

Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY
www.sotonwss.org.uk



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Spring 2022



Now a regular visitor the **Bolette** is seen alongside on 2nd December 2021. She is the former **Amsterdam** of Holland-America and with her sister **Borealis**, the former **Rotterdam**, is now a firmly established member of the Fred' Olsen fleet.

Photo by Andrew McAlpine

Black Jack – Spring 2022 No.202

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**Black Jack is the quarterly magazine of the
Southampton Branch of the World Ship Society.**

Branch Meetings

Venue:

St James Road Methodist Church

St James Road

Shirley

Southampton, SO15 5HE

All meetings commence at 19.30 and the meeting room is to be vacated by 21.30. Meetings are on the second Tuesday of each month.

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2022 Branch Meeting Programme

March 8th

Ten Days in the Bosphorus

David Hornsby

April 12th

TBA

Krispen Atkinson

May 10th

Every Picture Tells a Story

Richard Joliffe

June 14th

Ships on Sea Travels

David Hawkins

July 12th

Mini Talks Paul Gosling & John Davidson

August 9th

London Docks – Part 3 1972

Ian Wells

September 13th

TBC

October 11th

TBC

November 8th

AGM & Image Competition

December 13th

John Havers Tribute

Neil Richardson

The 2022 Southampton Branch Solent Cruise will take place on Monday 18th July, 11.15 to 18.15 from Town Quay – price £25. Please book via our Treasurer Andrew - address on left. Cheques payable to WSS Southampton Branch.

All contributions to *BJ*, by post, email, memory stick or CD are most welcome. Any article with a connection to The Solent area would be much appreciated. The Editor could reproduce magazine or newspaper articles but preference is given to articles ‘by the branch – for the branch’.

Would members please ensure that any changes to their postal and/or email addresses are notified to the Branch as soon as possible.

Andrew's Note Book

Some new or infrequent callers to Southampton Docks by Andrew McAlpine

Welcome to the latest notebook from the port of Southampton, here are some updates on the comings and goings and other news from around the port.



above: **HMM Hamburg** (Built 2018) seen sailing on a gloomy 23rd December

The continuing disruption to the logistics Industry around the world has meant the container port has been extremely busy resulting in a record year with ships especially from Asia arriving at full capacity. A major dredging programme due to last around 5 weeks is underway using the backhoe dredger *Odin*. The project is to widen the berthing pocket to enable larger vessels to pass berthed vessels along SCT 1 - 4.

One of the major visits during December was **HMM Hamburg**; this was the first visit to Southampton and it was an adhoc call to load empty boxes for Asia.

The 19th February saw the final visit by **Maersk Buton** on the ECUBEX service. The eight Buton class vessels have been regular callers since the service transferred from Portsmouth however; Maersk Line has decided to combine two services, under the Colombia Express (COLEX service) brand name. The 3,500teu Buton class vessel's will be replaced by nine smaller 2,500teu geared vessels with the first being **Cap Beatrice** on 24th February.

Maersk Buton (Built 2008) seen (right) on her final visit.



MSC Loretta (built 2002) is currently deployed on IPAK service between Europe and India.

On 18th February **MSC Loretta** made her first visit. (left)



On the cruise ship front the Southampton-based ships are still calling regularly with Cunard Line's **Queen Mary 2** now back in service.




AIDA Cruises newest ship **AIDAcosma** is set to make a number of weekly visits to Southampton from 28th February as she deployed on the cruise line's 7-day Metropolitan itinerary with weekly calls in Southampton and North European ports.

all photos by Andrew McAlpine

until next time stay safe and happy ship spotting
Andrew

PART THREE – Former vessels acquired after 1977

- Wilfreedom** (i) (1977-1989) 40ft Keith Nelson fast launch built 1977 by Finlay Boat Co, Bembridge for Company; 6/1989 sold to Falmouth Harbour Commissioners renamed as pilot boat **Trelawney**; 2013 resold to Lancaster Port Commission for use at Glasson Dock without name change. (o.n.37678217)
- Wilfetch** (i) (1977-1989) with unusual fly-bridge and pair of horizontally mounted Perkins diesels (112hp each); 3/1989 sold to Inshore Ship Management, who chartered vessel to Shell/BP jetty.
- Willing** (1977- pr 1997) fast launch built 1963/69, GRP hull by Watercraft at East Molesley (one of 18 completed by Tough Brothers, Teddington Lock) as 30ft Thames Division Police duty boat; 3.5 tons disp., 30' x 8'6" x 2'6", 100hp Perkins diesel, 14 kts; 1997 acquired and named; sold before 1997; 2011 reported for sale at Lowestoft; by 2016 houseboat at Newport, IOW
- Abundance** (1983-92) wooden-hulled multi-purpose support vessel, ordered 1944 from Husband's Yacht Yard, Marchwood as Admiralty 75ft **MFV 1150**, order cancelled and 1948 completed at yard for Husbands Shipyard own use; 71 tons gross, 75' x 20' with 8'6" draft; 1960 re-engined with 400 hp Lister Blackstone diesel, 11 kts; 1983 acquired by Midspec Ltd with Inshore Ship Management; 8/1992 sold to T Nielsen & Co Ltd, Gloucester; 5/93 resold to Gloucester Dry Docks; 7/2007 sank off Alderney. (o.n.183592) *(photo right)*
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- Wilcarry / Wilcarry 515** (1989-2007) built 1981 by Boele's Scheepswerven, Bolnes, Netherlands (yn 1069) as pontoon barge; 215 gross tons; 1989 acquired and named **Wilcarry**; 1994 converted into self-propelled deck-cargo work pontoon and renamed **Wilcarry 515**; now 229.8 gross tons, 43 x 10m, 515 tons capacity, 608bhp diesels; 8/2006 sold to JD Crafts ApS (JD-Contractor AS, Holstebro, Denmark) and renamed **Victor**; still in service as 'deck cargo ship' (o.n.717799, IMO 8985543)
- Brenda** (1989) tug launched 25/3/1963 by Richard Dunston Ltd, Thorne, Yorks (yn.T1121) and delivered later 1963 as 'Girl' class harbour tug **Brenda A325** for MOD-Port Auxiliary Service; 38 gross tons, 61.5' x 17' with 7.5' draft; single screw with 502bhp Lister-Blackstone diesel; 1987 sold to Inshore Ship Management (Peter Smith) and 1989 acquired with acquisition of Company; later 1989 sold to NOD Tugs (Nigel 'Noddy' Cardy), Maldon; 1992 sold to Drake Towage, Wisbech renamed **Drake Brent**; 2000 renamed **Brent**; 2002 sold to Carmet Tug Co Ltd, Eastham renamed **Audrey**; 4/2018 under refit at Bromborough for future service on River Thames.
- Wilanne** (ii) (1989-2003) Compact tractor tug built 1964 by Smidts Freres, Krimpen a/d IJssel, Netherlands and reported completed 1965 by Hemiksem, Belgium (yn. 3974) as Antwerp Port Authority **harbour tug 20**; 59grt, 16m bp x 4.5m, two MAN diesels (140bhp) with Voith Schneider; 1984 sold and renamed **Anny-B II**; 3/1989 acquired from C & H Heuvelman Shipping & Trading BV, Holland and later renamed, but only on 'provisional British Register'; 10/2/2003 sold to Reidar Matre, Oelensvaag, Norway renamed **Hera** (Nor) *(photo right)*
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- Wilwren** (iii) (1989-95) Damen PushyCat acquired 1989 in Netherlands and later re-engined with 300hp Scania diesel (from a road coach!); c.1995 sold, further details unknown.
- Wiltern** (ii) (1989-95) German-built workboat, 1989 acquired from Netherlands at same time as **Wilcarry** and above two; propeller in tunnel for shallow water work; 1995 sold, further details unknown.
- Huddy 1** (1990-93) small 'road transportable' cutter suction dredger acquired 1990 as **Weri** by Inshore Ship Management from Cobag, Holland; 8/1993 sold to Rod Jenkins Marine, Poole;
- Edelweiss** (1991-93) 40ft Nelson 12-passenger launch (first of type) built 1964 by Keith Nelson at Bembridge on a Halmatic GRP hull for E H Wheelwright, Guernsey; twin screw with Perkins diesels (total 270 hp), 20 kts; 1991 acquired for 'passenger ferry' service to RCT Army base at Marchwood; proved unreliable and 6/1993 sold to Wallace Clark & Co..
- Wilclyde** (1992-2003) 40ft Nelson GRP passenger fast launch built 1975 by Halmatic, Havant; 18 gross tons, 11.79m, twin 6-cyl Gardner diesels; believed used a ferry by Clyde Shipping, Glasgow as

	<p>?????; 1/1992 acquired and renamed; 5/2003 sold to Estuary Seascope Cruises, Bideford (dissolved 2013); by 2015 at Brixham, by 2018 in Oxon Cove car park, Brixham 'for sale as project' with wheelhouse removed; reported sold but whereabouts now unknown; (o.n.339368)</p>	
Wilpower (i)	<p>(1992-94) steel tug built 1960 by Verolme United Shipyards, Alblasterdam, Netherlands (yn.646) as Cornelis van der Lee for Verolme Shipyards own use at Rotterdam; 96.7 gt; 22.87 x 6.5m with 2.4m draft; single screw, 500bhp 10-cyl Bolnes engine; 1984 sold and renamed Loch Nevis (The Underwater Centre Ltd, Fort William); 13/2/1992 acquired and renamed Wilpower, now 87.3 gt, 22.42m loa; 15/12/1994 sold to Medea Constructions Ltd, Gibraltar, then in 1995 to Mezza Ltd, Algeciras, Spain; by 2007 abandoned in Algeciras shipyard, but 2009 still in existence. (o.n.387090) <i>(photo right. Richard Jolliffe)</i></p>	
Alice	(????- pr.1997) GRP work boat with 4-cyl Perkins diesel; acquired at unknown date from Post Office Marine cables; prior to 1997 sold to Emblem Enterprises, East Cowes.	
Wiljay (i)	(1994-2007) Damen PushyCat 42 tug/workboat built 1973 by Scheeps. Damen, Hardinxveld-Giessendam, Netherlands (yn.425) as Sogepar 101 (Dutch); 12.14gt, 12.75m loa x 3.4m with two Detroit diesels (380bhp); 1989 to Coastal Launch Services Ltd, East Boldre as Copar ; 199? re-engined with 240bhp Caterpillar diesels; 1994 acquired and renamed; 9/2006 sale to buyer in Camerouns fell through; 9/2007 sold to Maia Foundations, Lyon, France (o.n.905057)	
Wildart (i)	(1997-99) launch built 1967 by Keith Nelson & Co Ltd, Bembridge as A. Stopford for North Western & North Wales Fisheries Committee, originally registered at Preston; 21 gross tons, 38.6' x 11.1' (11.76 x 3.3,8m) twin screw with two 6-cyl Perkins diesels (290hp), 20 kts; 1977 sold to unknown buyer and registered Granton; 2/1997 acquired, renamed and re-engined with Ford Sabre diesels (430bhp); now 16.25gt; 19/11/1999 sold to Hurst Castle Ferries (SW & MV Crane), Milford-on-Sea; subsequent history unconfirmed (o.n.186365)	
Wilfetch (ii)	(1998-2003) rope boat acquired 1998 as Allegiance at Husbands Shipyard closing-down auction; 9.75m loa with 150hp Perkins engine (2 others in sale with Gardner engines sold to Itchen Marine); 7/5/2003 sold to Anglian Marine as dive support boat on River Thames.	
Wilchallenge (i)	(1999-05) Damen StanTug 1605 type built 6/1974 by Scheepswerf Damen BV, Hardinxveld-Giessendam, Netherlands (yn.1412) as Waterlines (Wagenborg Scheepvaart, Delfzijl); 38 gross tons, 16.89m x 4.8m with 1.4m draft, twin screw with two 6-cyl Saab-Scania diesels (460 hp); 12/1997 sold to Hunfeld Sheeps., Delfzijl without name-change, rebuilt and 1998 re-engined with twin Scania diesels (632 bhp), 7 tons BP; 1999 acquired and renamed; prior to 7/05 sold to Mushreef, Kuwait. (IMO 8433667) <i>(photo right. Richard Jolliffe)</i>	
Hofland	(2003-2006) tug built 1964 by Jac. Den Breejen & ZN BV, Hardinxveld, Netherlands (yn.570); 38 gross, 16.3 x 4.77m with 380 bhp Caterpillar diesel; reg. London, 1980 owned by Stevin Dredging (UK) Ltd, Guildford, later by Spencer Thetis Wharf Ltd, Cowes; 3/2003 acquired without change of name; 8/2006 sold to Landbreached Ltd, Maldon (Noddy Cardy – NOD Tugs)). (o.n.335907) <i>(photo right. Richard Jolliffe)</i>	
Wilflow	(2003-07) Multicat 1406 type workboat built 1997 by Damen, Hardinxveld, Netherlands (yn.1023) as Vicky for Colchester Borough Council; 25 gross tons, 14.5m x 6.06m with 1.25m draft, twin screw with two Daewoo diesels (320bhp); 3/1999 sold to Coastal Launch Services Ltd, East Boldre, Hampshire; 12/2003 acquired re-engined from Detroit diesels (240bhp) and renamed; 4/9/2007 sold to VOF Duw & Sleepdienst A. Kapitein & Zn, Urk, Netherlands. (NB: later unconfirmed reports suggest that may have been sold back to Damen Marine and she may have lipped upside-down and sunk when working in Singapore). (o.n.904975)	
Tactful	(2003-04) Watercraft 45' MkII design fast launch completed for MOD Police c.1988 by Fairey Marinteknik (UK) Ltd, Cowes (after Watercraft closed) as FL 8555 ; 15.4 gross tons, 13.9m x 4.26m with 1.14m draft; twin screw with two 10-cyl MAN diesels (640 hp), 22 kts; 6/2003 acquired by Company directors via Babcock disposals and managed by Company [NB: purchased with sister Wilventure II (see Part One)]; 16/7/2004 sold to Arklow Shipping Ltd, Arklow, Ireland; 9/10/2009 sold to Marine Support Europe Ltd, Felixstowe (later Grays, Essex), 2016 Company dissolved – not known where vessel is now. (o n.908738)	

- Wilzip** (2004-17) Rigid Inflatable Boat built by David Lees (Tohatsu) Marine, Lymington; 7.1m with 140hp diesel; 2017 sold to private individual.
- Williams Marine & Port Services Ltd (WMPS)** - a joint venture at Pembroke Dock with Milford Haven Port Authority set up in August 2004 to service Exxon crude tankers diverted from Fawley to Milford Haven refineries; Port Authority 50% share was acquired by Williams Shipping in April 2010.
- Wilfreedom** (ii) (2004-12) Damen StanTug 1800 type built 1989 by Damen, Gorinchem (yn.6103) on hull from Scheeps. Made BV as **Albatros** for Kon. Frans Swarttouw BV, Rozenberg; 71 gross tons, 19.36m x 6.17m beam with 2.05m draft; twin screw with Caterpillar diesels (886bhp) 11 tons bollard pull; 3/1994 to European Bulk Services BV, Rotterdam; 11/1999 to VKV Services BV, Rotterdam; 5/2002 to Damen Marine; 10/2002 to Harbrown Shipping, IOW renamed **Albatros 4**; 2004 chartered, renamed for Williams Marine & Port Services Ltd (WMPS) operations and re-engined with two 8-cyl Caterpillar diesels (total 884bhp, 12.5t BP); 1/2012 renamed **Walrus II** (M van den Heuvel, Werkendam, Holland; 3/2012 to Blankhold BV, Werkendam and 2021 still in service for Walrus Mariteim BV, Werkendam. (o.n.911171).
- Dan II** (2004-08) 1979 built steel-hulled 13.7m loa passenger launch; 2004 acquired by WMPS jointy venture; 2008 sold to Greenway & Dittisham Ferry fleet, Devon renamed **Christie Belle**.
(photo right of **DAN II** at Milford Haven in May 1994 by Phil Simons)
- Seagull** (2004-05) Beaver workboat with 115hp Ford engine 10/2004 acquired by WMPS from The Milford Docks Co, never worked and 24/2/2005 sold to Baker Marine at Berth 50, Southampton.
- Helmsdale** (2004-2010) self-propelled lubes bunker barge; built 11/1955 by John Harker Ltd, Knottingley (yn.271) as **Helmsdale H** for own fleet; 150 tons dwt, 88.3' x 19.5'; Gardner engine; 1973 sold and renamed; later sold to DV Howells; 2004 acquired by WMPS; 5/2009 broken up at Northfleet.
- Lisa** (2006-10) steel workboat 12m x 4.5m with Detroit diesel; 11/2006 acquired by WMPS from The Milford Dock Co.; 2010 sold to Northern Workboats.
- Wildart** (ii) (2005-??) 40ft Keith Nelson fast launch built 1967 by Halmatic, Havant as ?????; 12/2005 acquired; 2009 still in fleet, but sometime later sold.
- Wilpower** (ii) (2005-2013) Damen StanTug 1906 type built 1995 by Damen, Gorinchem (yn. 6105) on stock hull from Stocznia Odra, Szczecin, Poland as **Diamente** (Portugese), 1998 renamed **Karin S** for Stemat Marine Services, Rotterdam, Netherlands; 120 gross, 19.6m loa x 6.0m with 2.3 draft; twin screw Caterpillar diesels (940 bhp), 13t bollard pull; 4/2005 acquired and renamed; 6/2013 sold renamed **SMS Leah** (Sinbad Marine Services, Killybegs, Ireland) until 10/2014 then **Coastworker** (Coastworks Ltd, Ayrshire) still in service. (IMO 9059262) (Damen photo right)
- Wilkit** (2007-11) road-transportable Multicat workboat built 2007 by Smith's Tugs, UK; 21.6gt, 15.0 x 6.0m with 460bhp Daewoo diesel; 8/4/2011 sold to Ugly Boats Pty Ltd, Dongara, Australia. (o.n.912809)
- WMPS Seahorse / Wilchallenge** (2004-18) Multicat built 1997 by Mustang Marine, Pembroke Dock as harbour tender **Seahorse** for DV Howells subsidiary of Milford Haven Port Authority; ??gt, 19.0m x 8m with 1.8m draft, 6.5t crane, 10t bollard pull; twin screw; 2004 renamed **WMPS Seahorse** when acquired by joint Venture and 2005 had major refit incl. two new Doosan Daewoo diesels (960hp total), 10 kts; 2010 after Williams took 100% control of WMPS renamed **Wilchallenge** and major conversion by Mustang Marine, now 12 tons bollard pull, bow roller and 65 ton Effer deck crane; 2018 sold to Atlantic Towage & Marine, Ireland and renamed **Ocean Supporter**. (o.n.910345)
- Joli L** (2016-17 charter) Eurotug 2309 type tug, completed 6/2012 by Neptune Marine Services, Aalst, Netherlands (yn.401) launched as **Maasstroon** for Neptune BV (Dutch), ran trials in colours of van Wijngaarden Marine; 135 gross, 23m loa x 8.0m with 2.65m draft; twin screw with two 6-cyl Caterpillar diesels (970 bhp), 10 kts, 16t bollard pull; 2016 bareboat chartered under, UK flag; 11/2016 to Dutch flag, then 2/2018 as **Derafsh Kaveh** (Iran) currently working in Caspian Sea (IMO



Wiljay (ii) (2016-19) Tug/workboat built 1986 by Butchers, Portsmouth as **Sarah James** for Butchers own use in Portsmouth Harbour; 11.1m loa x 3.9m with 1.6m draft; single screw, 200bhp Doosan Daewoo diesel, 8 kts, 2t bollard pull; road-transportable; 2016 acquired from Marineco UK; July 2019 sold to PSG Marine & Logistics, Invergordon.

Flat Top Deck cargo Pontoon Barges and Dumb Barges

The Company had used deck cargo pontoons previously, but the fleet quickly expanded after the 1989 merger with Inshore Ship Management (Peter Smith).

Wilcarry 1501 (2003) built 2003 by Neptune Marine Services 50m x 14m with 2.32m loaded draft; 1,280 tons max deadweight; planned purchase in 3/2003 did not proceed..

Wilcarry 1200 (2002) built ?????; 28.8m x 20m; 9/5/2002 acquired from J T Mackley & Co Ltd, Henfield, Sussex as **Mane**; chartered out to Seastructures Ltd, Plymstock, Devon, damaged and 23/10/2002 sold to their Atlantic Plant (Plymouth) Ltd. (o.n.904720)

Wilcarry 1043 (????-2001) built 1970's; 28 x 18m; sometime acquired from Newhaven port, where used as ferry linkspan; 3/2001 sold to ABP, Southampton for use as ro-ro linkspan.

Wilcarry 914 (1993-2001) built 1972 by Linear Construction Services, Milford Haven as **Portal III**; 503 grt; 42 x 16.8m; acquired 1993; 8/2001 sold to Bibby Maritime, Liverpool and renamed **Bibby Portsmouth** (converted to accommodation for MOD contractors). (IMO 7207255)

Wilcarry 750 (1996-2000) built 8/1975 by Scheepswerven Seghers, Belgium; 337gt, 39.44 x 12.8m; 6/1996 acquired as **Kingsgate** from J.P.Knight Ltd, Rochester and renamed; 8/2000 sold to Bibby Maritime, Liverpool, renamed **Bibby London** (reg.Barbados); towed to Tilbury Docks where two floors of office accommodation were installed with a 3rd floor added at Canary Wharf, for Canary Wharf Construction Ltd until 2002. (o.n.364621)

Wilcarry 600 (????-2017) built 1977 by IHC, Rotterdam 34.8m x 11.3m with 1.95m max draft; 430t load, 601t max displacement; two spud legs; sometime acquired from Stemat BV, Rotterdam and November 2017 sold to Livett's Group, London (but denied by Livett's). (o.n.906308)

Wilcarry 500 (1999-2006) built 1998 and 11/1999 acquired from Neptune Marine Service BV, Aalst, Netherlands (yn. NP245); 209gt, 30 x 11.2m; 10/5/2006 sold to Crown River Cruises Ltd, London; 2009 became **Red 7** and now **TMS Sea Rider** owned by Teignmouth Marine Services, Dawlish.

Wilcarry 502 (2003-5) built 1999 by Limenda Shipyard, Arkhangelsk, Russia as **Patti** for Tenfield Shg. Ltd, Gibraltar; 209 gross tons, 28.8 x 11.2m; 490 tons max deadweight; 6/2003 acquired from Scotland and renamed; 2/2005 sold to Entreprise Marc SA, Pleurtuit, France (o.n.732159)
NB: same Neptune design as other Wilcarry 500 series.

Wilcarry 432 (2003-15) built 1948 by AG Weser Werke, Bremen; 28m x 12.5m, capacity 379t.; 2003 acquired and 2015 sold to Thamescraft Dry Docking Services, Greenwich renamed **Developer**.

Wilcarry 312 (????-2020) built 1960 in Netherlands for unknown owner; 33m x 8.1m, capacity 100t; acquisition date unknown; cut-up and scrapped alongside 21 Berth, Southampton in summer 2020.

Wilcarry 100 (????-2019) unknown UK builder, rebuilt 2005 14m x 8m with 0.9m loaded draft; capacity 69t; 2 spud legs; May 2019 sold to Collins Waterage & Lighterage, London.

Wilcarry 138 (199?-1997) dumb crane barge with RB22 slewing lattice boom crane; believed built for Westminster Dredging, later sold to Walcon Construction as **Walcon Ganger**; c.1992 Walcon assets sold to Dean & Dyball; 1990's acquired by Williams Shipping; 1997 sold to Walcon Marine and renamed **Walcon Ganger**; currently lying on moorings off Walcon's wharf on Itchen.

Wilcarry 150 (2004-2012) unknown builder and build date; 18.3m x 6.8m, capacity 50t; 2004 acquired as **Delilah** by WMPS joint venture; 2012 scrapped.

Bonchurch (????-1999) 75ft swim-head Thames lighter; capacity 130t; unknown builder, date and acquisition date; 1/6/1999 sold to Spencer Thetis Wharf Ltd (Spencer Rigging), Cowes; by 2012 believed converted into luxury 4-bedroom houseboat on Thames at Wandsworth.

Malaya (????-2006) Thames closed-hatch dumb lighter; unknown builder, date or acquisition date; 130 tons dwt, 75' x 13' with 1'6" draft; sold to Spencer Rigging, Cowes, then 2003 re-acquired with **Hofland**; 8/2006 sold to Alan J Pratt, Rainham.

Wildo (1999-2002) Thames lighter; 1999 acquired as **Wyedo** from Itchen Marine Towage; 2002 sold to Baker Marine, Southampton.

1018(S) (2004-??) 70ft Admiralty Dumb Stores Lighter, 150 gross tons; 2/2004 sold by Babcocks and regularly on Williams Marchood moorings between 6/06 and 5/19

Willing 95 ton lighter, o.n.186481, 1980 listed owned Williams Shipping

Wilable 134 ton Barge, o.n.307187, 1980 listed owned Williams Shipping

Wilkary 161 ton Barge, o.n.340735, 1980 listed owned Williams Shipping

NEXT BLACK JACK will complete the Fleet List with rope-runners, other small craft, updates, vessels managed for Ministry of War Transport and the tanker joint ventures Southern Tanker & Bunkering Co. Ltd. and Southern Tankers Ltd.

A – Z of Sail

by Michael Page

For the letter “C” I have chosen the Christian Radich



A lovely view of the **Christian Radich** under full sail.

This is a splendid Tall Ship (pure), built in Sandefjord in Norway in 1937. The owner of this wonderful Sailing Ship was the appropriately named The Christian Radich Sail Training Association, established by a grant from Cavalry Officer Captain Radich and built to train sailors for the Norwegian Merchant Navy. She took part in the first tall ship race in 1956.

In 1938 she sailed to New York as a representative of her country, and met the Danish Tall Ship **Danmark** on a similar mission.

In 1939 she sailed back to Norway and was put under the Norwegian Navy control, was seized by the Germans at Horton near Oslo and used as a submarine Depot Ship. In 1943 was taken to Germany.

In 1945 she was found by the Allies at Flensburg in a capsized condition

without any masts or equipment. She was then towed back to Norway and rebuilt in the same yard that she was built in in 1937. She then resumed her school ship operations in 1947.

In 1956 she was firmly established as a school ship introducing thousands of cadets to sail training and was chartered for a 6-month transatlantic cruise, that ran into 1957.

In 1984 she took part in the Tall Ships Parade at Quebec, and the following year an 8-year old wrote to the ship's Captain, announcing with no small pride that he too was called "Christian Radich". He was rewarded with a free trip in 1987 to celebrate the ships 50th Anniversary and during this trip he even met the King of Norway.

From 1999 this sailing ship has been on the charter market, as well as sailing with paying trainees to foreign ports.

As an Ambassador for Norway **Christian Radich** attended increasing numbers of regattas and races, winning at least one leg in virtually every Tall Ship Races of the 2000s. This was capped in 2008 with winning the first-leg in Class "A" between Liverpool and Maloy (but beaten into second place overall by **Jolie Brize**) and then winning both her class and the entire second stage between Bergen and Den Helder.

This full rigged ship was the subject of the wide Screen documentary "Windjammer", filmed in an experimental movie format called cinemiracle. However this format was a flop ... but for the organisation it was a resounding success. She also did a 17,500 mile journey from the snows of Oslo across the Atlantic into the sun of the Caribbean and onto New York. This documentary "filmed in glorious Panorama" was about the adventures of a tall ship at sea, and this film was particularly noted for its soundtrack when the Virtuoso Pablo Casar plays his cello for the cadets from his Puertorican Garden.