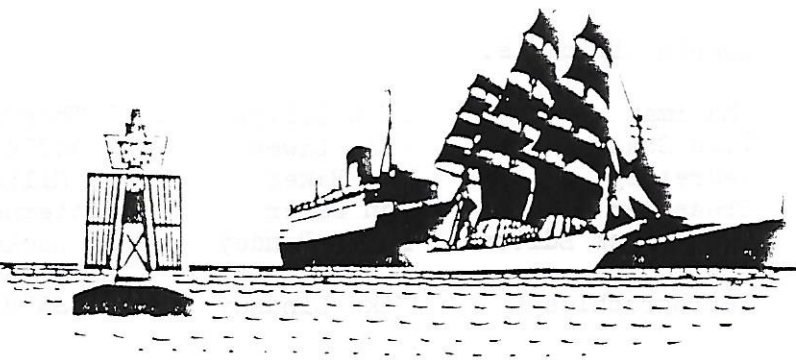


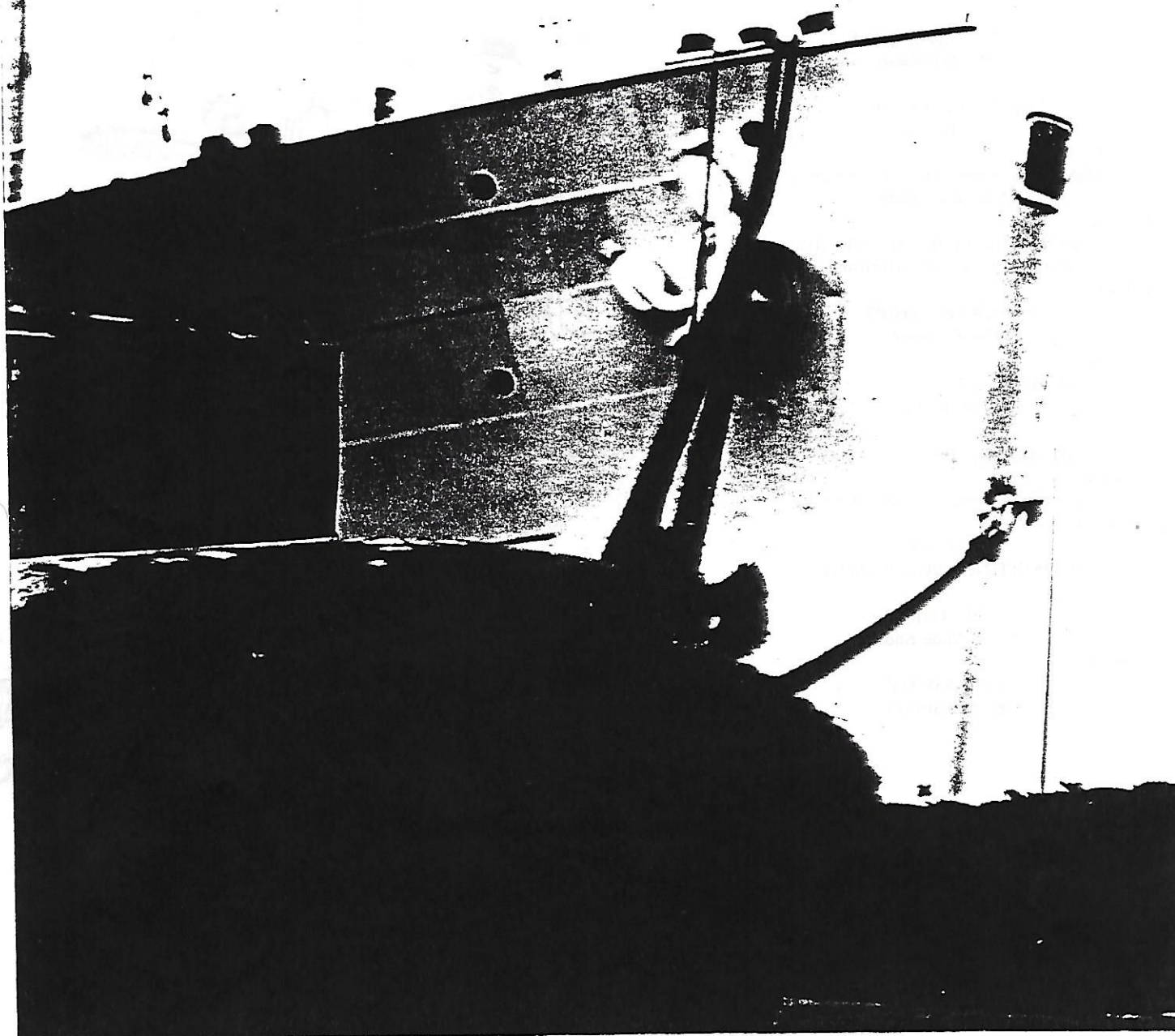
BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



WINTER 1991

NO. 80.



WHICH SHIP IS SHE ?

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THE YEAR AHEAD.

January 14th.
MERSEYSIDE
W.S.S. Slide Show

February 11th.
UNION CASTLE LINE
Capt. Reg Kelso

March 10th.
THE ITCHEN QUAYS
Bert Moody

April 14th.
FROM THE NAB TO THE NEEDLES
W.S.S. Slide Show

May 12th
FROM THE ELBE TO ESBJERG
Rod Baker & Dave Hornsby

June 9th.
EMIGRANT SHIPS
Anthony Cooke

July 14th.
VOYAGE TO
The Burts

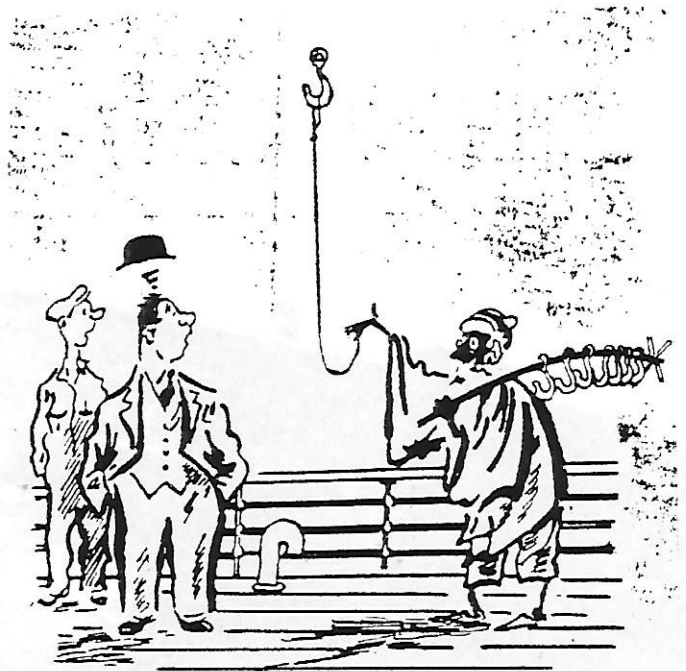
August 11th.
MEMBERS OPEN EVENING

September 8th.
PHOTOGRAPHIC COMPETITION

October 13th.
A.G.M. AND
SUPPORTING PROGRAMME

November 10th.
GOING FORTH
W.S.S. Slide Show

December 15th.
FIRST VOYAGE
Neil Richardson



"Nice sky hook, Meester? S.W.L. 5 tons"



Season's Greetings

The Princess Alexandra Dock, originally Outer Dock and first used by the P & O S.N Company in 1842 was turned to the cross-Channel routes by the London & South Western Railway, later the Southern Railway and, in 1964 by the Thoresen 'Viking' ferries. Now, in the 1980 decade it has become Ocean Village.

Many old sheds, stores and warehouses were altered or demolished and either replaced or rebuilt with blocks of flats, housing and large office blocks whilst Canute's Pavilion has 71 general retail units and ten food units, delicatessen, cafe and photo processing centre. Adjacent is a Cannon multiplex cinema

Then, in 1985, after 23 years based at Southampton, the Vikings, by then under the P & O banner, moved their services, ships and offices to Portsmouth, from there a shorter distance to the Continent, saving time and greatly reducing fuel costs

The Itchen Quays.

Not long after the transfer of the P & O European Ferries to Portsmouth, Stena Line proposed a ferry service from Southampton to Cherbourg and on 28 June 1991 the service was inaugurated with Sealink Stena's Stena Normandy, formerly St Nicholas.

The terminal for this service has been placed on the Itchen Quay at 29 berth where offices have been placed. A curved two-way road from Central Road connects to the terminal. After documentation the cars are parked in adjacent areas and then moved on to 25 berth in the nearby Empress Dock and taken on board the ferry via linkspan.

There are indeed, many areas in the dock estate which have been turned over to the parking of vehicles for the imports arrive in such huge quantities that importers, whose own garages are full, cannot cope with immediate storage.

Most of the Itchen Quays work the car and ro-ro cargoes. Berth 30 exports cars to Italy and the Mediterranean area. A frequent caller is the Livorno Bridge owned by Steelbridge Shipping Co.Ltd., Bahamas, 5,985g built 1982 as

Aleksa Dundic for Jadranska Sobodna, Split and sold in 1990. Another is Arroyfrio Uno 8,126 g owned by Vaperes Suardia S.A. Madrid. At other berths, 31, 32, 33, 34 and 35 can be seen the big vehicle carriers of Scandinavia, Stena AB and Wallenius of Stockholm and Uglands Rederi, Grimstad.

At 36 berth bulk cargo ships load grain from Southampton Grain Silos Ltd while 37 berth (dockhead) the most southerly berth is used for short lay-up.

Berths 38-39 on the Test Quays are for the Queen Elizabeth 2, or large vessels if the Cunard is away while 39 berth has been used recently for the discharge of fruit from the Cannies.

Berth 40 is used for heavy ro-ro vehicles as is 41 whilst the shed accommodates vehicles from ships berthed in the Ocean Dock at 43 berth, working from stern doors. Frequent callers here are Ango and Ronsald, both owned by Chargeurs Reunis in the S.A.E.C service beginning in September 1987

The 18 acre Empress Dock is undergoing great changes. Opened by Queen Victoria in 1890 many liners have since berthed there. Royal Mail Steam Packet Company Ltd was, perhaps, the most well-known. Berths 20-23 accommodated their liners of the times, the 15,000 gt Arlanza (1912-1938), the 15,000 gt Almanzora, and Atlantis (1913-1952)

The Dock was also used by troopships, the British India owned Neuralia (1912) and Nevasa (1913), both 9,200 gt, Bibby Line's Dorsetshire of 1920 and Somersetshire of 1921, both 9,600 gt and the larger Dunera and Dilwara 11,200 gt of 1936-7, also of British India S.N. Company.

Berth 25 became known as the 'banana berth' for here the white-hulled fruit ships of Elders & Fyffes could frequently be seen.

Berths 22-23 were originally with timber sheds but in the late 1970s were used by British Rail cargo ships. Both sheds were demolished in 1977.

In 1988 plans were projected for the movement of The Natural Environment Research Council to move their headquarters to Southampton. Ships of their Barry home would be transferred as would laboratories from Surey. The plan included new buildings for research and environmental studies in conjunction with the Southampton University. All this would be in a site bordering the Empress Dock, the ships berthing on berths 26-27.

At present work is underway with demolition of unwanted buildings and construction of new roads.

The current fleet is as follows, some well-known at Southampton:

Bransfield	4,186 gt	Blt 1970
Challenger	1,117 gt	1972
Charles Darwin	1,936 gt	1984
Discovery	2,321 gt	1962
Frederick Russell	547 gt	1974
John Biscoe	1,554	1956

Apart from the Stena Normandy other ships using the Empress Dock at present are those of the Red Funnel Tug fleet which berth in the North-West corner;

the bunkering tankers of John H Whitaker & Company Ltd of Hull which service the large ships; and the motor barges belonging to Williams Shipping Co. Ltd who have been running to Newport Isle of Wight for many years.

Ocean Dock

So to the Ocean Dock, home of the great North Atlantic passenger liners.

Early in 1907 White Star Line announced that their North Atlantic service would be moving from Liverpool to Southampton and the first sailing from there to New York was made by the new Adriatic 24,541gt, then the world's largest liner, on 5th June 1907.

The move was to help Southampton to become one of Britain's greatest ports.

At Southampton more berths were required and a new dock was built and opened in 1911, its water area 15½ acres and a depth of 40 ft at low water. At first it was named White Star Dock but as other shipping companies were attracted to Southampton the name was changed to Ocean Dock in 1922. The dock served the great liners for several decades but was to feel the air-sea change in the 1960s as the great ships left the port for other scenes, or for breaking up.

In 1970 the shed at 47 berth was demolished, its place taken by grain silos of

Continental (U.K) Grain Exports Ltd . Then 46 berth shed was taken down, the berth from which, in pre-war years, saw the sailing each Saturday at 11 am of a Cunard 'A' class ship - Ausonia, Andania, Antonia, Aurania, Ascania or Alaunia for Quebec or Montreal. The berth is now a common user berth, or used for lay-up

Then, in April 1983 there began the demolition of the Ocean Terminal at 43-44 berths in 1950 and used principally by the 'Queens'. After demolition the quay area was first used as a scrap metal storage area, then a common user area for vehicular traffic.

Berth 45 in the Ocean Dock remains the berth for Alexandra Towing Co's Southampton-gased tug fleet.

TOWN QUAY

Another major change in the port was the rebuilding of the Town Quay which now has some 30 shops, office buildings, residential units, a pub and a large restaurant.

It has been completely transformed and a car parking area has been sited at the far end of the quay.

Halfway along the east side is the old Southampton tender Calshot, now under preservation by the Southampton Shipping Museum.

The auxiliary sailing barque Lord Nelson, built in 1986 for the Jubilee Sailing Trust is also based at the Town Quay. She is the first purpose-built ship for use by the disabled.

What one misses though is the old coastal trade of the Town Quay. Long gone are the ships of Coast Lines, the 'Lady' ships of the British & Irish Steam Packet Co.Ltd and the Clyde Shipping Company Ltd steamers which brought the barrels of Guinness.

And who remembers the old paddle steamer Lord Elgin 203 tons gross .

Built in 1876 she came under the Southampton, Isls of Wight & South of England R.M.S.P Co.Ltd in 1909 and from then on left the Town Quay daily at 10.30am for Cowes, returned at 2.20 pm and kept this going until scrapped at Northam in 1955, eighty years old

WESTERN DOCKS

In the Western Docks Berth 101 remains a common user berth and, at times a lay-up berth.

Berths 102-3 are still the Free Trade Zone although a note in Lloyds List of February 1988 stated that the 1,000 metre quay length and 31 acres of land was no longer suitable and that plans were underway for redevelopment.

At 105 berth cars are shipped over a linkspan with almost exclusive use by the 1,592g Goodwood, sailing between France and the United Kingdom.

At Berth 106 is the passenger terminal used by P & O's Canberra and Sea Princess and Fred Olsen & Co's Black Prince

Behind the quay sheds in this area are the premises of Martini & Ross who moved their bulk storage facilities from London to Southampton in the late 1970s in order to be able to bottle direct from fortnightly shipments of wine direct into the Western Docks from Italy. The vermouth is pumped through pipeline from the discharging vessel and at that time 28,000 bottles per hour filled for distribution from their storage capacity of 3 million gallons

Small tankers are used eg

Rhin 1582g Blt 1966 Vinalmar S.A., Proof Gallant 1598g Blt 1980 Marabu Sg
Co Monrovia. Pointe de Lesvens 1977g 1979

Early in 1989 the Blue Circle Cement Company's most advanced cement facility was opened at the western end of the docks and in June the 14,000 gt Theolano was taken on long term charter to work a shuttle service from Havre where the cement is made, to Southampton. Discharge was made through pipeline into 108 shed at 500 tons per hour. Loading to lorries was later made by pumping through conveyors to load by overhead hopper. Then fate stepped in when the Theolano, bound from Havre to Southampton, sank off Portsmouth in February, with severe loss of life.

1990

Southampton's largest bulk contract in 1988-9 also involved Berth 108. The contract was with Foster Yeoman for some 2 million tons of aggregate to be moved through Southampton each year from their quarry at Glensmunda, Loch Whinne in Western Scotland. The aggregate is for the building trade and the deal is for 42 years.

Three bulk carriers are currently employed in the work, discharging at 108 berth with conveyor belting from quayside to the processing plant opposite berths 107-9 and then on to a site at Millbrook to await distribution

The ships currently employed are: Yeoman Bank ex Salmondpool. Built 1982
24575 gt 43728 dw

Yeoman Burn

Yeoman Brook.

All are owned by Fearnley & Eger, Oslo.

Containers

Southampton Container Terminals runs the Container Port, known from 1979 as Prince Charles Container Port, separately from Associated British Ports.

Solent Container Services which formerly ran it are now part of the new company as are P & O and Ben Line.

The Terminal began as a three-berth quay at rightangles to the main dock quay and were numbered Berths 201, 202 and 203. The first two were later uprated to take larger ships and became The Mayflower Terminal. Berth 203 is a Central Marine Depot of British Telecom and is also a base for marine cables ships ... Monarch, Sovereign, Mercury

Turning right after Berth 203 are the container berths 204, 205 and 206 which can take the huge containerships of the world's trade routes.

One of the great groups to use Southampton, the Trio Group is multi-national and had five companies flying the Japanese, German and British flags. Then, in the late 1970s South African Marine Corporation, Capetown brought out four 53,000 gt containerships for their service from South Africa to Britain.

Growth has continued with many smaller companys. However, it must be remembered that companies the world over have to follow economic changes with consequent alterations to their trade routes and their fleets

A SAILOR'S YARN

I stood, one day, by the breezy bay
Awatchin' the ships go by,
When a tired tar said, with a shake of his head,
"Gee, I wisht I could tell a lie.
I've seen some sights as would jigger your lights,
And they've jiggered me own in sooth,
But I ain't with a darn at spinnin' a yarn
What would wander away from the truth."

"We were on the gig, the Rig-a-Jig,
Just a mile and a half to sea,
When Captin' Snook, with a troubled look,
He come and he sez to me -
'Oh, Bo's'on Smith make haste forthwith,
Hemstitch the for'ard sail,
Accordin' pleat the dory sheet
For there's goin' to be a gale.'

I straightway did as the Captin' bid,
No sooner the job was through
Than the North wind - WHOOF -
Bounced over the roof and, murderin' lights, she blew.
She blew the tars right of'en the spars
And the spars right of'en the masts,
While anchors and sails, and nails and pails
Flew by on the wings of the blast.

And our galley shook as she blew the cook
Straight out of the porthole glim,
While pots and pans and kettles and cans
Went clatterin' after him.
She blew the fire out of our galley stove
And the coal out of our galley bin,
And she whistled apace, past the Captin's face
And blew the beard right of'en his chin.

'OHwizzle me dead', the Captin' said,
And the words blew out of his mouth,
'We're lost I fear if the wind don't veer
And blow awhile from the South.'
And wizzle me dead, no sooner he'd said
Them words that blew from his mouth,
Than the wind switched round with a HURRICANE sound
And blew stright in from the South.

We opened our eyes in a wild surprise,
And never a word to say,
For in switchin' her tack the wind blew back
All the things that she'd blown away.
She blew the tars back onto the spars
And the spars back onto the masts.
Back flew the sails, the anchors and nails
Which into the ship stuck fast.

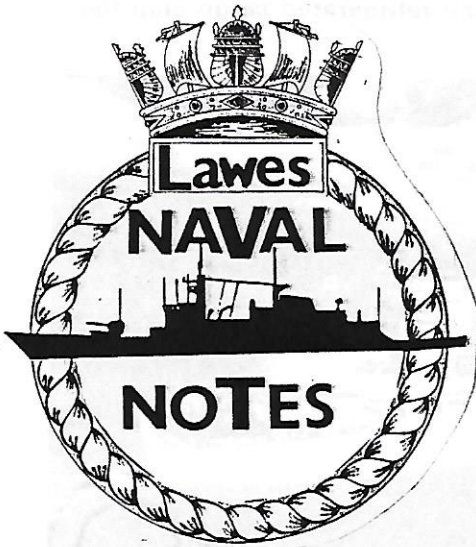
And a'for we could look she blew the cook
Back into the galley coop.
Back flew the pots, the kettles and cans
Without even spillin' the soup.
She blew the fire back into the stove
Where it burnt in its proper place,
And all of us cheered, as she blew the beard
Back onto the Captin's face.

There's more o' me tale, said this sailor hale,
As would jigger your lights in sooth,
But I ain't with a darn at spinnin' a yarn

SOUTHAMPTON CITY HERITAGE / MUSEUMS: 14th series - MARITIME & AVIATION TALKS 1991/92

Held at Tudor Merchant's Hall, Westgate Street, Southampton (off Bugle Street); 8.00pm.
CONTACT 0703 224216: Museum Offices, 125 High Street, SO1 0AA.
£1.50 at the door on the night; (subject to availability). Season ticket £14.00.

- 17 OCTOBER Bert Moody - CANADIAN PACIFIC LINE
1991 is the 60th anniversary of C.P.'s great liner EMPRESS OF BRITAIN, celebrated in this shipping line history by our local maritime historian.
- 31 OCTOBER THE FERRY SCENE: Southampton has again become a ferry port, with Stena Sealink's service to Cherbourg. Passenger Manager reviews the company's activities and its expanding fleet
- 14 NOVEMBER THE SHUTTLEWORTH HISTORIC AIRCRAFT COLLECTION - based at Old Warden Aerodrome, Biggleswade, displays and cares for a large number of veteran 'planes; our speaker is curator Peter Symes.
- 28 NOVEMBER OCEANOGRAPHIC SCIENCE: THE WORK OF THE JAMES RENNEL CENTRE.
The Centre, named after an 18th century pioneer worker in this study, is newly established in Chilworth, Southampton. The Institute of Oceanography will move to Ocean Village, bringing its three research vessels, adding further to the city's wide range of maritime activity
- 12 DECEMBER HIGH SPEED POWERCRAFT: Lorne Campbell runs a company with this name based in Poole; powerboats are associated with the Solent, and we are promised an exciting evening (with video)
- 9 JANUARY 1992 PORTSMOUTH MARITIME HERITAGE PROJECT: there is massive redevelopment planned within the Naval Dockyard - and the promotion of the historic ships in their care - the Trust involved with these properties has a busy future; Peter Goodship or a member of his staff will explain.
- 23 JANUARY MARINE ACCIDENT INVESTIGATION. Southampton is the home of the Government's Marine Accident Investigation Branch. An Inspector from M.A.I.B. explains the background to the Branch, the work it undertakes and will give details of some of the investigations with which it has been involved.
- 6 FEBRUARY COASTAL FORCES (Part II) - Geoff Hudson on technical aspects and the design of WW2 vessels - continuing the story started for us in the last series by Len Reynolds who was "operational". Our speaker is Geoff Hudson, who gave technical assistance to Adrian Rance's FAST BOATS & FLYING BOATS, published in 1990.
- 20 FEBRUARY THE SUBMARINE SERVICE: Commander Richard Compton Hall from HMS DOLPHIN Submarine Museum, who recalls the comment that this was "No Occupation for a Gentleman" in the early years of the century. History of the service, and a look at the splendid Museum at Gosport.
- 5 MARCH AIRLINERS: THE EARLY DAYS. The story of passenger aircraft, from the Clipper flying boats of the 30s - via the Brabazon, the Elizabethan, to Comet F. John Bagley, who retired recently from the Science Museum, is our expert
- 19 MARCH TITANIC: bringing our series to a close 2 weeks from the 80th anniversary of the tragic liner's maiden voyage. Author David Hutchings retells the story which is forever associated with the Port of Southampton.

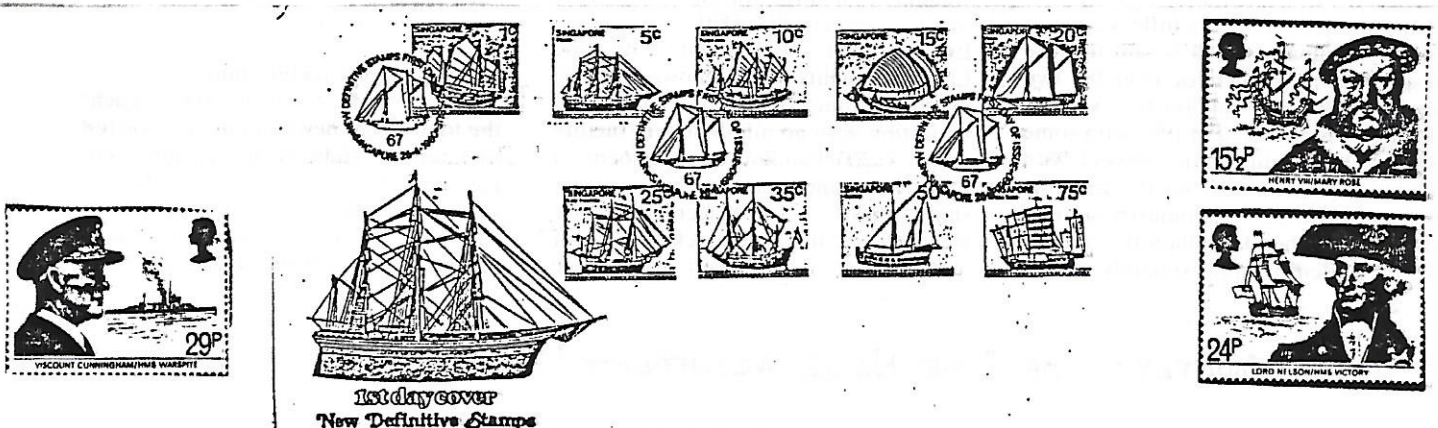


There have not been many Naval movements through Southampton recently but we have seen several interesting auxiliary vessels. The first of these was U.S.S. GRAPPLE a salvage ship. She entered service in 1986 having been built by Peterson at Sturgeon Bay. Her full load displacement is listed as 2880 tonnes and 4200 h.p. diesels give her a speed of 13.5 kts. she is also fitted with a 500 h.p. bow thruster. When acting as a salvage vessel she can operate divers, and is fitted with a decompression chamber.

A 150 tonne lift can be achieved over the bow or stern. For ocean towage the GRAPPLE has a 54 ton bollard pull, but for beach extraction work she can produce a 360 ton pull. Up to 25% of crew of about 100 can be women, there were some female crew members on board during her stay in Southampton.

The Ports King George V Dock was used for two R.M.A.S. Vessels, both must have been dwarfed in such an enormous structure. R.M.A.S. THROSK an Armament Stores Carrier, entered the dock for an inspection following her charter to Christian Salvensen in the South Atlantic where she was used to transport scrap metal from South Georgia to Motevideo. THROSK is now up for sale, so ironically she may become scrap metal herself. She was built by Cleland Ship Builders at Wallsend and originally entered service in 1977. She has a full load displacement of 2193 tons and is fitted with two 5 ton cranes and can carry 760 tons of cargo in her holds.

The second vessel to use the dry dock was the trawler NORTHELLA 1238 gt, 1973. She was originally chartered from J. Marr & Sons of Hull in 1982 for minesweeping duties during the Falklands War. In October 1983 she was chartered again to act as a Submarine Escort in Scottish waters. For this duty her hull was painted orange. In 1985 she moved to the South Coast to be used as a Navigational Training Ship, as such she is often seen in the Portsmouth area. In 1989 her hull was repainted gray.



Are you a maritime stamp collector ? It could be an interesting pastime.

Continuing growth in the reefer ship market

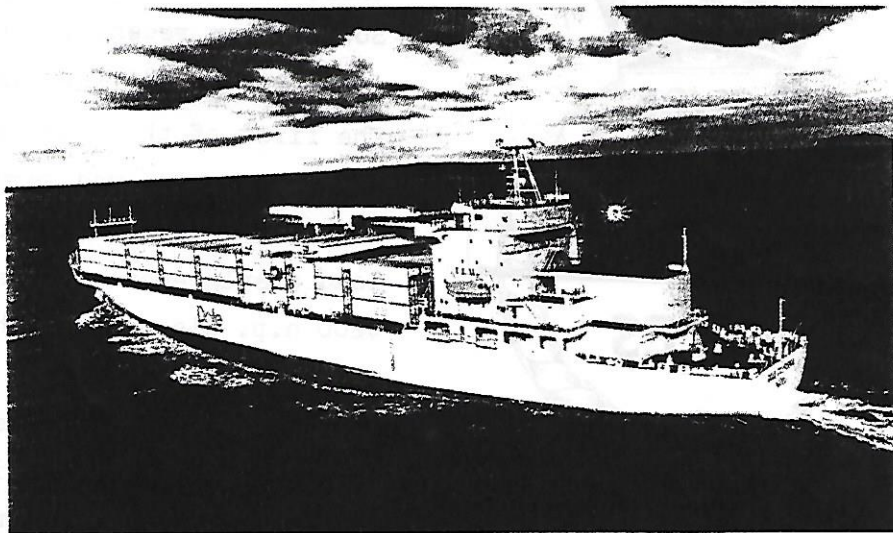
An active part in worldwide food distribution is still being played by the refrigerated cargo ship fleet, which is currently being augmented by a number of advanced designs.

UNDERLYING trends in the reefer markets are of continuing trade growth supported by a recent surge in newbuilding investment by optimistic fruit exporters, leading shipping pools and independent operators. Trade growth is perhaps best illustrated by the recent trends reported in banana traffic, the largest cargo in volume terms carried by refrigerated cargo ships. According to a market report by the Norwegian based operator, A/S Klaveness Chartering, worldwide imports of bananas in 1990 were estimated to have been 8.4 million tonnes, which compares with 8.1 million tonnes in 1989 and only 7.6 million tonnes in 1988. By 1992, it is predicted that demand for total worldwide imports of bananas will have risen to 8.5 million tonnes, representing annual growth of 2.7% since 1988.

Klaveness identifies Europe in particular as an area where demand is quite strong, but emphasises that it is the potential of Eastern Europe that will fuel demand in the future. South Korea is also highlighted as a market of particular significance. With banana imports to South Korea liberalised from the beginning of this year, Klaveness speculates that if that country's consumption matches that of Japan on a per capita basis, imports there of bananas could soon rise from their present level of around 25,000 tonnes a year to more than 200,000 tonnes.

Other commodities such as kiwifruit, apples and grapes are also said to have increased over the past year, and such trends augur well for a feeling of general optimism. In the conclusion of its reefer market report, however, Klaveness says that for the foreseeable future, while reefer trading will play an important role in worldwide distribution, it will probably not be necessarily with the same intensity and yield as witnessed during the last two years.

In recent years, conventional reefer newbuilding activity has been dramatic — some 54 vessels totalling 18.7 million ft³ were delivered in 1990 alone, according to industry sources. This number of newbuildings is said to be one of the largest single year production figures on record. Combined with the 1989 figure, a newbuilding total capacity of 32.35 million ft³. Equally important is the fact that there has been very little scrapping of older tonnage which is said to have resulted in a net increase over the two year period of 29 million ft³. A slight downturn is expected in 1991 with some 49 vessels scheduled for delivery with a total capacity of 16.9m ft³. Looking further ahead to 1992, industry sources suggest a further 15 million ft³ capacity will be added by approximately 30 fur-



A new refrigerated ship recently delivered is the Dole California, one of a series of 18,000dwt container vessels ordered by the Dole Fresh Fruit Co from Fincantieri in Italy. Containers are handled by a pair of Liebherr CCB37 cantilever-type travelling gantry cranes. Liebherr supplied similar units but of the CCB40 type to a pair of all-reefer container ships built by Tsuneishi in Japan for United Brands. (The Naval Architect, July/August 1990, page E322).

ther vessels. These combined factors may, however, result in a somewhat flat period of vessel utilisation, say some industry leaders.

More than half of the new tonnage contracted is linked to three major reefer operators, Chiquita, Lauritzen and Cool Carriers. For example, Lauritzen Reefers of Denmark has taken delivery this year of a further two 765,000ft³ vessels of a four ship order with Danyard at Frederikshavn (*The Naval Architect*, January 1991, page E8) and a further eight 400,000ft³ reefers are under construction at Kleven and Langsten Slip in Norway. The Lauritzen pool is already associated with the Kleven yard in Norway where a series of 12 Penguin class 270,000ft³ vessels is now completing for Gustaf Erikson on behalf of Scandinavian investors. The additional eight 400,000ft³ reefers were all originally contracted by Finnish owner Erikson for subsequent delivery in 1992 and 1993.

The strong position in the reefer market held by the Norwegian Kleven group yards has been made possible by its close co-operation with fellow Norwegian shipbuilder Langsten Slip, while some hulls have been subcontracted to Rauma in Finland. The eight-ship order for the larger, 400,000ft³ vessels for Erikson will be shared with the Langsten facility. This follow-on design involves a four hold pallet-friendly configuration with an all-aft superstructure and a cargo handling arrangement of four deck cranes. Like the previous 12-ship order, a Macgregor-Navire weatherdeck and tweendeck hatchcover arrangement is specified with three

tweendecks in holds Nos. 2 to 4 and two in No. 1. The weatherdeck covers are designed to accept single tier container loadings of 22 tonnes for 20ft units or 32.5 tonnes for 40ft units.

The main engine for these latest vessels has again been specified as a medium-speed installation. A nine-cylinder MAN B&W L58/64 is quoted for each vessel with a rating of 11,930kW to give a trials speed of 22 knots. The earlier Penguin-class ships are powered by Wärtsilä Vasa 12V32 machinery.

The first of the Penguin vessels entered service in 1989 with the commissioning of the *Erikson Crystal* and *Erikson Arctic*. These trunk-decked, four hold ships incorporate 12 compartments created by tweendecks to offer eight temperature zones. Their cargo arrangement is optimised for both container and pallet stowage, with cargo handling provided by four Liebherr hydraulic cranes, each with a capacity of 5-6 tonnes at 18m. The design also incorporates eight side doors giving access port and starboard to the upper section of the hold. Main deck hatches are end-folding hydraulic units while the tweendeck sets are wire-operated. In contrast, the larger 400,000ft³ design will incorporate hydraulically-operated hatches throughout.

World's largest reefer ships

With a capacity of 765,000ft³ each, the four recent newbuildings contracted by Lauritzen Reefers and recently completed by Danyard are said to be the largest dedicated reefer ships yet built. They are also rated amongst the most technologically advanced yet conceived.

BY COURTESY OF "THE NAVAL ARCHITECT"

THE SHIP ON THE COVER IS "STRATHNAVER" OF P&O -