

Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY

www.sotonwss.org.uk

Price £1.00



Issue No: 157

Winter 2010



Queen Elizabeth sailing down Southampton Water at the beginning of her Maiden Voyage to the Canary Islands. The preserved paddle steamer **Waverley** is astern of her and the photograph was taken from another preserved steamship, the **Shieldhall**.

Photo by Stuart Knight.

Black Jack - Winter 2010 No. 157

Editorial team

Mick Lindsay, Nigel Robinson and Editorial Assistant Michael
Page. Website – Neil Richardson

***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:

St Denys Conservative Club

St Denys Road
Portswood
Southampton

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, with the exception of December, which will be on the first Tuesday (7th) of the month.

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2010 Branch Meeting Programme

December 7th

Lindsay's Adventures on eBay – Mick Lindsay

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 in full colour via the Branch website in pdf format.

www.sotonwss.org.uk

Ship Visits

Ship visits, though rare these days, often become available at short notice and more recently during the week due to the nature of shipping now. Those wishing to participate should ensure their details are held by the Visits Organiser and kept up to date. All members participating in visits organised by the branch do so entirely at their own risk and should be aware that ships and dock areas may have trip and other safety hazards and are 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.

MONTY'S NOTEBOOK

A round-up of new or infrequent recent callers to Southampton Docks. Details and photographs supplied by Monty Beckett. Photos top to bottom: **Apageon, Silver Whisper, River Carrier**

Berths 204/7 - Container Ships: APL Austria 71867/07, APL Oregon 75582/10, Cepheus 6454/03, Basle Express 93750/10, Cap Stephens 54809/05, DS Beve Wave 7545/07, CMA CGM Pegasus 131332/10, Frankfurt Express 93750/10, MOL Expedito 53822/03, NYK Adonis 98800/10, NYK Vesta 97825/07, Vancouver Express 91203/09, Sofia Express 93750/10, OOCL London 89097/10, APL New Jersey 71787/08, OOCL Washington 89097/10, APL Poland 86692/08, Budapest Express 93750/10, CMA CGM Callisto 131332/10, India 7519/03, Pagola 7545/06, Elusive 6326/95, APL Turkey 71787/09, MOL Charisma 86692/07, Kometa III 4169/91, Ice Runner 75457/08, China Express 76199/03, Prague Express 93750/10

Ro-Ro Vessels: Auto Star 21010/10, Bess 58450/10, Morning Lady 70687/10, Rockies Highway 44364/06, Arcadia Highway 49012/95, Dionysos Leader 62993/09, Queen Sapphire 60213/09, Tirranna 71673/09, Hoegh Pusan 44219/97, Rhea Leader 63004/08, Dream Diva 41662/07, Nordic Spirit 53578/88, STX Changxing Rose 60396/10, Hyundai No 101 41720/87

No 7 Dry-dock to Berth 107: Luminous Orange 36712/97, Christina G 2545/08, Dinteldijk 2984/07, Fehn Sirius 2891/01, Flex Darwin 2949/01, Osterems 2980/99, Tomke 2301/00, Daio Creacion 40258/98, Apageon 30012/05, Birgit G 2545/10, CFL Prospect 4106/07, Forsetti 2416/93, Keizersborg 6142/96, Sea Hawk 1959/89, Sheksna 2052/94, Swegard 2997/01, Edamgracht 8448/95, Belterwiede 3880/05, Ul-tramar 2820/97, Wilson Aviles 2451/08, Anemona 398957/10, Muros 2998/08, OSC Vlistdiep 4990/07, Clavigo 2446/92, Arklow Marsh 9682/10, Visurgis 2853/97, Global Hebe 5029/05, Rubicone 8907 91, Redwing 32505/07

Other Cargo vessels: BBC Ukraine 4090/00, Geise 3198/06, Spuigracht 16639/01, Apologracht 7950/91, Singelgracht 16641/00, Suomi-gracht 18321/04, Saimaagracht 18321/05, Chipolbrok Sun 24167/03, Emma Stellanova 4962/96, Regine 13088/09, Skaffell 4078/97

Berths 102/3: Est 920/87, Aristote 1426/83

Berth 36: Atlantic Hawk 38727/02, Anmiro 2461/09, Beaumont 2545/05, Tina C 3388/08, Sanko Jupiter 19883/06, Karen C 4151/10, Ark-low rambler 2999/02, Ballyhealy 1949/81, Aghia Marina 17428/94, Kathy C 4151/10

Berths 44/5: Fingal 1409/84, Coronal 2089/78, Huelin Dispatch 2528/00, Huelin Endeavour 2046/83

Passenger Vessels: Queen Elizabeth 90901/10, MSC Poesia 92627/08, Silver Whisper 28258/01

Dibles Wharf: River Carrier 794/89, River Pride 794/84, Astra 2416/93, Germanica Hav 1566/84, Hathor 2545/07, Peak Bergen 1543/86, Torrent 999/92

Prince's Wharf: Kossau 2452/07, Bondenau 2461/07, Arillon Rose 2999/02,

Crown Wharf: Islay Trader 1515/92



SOUTH COAST SHIPPING Co. Ltd

Part One

by David T Hornsby

1 **SAND SKIPPER**

ON 169092

1946 - 1970

313g

Steel motor dredger

143n

148' 11" x 21' 6" x 8' 9.75" ft.

2SCSA 5cyl 97mn oil engine by Crossley Brothers Ltd., Manchester.

Bt. 1943 by R. Dunston Ltd., Thorne, near Doncaster.

Yard No. 395

Launched 23-8 -1943.

For M O W T, (Ald Shipping Co., Ltd., mgrs.) as **Empire Skipper**

Completed in October 1943.

1946 Sold to South Coast Sand & Ballast Co., Ltd., Southampton and renamed **Sand Skipper**

10-1947 Converted to a sand dredger.

1950 Sold to Zinal S.S. Co., Ltd., Southampton, (J. Burness & Sons Ltd.).

16-3-1956 Transferred to South Coast Shipping Co., Ltd., Southampton, (Burness Shipping Co., Ltd.). Later that year transferred to South Coast Shipping Co., Ltd., Southampton, (Wm. Cory & Son Ltd., London).

13-12-1957 Grounded in the Western Arm at Shoreham and was assisted off by the tug **Harald Brown**.

1970 Sold to Thomas Holden to be broken up and towed to the breakers yard at Quayside Road, Southampton on 13-7-1970, work commenced in August 1970.



2 **SAND RUNNER**

ON 169093

1946 - 1967

302g

Steel motor dredger

135n

141' 7" x 21' 5" x 9' 1" ft.

2SCSA Scyl 97mn oil engine by Crossley Brothers Ltd., Manchester.

Bt. 1943 by R.Dunston Ltd., Thorne, near Doncaster.

Yard No. 396

Launched 17-9-1943

For M.O.W.T., (Osborn & Wallis Ltd., mgrs.) as **Empire Runner**

Completed in November 1943.

1946 Sold to South Coast Sand & Ballast Co., Ltd., Southampton (Stockwood, Rees & Co., Ltd.)

and renamed **Sand Runner**

1950 Sold to Zinal S.S. Co., Ltd., Southampton, (J. Burness & Sons Ltd.) and 9-1950 converted to a sand dredger.

16-3-1956 Transferred to South Coast Shipping Co., Ltd., Southampton, (Burness Shipping Co., Ltd.). Later that year transferred to South Coast Shipping Co., Ltd., Southampton, (Wm. Cory & Son Ltd., London).

19-2-1959 Grounded while entering

Shoreham Harbour on Soldiers Point and refloated on the evening tide.

5-12-1963 Developed a heavy list at 2.30am, seven miles East North East of Owers Light vessel while bound



for Shoreham. The **Kenrix** 592g/1960 of R.J. Rix & Sons Ltd., Hull stood by until the Shoreham lifeboat arrived and took off four of the crew, three remained onboard. Docked at Shoreham Harbour the same day with a 30 degree list. The master Thomas Bowen said the list was caused by a leak in one of the tanks.
1967 Sold to Pollock Brown Ltd., Northam to be broken up and arrived at Northam, Southampton on the 1-8-1967.

3 SAND MARTIN

ON 164738

177' 7" x 28' 6" x 11' 5" ft.

4SCSA 94mn oil engine by Humboldt-Deutzmotoren A.G., Koln-Deutz.

Bt.1936 by Henry Robb Ltd., Leith.

Yard No. 237 Launched 1-10-1936.

For W. France, Fenwick & Co.,

Ltd., London as **Rookwood**

1939 Sold F. Bowles & Sons, (J.

Bowles mgr.), Cardiff.

5-1940 Converted to a sand dredger.

1951 Sold to South Coast Sand & Ballast Co., Ltd., Southampton (Burness Shipping Co., Ltd.).

1952 Transferred to Zinal S.S. Co., Ltd., Southampton (Burness Shipping Co., Ltd.); and renamed **Sand Martin**

31-12-1953 Grounded near the training wall of the West Arm of Shoreham Harbour at 7am, but re-floated with the aid of a tug and entered Shoreham Harbour at 7.55am. No damage.

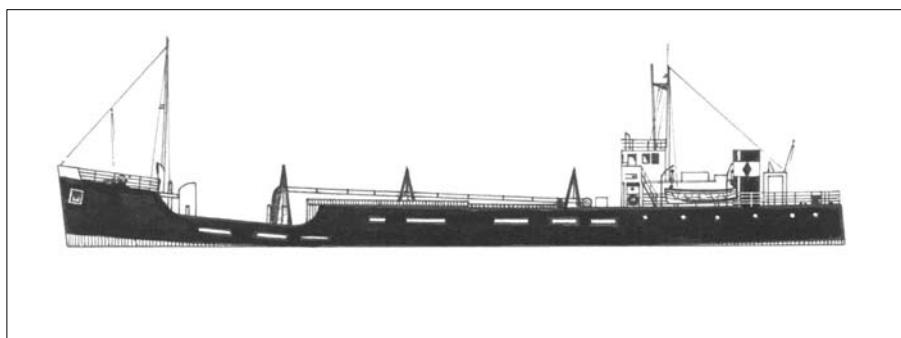
11-10-1954 While at anchor on the Pot Bank, off the Needles, the Panamanian vessel **Fairsea** 11,333g/1941 of Alvion S.S. Corporation, Panama, which was picking up a pilot for Southampton, struck the **Sand Martin** on the bow with her stern. The **Sand Martin's** stem bar was slightly buckled above the waterline. 1956 Transferred to South Coast Shipping Co., Ltd., Southampton (Burness Shipping Co., Ltd.). Later that year transferred to South Coast Shipping Co., Ltd., Southampton (Wm. Cory & Son Ltd., London).

13-2-1956 Whilst approaching the Streets Buoy, entrance to Looe Channel, Selsey Bill for Dover, she touched bottom without losing way, making 6" of water in 1 hours in the engine room. Divers found a number of slack rivets and a small split in the keel plate. The Lloyds surveyor recommended dry docking. 17-9-1963 Ashore east of Mewstone, re-floated.

9-7-1964 Grounded on Soldiers Point while entering Shoreham Harbour. Re-floated under her own power, but while doing so, collided with and sank the fishing vessel **Tempest** which was moored at Railway Wharf.

2-3-1968 Aground in Portsmouth Harbour Channel at 4.30am. Re-floated at 1.18pm. by the dockyard tug **Dalmation** 152g/1965 owned by the Secretary of State for Defence.

1974 Broken up at Cork by Haulbowline Industries Ltd., and work commenced in January 1974.



4 SAND DIVER

ON 130391

142' 2" x 27' 0" x 8' 5" ft.

4SCSA 7cyl 50mn oil engine by Blackstone & Co., Ltd., Stamford.

Bt.1944 by Henry Scarr Ltd., Hessele.

Yard No. 457

Launched 1-12-1944.

For M.O.W.T., (Craggs & Jenkin Ltd., Hull, mgrs.) as **Empire Farrier**

Laid down as **Chant 48** and later renamed **Fabric 48** launched as **Empire Farrier**

1946 Sold to R.H. Hunt & Sons, Hull and renamed **River Ouse**

1952 Sold to Braywick Shipping Co., Ltd., (J.P. Hadoulis Ltd., London and renamed **Braywick**

1953 Sold to Zinal S.S. Co., Ltd., Southampton, (J. Burness & Sons Ltd.). 7-1953 Converted to a sand dredger at Appledore and renamed **Sand Diver** new tonnage 379g 175n.

16-3-1956 Transferred to South Coast Shipping Co., Ltd., Southampton, (Burness Shipping Co., Ltd.). Later that year transferred to South Coast Shipping Co., Ltd., Southampton, (Wm. Cory & Son Ltd., London).

14-1-1958 While swinging at Southampton to enter dry dock the **Pretoria Castle** 28,705g/1948 of Union-Castle Mail S.S. Co., Ltd., London, struck the **Sand Diver** splitting several shell plates below the water line. The cargo of sand and gravel was sucked out to bring the damage above the water line, later repaired.

29-6-1959 Towed into Shoreham Harbour by the **Sand Martin** after suffering engine failure.

1966 Sold to T.W. Ward to be broken up, arrived in tow at Grays, Essex on the 12-9-1966, and work commenced about February 1967.

5 SAND STAR 1954 - 1966 Steel motor dredger
 ON 16582 498g 257n
 169' 7" x 26' 9" x 10' 5" ft.
 2SCSA 6cyl 116mn oil engine by Crossley Brothers Ltd., Manchester.
 Bt.1942 by Clelands(Successors)Ltd., Wallsend.
 Yard No. 56 Launched 15-1-1942.
 For M.O.W.T., (G. Gibson & Co., Ltd., Leith, mgrs.) as **Empire Dyke** Completed in April 1942.
 1943 Transferred to the Netherlands Government, (Netherlands Ministry of & Fisheries mgrs.) and renamed **Prinses Margriet**
 1954 Sold to Zinal S.S. Co., Ltd., Southampton (Burness Shipping Co., Ltd.) and renamed **Sand Star** Provisional certificate of British registry, valid for six months, issued at Rotterdam on the 15-12-1954.
 1955 Converted to a sand dredger.
 16-3-1956 Transferred to South Coast Shipping Co., Ltd., Southampton, (Burness Shipping Co., Ltd.). Later that year transferred to South Coast Shipping Co., Ltd., Southampton, (Wm. Cory & Son Ltd., London.).
 4-3-1966 Sunk in collision with **Caroline M** 1,598g/1935 of Metcalf Motor Coasters Ltd., off Calshot, Southampton Water, near Sandy Hook Buoy. 22-3-1966 The Risdon Beazley Ltd., salvage vessel **Topmast 20** went to the capsized vessel to assist in her salvage. 10-5-1966 Raised and towed for temporary repairs. 12-5-1966 towed to Husbands yard at Marchwood. Later sold to T.W. Ward Ltd., Grays, Essex to be broken up, arrived at Grays in tow on the 10-9-1966.

6 SAND DART 1957 - 1963 Steel motor dredger
 IMO 6404363 499g 179n
 ON 300440
 174' 0" x 30' 4" x 11' 6.5" ft.
 2 Oil Engines 4SA each 6cyl 648bhp with electric drive, fluid coupling and reverse reduction gearing to one shaft by Blackstone & Co., Ltd., Stamford
 Bt.1957 by P.K. Harris & Sons Ltd., Appledore. Launched 27-1-1957
 Yard No. 67
 For South Coast Shipping Co., Ltd., Southampton (Wm. Cory & Son Ltd., London.) 10-3-1962 Aground off St. Albans Head on the rocks, while in thick fog. The tanker **Esso Lyndhurst** 856g/1958 of Esso Petroleum Co., Ltd., London stood by her. Several attempts to re-float her failed because of bad weather. 25-5-1962 Badly damaged by fire while still aground and the Coastguard reported that the accommodation aft was completely gutted. The fire was extinguished on the 26-5-1962. 14-10-1962 Re-floated at 9.45am by Metal Recoveries (Newhaven) Ltd., and berthed at Castletown Pier, Portland for temporary repairs. 23-10-1962 Towed to Newhaven by the tug **Tidworth**, owned by Metal Recoveries (Newhaven) Ltd., and arrived there on the 24-10-1962.
 27-2-1963 Left Newhaven in tow of the tug **Kestrel** 223g/1955 of J.P. Knight Ltd., Rochester for Sheerness. 27-6-1963 Left Sheerness in tow of tug **Sunnyside** for Appledore. 1963 Sold to P.E. Penfold and arrived at Appledore on the 3-7-1963 to be repaired and re-engined with a 4SA 12cyl 720bhp oil engine by Dorman Co., Ltd., Stafford.
 1964 Registered owner Penfolds Builders Merchants Ltd., (P.E. Penfold, Bognor Regis) and renamed **Pen Dart**
 1966 Transferred to Seaborne Aggregate Co., Ltd., (P.E. Penfold, Bognor Regis) 1969 Transferred to Arney Marine Ltd., Southampton.
 1973 Transferred to A.R.C. Marine Ltd., Southampton and renamed **Arco Dart**. 3-7-1978 Sold to Ilias Marakis Kifisias, Greece and renamed **Irini**
 1989 Sold to Marisant Ltd., Agt. General Shipping Services, Greece and renamed **Skorprios**
 2001 Deleted from Lloyds Register as vessels continued existence is in doubt. 3-12-2005 Stranded near Chalkis, Agios Stefanos, Greece, as **Irini** and subsequently re-floated. Re-entered in Lloyds Register under the name **Irini**, owners Marisant Ltd., Greece.
 2009 Still in service.



7 SAND GREBE

ON 300671

1959 - 1973
531g

Steel motor dredger
197n

173' 9" x 30' 4" x 11' 6.5" ft.
2 Oil Engines 4SA each 6cyl
648bhp with electric drive, fluid
coupling and reverse reduction
gearing to one shaft by Lister,
Blackstone Machinery Ltd.,
Dursley.

Bt.1959 by J. Bolson & Son
Ltd., Poole.

Yard No. 523

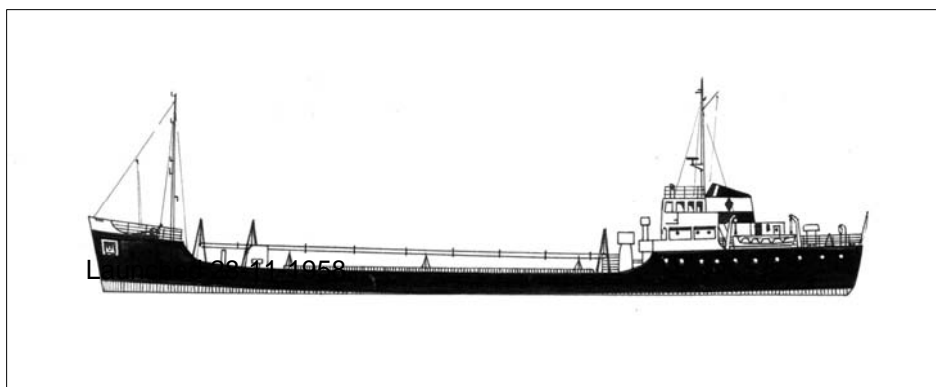
For South Coast Shipping Co.,
Ltd., Southampton (Wm. Cory &
Son Ltd., London). 1973 Sold to
Wyvern Maritime Ltd., Padstow,

and renamed **Sand Wyvern**

1978 Sold to Westminster Gravels Ltd., Southampton.

1980 Sold to T.J. Bowen & P.D. Cains, Southampton, and renamed **Sea Driver**

6-1985 Broken up at Southampton.



8 SAND SNIPE

IMO 5310709

ON 303366

1961 - 1985
517g

Steel motor dredger
176n

173' 6" x 30' 4" x 11' 6.25" ft.

2SA 6cyl 590bhp oil engine by Crossley Brothers Ltd., Manchester.

Bt.1961 by J. Bolson & Son Ltd., Poole.

Yard No. 538

Launched 28-8-1961.

For South Coast Shipping Co., Ltd.,
Southampton (Wm. Cory & Son Ltd.,
London.)

Put into service in October 1961.

20-3-1962 Grounded at North Haven
Point on entering Poole Harbour. The
tugs **Wendy Ann** and **Wendy Ann 2**

with the tanker **Ben Johnson**

228g/1938 of ShellMex & BP Ltd.,
London unsuccessfully tried to re-float
her. 21-3-1962 Re-floated at 6.15pm
with the assistance of the tugs **Wendy**

Ann and **Wendy Ann 2**

1982 Transferred to South Coast
Shipping Co., Ltd., Southampton
(Ready Mixed Concrete (United
Kingdom) Ltd., Middlesex). Later that
year transferred to South Coast
Shipping Co., Ltd., Southampton
(R.M.C. Group plc., Middlesex)

1985 Transferred to North Sea Dredging Ltd., Worksop (R.M.C. Group plc., Middlesex). 27-11-1985
Stranded at Hartlepool and later beached at Seaham Harbour. Re-floated and taken to Sunderland for
repairs.

1987 Sold to D.G. & C.J. Williams, Hayle, Cornwall.

3-1997 Dismantled down to the main deck at D.G.W. Sand Co.'s Wharf at Hayle, Cornwall. Towed to
Padstow to be shortened and rebuilt.

1999 After extensive rebuilding, new housing, shortened stern and twin rudders she returned to service.

2009 Still in service.



Photos from the collections of Mick Lindsay and Nigel Robinson - line drawings by Nigel Robinson



A - Z OF SAIL by Michael Page

“J” or rather “JJ” – *Jeanie Johnston*

Specifications:

Length: 148 ft (45 m)
Beam: 26 ft (8 m)
Draft: 14 ft (4.2m)
Displacement: 510 tonne.
Rig: 3 masted barque
Sail area: 6943 ft.
Rig height: 92 ft.
Number of sails: 18

Jeanie Johnston is seen above at Whitehaven.

This fine looking ship is a replica of the three-masted barque built in Quebec, Canada in 1847, by the Scottish born builder John Nunn.

John Nunn then loaded her with timber and sailed to Liverpool where the cargo was sold and the vessel surveyed by Lloyds, before being sold to a Tralee Merchant Nicholas Donovan. He used this vessel to import timber from North America to Europe, and on the return voyage she carried immigrants from Tralee to USA and Canada.

During the 1840's and 1850's Ireland was devastated by famine and disease which resulted in mass emigration, often under horrendous conditions aboard “coffin ships” on which many died.

In all the ***Jeanie Johnston*** carried more than 2,500 passengers on 16 voyages and never lost a soul, with voyages lasting approximately 47 days.

In 1855 the ship was sold to William Johnson of North Shields, and in 1858 en-route to Quebec from Hull with a cargo of timber, she became waterlogged. The crew climbed into the rigging and after 9 days clinging to their slowly sinking ship, they were rescued by a Dutch ship, the ***Sophie Elizabeth***. Even in her death she maintained her perfect safety record.

The current ***Jeanie Johnston*** was launched at Blennerville, Nr Tralee, Co Kerry in 2002, and was designed by Fred Walker, former Chief Naval Architect with the National Maritime Museum in Greenwich, London. She was built with larch planks on oak frames and deck, masts and spars of douglas fir. In addition she has 2 Caterpillar main engines and 2 caterpillar generators.

The maiden voyage was delayed until 2003, when she went to the USA and Canada, but on her return she faced an uncertain future until bought by Dublin Docklands Development Authority and used as a visitor attraction.



The Southampton Branch had one of its finest moments when, on Saturday 2nd October, 67 members, partners and friends gathered on board P&O's ***Oceana*** to celebrate its Diamond Anniversary. The two founding members were the late Reg Garnett and Bert Moody, who is now 89 and thankfully still with us. Bert took pride of place on the top table, enjoying, as we all did, an excellent three-course meal put on by the excellent chefs and waiting staff on board the ship.

It was also a pleasure to see our previous Chairman, John Havers, making a rare outing to join us. John is now 90 years old and does not enjoy the best of health, so he enjoyed the day out as much as the members were pleased to see him.

We were given a guided tour of the ship before the dinner and this was also thoroughly enjoyed by everyone. There were speeches after the meal and then an exchange of plaques between our Chairman, John Lillywhite, and ***Oceana***'s Chief Purser, James Cusick (pictured). It was all over too soon and we sadly had to leave the ship after what seemed like a very short visit, but was in fact over four hours.

Thanks are due to P&O for giving us the opportunity to celebrate on board one of their excellent ships and to David Hornsby for his excellent organisation and hard work.