

Black Jack

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



Issue No: 185

Winter 2017-18

@ Happy Christmas and a peaceful New Year to all our Readers



Tui Cruises **Mein Schiff 4** (2015/99,430gt) seen in port on 2nd Sept 2017.

photo David Oldham

Black Jack – Winter 2017-18 No.185

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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Next meeting:

December 12th *Salvage Master* Kevin Patience

2018 Branch Meeting Programme

January 9th *Another of my Shipping Travelogues* Bill Mayes

February 13th *More Ship Visits* Paul Gosling

March 13th *History of the Strick Line* Barry Peck

April 10th *Captain Fryatt - the Martyr of Bruges* Mark P Baker

May 8th *Thames & Medway – Past & Present* Steve Spouse

June 12th *European Mini-cruises* David Walker

July 10th *A Unique Survivor – HMS Monitor (M33)* David Lester

August 14th *London Docks in the 1970s* Ian Wells

September 11th *Ipswich & River Orwell* Derek Sands

October 9th *British India Line – part 1* Trevor Cox

November 13th *Southampton Branch AGM and Southampton Digital Photo Competition*

December 11th *Krispen's Travels* Krispen Atkinson

WSS & Branch Subscriptions for 2018

We are again not charging a local sub, unless you want a printed copy of BlackJack; that will still cost £5 for the year. The ordinary membership fee is £24, rising to £28 if paying after 24 December - I will send off all the local members' payments before that deadline. The figure of £24 refers to a digital copy of Marine News: if you want a paper version of Marine News that costs an additional £47. Most members will pay £24: if you choose to receive a paper copy of Marine News, (and a digital copy of BlackJack), your subscription is £71. If you want paper copies of both Marine News and BlackJack, your sub rises to £76. Thank you - Andrew Hogg Branch Treasurer

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 Winter 2017 notebook from the port of Southampton.



Since the last port notes most of the cruise ships that were based here for the summer season have now left for warmer climates, with **Independence of the Seas** due to return next year after having a major refit. On 8th November another port record was broken with the arrival of **Milan Maersk**. She is the 4th vessel of Maersk Line's second generation Triple-E ships. Although her overall dimensions e.g. 400m length, 58.6m width are the same as the **MOL Triumph** class that are already regular visitors her increased capacity of 20,568TEU make her the largest capacity containership to have visited the port.

Left: Milan Maersk on her maiden voyage arriving with the assistance of Svitzer tugs. photo by Andrew McAlpine

The container port has also seen a number of one-off interesting visitors including two of Maersk Line's SAMMAX class ships **Maersk Laberinto** on 7th October and **Maersk Lota** on 22nd October both built in 2012. On 28th November **Warnow Sun** visited. She was alongside for just a few hours to discharge a small number of containers loaded in Galveston, USA.

Right: Warnow Sun arriving 28th November (built 2010) photo courtesy of Mark Elliott



The port continues to get regular visits from offshore support vessels working on the Rampion offshore windfarm project. They usually call to load supplies or even shelter from winter storms. **Pacific Akari** built 2006 visited on 3rd October while on 30th November two such vessels were in to load supplies.

Left: Siem N Sea (built 2009) & Ioveli Cobalt (built 2016) alongside on 30th November photo by Andrew McAlpine

Wishing you all a Merry Christmas
until next time
Andrew

When SOPHIE met LAURA !!

Amongst the late Rod Baker's collection we have found a number of very interesting items appertaining to Southampton shipping and the port and we hope to feature them in coming issues.



The first concerns pictures (one of these reproduced left) of a Norwegian "frigate" called **Sophie** in Southampton for repairs after a collision in the Channel. David Hornsby researched the incident and found a very interesting story.



There is no mention of any **Sophie** in the Norwegian naval records, but David found another picture of the damaged vessel, this being a "Real Photograph" postcard (above right) sent from Southampton only a few days after her arrival in in port in April 1910 (weren't they quick in those days!)



It appears that the other vessel involved was the LSWR cross-channel steamer **Laura** - see postcard photo of **Laura** left *

Sophie was a Norwegian iron-hulled 3-masted fully rigged ship. 1,747 grt and 1,600 tons under deck 260.4' x 39' with 23'5" depth designed for Australian wool trade with 35,000 sq yds of canvas and having distinction of being only vessel then afloat carrying stuns'ls.

Launched 20/9/1883 by Roberts Steel & Co at Cartburn Yard, Greenock (yd no 130) as **Inverglas** for John MacGregor & Sons, Greenock – last ship built before yard closed 1886 sold to Sierra Shipping Co, Liverpool and renamed **Sierra Lucena** (mgr Thomson, Anderson & Co) – made one voyage to Australia, but mainly operating in Calcutta jute trade.

November 1906 sold and renamed **Sophie** (Chr Nielsen & Co, Larvik)

9th April 1910 while bound from Caleta Buena for Hamburg loaded with nitrate, started to flood after collision with the LSWR cross-channel steamer **Laura** (641 grt/1885) about 21 miles south of the Needles and put into Southampton for repairs.

1916 to Wegger & Ohre, Sandefjord

1917 laid-up in Hampton Roads

1923 eventually sold to New York artist and writer group "Three Hours for Lunch Club" and renamed **Tusitala** – Samoan name for writer Robert Lewis Stephenson; quickly ran short of funds and resold to James A Farrell (President of US Steel and founder of Isthmian Steamship Co) to operate as private yacht and commercial voyages New York, Baltimore to Seattle and Honolulu and back; carrying 2,000 tons of sulphate of ammonia outbound and sugar on return; now 1,684 grt and became last full-rigged American commercial merchant ship

1932 laid up on Hudson River at 156th Street overlooking Riverside Drive

1938 offered to US Maritime Commission, but declined and sold to breakers

1939 after a change of mind, Commission acquired vessel from breakers as a training ship for 150 recruits and following a refit left New York under tow in May 1940 to be based in Florida

1947 broken up by Alabama SB & Drydock Co at Mobile

* **Laura** built in 1885 by Aitken & Mansel at Whiteinch on the Clyde was the first LSWR steamer built of steel – she served the company and its successors for a remarkable 42 years being broken up in 1927.

Another in our series about marine artists ...

by Nigel V Robinson

This time I am featuring two French artists who have both painted the French Line's tragically short-lived **Normandie** - but in very different styles.

The first is a detail from a dramatic view of **Normandie** leaving New York painted by Marin-Marie 1901-1987.



Marin-Marie was the pseudonym of Paul Emmanuel Durand Couppel of Saint-Front born 10 December 1901. His pseudonym comes from Marin Saint Front and Mary his mother who died in 1913 when he was 12.

He served in the French Navy and made his name as an artist, inventor, and industrial designer. . He married Germaine Fauchon Villeplée and they spent their honeymoon cruising the Irish Sea on the **Rose Marine**. Marin-Marie died on 11 June 1987.

Our second artist is Cassandre who produced what is arguably one of the finest and most memorable shipping posters of all time. Indeed he himself is considered by many to be the finest poster designer of the 20th Century.

Cassandre was the pseudonym of Adolphe Jean-Marie Mouron (24 January 1901 – 17 June 1968) who was a French painter, commercial poster artist, and typeface designer.

Born in the Ukraine to French parents as a young man he moved to France and had the opportunity to work for a poster printing house where, after studying art at college in Paris, he developed his considerable talents. In addition to posters, in the 1930s he created stage sets and costumes for the theatre. After the war, he continued this line of work while also returning to easel painting. He worked with several famous French fashion houses, designing playing cards and scarfs for Hermès and the well-known Yves Saint Laurent logo.



Bits and Pieces

Red Funnel has confirmed that **Red Eagle** is to undergo a refit in the New Year. The work will be similar to the new look given to **Red Falcon** and **Red Osprey** in 2014 and 2015 and will be carried out by Trimline in Southampton with aluminium fabrication work contracted to Wight Shipyard Ltd in East Cowes. The project will see a significant increase in the number of internal seats for passengers and a complete refit of B Deck including a state-of-the-art galley and new toilets.

Wight Shipyard Ltd have also been contracted to build a further catamaran **Red Jet 7** a sister craft to **Red Jet 6** which they completed last year.



Saga Cruises

Meanwhile Saga Cruises have ordered another new-build from Meyer Werft to be named **Spirit of Adventure** for delivery in Summer 2020.

She will join **Spirit of Discovery** which is due in 2019.

and Cunard ...

Not to be outdone Cunard Line have also signed a memorandum of agreement with Fincantieri at Trieste for a fourth ship of 113,000gt carrying 3000 passengers - she will join the fleet in 2022. No name has been announced as yet.



Whilst over at P&O their **Adonia**, not long back in the main fleet after her short interlude for fathom, does not appear in the 2019 cruise programme and has been reported as sold to Azamara Cruises to be renamed **Azamara Pursuit** with delivery in March 2018. This means that Azamara will have three of the former Renaissance Cruise ships. She will be officially named in Southampton on 28th August 2018.

Wightlink have announced that their new ferry being built in Turkey and due for delivery in 2018 will be named **Victoria of Wight**.

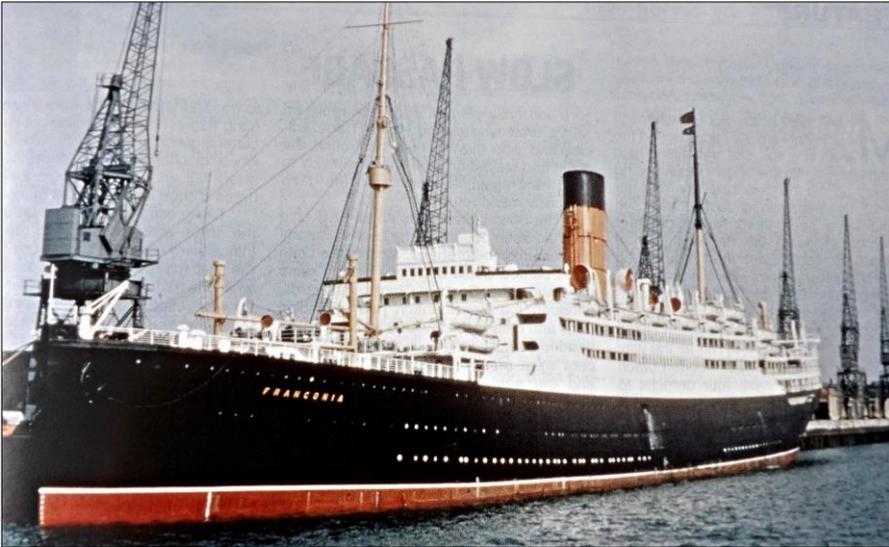
Staying with Wightlink they suffered another fire on one of their ferries, this time in the engine-room of the **Wight Sky**. Fire crews from Newport, Cowes and West Wight were called to the scene, at Wightlink's Yarmouth terminal, shortly after 10pm on Tuesday 12 September 2017, together with rescue support vehicles. One man, a Wightlink crew member aged in his 50s suffered burns.

HMS **Queen Elizabeth** left Portsmouth on 30 October for further sea trials – she will be away for about a month prior to her commissioning at the end of the year.

Colin's Southampton Memories

A further selection of Colin Drayson's pictures from a lifetime in and around Southampton Docks

A trio of Cunarders



Franconia
1923/20158g - broken up 1956

Mauretania 1939/35739g
- broken up 1965



Queen Elizabeth 2010/90901g

all photos by Colin Drayson

A – Z of Sail

by Michael Page

For the letter “K” I have chosen Kaiwo Maru

The ***Kaiwo Maru*** is a four-masted training barque with a length of 110.9 metres, beam of 45.3 metres and draught of 6.9 metres and is a class “A” vessel. (a big baby !!!)

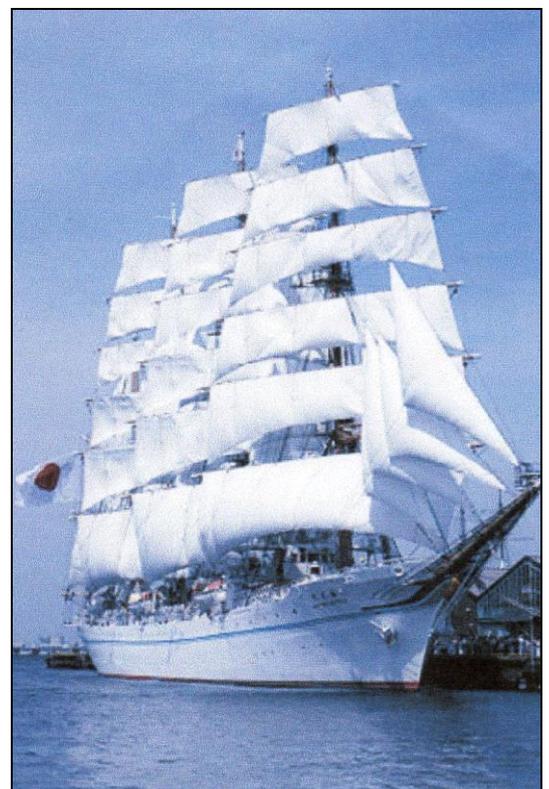
In Japan before WWII, there were 4 training ships for the Merchant Marine College and School ***Taisei Maru, Shintoku Maru, Nippon Maru*** and ***Kaiwo Maru***. In 1989 the 59 year old ***Kaiwo Maru*** was replaced by the present ***Kaiwo Maru***.

The original ***Kaiwo Maru*** was launched in January 1930 alongside her sister ship Nippon Maru. She was operated by the Tokyo Institute for Maritime Training to train officers for Japan’s merchant marine. At the beginning of World War II her sailing rig was removed and she served as a training and postwar transport motor ship. In 1955 her rig was re-installed and she resumed her training until 1989, and is now a museum ship in Imizu, Toyama.

The new ***Kaiwo Maru*** was built by Sumitomo Heavy Industries – laid down 8 July 1988 and launched 7 March 1989 and completed 12 September 1989.

In October 2004 the ***Kaiwo Maru*** was nearly lost in typhoon Tokage, whilst sheltering outside the port of Fushiki in the bay of Yoyama, Japan. She dragged her anchor and grounded on a breakwater, receiving severe damage. Her crew of 167, mostly young cadets, were evacuated. Helicopters responded but were unable to drop lines, so rescuers fixed ropes to the breakwater and crew-members climbed along them - 30 were injured, including some with broken bones. Her captain later accepted responsibility - a month later she was lifted by a floating crane and returned to Uruga Shipyard. The ship sailed again in January 2006 after major repairs. She is now run by the Japanese National Institute for Sea Training – these mighty tall ships are so majestic and impressive as they sail around the world

Other details are: 2760 sq me of sail. speed 13 knots. 2 diesel engines. tonnage 2556. home port Tokyo.



Some impressive shots of Kaiwo Maru