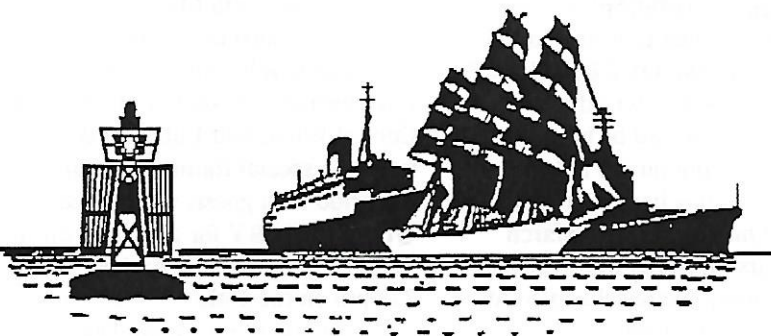


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
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“QUEEN MARY”

Friday 27th March 1936 was a great day for Southampton for it was the day on which the Cunard White Star liner “Queen Mary” first arrived in the port. A ship which was to establish herself within a very short time as the most popular ship afloat.

Three days earlier on the 24th March the **QUEEN MARY**, with the help of seven tugs including the Southampton based **ROMSEY**, had successfully negotiated the difficult passage down the river Clyde from John Brown’s shipyard at Clydebank to Greenock. Soon after the liner arrived off Greenock the tug **ROMSEY** left for her home port to be available for the arrival at Southampton. The **QUEEN MARY** with Sir Edgar Britten in command left Greenock during the early hours of 26th March and arrived off the I.O.W. early and anchored in Cowes Roads at about 5.30am on the 27th. Later in the morning she was passed by the North German Lloyds **BREMEN**, outward bound, and greetings were exchanged.

Two pilots were on board the **QUEEN MARY** - Captain Wallace Caws, senior pilot of the Isle of Wight inwards service covering the movement of the vessel from the Nab to Netley, and Captain George Bowyer who took over from Netley. High tide was due at 1.40pm and at about 12.30pm the

QUEEN MARY weighed anchor and started on her first voyage up Southampton Water.

Thousands of people lined the foreshore’s on both sides of the water - all anxious to get a first glimpse of this new “wonder” ship. Many small pleasure craft were out on the water. Seven extra trains were run from Waterloo mainly with passengers for these vessels. Red Funnel Steamers advertised a trip to meet the liner on the paddler **PRINCESS ELIZABETH** for 2s/6d (12.5p), but the demand was such that in addition to the **PRINCESS ELIZABETH**, the **SOLENT QUEEN** and the **PRINCE OF WALES** were also crowded with sightseers. Southern Railway’s **ST. BRIAC** also went out to meet the liner. On the Royal Pier a special area was fenced off for sightseers and a charge of 1s/0d (5p) was raised. In addition the Southern Railway made a number of reserved seats available on the balconies of sheds 101-106, fortunately there were no vessels on these berths so a clear view was obtained of the **QUEEN MARY** as she made her way up to the drydock.

Six tugs were employed with the movement of the liner at Southampton, four belonging to the Alexandra Towing Company - **ROMSEY**, **WILLIAM POULSOM**, **WELLINGTON** and **SLOYNE** while Red Funnel were represented by the tug/tender **CALSHOT** and one other tug. The **QUEEN MARY**

was flying the house flag of her builders - John Brown & Co. as she had not yet been handed over to Cunard White Star Ltd. The whole movement up Southampton Water was made successfully, and off the Old Docks the liner was greeted by various vessels. Ships in the docks on the 27th March included the Royal Mail Lines’ **ARLANZA** and the troopships **NEVASA** and **DILWARA** in the Empress Dock, on the Itchen Quays were the Dutch **JOHAN DE WITT**, Canadian Pacific’s **DUCHESS OF ATHOLL**, which sailed on a Mediterranean cruise next day, and the Union Castle’s **WARWICK CASTLE** still then with two funnels. On the Test Quays were Union Castle’s **WINCHESTER CASTLE** also with two funnels, she sailed for South Africa later in the day, and the troopship **SOMERSETSHIRE**, while the only occupant of the Ocean Dock was the Royal Mail Lines’ **LOCHKATRINE**, with Lamport & Holt’s **VOLTAIRE** in No.6 drydock. In the new docks at the Millbrook end were the four funnelled **WINDSOR CASTLE**, missing one trip owing to a re-adjustment of services, the **MAJESTIC** already laid up and out of service and the new train ferry **TWICKENHAM FERRY**.

The actual positioning of the liner went very smoothly and was achieved in less than thirty minutes, and once the caisson gate was closed the pumping out of 58,000,000 gallons of

water commenced and the liner was high and dry by 7.00pm.

A charge of 1s/0d(5p) was raised for people who wished to walk around the drydock to see the **QUEEN MARY**, and local people were advised that the most suitable time would be between 11.00am and 3.00pm on the Saturday as no special excursions had been arranged for that day. On Sunday 29th March nineteen excursion trains from various parts of the country were scheduled to arrive and they came from Wolverhampton (3) , London (2), Derby, Birmingham, Rugby, Bletchley, Leicester, Dover, Brighton, Acton, Bristol, Hereford, Cardiff and Swansea. Visitors were not allowed on board the ship, but they had the opportunity of walking round the drydock. On Saturday and Sunday Jersey Airways were offering 15 minute flights over the liner for 10s/0d. During the week several more special trains entered the docks with sightseers. By 6th April it was estimated that a total of over 50,000 people had walked around the drydock since the **QUEEN MARY** had arrived.

The liner came out of the drydock on the 8th April and moved to 43/44 berth in the Ocean Dock. Hythe Ferry officials were quick off the mark for they were advertising "a good view of the **QUEEN MARY** - 10pence return to Hythe". A week later on the 15th April she left Southampton for the Clyde for speed trials of the Isle of Arran. These proved very successful and

the ship returned to Southampton on 20th April.

On the 12th May the liner was officially handed over - the flag of her builders John Brown & Company was lowered and went up the flags of Cunard White Star Ltd. Two days later two special trains were run from Waterloo with guests who joined the **QUEEN MARY** for a 24 hour cruise to the Lizard, arriving back at 7.00pm on the 15th.

While in the Ocean Dock the visitors still arrived by the train load - on the 18th May there were nine special trains - two of them bringing representatives of Shipping Agents to view the ship and the other seven were loaded with school children. Travel Agents visited the ship on the 19th and 20th May when two trains each day were run from Waterloo.

The **QUEEN MARY** was open to the public on the 21st, 22nd and 23rd May - admission being 5s/0d(25p) which was donated to Seaman Charities. On the 22nd the French Line's *COLOMBIE* brought over from France a party of 300 visitors, while on the 23rd May a further five more trains of sightseers arrived. On the 25th Her Majesty Queen Mary together with the King Edward and several other members of the royal family visited the liner. On the 27th May, the day of the maiden voyage, five boat trains were run from Waterloo, one train being

formed of all Pullman coaches, and in addition there were two excursions from Waterloo and one from Wolverhampton - the latter very appropriately hailed by Great Western locomotive No.4031 "Queen Mary".

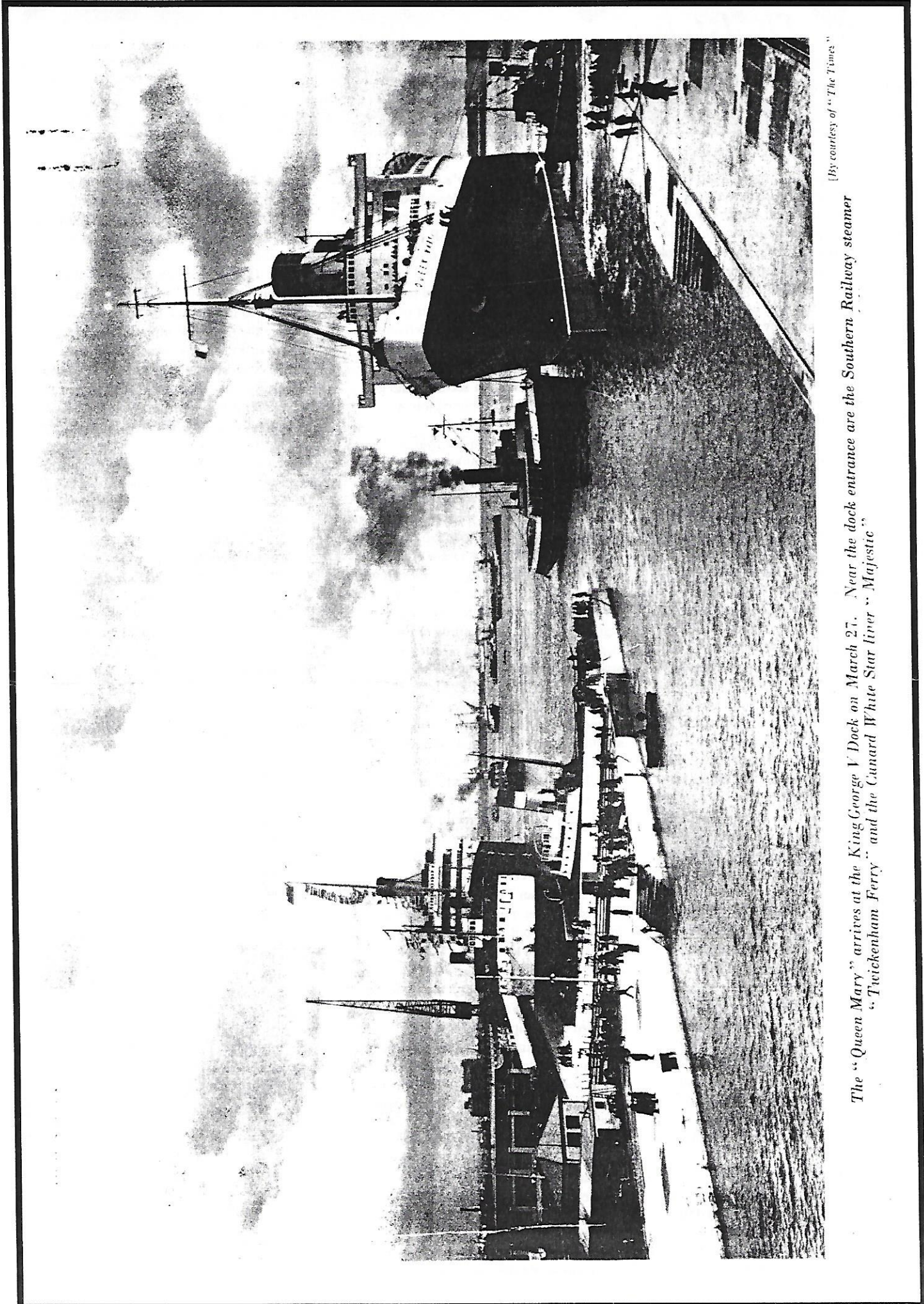
The **QUEEN MARY** was given a tremendous send-off for her maiden voyage when dozens of pleasure craft followed the liner down Southampton Water - the vessels came from far and near - the paddler *MAURETANIA* (ex Queen) left the Royal Pier at 4.00pm and was due back at 8.00pm - the fare 2s/6d, the Southern Railway's *ISLE OF SARK* went out on a short trip, General Steam Navigation's paddler *ROYAL EAGLE* loaded passengers in Southampton docks for a special cruise, two P. & A. Campbell's paddlers were in the Solent, but possibly the one which came the furthest was the New Medway Steam Packet Company's *QUEEN OF THE CHANNEL* on a two day trip from Southend and Margate with an overnight stay in Brighton.

The **QUEEN MARY** arrived back in Southampton on the 10th June on completion of her first trans-Atlantic crossing - again five boat trains were run, and by the time that she was withdrawn from service in October 1967 she had completed another thousand crossings.

Bert Moody

The Queen Mary arriving Southampton from the Clyde 27/3/36





[By courtesy of "The Times"]

The "Queen Mary" arrives at the King George V Dock on March 27. Near the dock entrance are the Southern Railway steamer "Twickenham Ferry" and the Cunard White Star liner "Majestic"

From Tholstrup

..... To Kosan

Black Jack Fleet Update

D.Hornsby

Over the past 35 years, if you have taken a ferry to Cowes or have ventured to the shores of Southampton Water below Fawley, you will probably have seen one of these yellow-hulled liquefied petroleum gas tankers at the small ships anchorage or at the Esso Marine Terminal, but in the intervening years, the fleet has seen major changes and acquisition by the Lauritzen Group from the original Tholstrup family.

This Danish company was formed in the early 1930's, when Dansk Flaskegas A/S (the Danish Bottled Gas Co.) was created, making use of newly developed technology for compressing and bottling coal gases. In 1941, the company was acquired by the Tholstrup family, headed by Knud Tholstrup and the name was changed to Kosangas A/S, with its headquarters at Copenhagen. The name Kosan is derived from the Spanish words cocina (kitchen) and sana (clean/healthy) - the clean and healthy kitchen.

After the Second World War, remarkable expansion took place, including a decision in 1951 to experiment with the transportation of liquid gases by sea. To achieve this venture a small auxiliary coaster *Galleas* was purchased, renamed *Kosangas* and fitted with a 126 cubic metre gas tank. This experiment proved satisfactory and in 1953 resulted in the world's first purpose built gas tanker *Rasmus Tholstrup*, to be followed in rapid succession by orders for many more and larger vessels.

The first vessel to use the Fawley Marine Terminal was m.s. *Signe Tholstrup* about June 1957, when she unloaded a gas cargo directly into road tankers at the old Agwi Jetty.

In the 1960's, the parent company A/S Kosangas International rapidly expanded the LPG fleet with 18 newbuildings and at the same time diversified with subsidiaries in many countries, producing a wide range of items from beer-kegs to car silencers. The liquid gases are shipped to and from oil refineries in semi-refrigerated or spherical pressure tanks. Over the years the equipment was extensively developed and improved, including specially designed compressors to allow quick loading or discharge of gases independently of shore installations.

The Group only took delivery of one pair of new gas tankers during the 1970's, *Anna Tholstrup* and *Pernille Tholstrup*, whilst in 1976 the interests of Brodrene Tholstrup & Co and Trans Kosan A/S were amalgamated to form Kosan Tankers A/S.

At this time, the company's LPG tankers were calling at Fawley at least two or three times a week, mainly from Sweden, or with butadiene for the adjacent ISR plant from the Shell works on the Tees, or Carrington on the Manchester Ship Canal.

The 1980's again saw a lack of newbuildings, with just one pair of 3,200 cubic metre gas tankers being delivered in 1981-2. However, there were other additions and replacements for the ageing fleet, including modern second-hand gas tankers and newly completed tonnage acquired from other owners.

For two years in the 1980's, the gas tanker company had Southampton offices in Grenville House, part of Nelson Gate in Commercial Road and for several years a number of tankers had been owned by 'one-ship' companies (i.e. Kosan No. 32). In 1987 the ownership of a group of vessels was transferred to a Singapore subsidiary, Kosan Tankers (Singapore) Pte. Ltd. and most vessels were transferred to Singapore registry, but with the creation of the new Danish International flag all vessels were gradually brought back in 1988/9.

In March 1989, the brothers Svend K. and Ole Tholstrup (96%) and their sister Countess Inga Lerchenborg (4%) decided to sell the Kosan Group, including the shipowning arm Kosan Tankers A/S. On the 12th June it was announced that the well-known Copenhagen-based Danish shipowner J. Lauritzen A/S had agreed to acquire Kosan Tankers A/S and its 18 vessels, the acquisition being completed on the 1st July. The gas tanker company changed its name to Lauritzen Kosan Tankers A/S and was merged into the main company on the 1st January 1990, but in the interim, Lauritzen acquired a 50% stake in Bilbao-based Gasnaval SA in December 1989, the balance being acquired in February 1993, after the sudden death of Fernando Clariana, who had founded the company in 1980.

The Lauritzen Kosan gas tankers have a yellow hull, some with blue KOSAN, whilst the original Tholstrup yellow funnel has only been altered by a blue K replacing a blue T on the yellow diamond on a broad blue band. The Gasnaval LPG tankers have a black hull with white GASNAVAL and originally had black funnels with a red G on a red edged white disc, but this has now been superseded by the Lauritzen Kosan funnel colours. Until being switched to the Madeira International Ship Register in the first quarter of 1995, the *Cervantes* and

Fernando Clariana were registered at Nyborg and Copenhagen respectively, under the Danish International flag, whilst trading under Lauritzen Kosan management from Copenhagen.

J. Lauritzen A/S was founded in 1884 and is a major Danish industrial group, in addition to shipping interests which include the Danyard shipbuilding yard, Lauritzen Reefers (47 vessels currently owned or on charter) and Lauritzen Bulklers (26 owned/chartered vessels in the range 17,600-40,000 dwt). The Group also has 51% control of DFDS Ferries, operated product tankers in the 30,000-45,000 dwt range until 1994 and until early 1995 owned semi-submersible/jack-up rigs and a two-thirds share in Greenland-trading Royal Arctic Line.

Since acquiring the two gas tanker companies, the size of the LPG fleet has not only been maintained, but delivery has taken place of nine newbuildings, including the five largest and most sophisticated new gas tankers ever operated, as well as expanding into the 5-7,000 m³ range through a second-hand acquisition and charters. Although a large proportion of voyages take place in northern Europe, the gas tankers undertake contracts world-wide, from the US Gulf, the Caribbean and South America, to West Africa, Japan, China and south-east Asia.

Cont'd....

TRIPS

The dates for proposed trips previously mentioned in Black Jack area 1) Le Havre 7-9th June 1996 and 2) Rotterdam 5-7th August 1996. If you are interested in coming or require further details please contact Doug Toogood ASAP on 01703 470142.

Former owned vessels no longer in the fleet comprises:-

| name | built | grt | dwt | m3 cargo | remarks |
|--|-------|-------|-------|-------------|---|
| Kosangas <i>ex Morild 51, ex Amstel XVIII 48</i> | 1947 | 149 | 113 | 127 | 51 conv. from dry cargo aux. Galleas; 69 sold with grounding damage and renamed <i>Pip</i> (Danish) |
| Rasmus Tholstrup | 1953 | 904 | 777 | 1,045 | 59 lengthened from 499 grt 445 dwt; 79 r. <i>Rasmus</i> , 79 r. <i>Don Antonio I</i> , 87 r. <i>World Gas No.2</i> (Thai) |
| Sorine Tholstrup | 1954 | 210 | 123 | 175 | 65 r. <i>Kosmogas</i> (Greek), 84 r. <i>Maria</i> (Greek) |
| Elsa Tholstrup | 1955 | 211 | 120 | 175 | 75 r. <i>Kosmogaz III</i> (Greek), 85/6 reported broken up. |
| Inger Tholstrup | 1956 | 200 | 130 | 175 | 65 r. <i>Polargas</i> (Chile) |
| Kitte Tholstrup | 1957 | 397 | 330 | 421 | 70 r. <i>Australgas</i> (Chile), 84 r. <i>Augila</i> and transfered to Chilean Navy |
| Signe Tholstrup | 1957 | 391 | 462 | 552 | 81 r. <i>Polargas</i> , 84 r. <i>Polargas II</i> (Chile) |
| Eva Tholstrup | 1958 | 499 | 645 | 889 | 89 r. <i>Eastwind</i> (Danish) and 90 conv. to cement carrier |
| Mee Tholstrup <i>ex Grethe 58, ex Elisabeth Broker 56</i> | 1950 | 300 | 310 | 301 | 58 conv. from dry cargo; 71 r. <i>Fogas I</i> (Brazil) |
| Susanne Tholstrup | 1959 | 394 | 411 | 590 | 81 r. <i>Karin Grenius</i> (J.C. Moller, Danish), 84/5 reported broken up |
| Karin Tholstrup | 1960 | 500 | 688 | 600 | 79 r. <i>Karin</i> , 82 r. <i>Karin I</i> and conv. to salvage/maintenance repair ship at Shamrock Quay, Southampton |
| Kirsten Tholstrup | 1961 | 1,035 | 711 | 908 | 88 r. <i>Eastcoast</i> (Danish) |
| Lili Tholstrup | 1961 | 791 | 623 | 879 | 71 r. <i>Caribe No.1</i> (Pan) |
| Ulla Tholstrup | 1961 | 1,046 | 686 | 917 | 85 r. <i>Maria Christina M</i> , 85 r. <i>Transgas I</i> (Pan), 93 r. <i>Mancera</i> (Chile) |
| Hanne Tholstrup | 1962 | 1,363 | 1,199 | 1,347 | 74 r. <i>Magallanes</i> (Philippine) |
| Birthe Tholstrup | 1962 | 1,044 | 641 | 919 | 87 r. <i>Afrigas</i> (Pertomarine, Piraeus) St Vincent flag |
| Lisbet Kosan <i>ex Lisbet Tholstrup 90</i> | 1963 | 1,367 | 1,199 | 1,436 | 70 lengthened, 93 r. <i>Tauro Gas</i> (Pan) |
| Ann Lise Kosan <i>ex Ann Lise Tholstrup 90</i> | 1963 | 499 | 539 | 598 | 95 sold Danish owners, but not renamed; to be converted to cement carrier |
| Regitze Tholstrup | 1963 | 300 | 349 | 387 | 84 r. <i>Regitze</i> (Swedish), 91 r. <i>Tankos</i> (Fin) |
| Annette Tholstrup | 1964 | 299 | 360 | 387 | 84 sold Brazil, 89 r. <i>Fogas XLX</i> (Brazil) |
| Ninja Kosan <i>ex Ninja Tholstrup 90</i> | 1964 | 500 | 519 | 598 | 14/2/94 arrived Turkish breakers in tow of <i>Inga Kosan</i> q.v. |
| Inga Kosan <i>ex Inga Tholstrup 90</i> | 1965 | 2,000 | 2,226 | 2,104 | 14/2/94 arrived Turkish breakers |
| Helle Tholstrup | 1965 | 300 | 354 | 388 | 84 r. <i>Vitin</i> (Faeroes), 95 conv to suction dredger. |
| Mary Else Tholstrup | 1965 | 500 | 512 | 629 | 12/9/1980 grounded in Cork Harbour, major damage, towed to Denmark for stripping and 5/81 broken up at Odense |
| Marina Tholstrup | 1966 | 300 | 335 | | 66 r. <i>Manangareza</i> , 72 reacquired - see <i>Mee Tholstrup</i> below |
| Marina Tholstrup | 1966 | 300 | 347 | 385 | 82 r. <i>Fogas XVI</i> (Brazil) |
| Tine Kosan <i>ex Tine Tholstrup 90</i> | 1967 | 1,395 | 1,575 | 1,622 | 94 r. <i>Libra Gas I</i> (Japanese) Panamanian flag |
| S.G. Tholstrup <i>ex Gazelle 70</i> | 1965 | 1,798 | 1,646 | 2,049 | 83 r. <i>Gaz Suez</i> (Greek); 25/3/93 arrived Turkish breakers. |
| Sorine Tholstrup <i>ex Niels Henrik Abel 70</i> | 1965 | 1,776 | 1,620 | 2,066 | 80 r. <i>Amco I</i> , 89 r. <i>Blue Bird I</i> (Chemikalien); 25/9/90 sank off Malaysia with all crew |
| Mee Tholstrup <i>ex Manangareza 72, ex Marina Tholstrup 66</i> | 1965 | 300 | 330 | 390 | 85 r. <i>Mee</i> (Finnish) |
| Pernille Kosan <i>ex Pernille Tholstrup 90</i> | 1976 | 1,113 | 1,559 | 1,626 | 94 r. <i>Visahakit 8</i> (Thailand) |
| Betina Kosan <i>ex Betina Tholstrup 90, ex Thor 80, ex Thor Heyerdahl 78</i> | 1968 | 3,061 | 3,279 | 3,708 | 94 r. <i>Mundogas Pioneer</i> (Enron, Hong Kong (Vanuatu flag)) |

The current Lauritzen Kosan fleet comprises:-

(all single screw motorships under Danish International flag, except * Bahamas flag)

| name | built | grt | dwt | m3 cargo | loa x beam x draught | machinery/knots | builder (yard number) |
|--|-------|-------|-------|-------------|----------------------|--------------------------|--|
| Marianne Kosan <i>ex Marianne Tholstrup 90</i> | 1968 | 2,230 | 2,750 | 2,497 | 90.7 x 12.5 x 5.39 | 8 cyl Deutz, 12.5 kts | Aalborg, Denmark (yd. 176) |
| Anna Kosan <i>ex Anna Tholstrup 90</i> | 1976 | 1,654 | 1,700 | 1,626 | 77.4 x 12.7 x 4.80 | 6 cyl MAN, 12 kts | Singapore SB (yd. 100) |
| Mette Kosan <i>ex Mette Tholstrup 90</i> | 1981 | 2,323 | 2,528 | 3,196 | 82.0 x 13.8 x 5.63 | 6 cyl MaK, 13 kts | Svendborg, Denmark (yd. 166) |
| Henriette Kosan <i>ex Henriette Tholstrup 90</i> | 1982 | 2,323 | 2,528 | 3,201 | as above | | (yd. 167) |
| Sorine Kosan <i>ex Sorine Tholstrup 90, ex Devon 81 (H-W Janssen, W. Germany)</i> laid up since 2/1993, currently being retanked to 2,570 m3 and reentering service 3/1996 renamed Fenja Kosan ; | 1974 | 1,599 | 2,035 | 2,494 | 79.5 x 13.4 x 5.99 | 6 cyl MaK, 13.5 kts | Amels, Makkum, Netherlands (yd.316) |
| Knud Kosan <i>ex Knud Tholstrup 90, ex Traenaafjord 82 (Getty Oil)</i> | 1982 | 2,252 | 2,950 | 2,567 | 76.7 x 14.0 x 6.77 | 6 cyl Wartsila, 12.5 kts | Nord-Offshore, Sandnessjoen, Norway (yd. 43) |
| Laurits Kosan <i>ex Laurits Tholstrup 90, ex Traenafell 83 (Getty Oil)</i> | 1983 | 2,252 | 2,978 | 2,567 | as above | | (yd. 44) |
| Poul Kosan <i>ex Poul Tholstrup 90, ex Chemtrans Capella 84 (Marine Service, W. Germany)</i> | 1984 | 3,063 | 3,883 | 3,449 | 92.7 x 14.0 x 6.50 | 8 cyl MaK, 13.25 kts | Kroegerwerft, Rendsburg, Germany (yd. 1394) |
| Erik Kosan <i>ex Erik Tholstrup 90, ex Francis Drake 85 (Langfeldt, Norway)</i> | 1978 | 2,198 | 2,989 | 2,455 | 75.7 x 14.0 x 6.80 | 9 cyl Wichmann, 13.5 kts | Kristiansands, Norway (yd. 225) |
| Henrik Kosan <i>ex Henrik Tholstrup 90, ex Vinland-87 (Transmar, Faeroes)</i> | 1984 | 1,687 | 1,941 | 1,600 | 70.9 x 12.9 x 5.40 | 8 cyl MWM, 13.1 kts | Pattje, Watehuizen, Netherlands (yd. 356) |

| | | | | | | | | | |
|--|-------------------------------|-------|-------|-------|---------------------|--------------------|--------------------|--|-----------|
| Jakob Kosan | 1985 | 1,692 | 1,929 | 1,600 | as above | | | | (yd. 357) |
| ex <i>Jakob Tholstrup</i> 90, ex <i>Markland-87</i> (Transmar, Faeroes) | | | | | | | | | |
| Greta Kosan | 1990 | 4,086 | 4,811 | 4,415 | 98.3 x 16.2 x 6.71 | 6 cyl MaK, 14 kts | Hyundai, S. Korea | | (yd. 657) |
| Gitta Kosan | 1990 | 4,086 | 4,828 | 4,415 | as above | | (yd. 658) | | |
| Laura Kosan | 1992 | 2,224 | 2,003 | 1,760 | 74.0 x 14.0 x 4.95 | 6 cyl MAN, 12.5 kt | H Suerken, | | (yd. 375) |
| Linda Kosan | 1992 | 2,224 | 2,004 | 1,760 | as above | | Papenburg, Germany | | (yd. 376) |
| Lotta Kosan | 1992 | 2,224 | 2,004 | 1,760 | as above | | | | (yd. 377) |
| Lydia Kosan | 1993 | 2,224 | 2,004 | 1,760 | as above | | | | (yd. 378) |
| Selma Kosan * | 1976 | 5,807 | 6,680 | 6,619 | 110.8 x 19.0 x 7.66 | V12 MWM | Sterkoder M/V A/S | | |
| ex <i>Sunny Lady</i> 95 (Olaf Pedersen - Unigas pool), re-engined and converted from sand/general cargo 81, ex <i>Lady</i> 81, ex <i>Leikvin</i> 79 | | | | | | | | | |
| Fenja Kosan | see <i>Sorine Kosan</i> above | | | | | | | | |

The current Gasnaval fleet comprises:- (under Spanish flag, except * Portuguese (Madeira International) flag)

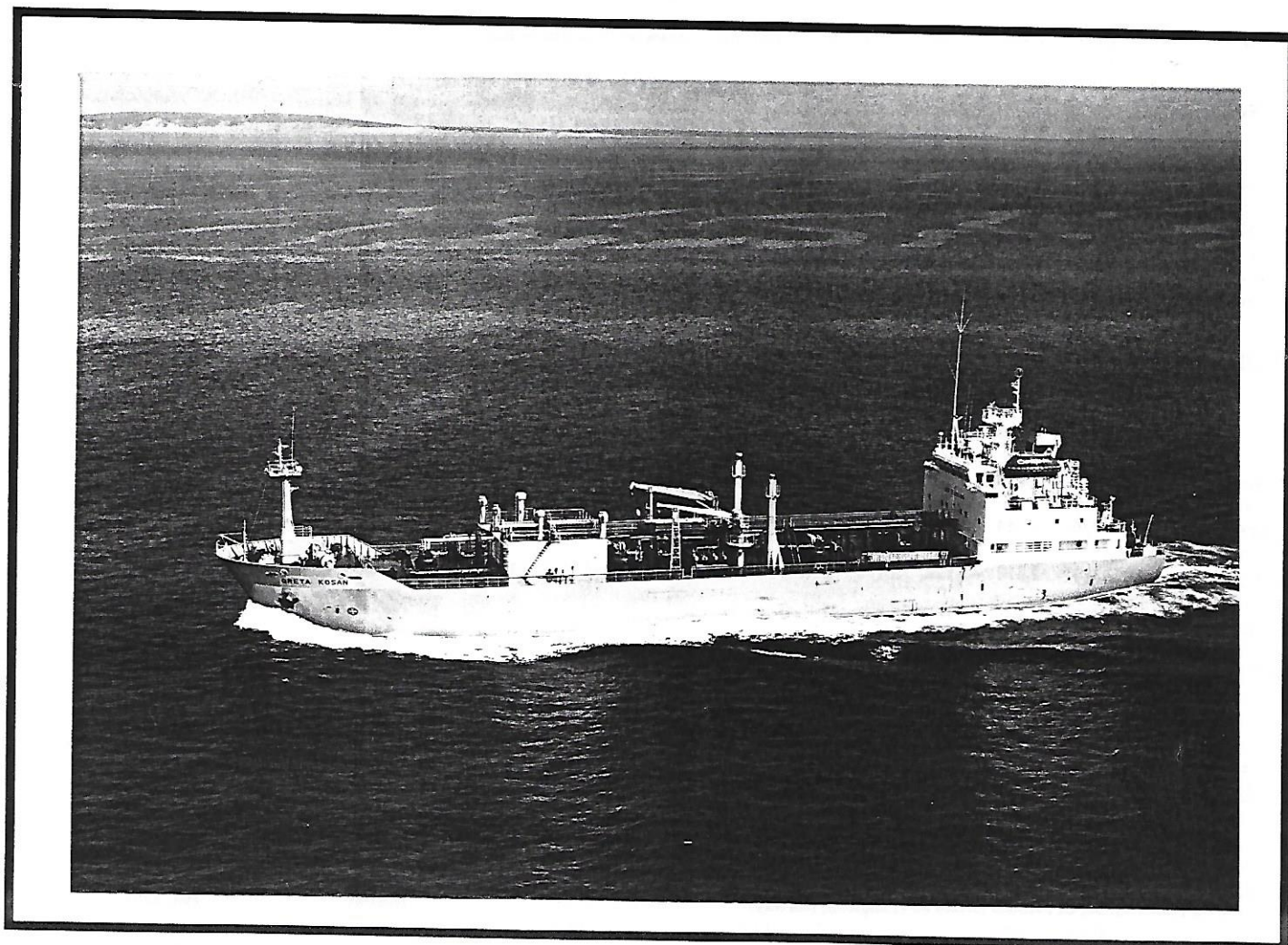
| | | | | | | | | | |
|----------------------------|------|-------|-------|-------|---------------------|--------------------------|-----------------|--|-----------|
| Becquer | 1987 | 2,795 | 3,659 | 3,277 | 84.6 x 14.5 x 6.60 | 12 cyl Alpha, 14 kts | Nervion, Bilbao | | (yd. 501) |
| Gongora | 1987 | 2,796 | 3,659 | 3,281 | as above | | | | (yd. 502) |
| Berceo | 1991 | 4,691 | 4,380 | 4,109 | 105.0 x 15.1 x 6.10 | 8 cyl Wartsila, 13.5 kts | SA Juliana, | | (yd. 340) |
| Fernando Clariana * | 1991 | 4,691 | 4,380 | 4,109 | as above | | Gijon, Spain | | (yd. 341) |
| Cervantes * | 1992 | 3,674 | 4,628 | 4,200 | 97.6 x 15.3 x 6.80 | 8 cyl Wartsila, 14.5 kts | Nervion, Bilbao | | (yd. 597) |

Vessels currently on charter:-

| | | | | | | | | | |
|--|------|-------|-------|-------|---------------------|------------------------------------|----------------------|--|-----------|
| Hermann Schulte | 1980 | 4,884 | 6,137 | 5,673 | 110.9 x 15.5 x 7.51 | 6 cyl Mitsui-B&W, 14.2 kts | Jos. L Meyer, | | |
| (owned by Partenreederei m.s. Hermann Schulte) | | | | | | | | | |
| Dorothea Schulte | 1981 | 4,884 | 6,118 | 5,647 | as above | 6 cyl B&W, 14.2 kts | Papenburg, W.Germany | | (yd. 591) |
| (owned by St. Johann Shipping Co. Ltd.) | | | | | | | | | |
| Both Norwegian International flag; controlled by Bernhard Schulte and managed by Dorchester Maritime Ltd, Isle of Man | | | | | | | | | |
| Snowdon | 1989 | 3,219 | 3,814 | 3,205 | 99.1 x 16.0 x 5.35 | 6 cyl Mitsubishi-Akasaka, 12.7 kts | Higaki Zosen, | | |
| (owned by Snow Shipping (Pte.) Ltd, controlled by Maruta Sangyo K.K., Japan) | | | | | | | | | |
| Singapore flag; sister ships in same ownership include <i>Cheltenham</i> , <i>Malvern</i> , <i>Ben Nevis</i> and <i>Cotswold</i> | | | | | | | | | |
| | | | | | | | Imabari, Japan | | (yd. 366) |

Thanks are expressed to Mikael Lund and Merete Holst Hansen of Lauritzen Kosan Tankers for their assistance.

Foto: Greta Kosan



NEW SERVICE AND SHIPS

Rival UK ports Felixstowe and Southampton have both captured a share of business from the new Maersk/Sea-Land alliance covering the Far East, Middle East and Indian sub-continent trades. Felixstowe wins the so-called AE2 and AE3 string business while Southampton Container Terminals will handle the AE1 calls.

The announcement that the UK ports would share the business coincided with AP Moller introducing its post-panamax newbuilding, REGINA MAERSK, a 6,000 teu ship.

The first of twelve sisterships from the A.P. Moller Group-owned Odense Staalskibsvaerft at Lindo, she was due for handover on at the end of January. She will be phased into Maersk's existing mainstream service in the Europe/Far East trade, currently maintained in co-operation with P&O Containers.

The 318.20m x 42.8m vessel, will subsequently be deployed on the AE1 string under the Maersk/Sea-Land alliance in the Europe/Far East traffic, which is due to start on May 1 this year.

REGINA MAERSK and eight sisterships will serve Hamburg, Gothenburg, Rotterdam, Southampton, Algeciras, Singapore, Hong Kong, Kaohsiung, Kobe, Nagoya, Yokohama, Hong Kong, Singapore, Southampton, Rotterdam and Hamburg.

The AE2 string will cover Hamburg, Felixstowe, Rotterdam, Le Havre, Algeciras, Port Klang, Singapore, Hong Kong, Hakata, Busan, Shanghai, Hong Kong, Yantian, Singapore, Algeciras, Rotterdam and Hamburg.

Rotation for the AE3 string will be Bremerhaven, Rotterdam, Felixstowe, Algeciras, Jeddah, Jebel Ali, Dammam, Nhava Sheva, Colombo, Jeddah, Aqaba (fortnightly), Algeciras and Felixstowe.

Deliveries from the yard are scheduled at three-month intervals, and the first nine are all earmarked for the AE1 service.

She has the world's most powerful single diesel installation, and incorporates refrigerated container cargo carrying capacity in excess of the biggest reeferships. With 700 plugs for reefer boxes, equating to a potential

1.6M cu ft volume for perishable cargo, REGINA MAERSK has 20% more reefer capacity than the world's largest dedicated reefership.

Her 12-cylinder K90MC main engine, built under licence by Mitsui Engineering & Shipbuilding in Tamano, Japan, should ensure speeds of up to 25 knots. It is expected that the average speed requirement over the various legs will be about 22.5 knots in normal service.

'JAYNEE W'

Yorkshire Dry Dock has launched the JAYNEE W a highly-specialised tanker for Esso Petroleum's bunker trade.

The Hull Yard was contracted by its parent Whitaker group to construct the 2,750 dwt JAYNEE W, which was named after the late daughter of group Chairman Keith Whitaker.

The vessel, built for a long-term contract with Esso to expand its bunkering facility in the Solent area.

She has two main Cummins engines, twin screws and rudders, double bottoms, the facilities for closed loading, and is equipped with a high-performance bow-thruster. This combination of facilities enables the vessel to navigate inside the restricted confines of Portsmouth ferry terminal.

As with all 40 vessels in the Whitaker fleet, the JAYNEE W is to be manned by British officers and crew and fly the red ensign, when she enters service in July 1996.

"LYNDHURST"

The first ship to be built on Merseyside for a year the new Howard Smith tug LYNDHURST was launched late in January at Mctay Marine's Bromborough yard on Merseyside. She was towed from the yard by another Mctay tug Bramley Moore to the Victoria Dock at Birkenhead for fitting out. The £4 million tug is expected to leave the Mersey mid March for duties in the Southampton area - a Voith tractor tug generally similar in design and specification to the latest Red Funnel tug Redbridge.

SCHEDULED MAJOR PASSENGER SHIP MOVEMENTS

| Arrival Sailing | Ship Berth |
|-----------------|-------------------------|
| 28 Mar | 0800 Splend'r of ' Seas |
| 31 Mar | 1700 38/39 |
| 06 Apr | 0700 Oriana |
| 08 Apr | 1900 38/39 |
| 08 Apr | 0645 Canberra |
| 10 Apr | 1900 106 |
| 13 Apr | 1730 Queen Elizabeth 2 |
| 14 Apr | 1800 38/39 |
| 22 Apr | 0630 Queen Elizabeth 2 |
| 22 Apr | 1400 38/39 |
| 22 Apr | 0630 Canberra |
| 22 Apr | 1900 106 |
| 23 Apr | 0800 Crystal Symphony |
| 23 Apr | 1800 38/39 |
| 25 Apr | 0700 Victoria |
| 25 Apr | TBA 106 |
| 01 May | 0700 Oriana |
| 01 May | 2030 106 |
| 04 May | 0700 Oriana |
| 04 May | 1800 106 |
| 07 May | 1730 Queen Elizabeth 2 |
| 08 May | 1400 38/39 |
| 07 May | 0530 Canberra |
| 07 May | 1745 106 |
| 09 May | TBA Victoria |
| 09 May | 1800 106 |
| 12 May | 0700 Victoria |
| 12 May | 1830 106 |
| 14 May | 0700 Oriana |
| 14 May | 1900 106 |
| 17 May | 0700 Kazakhstan II |
| 17 May | 1800 38/39 |
| 18 May | 0630 Queen Elizabeth 2 |
| 18 May | 1400 38/39 |
| 21 May | 0600 Canberra |
| 21 May | 1745 106 |
| 23 May | 0800 Victoria |
| 23 May | 1830 106 |
| 01 Jun | 0700 Oriana |
| 01 Jun | 1900 106 |
| 02 Jun | 1730 Queen Elizabeth 2 |
| 03 Jun | 1400 38/39 |
| 03 Jun | 0500 Canberra |
| 03 Jun | 2030 106 |
| 06 Jun | 0530 Queen Elizabeth 2 |
| 06 Jun | 1500 38/39 |
| 06 Jun | 0700 Victoria |
| 06 Jun | 2030 106 |
| 09 Jun | 0700 Victoria |
| 09 Jun | 1830 106 |
| 13 Jun | 0800 Funchal |
| 13 Jun | 1900 38/39 |
| 13 Jun | 0700 Canberra |
| 13 Jun | 2030 106 |

All details are provisional and may be subject to change without notice. Information supplied courtesy of Associated British Ports, Southampton.

My Experience With the "Queen"

Last Christmas during lunch I mentioned the fact to my mother that she should take a cruise, she said she had no one to go with and would I go with her as I had worked in the Travel agency Business prior to entering nursing. I still had some old contacts in the business and managed to obtain 27% discount by paying in full five months before departure.

At the time "Cunard" needed a replenishment of funds as the QE2 had just completed her 21st Century refit in Germany.

So on the 3rd May 1995 my mother and I found ourselves sailing down Southampton Water aboard QE2 on a glorious sunny afternoon.

So what is it like aboard the "Queen", and what sort of people sail on her? First of all she is a magnificent ocean liner with a tonnage of 69000 tons registered to carry 1800 passengers and an international crew of 1010. The latter are in the main English, those on deck duties are all Filipinos - a friendly bunch.

On this V.E. Day cruise 95% of the passengers being carried were English and were in the main elderly, in fact one of the elderly ladies was celebrating her 90th Birthday. I also learned that one of the elderly ladies on the cruise had sailed on her 55 times. Some liked the QE2's new look, others hated it, having never experienced the old.

For myself I must say that thought she was superb. The Heritage Trail, full of memorabilia is a delight for any ship lover. The "Mauretania Restaurant" where we dined had a large model of the 1907 Mauretania together with a large scale painting of her. Similarly the "Caronia Restaurant" had on display a superb model of the 1949 Caronia, and the white horses is a feast for your senses.

We like a lot of passengers used the lido with its panoramic views for breakfast and lunch. The QE2 Grill Rooms "Britannia", "Princess" and "Queens" complete the range of restaurants. The wood panelled library is excellent for its large range of Shipping Books - a delight for the ship

enthusiast, the "Chart Room Bar" has also many things of interest. There is a glass navigation Chart that charts the progress of the ship through the oceans of the world. The ship with its long promenade decks is truly a classic liner.

After a smooth passage down the channel and across the Bay of Biscay at approximately 27 knots we arrived at a rather overcast Gibraltar. At this time we were told that Southampton was in the 80's. We took the cable car to the top of the Rock where we visited St Michaels Caves and the Apes Den, the monkeys can be quite aggressive and care had to be taken. From this position at the top of the rock one has panoramic views of Gibraltar. Europa Point can also be seen from here. Back on Main Street a bottle of Whisky for £4.50 could be purchased, Gibraltar is of course a duty free port. With only 5 hours to explore it was soon time to return to the ship.

Next morning found us arriving at Lisbon, the weather was terrible and bucketing down with rain. However as the ship proceeded in a northerly direction it was uncanny to witness how the weather improved. Shuttle buses had been organised to take the ship's passengers to the City Centre. The hilly part of Lisbon is a delight and excellent views can be obtained from the Castle. Here the Carriage Museum and Old Trams help to enhance the delight of Lisbon.

The following day Sunday, a church service was held on board conducted by staff Captain Ron Bolton. The Queens captain Keith Stanley stayed on the bridge as there was a sea mist and the sea traffic was considerable. Normally passengers are allowed to visit the bridge, on this occasion the facility was cancelled. Radar is a great help in sea mists but great caution must be taken at all times.

Captain Ron Warwick, son of Bill Warwick, QE2's first Captain was taking leave after taking the ship on a Round the World cruise having started it on the infamous journey to New York. People can never be really bored at sea !!!

A daily programme is delivered every night after dinner to all cabins. Our cabin 4210 on 4 deck is slightly larger than those on the "Shieldhall" having contained in them Shower, W.C. and T.V. Bill Waddington, Tom

Connor and Frankie Vaughn were some of the highlights in the ship's entertainment programme. The "Grand Lounge" and the "Queens Room" were elegance at sea. My "local" on the Queen was the "Yacht Club" which was on the Upper Deck overlooking the Lido.

V.E. Day Monday 8th May 1995 found the QE2 at anchor off Plymouth, as it was her first visit the Navy made her most welcome by laying on a V.E. Day Dinner Dance Ball and a firework and Laser Show in the evening that gave the day a lovely ending.

Then on the 9th May the Channel Islands celebrated their liberation and the QE2 was to take part and for this she anchored off St Peter Port, Guernsey and for me this was now my third visit to this Island. It is a really lovely Island and small as it is with a population of 56000 the carnival parade of floats were the best I had ever seen this again was followed by a Firework and Laser Show in the evening. The Band of the Royal Marines played as a finale to the celebrations and the end of a great day they travelled overnight to Southampton on the QE2.

On awakening aboard the QE2 the next day we found ourselves in dock at dear old Southampton and the finish of a trip of a lifetime.

David Connor

LOGOS II

For those of you who are interested in Operation Mobilisation the schedule for LOGOS II continues :

Bridgetown BARBADOS
07 Feb - 27 Feb
Kingstown ST VINCENT
28 Feb - 12 Mar
Scarborough TRINIDAD
13 Mar - 19 Mar
Port of Spain TRINIDAD
19 Mar - 15 Apr

For further information contact Doug Toogood.

A Visit to BPJ

On Friday 27th October 1995, six members visited BP's Hamble Oil Terminal. The tour was conducted by David Dawes the PR Adviser for the terminal. We were first taken out past the main incident control room to the visitors centre. The Terminal was built in 1924 on the site of an old Admiralty Seaplane Base and currently occupies 56 acres. The Terminal itself was originally the **British Maple** moored off Hamble serving as a floating storage facility where ships would unload and load; also products were distributed through Southampton Docks and to Portsmouth where the Navy were converting from coal to oil fuel for its ships. In the Visitor's Centre were shown a model of the Terminal today and photographs showing the Wytch Farm Oil Field in Dorset where output started in 1988.

This Field has a life of about 25 years with an estimated 300 million barrels to be extracted. (1 Barrel = 36 gallons) It was first anticipated to run at 65,000 barrels a day but is actually running at 100,000 a day, 90% of Hamble's input comes from here, the rest from various sources. Wytch Farm and Hamble are connected by a pipeline 54 miles long that travels underground

via Wareham, Bournemouth through the New Forest to Fawley through the Esso Refinery under Southampton Water and into Hamble. Photographs illustrated how the pipe was laid and the Company went to great lengths to protect and preserve the local environment.

From the Visitor Centre we started our tour around the Terminal, we had the opportunity to climb to the top of one of the storage tanks, an excellent viewpoint. These four impressive structures of 60ft in height, 240ft diameter and have a capacity of 24,000 tons, taking 10 days to fill. These tanks have a limited capacity and a ship is required in every 4/5 days and take 3.5 tank fulls. If the tanks were full pumping would be stopped and Wytch Farm would be shutdown, the resulting costs running into millions of pounds.

On the jetty a tanker was discharging, the **Bregen** a chemical tanker owned by Fram Tankers IX Ltd, Norway but on charter to Nork Hydro. She has a length of 145.90m, width 21m, and was built this year. She is fitted with twin screws fitted onto a twin skeg arrangements which allows large slow running propellers to be used. The jetty and terminal has the facilities for incoming products and crude. The jetty was refurbished and with other

associated works resulted in a £40M spend. The jetty has its own self-contained area for the jetty crew. There is a floating boom which is partially around the jetty head this can be fully connected to seal off the area in the event of an oil spill. Two small vessels are on hand for this type of work, one is called **Good Wytch** and the second **Hamble Guardian** and is a boom layer.

Coming back down the jetty we saw the Export Meter which tells exactly how much has been pumped to a waiting tanker. An interesting point - the Government take's 70% of total value as revenue.

From here we toured the Road Tanker loading area from where the products are distributed to customers. It was interesting to see that modern road tankers are now bottom loaded. From here it was back to the start point and the end of the tour.

Thanks go to David Dawes, BP's PR Adviser and also to Doug Toogood for arranging a most interesting and different visit.

Mark Elliott

Foto: David Dawes



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Forthcoming Programme

Meetings are held at:

1st Floor
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127 Highfield Lane
Southampton

On 2nd Tuesday of each month for
a 19.30 start.

SOUTHAMPTON BRANCH PROGRAMME 1996

9th Jan 1996
Southampton 100 Years Ago
Bert Moody
13th Feb 1996
Hovercraft
Brian Russell
12th Mar 1996
Dredgers
Graham Mobbs
9th Apr 1996
Marine Safety Agency
Mr B. Matthewson
14th May 1996
Trinity House
Mr P. Wannell
11th Jun 1996
Modern Maritime Plymouth
John Brodie
9th Jul 1996
British Ports & Coasters (II)
Bernard McCall
13th Aug 1996
Members Evening
10th Sep 1996
Photographic Competition
8th Oct 1996
AGM + Supporting Programme
12th Nov 1996
"Destination Canada"
WSS Slide Show
10th Dec 1996
Video Evening - Members Contribute

At the Meetings

January

After the short business of the evening which included information about the Branch Cruise in June and ABP Photography Permits. Rod Baker then welcomed new members to the branch and handed over to the evenings speaker.

A well attended first meeting of 1996 much appreciated Bert Moody's illustrated talk "Southampton 100 Years Ago". It included copies of prints and maps of the town, railways, docks and the ships in service in the area, also early plans for the docks that were never implemented. Bert is to be commended for his fascinating detective work which was used to date the illustrations.

February

There was an excellent turn out of 44 members and guests at the February meeting. Bill Lawes began by welcoming Raisuke Numata a WSS member from Japan who spoke for a few minutes on "Emigrant Ships in Japan after WW2".

Don Baker, Hon Treasurer reminded members who had not paid their subs to do so immediately otherwise future copies of Marine News would not be received.

Our programmed speaker for the evening was Mr Brian Russell from the Hovercraft Museum. He gave us a very interesting talk on the hovercraft from its early days when Sir Christopher Cockerell designed it up until the present day and the huge SRN4 that crosses the English Channel.

Afterwards Bill thanked Mr Russell for an excellent talk who then was inundated by members questions.