

# Black Jack

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY  
[www.sotonwss.org.uk](http://www.sotonwss.org.uk)



Issue No: 203

Summer 2022



July 2022 marks the 70th anniversary of the **United States** being awarded the Blue Riband of the Atlantic for both east and westbound crossings on her maiden voyage. Designed by William Francis Gibbs she was floated in a graving dock in June 1951 at her builders Newport News Shipbuilding & Drydock Co. Her maiden arrival at Southampton was on 8th July 1952. Here we see her some 17 years later towards the end of her career leaving the Ocean Dock 27th July 1969. She still languishes in Philadelphia.

Photo Nigel Robinson

## Black Jack – Summer 2022 No.203

### Editorial team

Nigel Robinson, Michael Page & Andrew McAlpine.  
Website – Neil Richardson

***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

June 14th	<b><i>Ships on Sea Travels</i></b>	David Hawkins
July 12th	<b><i>Mini Talks</i></b>	Paul Gosling & John Davidson
August 9th	<b><i>London Docks – Part 3 1972</i></b>	Ian Wells
September 13th	<b><i>TBC</i></b>	
October 11th	<b><i>TBC</i></b>	
November 8th	<b><i>AGM &amp; Image Competition</i></b>	
December 13th	<b><i>John Havers Tribute</i></b>	Neil Richardson

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***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.***

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



Spring has definitely sprung in the port of Southampton and with the cruise industries return the port has played host to a number of maiden calls.

**AIDAcosma** made a number of visits from the end of February while on a North European itinerary

*Left: AIDAcosma seen passing Mayflower Park heading for the Horizon Cruise Terminal.*

The 21st April saw the maiden call of **Celebrity Beyond** Captained by Kate McCue the first female captain of a large cruise ship - **Celebrity Beyond** made a number of short show case cruises before sailing for the Mediterranean and her first cruise season.



*Left: Celebrity Beyond seen passing Calshot on her maiden visit to Southampton*

On 17<sup>th</sup> March we had the first vessel diverted from DP World's London Gateway Terminal due to congestion. The 2013 built **Cap San Marco** made a nice sight during her one off visit to discharge cargo.

In other container news we will once again see the return of the CU Line vessels as they have re-introduced the Asia-Europe service.

*Right: Cap San Marco {9669TEU} seen alongside the berth as operations finished.*



As usual the port has seen visits from general cargo vessel loading scrap and other cargo:-



*Left: 26th April Aastind (built 1997) seen in the KGV dock loading scrap before sailing to Rotterdam.*

*Right: 25th April Klara (built 2012) seen in the eastern docks loading yachts destined for Genoa*



all photos by Andrew McAlpine

until next time stay safe and happy ship spotting  
Andrew

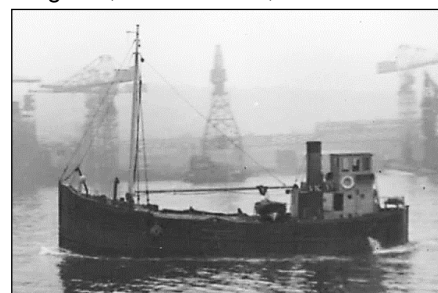
### Rope Runners and other small craft

<b>Grebe, Mallard, Teal, Pintail, Gannet</b>	(2004-?) built c.1983 by Mustang Marine, Pembroke Dock; 8m Rope Runners acquired 2004 by WMPS joint venture; three resold to QinetiQ and one to Thames Towage Ltd, Canvey Island (dissolved in 2017). <i>(photo right of Gannet)</i>
<b>Petrel</b>	wooden launch delivered 25/7/2009 from Mustang Marine (Wales) Ltd to WMPS; sold to Mainstay Marine, Pembroke Dock, then resold back to Mustang Marine.
<b>Dory I</b>	pair of ex MOD aluminium dory, 4.9m x 1.7m with 25hp Tohatsu outboard; unsinkable (built-in buoyancy tanks)
<b>Dory II</b>	No details
<b>Paint Float 1</b>	No details
<b>Paint Float 2</b>	7.3m x 3.7m x 0.8m draft with 5.4m height



### Vessels Managed on Behalf of Ministry of War Transport

<b>??? and ???</b>	two as yet unidentified vessels managed for Ministry of War Transport during 1941
<b>VIC 37</b>	(1944-45) completed 3/1944 by Richard Dunston, Thorne (T413); 96 tons gross, 140 tons dwt, 20.4m x 5.6m with 130 ihp 2-cyl steam compound machinery; MOWT allocated to Naval Water Carrier duties and 22/6/44-10/6/45 managed by Williams Shipping (Fawley) Ltd; 1947 to Admiralty at Rosyth; 1965 renamed <b>Lady Morven</b> by D. MacCorkindale, Troon, 1966 to part-owned Irvine Shipping & Trading Co and re-engined with Berguis diesel; 1971 to Glenlight Shipping, Glasgow; 1984/5 owned by R. Cobb, Sunderland and 1988 sold to Maryport Maritime Museum for preservation, later reported moved to Thames (o.n.169370) <i>(photo from Roy Cressey Collection)</i>



### Updates and Corrections – Part One

<b>Willfreedom</b>	delivery of new Interceptor 48 fast launch/pilot boat from Safehaven Marine, Cork, Ireland delayed by equipment shortages; sea trials carried out and delivery due early June 2022. <i>(right: Willfreedom on sea trials courtesy of Safehaven Marine)</i>
<b>Willendeavour</b>	now based at Pembroke Dock, where Company has a new 15-year lease extension.
<b>Wilcat</b> (ii) should be <b>Wilcat</b> (i) built as <b>Topcat</b> for Dean & Dyball; acquired from Samos UK and renamed.	



### Updates and Corrections – Part Two

<b>Wilbonnie</b>	photograph from Colin Drayson collection should have been credited to Howard Onions.
<b>Wilwyn</b>	built 1946 not 1941
<b>Wilmiranda</b>	built as "Shakespeare-class" General Service Launch <b>Miranda</b>
<b>Wilwren</b>	as suspected, it now seems extremely probable that <b>Wilwren</b> (i) and <b>Wilwren</b> (ii) are one and the same vessel, despite two separate entries in the <i>Historic Ships Register</i> .

### Updates and Corrections – Part Three

<b>Wilcarry 500</b>	sold as <b>Red 7</b> by Crown River Cruises Ltd, London on 18 <sup>th</sup> May 2015 to Teignmouth Marine Services, Dawlish; still in service as <b>TMS Sea Rider</b> .
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### SOUTHERN TANKER & BUNKERING CO LTD. and SOUTHERN TANKERS LTD. (also see *Black Jack 11*)

The first Company was founded in January 1968, as 50:50 joint venture between Williams Shipping and Husbands Shipyard, Marchwood, to undertake smaller bunker and fuel deliveries in the local area, following the decision by Esso to terminate that activity. After just seven years, the bunkering side of the business was sold in 1975 to Bowker & King Ltd. The second Company was formed by the same partners to trade fuel product cargoes round the UK coast, particularly from Shell Refinery at Stanlow on the Mersey, to Arklow in Ireland and to the Channel Islands. However, after a few years of successful trading, the coastal market began to decline and in 1977 that Company was sold to Greek owners.

**Parkstan** (1968-75) steel barge carrying oil in portable tanks; built 1925 by W J Yarwood & Sons, Northwich (yn 353) as **Parkgate** for Anglo-American Oil Co; 52 grt, 57 tons dwt, 21.8m x 4.3m with 1.5m draft; single screw with 4-cyl Gardner paraffin engine; 1951 to Esso Petroleum Co. and 1955 renamed **Esso Parkgate**; 1962 re-engined with 6-cyl Lister Blackstone diesel; 1968 acquired & renamed; 2/1975 sold and renamed **Bosham** (Bowker & King); 8/1975 to Belsize Boatyard; 9/1975 to Padstow Marine, Wadebridge; 1977 to Hayle Dredge & Marine; 1985 scrapped. (o.n.147333)

**Westernstan** (1968-75) tanker built 10/1947 by John Harker Ltd, Knottingley (yn 216) as **Westerndale H** for own account; 220 grt, 355 tons dwt, 41m x 6.5m with 2.6m draft; single screw with 6-cyl oil engine; 1956 re-engined with 152bhp 8-cyl Gardner diesel; 1968 acquired and renamed; 1975 sold and 1976 renamed **Brook** (Bowker & King Ltd); pr.1979 sold to Mossad Shilbaya, Egypt; 2000/1 deleted 'existence in doubt' (IMO 5388330) (photo right – source unknown)



**Easternstan** (1969-75) tanker built 1/1951 by Sharpness Dockyard (yn B4) as **Wyesdale H** (John Harker, Knottingley); 234 gross, 372 dwt; 41.6 x 6.5m with 2.44m draft; single screw with 135bhp 4-cyl Ruston & Hornsby diesel, 7 kts; 2/1969 acquired and renamed; 2/1975 sold, renamed **Bagshot** (Bowker & King Ltd); 10/1979 to C. Crawley, Gravesend and 1982 renamed **Aquator**; 9/1985 to John A Flett, Barking; 1986 broken up at Rochester (IMO 5393763)

**Florencestan** (1969-73) tanker built 12/1949 by Scheeps 'de Noord', Alblasterdam, Netherlands (yn 584) as **Noord** (Nld); 580 grt, 762 tons dwt; 60.7 x 8.6m with 3.66m draft; single screw with 500bhp 8-cyl Werkspoor diesel, 10.5 kts; 1955 renamed **Vigilanter** (Nld); 1955 renamed **Thorwald** (Deu); 1969 acquired and renamed; 1973 sold and renamed **Scammonden** (Effluent Services Ltd, Liverpool); 1978 disguised as German patrol ship **V44** for filming; 1980 sold for breaking at Garston, but work not started until 1983. (IMO 5360481)



**Mabelstan** (1969-72) built 1/1950 by AB Norrkoping, Denmark (yn 126) as **Margit Reuter** (Swe); 677 grt, 775 tons dwt; 59.3 x 8.8m with 3.56m draft; single screw with 660bhp 4-cyl Nydqvist diesel, 11.5 kts; 1950 renamed **Sylvia** (Deu); 1964 renamed **Jill J** (Celtic Coasters, Dublin); 1969 acquired and renamed; 1972 sold and renamed **Berwyn** (Effluent Services, Liverpool); 15/2/1973 hit object in Mersey estuary and sank (IMO 5347295) (photo as **Jill J** from unknown source)



**Southernstan** (1970-75) tanker built 5/1956 by Clelands (Successors) Ltd, Willington Quay (yn 205) as **Shell Roadbuilder** (Shell-Mex & BP Ltd); 303 grt, 447 tons dwt; 42.4m x 6.6m with 3.2m draft; single screw with 324bhp 6-cyl Blackstone diesel, 10 kts; 1970 acquired and renamed; 1975 sold to Bowker & King renamed **Burlesdon** (*note incorrect spelling*); 1981 to Gillyot & Scott, Hull then to J Willment Marine; 8/1987 demolition completed at Southampton. (IMO 5322362) (*photo right*)



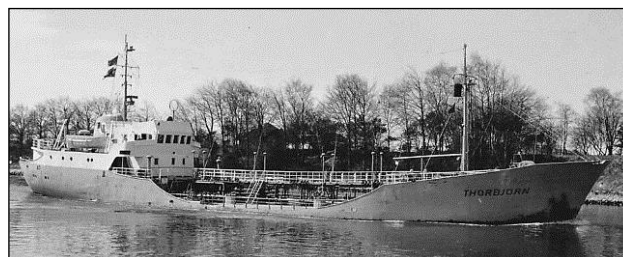
**Northernstan** (1970-75) tanker built 1950 by Sharpness Dockyard (yn 225) as **Huntsdale H** (John Harker, Knottingley); 105 gross, 145 tons dwt; 26.1m x 5.6m with 90bhp 5-cyl Ruston & Hornsby diesel; 1970 acquired and renamed; 1975 sold renamed **Botley** (Bowker & King Ltd) worked until 1987, when contract taken over by Whitakers; subsequent history unknown. (o.n.183447) (*right: Nov. 1977 as Botley – Andy Skarstein*)



**Clydestan** (1973-78) built 1969 by Bayerische Schiffb., Erlenbach, Germany (yn 1004) as **Kai** (Deu); 457 grt, 1,063 tons dwt; 62.6m x 9m with 3.53m draft; single screw with 900bhp 9-cyl MaK diesel, 11.2 kts; 1973 acquired and renamed; 1978 sold renamed **Zelda** (Cyp); 1980 renamed **Delta Energy** (Grc) 1983 renamed **Abdullaziz** (Saudi); 1984 renamed **Taher**; 1986 renamed **Karimo** (Egypt); 1987 renamed **Eleanna**; 1989 renamed **Lerni** (Grc); 1990 renamed **Michalis** (Grc); 1994 renamed **Leone II**; 2009 renamed **Agia Zoni V** (Grc), 2016 renamed **Entus** (Palau); still in service as water tanker in West Africa (IMO 6808791)



**Brucestan** (1974-77) built 1964 by Detlef Hegemann Rolandwerft, Germany (yn 922) as **Thorbjorn** 493 grt, 1,070 tons dwt; 62m x 10.5m with 3.76m draft; single screw with 1040bhp 7-cyl MAN diesel, 11.7 kts; 1974 acquired and renamed; 1977 sold and 1980 renamed **Coroni**, 1984 renamed **Nissos Milos**, 1985 renamed **Mykonos Two**, 1986 renamed **Mykonos Dio**; 2006 broken up at Aliaga. (IMO 6421634) (*photo as Thorbjorn unknown source*)



## MAYFLOWER OILFIELD SERVICES LTD

A joint venture with Red Funnel, set up in 1976 to exploit Southampton as a base for oil and gas exploration in English Channel and Western Approaches. By 1980, numerous oil rig supply vessels working for subsidiaries of BP, British Gas and others, were operating from the Town Quay, the seaward end of which was soon covered with pipe-work, tanks and other specialised drilling equipment. Southampton never quite became an 'Aberdeen of the South', but Mayflower became wholly-owned in April 1988 and still provides specialist services when required.

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*This series on Williams Shipping has been undertaken with the help and assistance of Colin Williams, Philip Williams and Richard Brooks of Williams Shipping, who kindly allowed access to some Company files. Starting initially with David Hornsby's partial fleet list and Phil Simons sightings/listings, further research was subsequently carried out in Southampton Library Maritime Collection and various other sources, including Williams Shipping's 175 year history "Where There's A Will There's a Way", Company publications, web-site and records. Additional information was provided by Krispen Atkinson, Tony Holtham, the late Colin Drayson and Alan Bishop and others.*

*This is still a work in progress and if anyone can add to, correct, or supply further information and pictures of the earlier craft please contact David Hornsby.*



## m/v Zwarte Zee

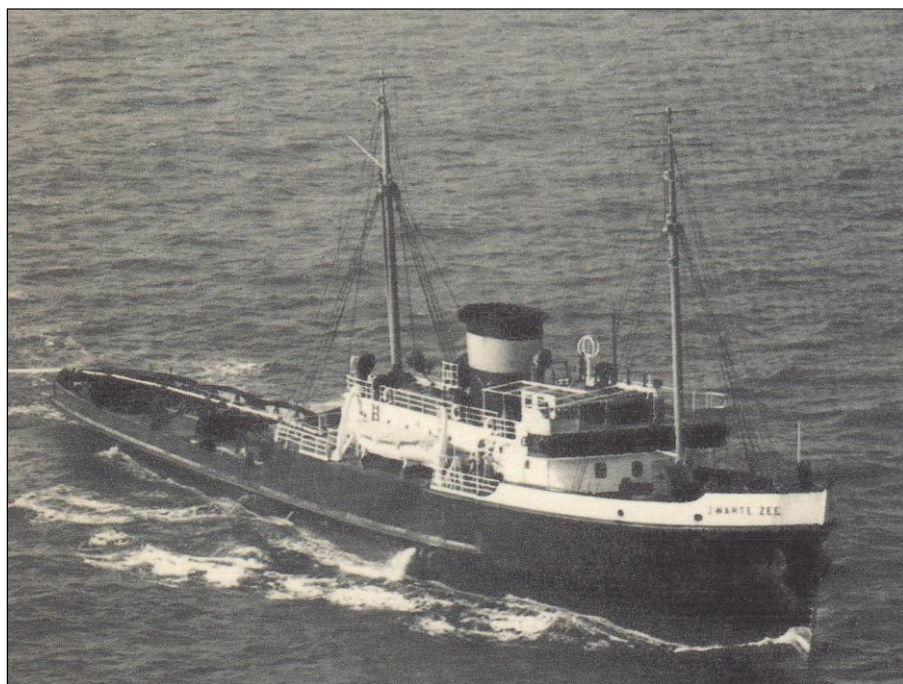
by Peter Smith

In 1933 Smits took delivery of the tug **Zwarte Zee** the third of that name and the tug of the decade. She was the most powerful tug in the World for three decades and very important for the Allies during WWII **Zwarte Zee** was the Deep-Sea rescue tug against which all subsequent designs would be measured.

She was built with twin 1200 BHP diesel engines geared to a single shaft. Running speed 15 knots. She had a bollard pull of 24tons and an endurance of 20,000 miles. The U.S. Navy used the **Zwarte Zee** specifications to build their 49 ship V4-M-A1 class vessels but with a 30 ton bollard pull.

In May/June 1940 with the fall of the Low Countries, many rescue tugs from Holland-Belgium-France escaped to the U.K. There were already several tugs/rescue tugs on various stations from pre-war operations. These vessels were taken into Admiralty Service one of which was **Zwarte Zee**. On June 29th.1944, whilst on passage to Utah beach, 3 US flagged Liberty Ships were torpedoed by U984, one of these being the **James A Farrell**.

She was towed back to the Solent by **Zwarte Zee** and was presumably discharged but never repaired. On completion of Admiralty Service **Zwarte Zee** resumed her civilian work for Smit's of Rotterdam.



Whilst serving as 3rd Officer in 1961/1962 on m/v **St. Merriel** of The South American Saint Line en-route to USA/Canada with a full cargo of Volkswagen cars, we suffered an engine breakdown off Bermuda which could not be repaired at sea due to technical engine room problems. The owners engaged a tow accepting Lloyds open form. We wallowed for 3 days, and on December 5th 1961 at 1300 hrs **Zwarte Zee** commenced our tow into St. George, Bermuda a tow of 90 miles. Arriving next morning, after negotiating the narrow St. Georges channel and nudging us onto our berth **Zwarte Zee** let go our tow line and proceeded to sea for her next assignment.

Our tow by **Zwarte Zee** was in her final years, as in 1963 a new **Zwarte Zee** was commissioned. The old **Zwarte Zee** was renamed **Zwarte Zee 111**. Soon after, she was renamed **Ierse Zee**.



*The photos from Peter show **Zwarte Zee** at sea, connecting her tow to **St Merriel** and the tow underway as recounted in the article.*



# A – Z of Sail

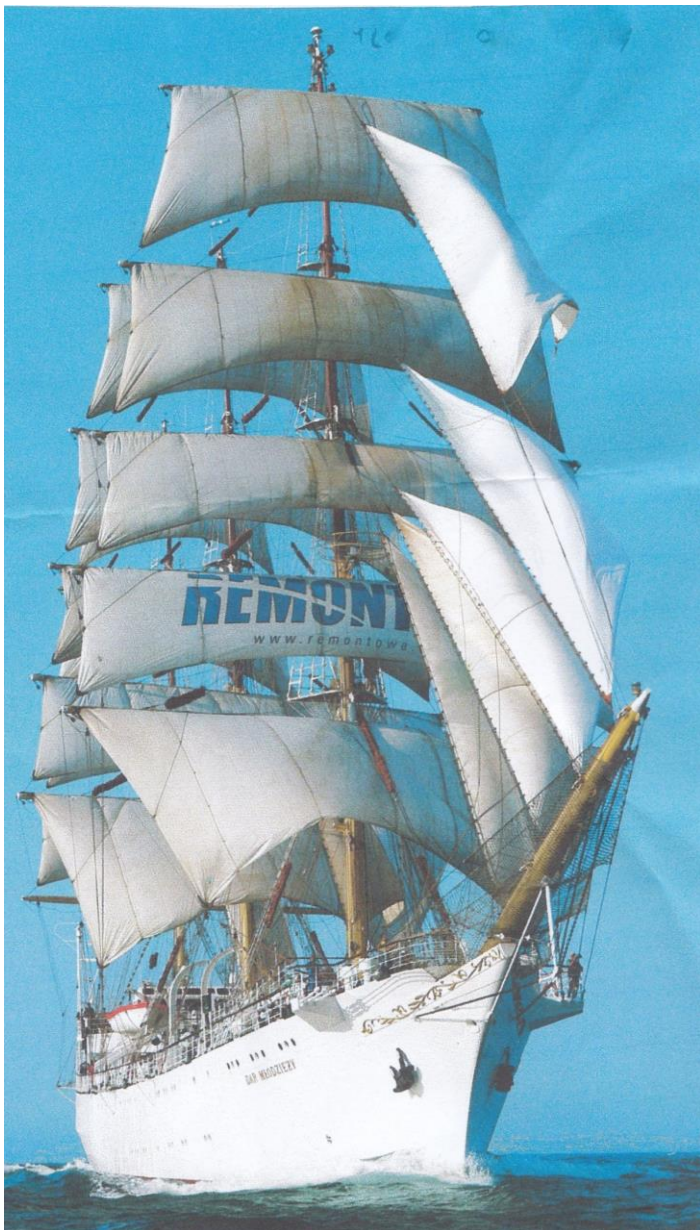
by Michael Page

## *For the letter “D” I have chosen the DAR MLODZIEZY*

**Dar Mlodziezy** was built at the at the Gdansk Shipyard in Poland to replace the **Dar Pomorza** for the Gdynia Maritime Academy in Poland as a sail Training Ship. She was launched in November 1981 in a blaze of glory'

She was designed by Wygmont Choren, and has an auxiliary engine. She carries royals over a single top gallant sails and double top sails, and differs from other square riggers as all her yards are fixed.

In Polish "Dar Mlodziezy" means "Gift of youth"



This beautiful sail training ship was funded by contributions of the elementary school children during the 1960's and 1970's'

**Dar Mlodziezy** is the first of six sister ships built in the Port of Gdynia.

She has been a regular competitor in the tall ship races and other regattas around the world and she is often to be seen racing against her Russian sister **Mir**

The Poles have a long history of sail training and for years and **Dar Pomorza** was their flagship, affectionally known as the "White Frigate"

In the 1980s they were replaced by a new breed, all built at the Gdansk Shipyard, and of course the first vessel completed was the **Dar Mlodziezy** followed by the five sisters.

