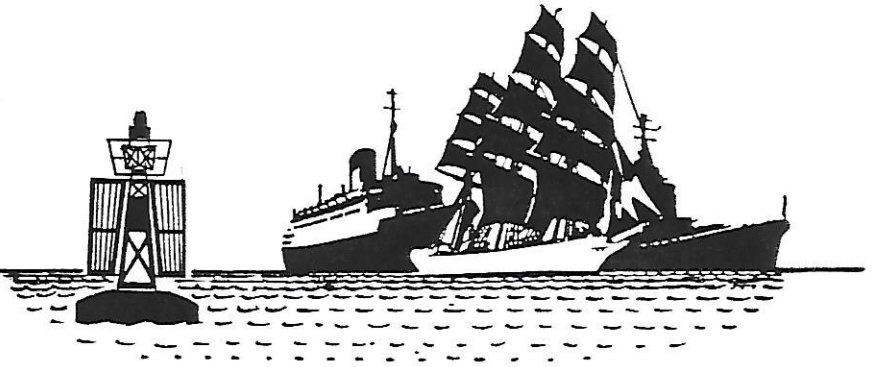


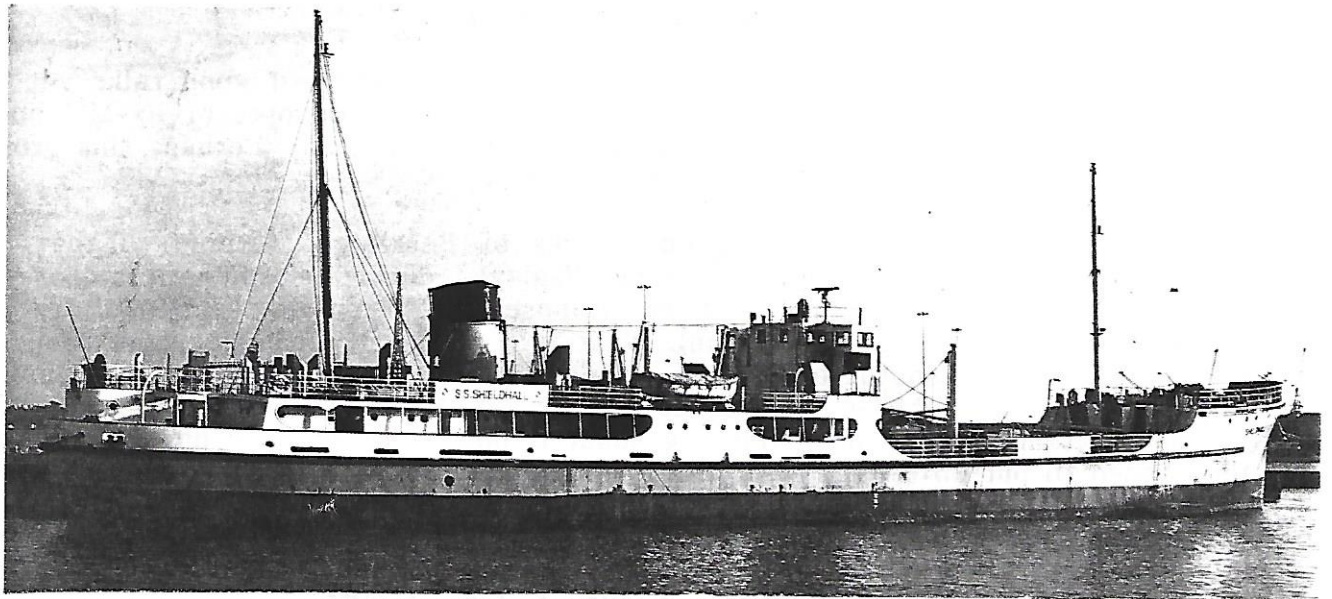
BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY

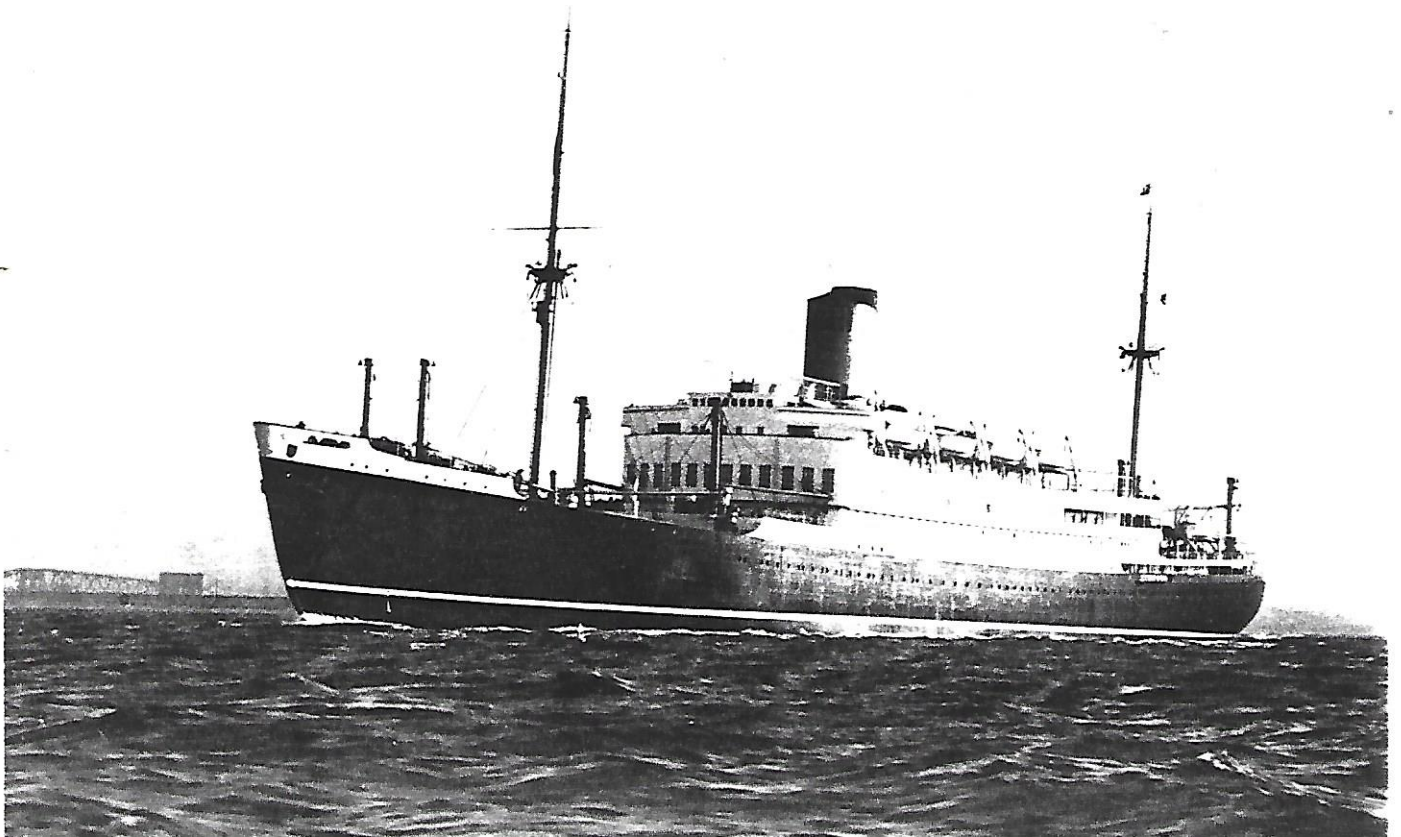


SPRING 1991

NO. 78



S.S. SHIELDHALL



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

Branch officials:

Chairman	John Lillywhite, 1 Thornleigh Road (432181)
Vice Chairman	W J Lawes (894234)
Secretary	Rod Baker, 29 Milbury Crescent (449972)
Treasurer	Don Baker, Bitterne, Southampton
Black Jack Editor	Dick de Kerbrech (0329 661150)
Reprographics	Mike Lindsay (694558)

Already the 1991 Programme is well under way with plenty of good talks yet to come, so please ensure a good turnout. There must be cohorts of ex-MN bods mooching around Southampton quite unaware of our existence. Perhaps this group should be targeted; Publicity Officer please note.

Mike Lindsay has acquired the good offices of Eastleigh Museum so that an exhibition on a Maritime theme may be displayed during September/October. A QUEEN MARY/Liner theme has been proposed, with an ideal opportunity to promote the Branch (Publicity again). What is needed are items for loan such as models, pamphlets, photographs, liner ephemeral, etc. Ironically the Museum are reluctant for the exhibition to embrace railways. So, anybody able to pledge any of the above items, please start thinking about it now; it is an ideal opportunity for the Branch to put on a first class display - lets not waste it.

Books Received

THE CUNARD LINE (£6.95) by Peter Woolley & Terry Moore

THE UNION-CASTLE LINE (£7.95) by Alan Mallett.

Both are published by Ship Pictorial Publications.

These A5 size books, each well illustrated with around 125 pictures, will appeal to the postcard collectors in the Branch and those who like a potted history of these famous Companies. The series being reasonably priced is bound to be popular, with THE WHITE STAR LINE scheduled for April.

WANTED - Editor for BLACK JACK

Owing to increased family commitments and a surfeit of out-of-work activities, I am having to relinquish my "caretaker" Editorship of BJ sooner than anticipated. I am therefore appealing for a member to "pass the baton" on to. It is an ideal opportunity for someone with scope and innovation to give it a go. Perhaps a critic of my style may come forward and show their metal. I very much regret having to place the Branch in this position. My thanks to the dedicated "back-room staff" of which my job was only the tip of the iceberg. BJ must continue.

Apr 9th Geest and the Windward Islands-- Richard Joliffe

May 14th Mini-Talks

June 11th Ferries of Northern Europe Jimmy Poole

July 9th Canada, East and West Roland Whaite

Aug 13th Members Open Evening

GENERAL HISTORY OF GLASGOW SLUDGE DISPOSAL FLEET

Dumping of Glasgow's sludge at sea goes back to the turn of the century when, following much agitation concerning the state of the River Clyde due to indiscriminate discharge of untreated effluent, sewage treatment works were opened at Dalmarnock (1894), Dalmuir (1904) and Shieldhall (1910).

The first purpose-built vessel to be ordered by Glasgow Corporation was DALMUIR completed in 1904 to operate from Dalmuir sewage works followed by SHIELDHALL (1) in 1910. SHIELDHALL was larger than the first vessel and could carry 1500 tons of sludge against DALMUIR's 1200 tons.

Both vessels were twin-screw to assist manoeuvring in the narrow confines of the Clyde and the restricted approaches to the wharves. Twin-screw arrangements were applied to all sludge vessels until the present two vessels were completed in the 1970s when the availability of controllable pitch propellers and bow thrust units made a single-screw acceptable.

In 1922 DALMUIR was sold and was converted to an oil bunkering tanker serving at Southampton for Agwi Petroleum, British Mexican Petroleum Co and their successors who eventually became Esso - she was broken up in 1960. Thus it can be seen that the present SHIELDHALL - second of the name - is not the first Clyde sludge ship to operate in the Solent area!

Dumping in the Clyde was and still is carried out 4 miles SSW of Garroch Head, Isle of Bute, the original plan to dump off the mouth of Loch Long being rejected following representations by the Argyll, Renfrewshire and Dumbarton county authorities.

1925 saw DALMARNOCK (1) enter service, a ship very similar to SHIELDHALL (1). From then until 1955 the service was maintained by these two vessels, except for a break during World War 2 when SHIELDHALL was loaned to Manchester Corporation from 1941-47 to replace their only sludge vessel, which had been sunk by a German mine off the Mersey Bar Lightship. This loan was made possible due to the Glasgow vessels dumping off Loch Long because of the boom defence across the Firth of Clyde from Dunoon to the Cloch; this same restriction had also applied in World War 1.

The SHIELDHALL (1) and DALMARNOCK (1) ran together until the old SHIELDHALL was replaced by a new vessel of the same name - the present ship. Her keel had been laid in 1954 at the Lobnitz yard at Renfrew and she took up service in October 1955, SHIELDHALL (1) going to the breakers at the same time.

DALMARNOCK (1) came to the end of her career late in 1970 when she was sold for breaking up to Shipbreaking (Queenborough) Ltd for £12250 being scrapped at Cairnryan. For a short while she had carried the name DALMARNOCK II to release the name for her successor. The new DALMARNOCK came from the yard of James Lamont, Port Glasgow and was the first motor ship in the fleet, and the first to exceed 2000 gross tons.

Up until the mid-1970s the fleet came under the auspices of the Corporation of Glasgow but following local government reorganisation control passed to Strathclyde Regional Council.

Laid up in October 1976 after 21 years faithful service SHIELDHALL (2) was replaced initially by the chartered GARDYLOO (1952 gross tons), which had just been completed the previous month for the Lothian Regional Council by Ferguson Bros of Port Glasgow. In October 1977 a further newbuilding for Strathclyde was delivered in the shape of GARROCH HEAD of 2808 gross tons and like the DALMARNOCK (2) from the yard of James Lamont. This vessel carries on the tradition of carrying organised parties of passengers in the summer months as many of her predecessors, including our SHIELDHALL, once did; this tradition has its origins late in World War I when convalescing soldiers were carried, later extended to other underprivileged people.

SHIELDHALL (2) was purchased by the Southern Water Authority and underwent a refit at Lamont's yard this including the enclosure of the bridge wings, and the remodelling of the accommodation. Leaving the Clyde on 4 November 1977 she arrived at Southampton on the 12th. After continuing a very leisurely existence whilst the previous contract expired and shore facilities were made ready for her, she opened her SWA service on 9 June 1980 running regularly for 5 years until 5 July 1985 when she was suddenly withdrawn from service and her active preservation began.

Her place was taken first by ALSTON of 836 gross tons formerly the Rowbotham tanker LEADSMAN and then by the MANCUNIUM (1378 gross tons) a former Manchester sludge vessel both owned by Effluent Services Ltd new operators of the contract. MANCUNIUM still operates dumping at the approved grounds 6 miles south of the Nab Tower off the eastern end of the Isle of Wight.

Meanwhile Glasgow's sludge is still taken to sea by the DALMARNOCK (2) and GARROCH HEAD

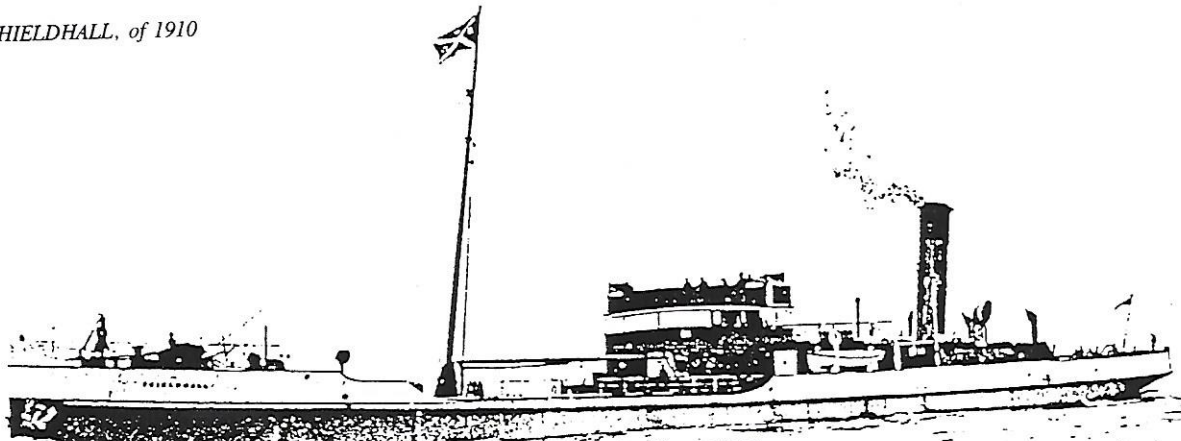
SOUTHAMPTON OPERATIONS

During SHIELDHALL's service in Southampton she was based at Slow Hill Copse, Marchwood and loaded sludge there, at 110 berth in the Western Docks from the Millbrook Sewage Works and at Weston Jetty at Woolston. Her capacity was 1670 tons.

Portswood Sewage Works was served by GREENDALE H (built 1962 by and for J Harker Ltd, Knottingley; a motor vessel of 311 gross and 536 deadweight tons) also purchased by Southern Water in 1977. She loaded 320 tons at Portswood, that being the maximum possible due to the depth of the River Itchen, and discharged this at Weston Jetty for reloading and dumping by SHIELDHALL. GREENDALE H also served as relief ship and could then load 440 tons for dumping south of the Nab.

Both SHIELDHALL and GREENDALE H were managed for SWA by Solent Marine Services Ltd an offshoot of the Townsend-Thoresen organisation.

The first SHIELDHALL, of 1910



CLYDE FLEET LIST

Glasgow Corporation 1904-75
 Strathclyde Regional Council 1975 to date

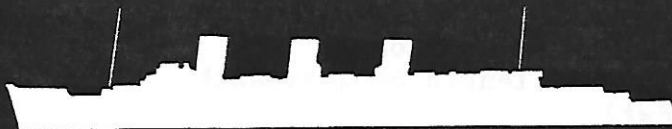
Name years in fleet month/year built & builder	Tonnages gross (gt) deadweight (dwt)	Dimension length oa x breadth x draught	Machinery
DALMUIR 1904-22 8.1904 by Wm Beardmore & Co, Glasgow	928 gt 1220 dwt	240' x 38' x 1' 9"	Steam reciprocating twin-screw
	1922 to H Davies; 1925 to AGWI Petroleum Corp Ltd, converted to oil tanker; 1926 to British Mexican Petroleum; 1938 to Anglo American Oil Co; 1951 to Esso Petroleum; 12.3.60 arrived Grays, Essex for breaking up.		
SHIELDHALL (1) 1910-55 4.1910 by Wm Beardmore & Co, Glasgow	1375 gt	270' x 40' x 12' 11"	Steam reciprocating twin-screw
	10.1955 broken up at Port Glasgow		
DALMARNOCK (1) 1925-71 6.1925 by Wm Simons & Co, Renfrew	1377 gt 1600 dwt	268' x 42' x 13'	Steam reciprocating twin-screw
	1970 renamed DALMARNOCK II; 1.1971 broken up at Cairnryan.		
SHIELDHALL (2) 1955-77 10.1955 by Lobnitz & Co, Renfrew	1792 gt 1840 dwt	268' x 45' x 13' 4"	Steam reciprocating twin-screw
	1977 to Southern Water Authority; 1985 laid up at Southampton; 1988 to Solent Steam Packet Ltd for preservation.		
* DALMARNOCK (2) 1970- 12.1970 by James Lamont & Co, Port Glasgow	2266 gt 3422 dwt	313' x 51' x 14' 6"	Motor single screw cp prop bow thrust
* GARROCH HEAD 1977- 10.1977 by James Lamont & Co, Port Glasgow	2808 gt 3645 dwt	324' x 53' x 14' 7"	Motor single screw cp prop bow thrust

* = present fleet

Notes: mv GARDYLOO built 1976. 1952gt 2695dwt Motor, single screw was on charter 10.1976 to 10.1977 from her owners Lothian Regional Council.

Strathclyde Regional Council also own the 1900, Denny built SIR WALTER SCOTT which operates summer season excursions on Loch Katrine

old southampton callers

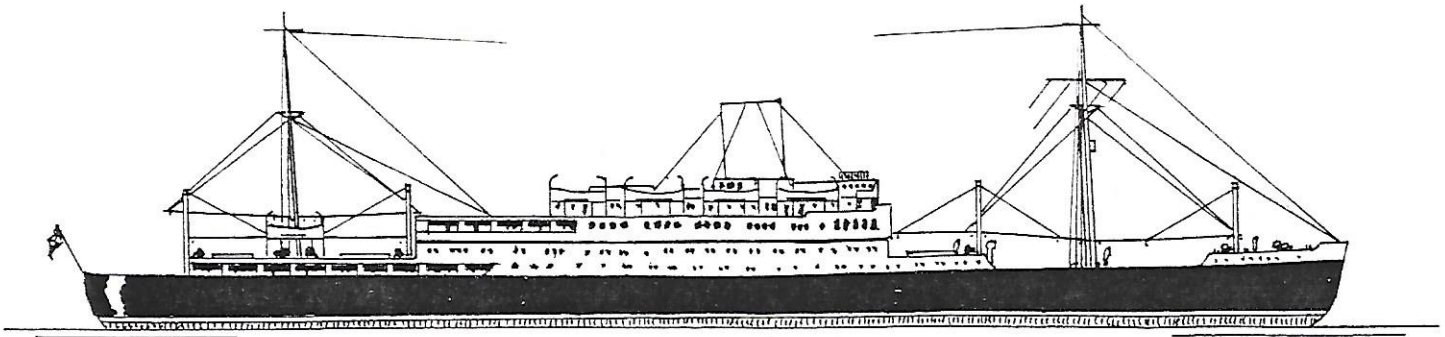


by John S.Lindsay

THE SCHARNHORST and GNEISENAU

In the mid-1930's the North German Lloyd line built two new ships of some 15,000 grt to trade in the Far Eastern service; both were ordered and constructed by the Deschimag A.G. "Weser", the Bremen shipbuilders. The first to be launched was the SCHARNHORST on 14th December 1934, as Yard No.891, with a gross registered tonnage of 18,184. The dimensions were 652' I.o.a and 74.1'moulded. The propulsion was by turbo-electric machinery from A.G Weser, driving twin screws which developed 32,400 SHP and gave a cruising speed of 21 knots (Max. 23 knots). She carried 149 first and 144 second class passengers and a crew of 281. She was completed during April 1935 and made her maiden voyage from Hamburg to the Far East on 3 May. She continued on this service, making inward and outward calls at Southampton up until the outbreak of War in 1939, where being in Japan she was laid up there. On 7th February 1942 she was sold to the Japanese Navy and in September of that year commandeered by the Government for conversion to an aircraft carrier in their shipyard at Kure. The work was completed by 15th December 1943 and she was commissioned as an escort carrier SHINYO in the Imperial Japanese Navy. Whilst on attacking patrol, the U.S submarine SPADEFISH, some 140 miles N.E of Shanghai, torpedoed the SHINYO on 17th November 1944 and she eventually sank in position 33 degrees 02 N; 123 degrees 33'E.

The sister ship GNEISENAU was also ordered from the same builders yard No.893 with a gross registered tonnage of 18,160. Her dimensions were 651'I.o.a x 74.1' moulded. Her twin screws were propelled by the builders geared turbines which developed the same SHP and speeds as the SCHARNHORST's power plant. The GNEISENAU's passenger and crew complement were the same as her sister's. She was launched on 17th May 1935 and completed on the 28th December that year. She commenced her maiden voyage from Hamburg on the Far Eastern service on 3rd January 1936. She, like her sister, continued on this service, making her calls at Southampton up until the outbreak of War, which found her laid up in Germany. During July 1940 she was converted into an accommodation ship but by 1942 plans were made to convert her into an aircraft carrier at the Wilhelm's haven Navel yard. In 1943 when she was East of Gedser, she struck a mine which had been laid by British aircraft, and sank.



SCHARNHORST N.O.L.(1934-44)

JOHN S. LINDSAY.

Both ships were of a very pleasing profile, both had the Maier-form bows and cruiser - span sterns with a well deck forward. The main difference in their appearance was that the GNEISENAU had a slightly funnel with air ducks forward and the burner top aft. The livery was the normal North German Lloyd, buff funnel and masts, white upperworks and black hull with white line separating the red boot-topping.

The Hamburg - America Line had also ordered a similar vessel from the Blohm & Voss shipyard in Hamburg, which was launched on 16th January 1935. However, owing to the re-organisation of the German shipping companies, she was sold to the North German Lloyd and became the POTSDAM but that is another story.

Southampton— BUILT

I always keep a lookout for the histories of ships built in the old Itchen yards and recently came across some notes on the Safeguard. With added research, this is her story.

by W.H. Mitchell

The Safeguard (Yard No.156) was completed by Day, Summers & Co.Ltd., Southampton in September 1914. She was coastguard cruiser, a twin screw ketch with dimensions of 160 ft x 29 ft and with 6 cylinder engines of 1,350 ihp, to give 11½ knots.

She was regarded as a fine piece of work, indeed, she had to be, for even at the end of their days the Coastguard Service were very keen buyers who sought perfection. The Safeguard was actually the last and finest steam cutter to be built for them.

War had begun one month before her completion and, as with other coastguard cutters, she was placed under Royal Navy control and immediately began patrol work in the defence of Rosyth and the Firth of Forth area. As actual naval ships became available she was sent to Queenstown (Cobh) to act as a tender to HMS Colleen and the patrol working off the south coast of Ireland.

The Coastguard Service had been recognised in 1830, the force of coastguardsmen then being controlled by the Board of Customs.

The force was considered a naval reserve and included pensioners, former sailors, two-year post captains awaiting ships and officers who were out of the promotion section. However, in the 1914-18 war, work became so arduous that it was recognised that trained personnel were required and many of those who had begun the war in the coastguard service had to be returned to shorework. In 1922 the Coastguard Service was reorganised, the old system being reconstituted under the Board of Trade as HM Coastguard.

So, in 1923 the Safeguard was one of the coastguard cruisers placed on the sales list and she was quickly purchased by T. Ensor & Co., London, a salvage company based at Queenstown. Her name was lengthened to Safeguarder. An early outstanding job was the salvage of the Hogarth ship Baron Vernon after she collided with the Canadian Pacific Metagama, which was on her maiden voyage, in the Clyde on 26 May 1923.

The Safeguarder worked until 1929 under the Irish flag and was then sold to the Ministry of Transport, Government of Canada, rebuilt and registered at Sorel P.Q. as an icebreaker and Lighthouse/Buoy service tender. It was a coincidence that in June of the same year the remnants of Day, Summers yard - the hauling-up slipway and lay-up berths where she had been built, were taken over by John I. Thornycroft & Co. Ltd., some area of the yard and engine works having already been sold to Pollock, Brown & Co. Ltd.

The Safeguarder continued working for the Canadian Government until she was withdrawn from service in 1973.

In 1897 Day, Summers & Company completed the paddle steamer Duchess of Kent (Yard No. 108) for the joint service of the London & South Western Railway Company and London, Brighton & South Coast Railway Company which operated the Portsmouth - Isle of Wight service at that time. Of 399 gross tons she was the largest ship in their service; the second largest was the Princess Margaret of 1893 at 260 gt.

The length of the Duchess of Kent was 195.4 ft and the breadth 26 ft. Her bridge was placed forward of the funnel and the saloon aft had alleyways along either side, enclosed by a length of windows. There was also a small fore-saloon.

In her shallow draft, steel hull she had 2 cyl compound engines of 225 NHP fed by a large double-ended boiler giving 14 knots with feathering paddles.

In summer she carried up to 820 passengers.

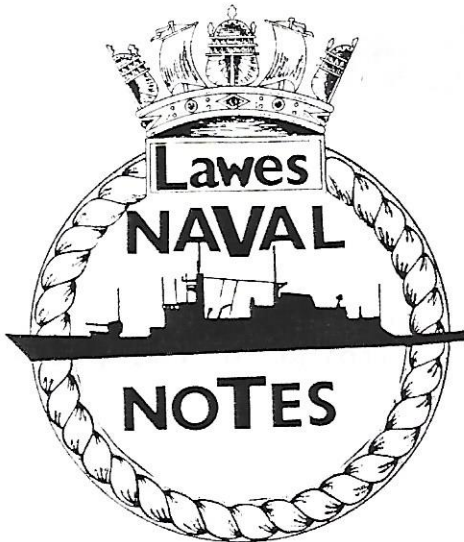
The Duchess of Kent worked in the Portsmouth-Ryde service and between 1909 and 1911 acted as a tender at Southampton for the Hamburg America liners calling in Cowes Roads. During 1909 she collided with the ss Transporter and had to be quickly beached to prevent her sinking. The tender work was transferred to the St Tudno in 1911.

In the ensuing Great War she was taken up for some three years service from 20 June 1916 to 23 September 1919 as a minesweeper and was equipped with two 6 pdr guns.

In 1933 the Duchess of Kent was sold to the New Medway Steam Packet Co. Ltd and renamed Clacton Queen. But this lasted only until 1935 when the Mersey & Blackpool SS Co. Ltd bought her to run between Liverpool and Blackpool as the Jubilee Queen. In the following year S.B. Kelly of Birmingham bought her and in May 1937 she went to T.W. Ward & Co. Ltd., Preston for breaking up.



SM629 P.S. DUCHESS OF KENT AFTER COLLISION IN PORTSMOUTH HARBOUR
(By Courtesy of Capt. Thomas of Lyme Regis) 3.9.1909. Pamlin Prints, Croydon



The last quarter of 1990 saw three very different types of vessel in Southampton.

The Gulf crisis brought U.S.N.S. CAPE MOHICAN into the port for what was to be a flying visit to load barges from the U.S. Army base at Hythe. She has become an almost permanent fixture at 101 berth however, due to engine defects. The vessel, ex-LASH ship TILLIE LYKES (73, 21667grt.) was purchased from Lykes Brothers in January 1986 and laid up as part of the Maritime Administrations Ready Reserve Force.

A shorter visit was paid by H.M.S. COVENTRY, a type 22, Batch 2 frigate. She was ordered in 1982 to replace the Type 42 destroyer lost during the Falklands War. Her launch in 1986 was performed at night to overcome industrial problems at her builders, Swan Hunter. She is equipped with Exocet and Sea Wolf missiles and can carry two Lynx helicopters. Twin Spey and Tyne gas turbines give her a speed of 28kts on a full load displacement of 4800 tons.

The briefest visit of all was by H.M.S. CHALLENGER when she called in to collect relatives for a "family's day" prior to her leaving R.N. service. This unique seabed operatives vessel is a victim of the defence cuts, and is now for sale commercially. Her capabilities were exhibited in 1989 when she recovered drums of dangerous chemicals from the M.V. PERINTIS which sank in the English Channel. An operation such as this was beyond normal salvage work and would be uneconomical for any private concern, so one wonders what will happen when the CHALLENGER is no longer available. She has the ability to operate manned and un-manned submersibles, and by using Voith Schneider cycloidal propellers and three Bow Thrusters all powered by Diesel Electric drive, she can maintain her position over the seabed in any weather conditions. The CHALLENGER has a full load displacement of 7200 tons and was built by Scotts at Govan. She commissioned in 1984.

And here's one for those readers who thought that BLACK JACK only dealt with liners and warships. She's Russian and outward bound in Southampton Water with a deck cargo of wood. Ed



nautical notebook

General Cargo Shipping At Southampton October/November 1990

Those lazy days of last summer have long since past when a party of Southampton W.S.S. members on a Medway cruise had to physically restrain our secretary from jumping of the pleasure craft. For Rod, the excitement of an SD14 anchored Southend was all to much.

And who said Southampton was all Ro/Ro and container ships? Rod was again spotted in his element - an SD14 was lying at 36 berth.

The 'IGNACIO AGRAMONTE' was one of four SD14's built by Austin and Pickergill at Sunderland for the Cuban Government in 1975 (The Cubans later acquired two more SD14's second hand). Another general cargo vessel also flying the Cuban flag occupied 101 berth. 30 DE NOVEMBRE was one of thirty similar vessels constructed between 1974/80 at the KHERSON ship yard. All were for eastern bloc countries except five: three were for the account of a West German owner the remaining two were acquired by Blue Funnel and named LAERTES and LYCAON.

If one continued to look in the Western Docks during the end of October the modern Bulgarian freighter TRAKIA of 9000 grt was discharging bagged fertiliser. A similar cargo was discharged by another Bulgarian vessel BOTEVGRAD dating from 1962. Of 3000grt she was formally the Norwegian GERMA until 1969. Discharging timber during this period was the three hatched Soviet freighter SOVETSKIY POGRANICHNIK one of twenty similar vessels built between 1968/1970 of 2000grt.

Opposite, Marchwood Military Port had a continuous flow of small containers plus Ro/Ro vessels loading for the Gulf, but even there the odd general cargo ship was lurking. CONTI BLUE of 1500grt was a heavy lift ship built in 1972 as KUTINA for Atlanska Plorjalba of Yugoslavia. Adjacent to her was a traditional 1960's built cargo ship with accommodation amidships. Of 4000grt SAO MIGUEL was built in 1962 Cia.NACIONAL DE NAV. as CABO VERDE and traded to East Africa. In 1985 she was acquired by the Portuguese Navy as a stores ship.

Another Military vessel in port was the American CAPE MOHICAN one of three barge carriers originally owned by Lykes Lines. Built in 1976 of 2100grt she loaded 120 tanks in 24 LASH Barges in Bremerhaven plus oil barges and containers from the U.S. bases at Hythe. Owing to continuous boiler defects all had to be off loaded and transformed to another ship.

Meanwhile further up the Itchen above the bridge were even more delights. Lying at Dibles Wharf was the 1500grt St. Vincent registered HUSUM of 2000grt She started life in 1963 as the yellow hulled 'William J EVERARD' before being sold in 1982 to Wimpey Construction and modified into a drilling survey vessel renamed WIMPEY GEOCORE. Seven years later she was altered back

into a general cargo ship by SOREK SHIPPING and renamed SEABURN GIRL. She spent most of her time undergoing repairs before being acquired by her present owners this year. In Dibbles Gut the Rostock registered WARIN was lying, one of twenty similar vessels built for the East Germans between 1971/72.

Further up the Itchen the Cypriot registered ATLANTIC RIVER built in 1971 was loading scrap at Pollock and Browns yard for Spain, proving that there is still plenty of interest to entertain hardy shiplovers.

THE BILBAO RUN

W.H. Mitchell

During the past few months several companies announced their intention of moving to Southampton, one of which was MacAndrews who, in August, introduced their motorship Pacheco in a weekly container service to Spain. Of 3,790 gross tons and a deadweight capacity of 4,250 tons, she was built in 1986 by E.J.Smit & Zoon Scheepswerven, Holland. Her sister-ship was named Palacio.

Robert MacAndrew & Company was formed in 1866, first owned steamships in 1881 and quickly began building up a trade with Spain and the northwest African countries of Algeria and Morocco. At one time they were under the Royal Mail Group umbrella and then, in 1935 came under the control of the United Baltic Corporation, London which later became a wholly-owned subsidiary of the Andrew Weir Group.

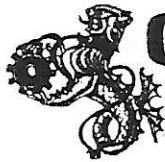
In those pre-war years of working in the fruit trade between English ports and ports in Spain, Italy and Morocco, they owned ten black-hulled steamships whose names began 'C-' and nine motorships with names 'P-'. All were between 1,000 and 2,000 gross tons and carried some passengers. Incorporated were John Hall Jr & Co.Ltd., trading from London to Lisbon and Gibraltar and the Glynn Line to West Italy and Sicily.

MacAndrews are not unknown at Southampton. In 1977, after surveying a dozen other British ports, they started a joint service from Southampton to Bordeaux and Bilbao under the MAKPAK label and United Baltic control. This began on 22 August with the chartered German flag Cimbria. Some cargo was carried on Swedish Lloyd's Patricia which had then been working from Southampton to Bilbao since 1967. However, she ceased that service in September 1977 and MacAndrews then placed the Goya into the service.

Indeed, in April of 1977 United Baltic had acquired this ship while building on the stocks at Korneuburg, upstream of Vienna on the Danube. One of three ro-ro vessels ordered by Sten A.Olsson in 1974, she had been launched as the Stena Tender. However, due to the restrictions of the Danube bridges, the superstructure was added at the Galatz shipyard on the Roumanian Black Sea. Then U.B.C decided the ship should be lengthened (one of several built-in options) and she was towed to Rendsburg, W.Germany where a midbody was inserted to make her 450 ft oa, 3,779 gross tons and 6,400 tdw.

The Goya arrived at Southampton on 16 October 1977. Her schedule was to leave Southampton each Monday night, arrive Bordeaux Wednesday and Bilbao 's on Thursday. Homewards, she called at Bordeaux and arrived at Southampton 's ferry complex on Sunday evening. Adjacent to her berth was the MAKPAK office, formerly Vosper Thornycroft's repair department.

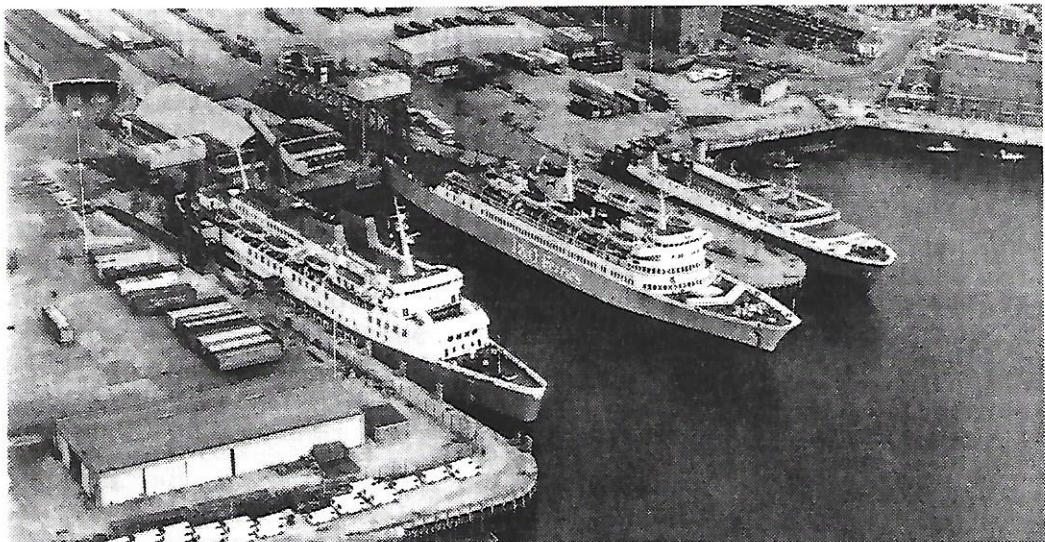
This service however, lasted only until January 1980. The Goya was then sold to the Canadian flag as Federal Nova. In 1981 she became Caribbean Sky, then Manaure VII and in 1982 Oyster Bay, under the flag of Liberia. On 2 October 1983 she arrived at Southampton to join the Townsend Thoresen fleet as Viking Trader and worked from there on the Le Havre freight service. It was just five years after her maiden voyage from the same port as the Goya.



C. Lyon's Tailpiece

Portsmouth looks set to lose its firm grip on the souths coast's passenger ferry trade with France. Sealink Stenna plans to re-open the link between Southampton and Cherbourg with a luxury ferry service carrying up to 2,000 passengers at a time. The service, which was aimed to start early next summer, will mark a critical stage in the hotting up of the ferry wars in the running up to the channel tunnel. Associated British Ports (A.B.P). Which runs the port of Southampton, will run the service in conjunction with Sealink Stenna. A spokesman for A.B.P said :

"We are very confident that the service will go ahead, through no contracts have yet been signed". "Discussions are continuing, and Sealink have yet to make arrangements at the French end". "But we are hopeful that we shall be able to start operations in the spring of 1991. "No passenger ferries have run from Southampton since 1984, when P&O transferred its services to Portsmouth. More than 500,000 passengers have travelled from Portsmouth during 1990. But after a long decline, Southampton has seen a revival of all sorts of traffic since 1989's abolition of the Dock Labour Scheme. The end of the scheme enabled A.B.P to sweep away over-manning and restrictive practices. The reintroduction of ferry services would be a crucial part of Southampton's fightback from the doldrums. An A.B.P. spokesman said: "We think this is a real feather in our cap". But he did not see it as a blow to Portsmouth. "We see it as a shift west in traffic patterns, rather than switching trade from one port to another," he said. The new service is planned to run from a new terminal built by A.B.P. It would be operated by the ST NICHOLAS, which currently operates from Harwich. The ST NICHOLAS is one of Sealink's most luxurious ferries, and can carry up to 2,000 passengers. For the Cherbourg run it may be adapted to carry only 1,600 in more comfort.



● FLASHBACK - Southampton ferry terminal in its hey-day.

Sept 10th Photo Competition

Oct 8th A G M and supporting programme

Nov 12th Ports of the Tees & Hartlepool W S S Slide Show

Dec 10th An evening with the grey ships- Members Presentation