

Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY

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Autumn 2008

CMA CGM ORFEO 111,249/08
SAILING FROM SOUTHAMPTON



Monty Beckett - Photograph

DP World Southampton welcomed on the 18 August 2008 the **CMA-CGM Orfeo**, setting a new record as the largest declared container ship to call at Southampton in the terminal's history. The **CMA-CGM Orfeo** with a capacity of 9,661 TEU, a gross tonnage of 111,200 tonnes and a length of 350 metres arrived at DP World Southampton at 1600 hrs. During the vessel's visit the traditional plaque exchange ceremony took place between the vessel's master, Campbell Mason (DP World Southampton's Managing Director) and Steven Young (ABP's Deputy Port Manager). The **CMA-CGM Orfeo** reflects the industry trend toward ever larger ships, the terminal has recently commissioned the first two super post-panamax cranes, and an additional two super post-panamax cranes are scheduled to arrive next summer.

Black Jack - Autumn 2008

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Black Jack is the quarterly newsletter for the Southampton Branch of the World Ship Society. Four editions available for £5 inclusive of postage.

Branch Meetings

Venue:

Main Lecture Theatre

Southampton Oceanography Centre

Waterfront Campus

European Way

Eastern Docks

Southampton

All meetings commence 19.15 and the meeting room is to be vacated by 21.30.

Honorary Branch Secretary

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Full details for all committee members can be found on the Southampton WSS website at www.sotonwss.org.uk

2008 Branch Meeting Programme

January 8th

The RNLI – A presentation by Stuart Thompson, Chairman of the Bassett Branch

February 12th

A Brief History of P&O Passenger Services – Bill Mayes

March 11th

A Cruise to the Baltic – David Hornsby

April 8th

Risdon Beazley – Marine Salvor

Lyle Craigie-Halkett & Roy Martin

May 13th

A History of the Oceanic – David Trevor Jones

June 10th

Liners – Alan Moorhouse

July Ten Members – Ten Minutes

June 14th Annual Branch Cruise

August 12th

Members Image Gallery – Our annual competition with slides and digital entries

September 9th

Paddle Steamers of Southern England

Bert Moody

October 14th

The Life and Times of QE2 – Mick Lindsay

November 18th (third Tuesday)

A.G.M. with slides from the Roy Torode collection

December 9th

The Life and Times of a Marine Artist/Around the World in 80 Slides – Harley Crossley

All contributions to BJ either by post, email, floppy disk or CD are most welcome. Any article with a connection to the Solent area would be much appreciated. The BJ Editor could reproduce magazine or newspaper articles but preference is given to articles 'by the branch – for the branch'. Any member who would prefer to receive the Branch Magazine Black Jack by email please contact the Editor. Colour printing costs are relatively high so all recent Black Jacks can be viewed all in full colour via the Branch website in pdf format. www.sotonwss.org.uk

Ship Visits

Ship visits often become available at short notice and more recently during the week and those wishing to participate should ensure their details are given to the Visits Organiser and kept accurate. All members participating in visits organised by the branch do so at their own risk and be aware that ships and dock areas may have trip and other safety hazards and advised to use personal protective equipment when appropriate. All participants must accompany the 'guide' at all times unless instructed otherwise and follow any instructions from the party leader.

A Southampton Shipowner updated by Bert Moody

In 1974 the late Bill Mitchell wrote an article on a local shipowner – William A. Wilson. The article was included in the Summer edition of Black Jack No.11/1974. As recently requested details of this company first published in 1974 have been updated with illustrations from Nigel Robinson.

WILLIAM A. WILSON

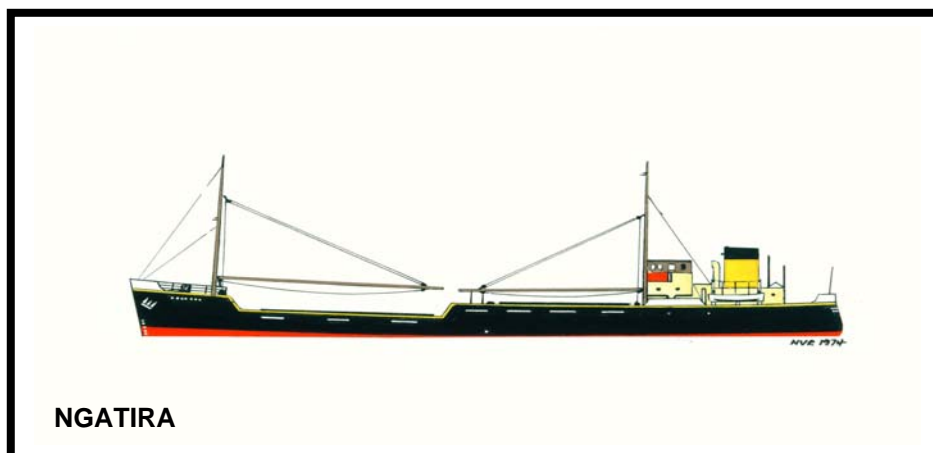
Address: 1922 – 31 High Street, Southampton
1929 – 16 Carlton Road, Southampton
1946 – 24 Northlands Road, Southampton

Commenced operations just after the end of the First World War with 70ft auxiliary ketch named **Scooter**.

Fleet

- Scooter** Built 1904 at Eyemouth, previous name **Theodosia**. Acquired 1920/1.
50 gross tons. 69.5ft x 20ft. Aux 60 bhp.
- Branksea** Built 1890 by Edwards & Symes, Millwall
214 gross tons. 112ft x 21ft. Compound 2 cyl.
Former naval stores carrier **HMS Growler** acquired from Admiralty in 11/1921 by H.J. Beazley,
purchased by W.A. Wilson in 1922/3. Renamed **Branksea**.
Sold 1927 to Branksea S.S. Co. (G.I. Corbu Manager)
Acquired 1929 by Dundee Sand and Lighterage & Co.
1940 owned by Tay Sand Co. Ltd. Last appeared in Lloyds Register in 1961/2
- Bretagne** Built 1899 by Schemer & Jensen, Tønning.
312 gross tons, 121ft x 25ft. Compound 2 cyl
Former names – **Marthe Acheque, Merhhab, Carla**
Acquired by W.A.Wilson 1924/5 from C.H.E.Chase
Out of fleet 1927 – No further information.
- Hartford** Built 1912 by Rennoldson, South Shields
407 gross tons, 144ft x 24ft. Compound 2 cyl.
Built for Northwick Carrying Company, acquired by W.A.Wilson 1925.
1927 sold to Cement Marketing Co. London. 1936 to F.T.Everard & Sons Ltd
1937 Sold to F.Bowles & Sons, Cardiff. 2/1939 converted to sand pump dredger
1950 Sold to Seaborne Aggregate Co. Ltd, Southampton and renamed **Seaborne Alpha**. 1966
sold to Metcalf Marine Salvage Co. Ltd at Southampton and was broken up at Southampton
during 1966.
- Tosca** Built 1908 by Ailsa S.B. Co. Troon
449 gross tons, 155ft x 26ft. Compound 2 cyl
Built for G.A.Smith (W.W.C.Smith & Co Managers)
1916 Purchased by F.T.Everard and Sons
9/1926 sold to W.A.Wilson
12/1933 sold to G.B.Figari, Antonio Maggiola & Co. Genoa.
1940 Sold to G.M.Scotto, Genoa
24/4/43 Torpedoed and sank by H.M. Submarine **Sahib** south of Lipari.
- Yorkglen** Built 1895 by Fullerton of Paisley.
317 gross tons. 140ft x 23ft. Compound 2 cyl.
Built for Carnarvonshire and Merionethshire S.S.Co. as **Rebecca**.
Sold to Cullen Allen & Co. 1924 to Wilson & Reed Ltd
1924 sold to Little & Sons. 1926 to Gracechurch Transports (Richards, Longstaff & Co. Managers)
renamed **Yorkglen**
12/1926 purchased by W.A.Wilson
Broken up by Pollock & Brown at Northam 1930.

- Continental Coaster** Built by Williamson & Son Workington in 1907
531 gross tons 165ft x 26ft. Triple expansion engines.
Ex **Lyme Regis** (Regis S.S.Co) ex **Volpene**.
Acquired by W.A.Wilson from Continental Line in 1927/8
1937 sold to Don David Coastal Shipping Co. No name change.
1940 to British Isles Coasters Ltd
24/9/40 Torpedoed by E Boat 52.29N 02.10E
- Culmore** Built 1921 by Bow MacLachlan & Co. Paisley
469 gross tons. 151ft x 24ft. Compound 2 cyl.
Acquired by W.A.Wilson in 1927 from McDevette & Connell of Londonderry.
13/12/1933 Believed to have foundered off Aldeburgh on voyage from Blyth to Rochester with coal.
- Yorkvalley** Built 1903 by Dobson & Co. Newcastle
562 gross tons. 165ft x 30ft. Triple expansion engines.
Built for Commercial Gas Company, Stepney as **Limehouse**
1919 sold to Wandsworth, Wimbledon and Epsom District Gas Co.
1922 sold back to Commercial Gas Company
1926 sold to Gracechurch Transports renamed **Yorkvalley**
1928 acquired by W.A.Wilson
2/4/1935 Sank after striking a rock ½ mile of St Sampson, Guernsey.
Salved 15/4/35 and beached at St Sampson. Later to Southampton in No5 drydock. Sailed for Boness and broken up there by Thomson & MacGregor
- Ngaroma** Built 1931 by N.V.Industriale Maats de Nord, Alblasterdam
503 gross tons. 158ft x 26ft. 6cyl oil engine
Built for W.A.Wilson
15/8/42 Struck rock and sank 50.2N 6.7W on voyage from Barry to Plymouth with coal.

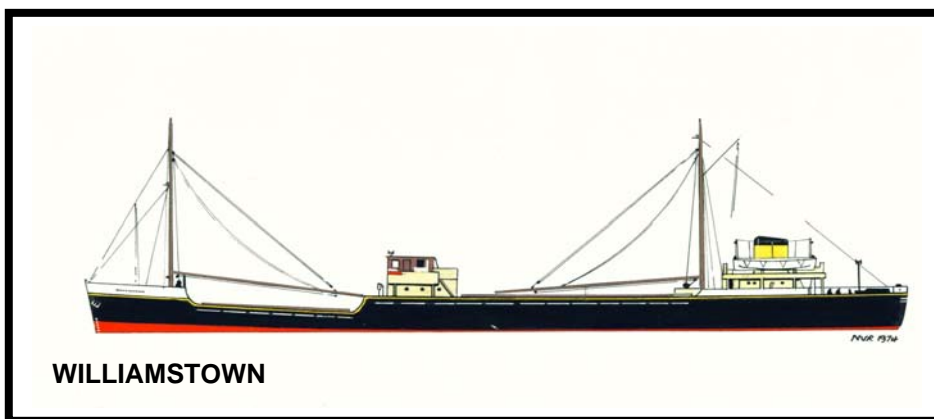


- Ngatira** 1931 by N.V.Industriale Maats de Nord, Alblasterdam
525 gross tons. 158ft x 26ft. 6cyl oil engine
Built for W.A.Wilson
13/3/1941 damaged by mine 51.21N 03.17W
1944 Sold to Springwood Shipping Company 1946 Renamed **Springwood**
1947 Sold to Coastal Carriers Ltd renamed **Calbourne**
1950 Re-engined 8cyl 513 bhp by National Gas & Oil engine Co
1968 Sold to General Engineering Co. Ma'alla, Aden for use as a diving unit renamed **Delfino**

Ngarua Built 1938 by T.von Duijvendijks Scheeps, Lekkerkerk
 606 gross tons, 163ft x 29ft. 6 cyl oil engine by Atlas-Diesel
 Built for W.A.Wilson
 1940 Sold to Merchant Line Ltd renamed **Silver Coast**
 1946 Sold to Burns and Laird, renamed **Lairdsoak**
 1960 Sold to Zillah Shipping Co. renamed **Garthfield**
 1962 Sold to Mediterranean Shipping Co. Trieste renamed **Krios** under the Greek flag
 1963 owners became Panajotis Vrangos of Pireaus
 1968 Sold to Spyrogiannis Kavades & Co Pireaus and renamed **Kyriakoula K.**
 1974 Sold to Georgios Andrias & Co. Thessalonika and renamed **Dimitrios II**
 1992 Deleted from Lloyds Register owing to lack of information.

Ngakoa Built 1938 by N.V.Scheeps.v/h De Groot & Van Vliet, Slikkerver
 507 gross tons, 166.6ft x 27.1ft. 6 cyl oil engine by Mtrn.Werke, Mannheim
 Built for W.A.Wilson
 1944 Sold to Metcalfe Motor Coasters Ltd. 1946 renamed **Thomas M**
 1958 Lengthened by 19ft gross tonnage to 593, new engine fitted 8 cyl oil engine with S.R.
 gearing by Blackstone & Co
 1967 Sold to N.Zoulias & Co Greece and renamed **Milos III**
 1973 renamed **Maria S** 1974 renamed **Maria Pia**
 1976 renamed **Evangelina** 1977 renamed **Sofia**
 Deleted form Lloyds register of 1998/9 'Existance in doubt'

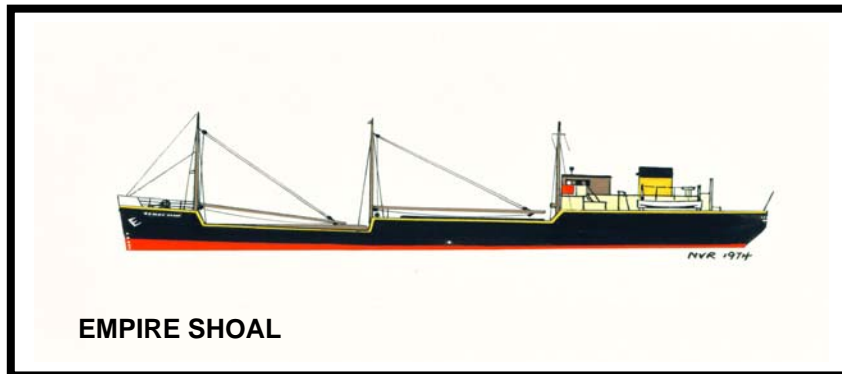
Longbird Built 1919 by Smiths Dock Co. Middlesbrough.
 636 gross tons. 170ft x 30ft . Triple expansion engine
 Built for Royal Navy as a 'Kil' ship – named **Kilmuckridge**
 1920 Rebuilt by J.Samuel White at Cowes
 1923/4 owned by Allen Adams & Co Southampton
 1926 sold to Newfoundland Canada Traders and renamed **Newton Bay**
 1928 owned by Arcadia Shipping (Quebec) Ltd.
 1934 owned by Bermuda & West Indies Shipping Co.
 1937 owned by H.F.Williams of New York
 1939 acquired by W.A.Wilson from Viking Marine Corp. Nassau
 1940 sold to Derwent S.S.Co. (Anthony Bainbridge Ltd)
 16.1.1943 In collision sank in a position 55.6N 1.12W on voyage from Clyde/Aberdeen to Hull



Williamstown Built 1937 by N.V.Scheeps.Gebr.Werf.Deest
 793 gross tons. 192ft x 29ft. 6 cyl oil engine by Motoren Werke Mannheim.
 Built for Williamstown Shipping Co. (Managers Comben Longstaff & Co.)
 1940 Acquired by W.A.Wilson
 9/1944 Attacked by German aircraft off Lundy Island and engine towed to Appledore and laid up
 1945 re-engined with 5cyl oil engine British Polar Engines Ltd.
 1946 purchased by Ellerman Wilson Lines and renamed **Electro**
 9/2/1955 hit north bascule of Tower Bridge and suffered stern damage
 1967 sold to Dimitrios G.Gaetanos, Pireaus and renamed **Georgios**
 1972 sold to Skirones & Co.Cyprus and renamed **Nicholas C**
 1/2/1972 Caught fire and sank off Pylos while on passage from Pireaus to Portugese ports. All crew saved.

Redcar Built 1920 by Goole Shipbuilding and Engineering Co. Ltd
 1475 gross tons. 240ft x 36ft. Triple expansion engine.
 Built for P&O S.N. Company
 1946 acquired by W.A.Wilson and renamed **Greensea**
 1946 sold and renamed **Arnaa**
 1947 sold and renamed **Katrina**.
 1954 broken up at Dover by Dover Industries Ltd for B.I.&S.Corp

Two vessels were managed for M.O.W.T.



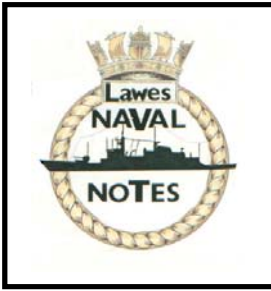
Empire Shoal Built 1941 by Harland & Wolff Ltd Govan
 878 gross tons. 203ft x 33ft. diesel
 1946 acquired by F.T.Everard & Son renamed **Angularity**
 1967 sold to G.Tzortzis (Greece) renamed **Elpis**
 22/1/1968 Sprang leak in engine room and sank between Ameland and Schiermonnikoog.

Empire Contest Built 1924 by Neptun A.G. Rostock
 1175 gross tons. 222ft x 35ft. Triple expansion engines
 Built as **Alk** for Argo Line, Bremen
 5/1945 taken as prize at Brunsbuttel, renamed **Empire Contest**
 1946 allocated to USSR and renamed **Vereshygin**
 In Lloyds Register for 1959/60. No further information

By 1950 the business was known as Wilson & Partners Ltd of Clyde Buildings Town Quay Southampton (Manager – W.A.Wilson, Hadrian Way, Bassett, Southampton) and for a short period only two ships were owned by the company.

Dorabella Built 1942 by New York Shipbuilding Corp. Camden as LCI 284
 299 gross tons. 153ft x 23ft. Oil engines by General Motors Corp. Twin Screw
 Converted to cargo vessel in 1949 at Southampton
 1950 sold to Mediterranean Trading and Shipping Co. Malta
 1956/7 to Soc.Franco-Badoise. 8/1957 class suspended pending repairs
 No further information.

Tiarna Built 1943 in U.S.A as LCI 97
 311 gross tons. 153ft x 23ft Oil engines by General Motors Corp. Twin Screw
 1948 owned by Peter Wilding of Westminster, London.
 Converted to cargo vessel during 1948/9 at Southampton
 1950 sold to Walcheren Scheepvaart, Netherlands
 In Lloyds Register for 1952/3. No further information.



Visiting Japanese warships for Portsmouth
'Meet the Navy' **Kashima, Asagiri, Umigiri**

In the Spring Portsmouth twice saw the arrival of two very unusual American vessels. These were the Research Submarine NR-1 and its Support Vessel Carolyn Chouest.

NR-1 is the US Navy's only research submarine; her duties include underwater search, recovery and oceanographic functions. To give her the long endurance necessary for these tasks she is nuclear powered to supply energy via an alternator to 2 propellers and 4 thrusters, 2 of which are horizontal and 2 vertical. This system ensures she has a long endurance so that she can continue her underwater tasks irrespective of the weather on the surface. To help NR-1 carry out underwater tasks she is fitted with three 4inch viewing ports with associated external lighting, and up to 16 low-light TV cameras. She is also equipped with a hydraulic arm that can lift objects weighing up to one ton and place them in a basket to transport them to the surface. A high-tec navigation system is employed to keep the submarine in the correct position whilst carrying out these operations. Two retractable wheels can be used to maintain the vessel's position above the seabed. Unfortunately, none of this equipment is visible when the submarine is in the surface.

NR-1 has recorded several successful operations since her completion in 1969. In 1986 she recovered vital parts of the "Challenger" Space Shuttle following its disintegration during take off. She also retrieved parts of an American Air Force plane that crashed off the coast of North Carolina. During the 1990's NR-1 located 26 shipwrecks in Norwegian Fjords in a 12 hour period.

NR-1 is quite a small vessel. Her overall length is 44.4 m. and submerged displacement is about 400tons. Underwater she has a speed of 3.5 kts. NR-1's endurance is limited by the supplies she can carry, but is in excess of 200 days. Her crew is made up of 5 naval personnel and 2 scientists.

In order to move from one location to another NR-1 has to be towed. This is the function of Carolyn Chouest (2543g , 1994). North American Ship Builders at Larose, Louisiana, built her as an oilfield tug/ supply vessel for her owners Edison Chouest Offshore. It seems that as soon as she was completed, she was chartered to the US Navy. Carolyn Chouest is operated by the Military Sealift Command and is classed as a Submarine and Special Warfare Support Vessel. On both of the visits to Portsmouth the Carolyn Chouest towed NR-1 into and out of the harbour.

In early July HMS Southampton paid another visit to her home city. She is scheduled to be taken out of service in 2009 so we will not see her many more times. Her active career seems to over already. Her "Sea Dart" missiles were removed when she returned from the South Atlantic earlier this year. When she steamed out of Southampton it was obvious that her Vulcan Phalanx close-in-weapon mountings had also been removed. These fittings no doubt are to be used as spares for the Type 42 destroyers remaining in service for a few more years.

Pictures of the Past No.1 - Bert Moody

A few months ago this picture appeared in the Southern Daily Echo with a caption "Southampton Docks in the 1950s/60s". Several readers wrote in expressing the view that the picture was from much earlier – they were right for it was taken on 22nd August 1936, when it was claimed to be the first time that all the berths in the New Docks (now Western Docks) were occupied..

Saturday 22nd August 1936 was no doubt a Big Day for Southampton when there were 13 liners and 11 Southern Railway steamers on the move – a total of 35 boat trains were run on that day 19 from Waterloo and 16 to Waterloo. The ships in the picture were starting from 101 berth:-

EMPRESS OF BRITAIN (Canadian Pacific)	42,348/31	Embarking passengers for Canada On 26 th October 1940 she was badly damaged by fire after air attack and was torpedoed and sunk two days later.
EUROPA (Norddeutscher Lloyd)	49,746/30	Calling enroute from Bremerhaven to New York. After the war she became Liberte of the French Line.
MONTROSE (Canadian Pacific)	16402/22	Embarking passengers for a cruise to the Atlantic Isles. In 1939 became an armed merchant cruiser – HMS Forfar and was torpedoed and sunk on 2/12/1940
ORONTES (Orient Line)	19,970/29	Embarking passengers for a Mediterranean cruise. She survived the war and was finally broken up in 1962.
STRATHMORE (P&O S.N. Co.)	24,428/35	Embarking passengers for a Mediterranean cruise She survived the war and was scrapped in 1967.
BENCRUACHAN (Ben Line)	5,920/28	Loading stores and equipment for Palestine. On 5/7/1941 she was mined and sunk off Alexandria.
BELLEROPHON (Blue Funnel Line)	9,019/06	Loading stores and equipment for Palestine. She survived the war and was scrapped in Barrow in Furness 1948
MAJESTIC	56,551	Waiting to be refitted as a naval cadet training ship by J.I.Thornycroft, 29/9/1939 badly damaged by fire and was later scrapped.

An interesting feature of this picture is that by 6.0pm that evening **EMPRESS OF BRITAIN** had sailed for Canada, **EUROPA** had left for New York, the three cruise ships had sailed and it was stated at the time that the three cruise ships were fully booked.



Bert Moody Collection

MONTYS NOTEBOOK

A round-up of new or infrequent recent callers to Southampton Docks. Details compiled by and photographs supplied by Monty Beckett.

Berths 204/7: Maersk Sana 94724/04, Maersk Tan Jong 94193, OOCL Busan 40168/08, Meta 32322/01, Lorraine 27786/06, APL Minnesota 72000/08, Axel Maersk 93496/03, Maersk Taikung 94193/07, Maersk Singapore 94724/07, NYK Orpheus 98800/08, NYK Terra 76000/08, Conti Singa 42336/96, Maersk Stepnica 91427/08, Pearl River 1 39906/07, Hyundai Brave 94511/08, Chastine Maersk 91560/01, APL Austria, Zim Shekou 39906/07, Zim Rio Grande 40030/08, MISC Merlion 49874/90, Marfeeder 4986/96, Copenhagen Express 39132/87, NYK Cosmos 40952/06, NYK Oceanus 98799/07, Zim Livorno 39906/06, CMA CGM Orfeo 111249/08, Maersk Kobe 74661/00, Gothenburg Express 39132/87, Maersk Kelso 74642/07

RoRo Vessels: Sierra Nevada Highway 44364/07, Princess Highway 51233/86, Morning Carol 57542/08, Nobleza 29933/83, Transleader 43810/08, Southern Highway 39422/08, Transoak 13525/84, Aphrodite Leader 62571/07, Cepheus Leader 62571/06, Morning Conductor 57542/08, Grand Ruby 59217/07, Morning Catherine 60876/08.

Berths 201/2: Beluga Constellation 10899/06, New Breeze 6584/83, Izumi 14162/07, Loireborg 4618/08, Curlew 794/86, Jonsen 1987/77, Statengracht 16676/04, Beluga Formation 9611/07, Onego Explorer 4990/06, Singelgracht 16641/00

Berths 107/8: Attika 5381/01, Mimosa Dream 40169/96, CFL Performer 4106/07, Wilson Hull 3037/01, Kasteelborg 6142/98, Khudozhnik Vetrogonskiy 4911/87, Sea Charente 1638/96, Agatha 5381/98, Imel Abdena 2541/08

Berths 102/3: Remora 1499/00, Danio 1499/01, Helen 1425/81, Greta 1289/84

Berth 102: Normed Antwerpen 8407/08, Normed Rotterdam 8407/07

Berth 36: Victoria C 2990/07, Elm 1939/82, Beaumaiden 2545/08, Eileen C 2999/07, Sea Hawk 1959/89, Sea Kestrel 1382/93, Nekton 1996/96, Arklow Rose 2999/02, Arklow Raider 2999/08, Tomke 2301/00, Fehn Heaven 2844/97, Nicole C 2990/08

Berth 24/5: BBC Delaware 9611/07, BBC Rosario 9620/07, BBC Zarate 9620/07, RMS Voerde 1846/99, Sc
Passenger Vessels: Maxim Gorkiy 24220/69, Eurodam 86273/08

Berth 45: Westewind 2080/03

Crown Wharf: Welsh Piper 1251/87

Dibles: Thames 2929/74, Tanja 2190/89, Jerome H 1297/85, Sky Vita 2496/91

Princes Wharf: Jevenau 2461/07, Ohlau 2461/07, Kossau 2461/07, Arklow Rock 2999/04, Arklow Rebel 2999/05, Linnau 2452/06

Marchwood Bulk: Mungo 664/80

Tugs: Portgarth 262/95, Red Dolphin 466/05, North 259/07



LOIREBORG 4618/08
SAILING INTO SOUTHAMPTON



TANJA 2190/89 SAILING
FROM DIBLES GUT



EURODAM 86273/08 PASSING
CALSHOT. Photograph Bill Lawes



BELUGA FORMATION 9611 / 07
NETLEY IN BOUND FOR SOUTHAMPTON

The Last Chapter almost....

It looks like the end of the road for **The Topaz**. For the first time in 50 years there are no more passengers to embark. At the time of writing its next voyage is likely to be from Singapore direct to the breakers beach. The story begins on the River Clyde on 22 June 1956. On that day Her Majesty Queen Elizabeth christened the ship **Empress of Britain** on the slipway at Fairfield Shipbuilding Co.

Just under a year later as part of its shakedown voyage the ship called at Southampton and then onto her maiden voyage for Canadian Pacific Steamships to Montrea/Quebec and the St Lawrence River. The Empress served Canadian Pacific well on the transatlantic trades from Liverpool although there were occasional diversions into cruising. By the early 1960's the jet aircraft were having an impact on passenger numbers and in 1964 the ship was chartered by the Travel Savings Association for a series nine cruises from Southampton, but this ship was sooner destined for greener pastures.

In 1965 the ship hoisted the Greek flag becoming the largest passenger ship on that country's register. Christened **Queen Anna Maria** by the then reigning Queen of Greece, it was the flagship of the Goulandris controlled Greek Line.

The company used the vessel on its transatlantic service between Piraeus and New York. In later years, the ship spent time cruising to the Caribbean as well as the Mediterranean. The **Queen Anna Maria** was successful for almost a decade but by the mid-70's the oil crisis had wreaked havoc on Greek Lines fortunes. In 1975 the company collapsed and the **Queen Anna Maria** was forced to flee to New York to escape the creditors. She then returned to Greece for laid up with many other unused cruise ships.

Many ships went to Taiwan but not the **Queen Anna Maria**. Within months a new cruise line struggling to establish itself in Miami called Carnival purchased the vessel. She was soon operating week long cruises out of Miami under the name **Carnivale**. The **Carnivale** was a lucky ship for Carnival. Shortly after its arrival the company began to turn a profit and has become the largest cruise line in history. The ship remained with Carnival for almost two decades but by 1990 it was becoming outdated against recent newbuildings.

In 1995 the ship returned to Greece becoming the **Olympic** of Epirotiki Lines, once again a company flagship and largest Greek-flag cruiseship. The ships time with Epirotiki was brief as the company merged with Sun Lines to form Royal Olympic Cruises and the ship was considered surplus to requirements

Again the ship escaped disposal and toward the end of 1997, Topaz International Cruises, a one-ship outfit controlled by Miami based Greek Paris Katsoufis bought the **Olympic** and renamed her **The Topaz**. She was operated by Kyma Shipmanagement and was quickly placed on long-term charter to Thomson Holidays. Under Thomson **The Topaz** went on to have a successful career despite her age. The early success of Thomson Cruises has largely been attributed to **The Topaz** but by mid 2003 the company was able to move onto newer tonnage.

Again the ship avoided the scrap yard, Japan's Peace Boat Organisation, wanted a cruiseship to operate its voyages to promote global peace and understanding. Peace boat sent **The Topaz** on an extended world cruise for five years but in April this year the chartered came to and end. Since then the ship has been at anchor in Singapore standing proud against all the modern vessels.

It's unlikely that this old survivor will manage to sail off one more time into the sunset for yet another successful career.

Built by
Fairfield Shipbuilding and Engineering
Govan, Scotland
Yard no: 731
Rebuilt at Genoa 1964/5 and
Eleusis 1997/8,
various refits over the years
32,327 gt
640 feet by 85.3 feet
29 foot draft
Two sets Pametrada geared turbines
Twin screw; 30,000 SHP 21 knots
Passengers: 1050



The **Empress of Britain** in Canadian Pacific colours as built.

Vehicle Carrier Focus

The new car carrier **Hoegh London** was named in Southampton in June. **Hoegh London** is the ninth pure car truck carrier built by South Korea's Daewoo Yard for the Norwegian owner and can carry up to 6,100 car equivalent units. Since January AP Moller Maersk has owned a 37.5% stake in Hoegh Autoliners which operates a 67 strong fleet in its global trading system. The new PCTC, along with other vessels, have been registered with the Norwegian international ship register.

The new Wallenius car carrier **Fedora** is one of the most environmentally friendly vessels of its type and is claimed to reduce emissions by around 15% compared with previous generation PCTC tonnage. The vessel, which was built by Daewoo Shipbuilding and Marine Engineering in South Korea entered service during April this year and called at Southampton during May. The design of the **Fedora** incorporates various environmentally-focussed features, including its greater car carrying capacity – can accommodate 8,000 standard car units – which reduces the level of fuel consumption, and emissions, per vehicle transported, The new car carrier also has a new more fuel efficient hull design and will be equipped with a new ballast water treatment system. Other features include innovative systems for waste sorting and re cycling and the installation of large mixing tanks for cleaning agents. The **Fedora** joins a fleet operating on fuel with 1.5% sulphur content, while the main engine onboard is designed to reduce NOx emissions.

WWL has a significant newbuilding programme underway, and earlier this year placed contracts for eight further large car and truck carriers of the 8,000 car capacity size. For will be built by Hyundai and four by Daewoo and will incorporate similar environmentally features of the **Fedora**. In total WWL have 22 new vessels on order for delivery between this year and 2112.

Four ships built in the early 1980's operated by UECC have undergone an extreme makeover in China. Instead of extending a ship by cutting it vertically in two, adding a new section and then welding back together this project involves slicing horizontally into two halves. Then the upper part is lifted using hundreds of hydraulic jacks before a new row of 40 centimetres high steel plates are added and the two halves joined together. The result is 4 up to date car carriers with increased cargo capacity on some decks, with a new cargo hold section above their forward mooring decks. The ship cargo carrying capacity is up by 100 units each to 3,200. The ships are gradually having their heating, ventilation and air conditioning (HVAC) refurbished the last ship is expected to be complete by the end of this year. Next time you see the **Arabian Breeze** or one of its sister vessels perhaps you will notice a difference!

Whats in a name?...Vessels controlled by WW, operated by WWL, all have names starting with 'T'. In 1887, Wilhelmsen acquired its first steamship, **Talabot**. This ship was so successful that the letter 'T' was to become synonymous with Wilhelmsen ever since.

All EUKOR vessels are named Morning and a word starting with S,M,C or L. Morning originates from the fact that Korea was regarded as 'the land of morning calm' in the old days when westerners for the first time saw or heard of the country due to its geographical location or political reason at the time. The second name indicates the vessels car carrying capacity. S is for 2,000 unit vessels, M for 4,000 unit vessels, C for 6,000 unit vessels and L for 8,000 unit vessels. EUKOR Car Carriers is jointly owned by WW and Wallenius Lines (40% each) and Hyundai and Kia (20%).

Wallenius is sometimes referred to as the Opera Line, as all their vessels have opera names. In 1941, Wallenius bought their first cargo vessel and named it **Rigoletto**. Because of Olof Wallenius the founder of the company, passion for opera, all Wallenius vessels were thereafter given opera names.



Editors Photograph



Mick Lindsay Photograph

In Southampton for repair work the reefer **New Breeze** 6584/83 and the Ro/Ro **Trans Oak** 84/13525.



The **Cisne Branco** photographed alongside South Railway Jetty as part the “Meet your Navy” event in Portsmouth Dockyard on the 25th July, and open to the public until 27th July.

Diary - Reminder

The date of the November meeting has been put back a week due to the provisional final departure date of the **Queen Elizabeth 2** for Dubai. At the time of writing precise timings of the departure are not confirmed please see local press and ABP sources nearer the date.

“C” is for **CISNE BRANCO**.

The English translation of this ships name is “White Swan” and her home port is Rio De Janeiro.

In 2000 Brazil was to celebrate 500 years that their country had been known to the outside world. So they decided to have a new Square Rigger Sail Training ship for their Navy.

They decided to order it from Stoccheepswerf, Damen as they had built the “**Stad Amsterdam**” and as they liked the lines and look of it, and decided a sister ship to it would be what they wanted.

The “**Cisne Branco**” has the design of a 19th Century Clipper ship and was designed by Gerard Dijkstra with a steel hull. The keel was laid on the 9th November 1998.

She was christened and launched on the 4th August 1999, delivered to the Brazilian Navy on the 4th February 2000 and finally commissioned as a Brazilian Naval vessel on the 9th March 2000.

Ships Specifications.

Deck length: 205 feet.

Spar length: 254 feet.

Draft : 15 foot 9 inches.

Beam: 34 foot 6 inches.

Sail area: 23267 square feet.

Compliment: 9 Officers. 41 Crew. and 31 Trainees.

One of Brazil’s previous sail training ships was the “Guanabara” which had been built in 1937/8 by Blohm and Voss of Hamburg as the “**Albert Leo Schlageter**”. Captured by the allies after the war, she had been sold to Brazil and renamed “**Guanabara**”. In 1961 it was bought by the Portuguese Navy to replace the old “**Sagres 1**” which was then returned to Hamburg and recovered its original name of “**Rickmer Rickmers**” and used as a floating Museum.

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