Julian Gollogly of Associated British Ports. These postcards are marked 'New Dock, Southampton' and were taken between May 1908 and May 1911 thus covering the construction of the White Star Dock, which was renamed Ocean Dock in 1922.

In 1907 the White Star Line decided to transfer their express service from Liverpool to Southampton, and the ADRIATIC inaugurated that service when she sailed from Southampton on 5th June 1907. The other ships concerned were the TEUTONIC, MAJESTIC and OCEANIC, while larger ships were being planned - the keel of the OLYMPIC was laid in December 1908.

It was therefore imperative for additional accommodation to be provided in the port, and the London & South Western Railway Company, then the owners of the docks, decided to have constructed an additional wet dock of about 16 acres on a large area of mudlands which then existed between 40 berth, where the Cold Store had been built, and the Trafalgar (No. 6) drydock. In October 1907 the firm of Topham, Jones & Railton Ltd won the contract for the work at an estimated cost of £492,231.

The work involved the construction of 3,840 feet of quay with a depth of 40 feet at low water and was to be completed within forty months. Mr. F. E. Wentworth-Shields was made the New Works Engineer in charge of the work, and shortly after he became the Docks Engineer. This gentleman was later responsible for the construction of the New (Western) Docks in the late 1920s and early 1930s. In addition to the quays four large cargo/passenger sheds were to be erected on what became 43, 44, 46 and 47 berths.

The portion of the quay which eventually formed 48 and 49 berths had to be built by submarine construction using 8 ton concrete blocks which were placed into position by divers. Photograph No. 1, taken in May 1908, clearly shows this part of the work in progress. The main part of the dock was constructed 'in the dry' and to enable this to be done a large chalk bank was built across the extreme south end of the site from No. 40 berth to the entrance of No. 6 drydock, thus forming a temporary dam to exclude the tide. This bank can be clearly seen in Photograph No. 2 taken in July 1908, from about the area which became No. 41 berth, with one of the White Star Line's ships in No. 6 drydock. The remaining wall at 41 berth was built in a dry trench and sunk into the heart of the bank.

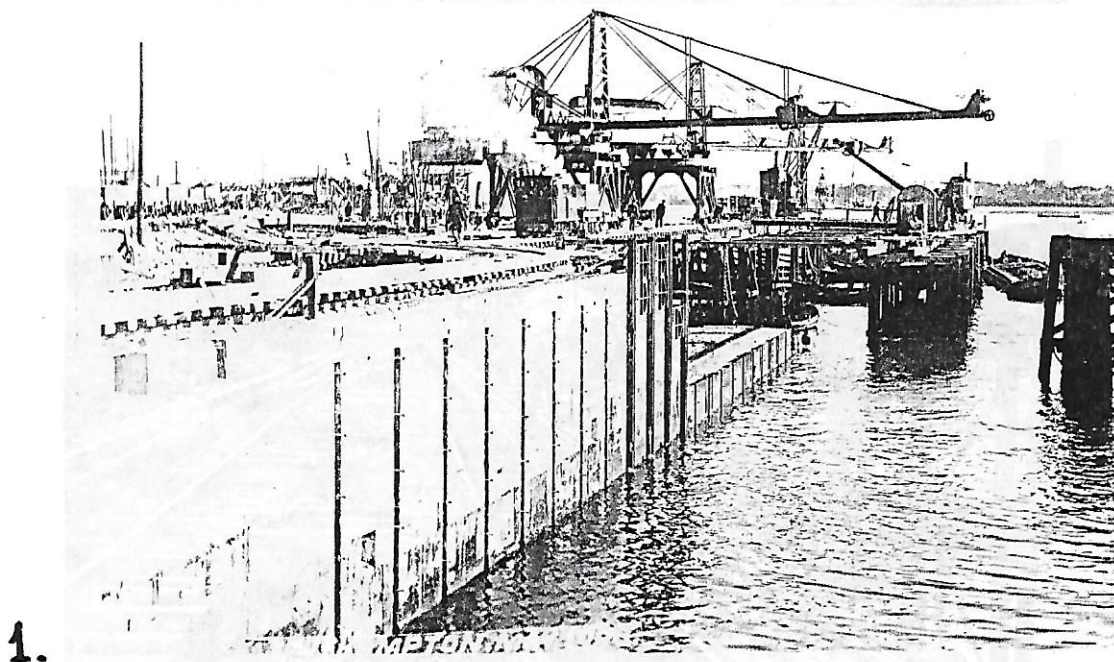
Between 850 and 1,200 men were employed on the site at any one time, together with 85 machines including several industrial locomotives and large steam navvies, one of which is shown in photograph No. 3, taken in May 1908. The major part of the material excavated was loaded into hoppers and dumped off the Isle of Wight. To enable these vessels to be loaded a large temporary stage - 375 feet in length and 40 feet high on which were two railway tracks was erected out over the river Test. Photograph No. 4, taken from about the site of 41 berth looking northwards in July 1908, shows in the foreground part of this huge stage, while in the middle distance the embankment which eventually formed 43/4 berths can be seen, and beyond that the funnels of several steamers in the Inner Dock and in the background South Western Hotel. Some of the excavated material did remain in Southampton for it was loaded into railway wagons and was used to reclaim an area of land on which Pirelli General Cable Works were eventually built. One of the railway tracks leading to the Town Quay was extended across the entrance of the Royal Pier and a temporary railway line was laid in the roadway to gain access to that site.

The construction of the quay walls involved the removal of 873,000 cu. yards of material allowing the walls to be built to a depth of 75 feet, and using 42,000 tons of Portland cement. In addition a further 807,000 cu. yards of material were dredged for the swinging area. Four bucket dredgers and 13 hoppers were in use. On completion of the quay walls the chalk bank was gradually removed to allow the tide to flood into the dock and photograph No. 5 taken in May 1910 shows the quay walls which eventually formed 45/46 berths in the foreground. On the extreme left is a funnel of an America Line's vessel in the Empress Dock and there are two 2 funnelled vessels on the Test Quays. While the construction work continued on the quayside including the building of the large passenger/cargo sheds the dock was used

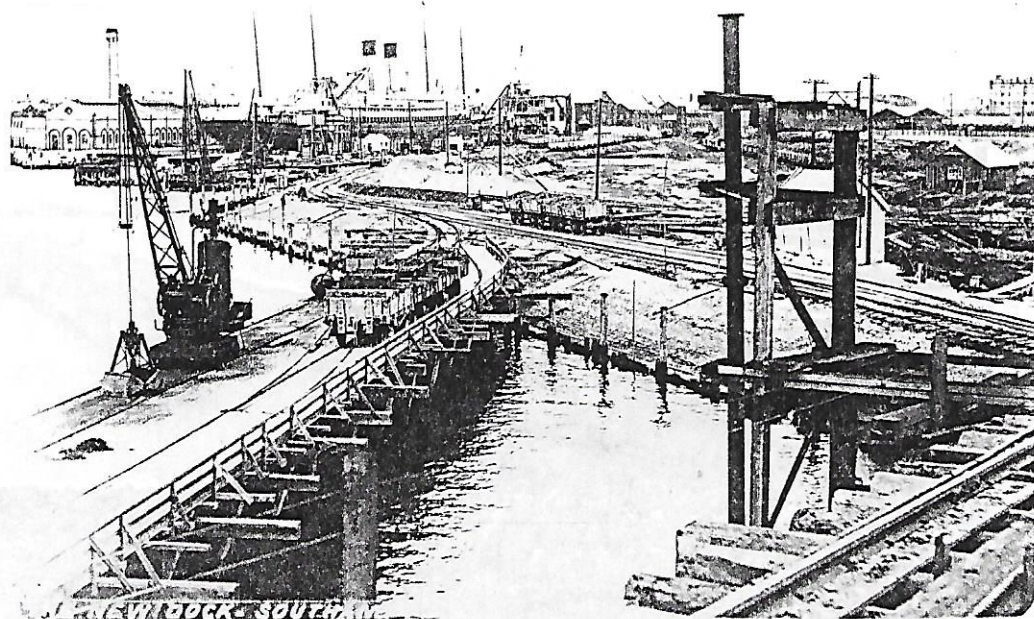
from time to time for laid up ships, and Photograph No.6, taken in April 1911, shows the Union Castle Line's NORMAN at 43/4 berths. By that time the NORMAN was the reserve Union Castle ship having been displaced from the mail service in 1910, when the EDINBURGH CASTLE entered service.

Photograph No.7 taken in May 1911 shows Nos. 43/4 berths with the sheds nearly completed. Those at 43/4 berths were each 620 feet in length and a width of 120" and alongside the quay is another laid up Union Castle ship, possibly the CARISBROOK CASTLE. At the far end of the shed can be seen some of the electric cranes being installed, these were the first electric quayside cranes to be introduced in Southampton Docks.

The quayside and one of the sheds were completed by the time that the OLYMPIC arrived at 43/4 berths from Belfast on Saturday 3rd June 1911. The Liner was open to the public on 10th June in aid of local charities, and she sailed on her maiden voyage across the Atlantic on 14th June. Work continued on the other quays and sheds and were ready for use by the end of 1911 .

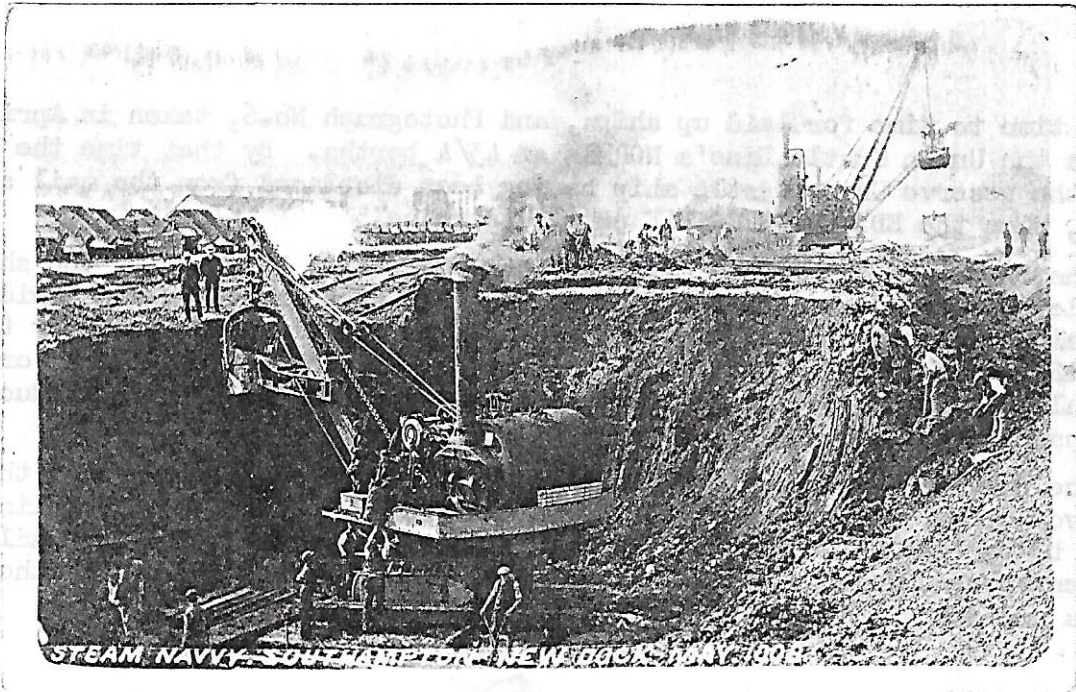


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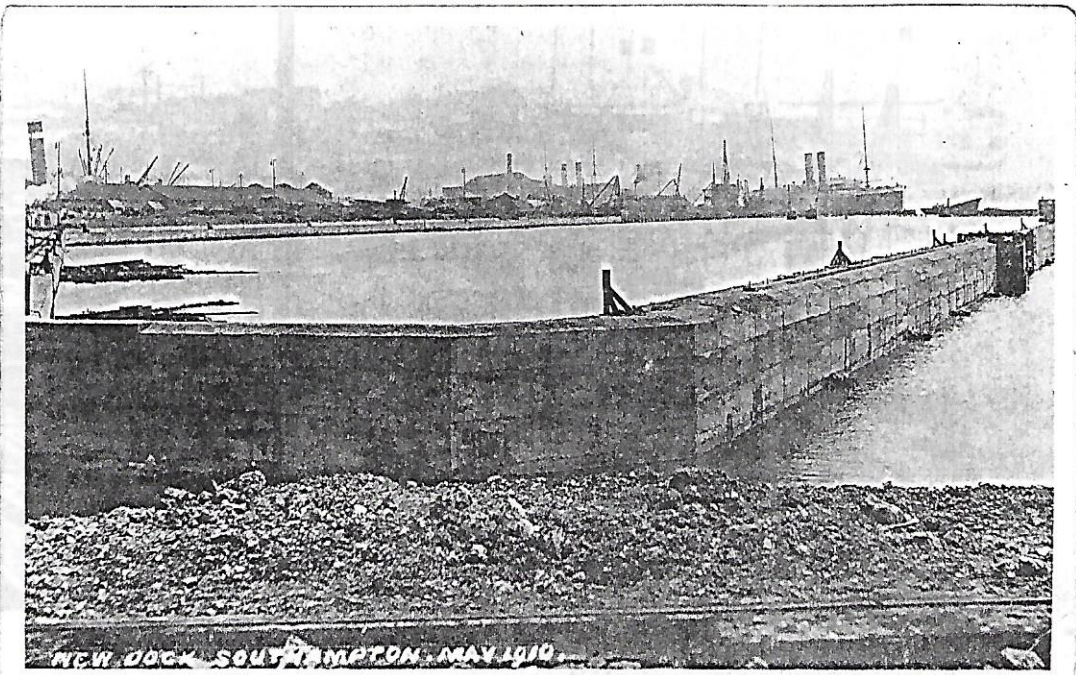
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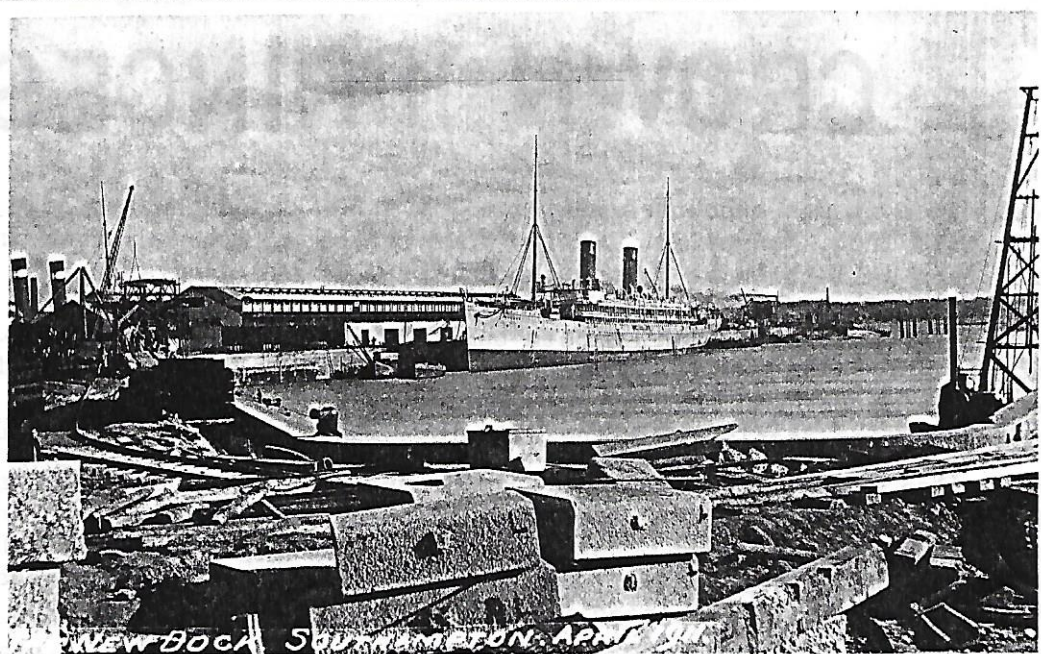
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6.



NEW DOCK SOUTHAMPTON APR 1911

7.



NEW DOCK SOUTHAMPTON APR 1911. Passenger and Co. Ltd. 500 feet long.

Naval Notes contd.

The most notable visitor to the port was the Dutch submarine TIGERHAAI . Her design is based on the teardrop hulled U.S BARBEL , but she is fitted with Dutch equipment . With a surface displacement of 2400 tones and diesel-electric machinery she has a surface speed of 13 kts and 20 kts when submerged . Her main armament is 6 torpedo tubes , but she can carry 20 torpedoes. the TIGERHAAI was launched in 1971 by Rotterdam Droogdok and entered service one year later .

Visitors to Portsmouth Navy Days must have thought that Defence Cuts had really bitten deeply when they saw a WWII Swordfish biplane on the flightdeck of the Air Training Vessel R.F.A ARGUS . Apparently the plane was part of an exhibition - not for front-line service . If M.O.D. plans to truncate Navy Days are carried through , such unusual occurrences will be a thing of the past.

the

CROWN PRINCESS

On 29 July 1988 it was announced that the P & O SN Company had arranged to buy Sitmar Cruises Inc., Monrovia. Of the four cruising ships involved in the deal three had been well-known at Southampton prior to their acquisition by Sitmar. Two were former Cunard ships, Fairsea (16,627 gt) originally Carinthia and Fairwind (16,667 gt) ex Sylvania, both built by John Brown & Company, Clydebank in 1956-57. The Fairstar (21,619 gt) was built as the Bibby Line's Oxfordshire and the fourth vessel was the Fairsky (22,120 gt) built at La Seyne in 1984. All worked from Los Angeles excepting Fairstar, which cruised out of Sydney.

There were also three ships on order from Sitmar; two very large cruising ships to be built by Fincantieri at Trieste and to be named Crown Princess and Regent Princess and one smaller from Chantiers de l'Atlantique St Nazaire. She was to have been named Sitmar Fairmajesty but this was changed to Star Princess (63,254 gt) when she was completed in 1989.

The Crown Princess was to be the ninth and the largest ship to join P & O's Princess Fleet.

On the night of the 28th June 1990, the day before the handover, guests began arriving at Trieste and attended a reception at the Savoy Hotel. There followed a ballet at the Opera House and they gathered in the main square to watch and listen to the band of the Royal Scots Guards until midnight when a firework display across the bay illuminated the splendour of the Crown Princess.

The handover of the ship was at 11 o'clock next day, 29th June. A speech in English and Italian was given by Sir Jeffrey Sterling, followed by the symbolic gesture of two shipyard workers in brown boilersuits hauling down the shipyard flag, handing the halywards to two quartermasters who attached the P & O and Princess Cruises pennants.

The Crown Princess was built chiefly for the American market, which never seems to wane in the Caribbean, but, no doubt, will be seen in many other world ports as time passes. Her maiden voyage was on 8th July from Athens and she cruised in the Mediterranean and Black Sea areas for the following ten weeks. Then, at 5 am Wednesday 12th September her dolphin-image bow, glistening in the dockside lights, she eased alongside 38 berth at Southampton, to be introduced to Britain. The Crown Princess carries some 1,600 passengers in 792 cabins, many of which have balconies. She can boast an aluminium dome, probably the world's largest, 216 ft long 32 ft high for entertainment or relaxation as one wishes whilst restaurants, cinema, lounges, pizzeria and bars abound in her 800 ft hull.

At 7.15 that evening she moved to 104 berth for a reception and private party, returning to 38 berth at 11 pm. She sailed the following day at 7.30 pm for New York, there, thirteen days later to be officially named by the film star Sophia Loren.

The PRINCESS FLEET

Fair Princess	16,627	1956	ex Sitmar Fairsea 1988
Dawn Princess	24,803	1957	ex Sitmar Fairwind 1988
Sea Princess	27,670	1966	ex Kungsholm 1975
Pacific Princess	20,636	1971	ex Sea Venture 1975
Island Princess	19,907	1972	ex Island Venture 1974
Royal Princess	44,348	1984	
Sky Princess	22,120	1984	ex Sitmar Fairsky 1988
Star Princess	63,524	1989	
Crown Princess	71,000	1990	
Regent Princess	71,000	1991 (due)	

WHIM