

Black Jack

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



Issue No: 189

Winter 2018-19

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



The container



port is 50!

Top: CMB's **Teniers** arrives on the Dart Containerline service to make the first call at the new container berths on 28th October 1968. photo the late Mick Lindsay

Bottom; Fifty years of progress sees **CMA CGM Antoine De Saint Exupery** at berth in 2018. photo Andrew McAlpine

Black Jack – Winter 2018-19 No. 189

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.

Honorary Branch Secretary

Colin Drayson

57 The Drove Commercial St
Bitterne
Southampton, SO18 6LY 023 8049 0290

Chairman

Neil Richardson

109 Stubbington Lane
Stubbington
Fareham, Hants
PO14 2PB 01329 663450

Treasurer

Andrew Hogg

“Debanker”
Lyburn Road
Hamptworth
Salisbury
SP5 2DP 01794 390502

Visits Organiser

Adrian Tennet

34 New Road
Fair Oak
SO50 8EN 023 8060 0197

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

Editorial contact:

Nigel Robinson
2 Glencarron Way
Bassett
Southampton
SO16 7EF 023 8079 0876
email: gillrobinson@freenetname.co.uk
or nigelvrobinson@gmail.com

Next meeting

December 11th **Krispen's Travels** Krispen Atkinson

2019 Branch Meeting Programme

January 8th **More Sea Travels** Bill Mayes

February 12th **Capt. Fryatt – The Martyr of Bruges**
Mark P Baker

March 12th **Kiel Canal - 2011** Mike Bevan

April 9th **Cornish Shipping - Part 5**
Krispen Atkinson

May 14th **Me and the Tall Ships** Michael Page

June 11th **Personal Voyages – Part 3**
Andy Slarstein

July 9th **2 members mini-talks (1 hour each)**
John Davidson & Bill Lawes

August 13th **London Docks – Part 2** Ian Wells

September 10th **Southampton Docklands**
Colin Drayson

October 8th **John Havers Collection memories**
Neil Richardson

November 12th **Southampton Branch AGM
& Digital Photo Competition**

December 10th **Bert Moody Collection Miscellany**
Paul Gosling

PLUS – Annual Branch Cruise

June 1st **11-15 from Town Quay returning at 6-15**

Subscriptions 2019

November's Marine News carried details of next year's figures. The basic subscription is £24 (**please pay by mid-December – late payments will be £28**) to receive Marine News digitally (so no increase on last year). If you want a paper copy of Marine News, the charge for that has increased by £6, to £53, so the total sub. for that is £77, unless you are a life member. (Life members continue to receive a free copy of the digital version of Marine News). 2 of our members have opted for the warship magazine in the past: figures for that are £10 (digital) or £14.50 (paper copy). If you have any queries, please contact Treasurer Andrew Hogg.

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 2018-19 edition of port of Southampton Note Book.

Since the last note book the adhoc containership calls have now stopped. Many of the cruise ship visitors seen throughout the year have now return to the Caribbean for the winter season. On the 18th September the port saw its last passenger ship maiden call of the year as Holland America's 2016 built Koningsdam visited the port.



left: **Koningsdam** (built 2016) seen alongside the Ocean Terminal on her first visit.

On 4th December Southampton was due to get a one off visit from **AIDAnova** the world's first LNG powered cruise ship. However due to delays during sea trials etc. it was announced that all pre-maiden cruises would be cancelled and once she has been delivered in late November she would sail from Germany to the Canary Island's where she **will be based for the without**

passengers.

right: **AIDAnova** seen at Meyer Werft shipyard. (Papenburg)



An interesting visitor could be seen on the 18th September when the offshore supply vessel **Astrea** was in port. Built as 1987 she is currently involved in the Grampian offshore wind farm operation and was visiting the port for stores.



left: **Astrea** (built 1987) seen alongside 48 berth 18th September

Arriving on 28th October **ONE Continuity** was the first ONE liveried containership to visit Southampton following the merger of the three Japanese lines MOL, NYK and K Line into ONE – Ocean Network Express. Their ships will slowly be repainted in the new magenta livery which is

meant to signify Japan's cherry blossom. The next ONE liveried vessel due to visit is ONE Columba, she is one of NYK's bird class 14000teu ships and was launched at the end of November.

right: Seen passing Calshot **ONE Commitment** (built 2013) was a regular visitor under her previous names **APL Finland** & **MOL Commitment**.



Happy spotting
until next time
Andrew

CONTAINER PORT GOLDEN ANNIVERSARY

THE CONSTRUCTION AND EARLY DEEP-SEA SERVICES by David Hornsby

Amazingly, it is now 50 years since the first container carrying vessel called at Southampton's newly completed first container berth, then known as 111/2 berth in the Western Docks.

The first call was made on 28th October 1968 by CMB's **TENIERS**, (see top cover photo) which loaded 30 containers to New York and Norfolk (Virginia) for Dart Containerline. This Company had been formed earlier in 1968 by Cie Maritime Belge (CMB), Charles Hill, Bristol (Bristol City Line) and Clarke Traffic Services, Montreal (Tynedale Shipping) with equal shares. In October 1968, they announced that Southampton would be their UK port for the 3 largest container ships in the world, which had just been ordered at a total cost of £18m.

Southampton was already handling containers on conventional general cargo ships (15,600 in 1965 and 22,000 in 1966), but the then British Transport Docks Board could see the need for additional capacity, which would require the reclamation of the 200 acres tidal mud-land between Millbrook and Redbridge Points, which had been acquired after WWII. On 9th August 1966, Royal Assent was given to a Parliamentary Bill proposed by BTDB for the Western Docks Extension, including a new 700 ft fairway with 35 ft water alongside at low water. The original scheme was for 30 berths at a cost of £60m and in January 1967, Barbara Castle gave approval for the construction of the first phase comprising a 1000ft quay, 100ft quay apron, crane foundations and 18 acres of container storage at a cost of £2.5m.

Work on the crane and quay foundations was commenced by Kier Ltd on 22nd May 1967 at a cost of just £0.8m with the first pile being driven on 6th June. The crane foundations used 87½ft long piles and a further 1000 piles between 50ft and 113ft long for the relieving platform with a weight of 6000 tons, involving 25,000 cubic yards of excavation and 9,000 cubic yards of concrete. Orders were also placed with Paceco Vickers at Newcastle for 50ft gauge container cranes at a cost of £200,000 each. They would have a 115ft outreach, 30ft backreach, 210ft maximum height and 80ft to underside of boom, capable of lifting 30 tons and operating in up to 55mph winds lifting 30/40 containers per hour. By this time, it had also been decided to widen the apron to 270ft using Stelcon 2m square concrete raft paving. The new deep-water area required significant dredging and a contract was awarded to James Contracting and Dredging, who dredged some 1.3 million cubic yards of spoil.

The new quay was initially known as berths 111/112, but from 1st January 1971 it was renumbered as Berth 201. The second phase (Berth 202) with one additional 40 ton container crane came into use on 12th May 2002 with **DART EUROPE** (31,036g 1556teu) alongside. The third Phase commenced operation on 8th June 1972 when **TOKYO BAY** (58,889g 2961teu) berthed at 204 and on 4th March 1973 when **RHINE MARU** (51,085g 1838teu) berthed at 205, followed later by Berth 206 and eventually Berth 207.

On the triangular corner (Berth 203) between the Second and Third Phases of the container port, an undersea cable depot was established with cable being stored in giant pre-loaded 80 ton pans, which could be manoeuvred alongside cable ships on a hover platform powered by compressor.



The first ship to load containers, **TENIERS** was one of four 1963-built 10,315g 'Painter' class general cargo vessels (others being **RUBENS**, **BREUGHEL** and **JORDAENS**), which for a time had derricks removed. They could carry just 83 x 20ft and 110 x 40ft boxes (303 twenty foot equivalent units). They operated the **DART** service to the United States until late 1970/early 1971, while smaller chartered ships **JORG KRUGER** (202teu), **BRITTA KRUGER** and **JUNO** operated a Canadian service to Halifax, until the new purpose built **DART AMERICA**, **DART EUROPE** and **DART ATLANTIC** were delivered. In 1972, Bristol City's share was sold to Bibby and in 1973, Clarke's share was taken over by C. Y. Tung.

above: **Dart Europe's** maiden arrival late evening on 22nd November 1970. photo Nigel V Robinson

The next deep-sea operator to commit to using the facility was **Atlantic Container Line (ACL)**, which had originally been formed as '**North Atlantic Experiment**' in mid-1966 by Swedish-America, Wallenius, Transatlantic and Holland-America. In 1968 they were joined by Cunard and French Line CGT, who initially used conventional general cargo vessels such as **ANDANIA**, **ALAUNIA** (Cunard), **ROCHAMBEAU**, **SUFFREN**, **WINNIPEG**, **CLEVELAND**

(CGT) carrying limited containers to Berths 34/5 and 41. Their first 'G1' container vessel (with ro-ro stern ramp) to call was **ATLANTIC SAGA** (67/12,232g 580teu) on 19 November 1969, quickly followed by **ATLANTIC STAR**, **SPAN** and **SONG** and the newer 'G2' sisters **ATLANTIC CAUSEWAY** (798teu), **CROWN**, **CHAMPAGNE**, **CINDERELLA**, **CONVEYOR** and **COGNAC** on one of 3 transatlantic services to Le Havre, New York, Hampton Roads, Baltimore, New York, Le Havre, Rotterdam and back to Southampton



above: ACL's **Atlantic Crown** arriving in June 1973. photo the late W H Mitchell

left: Cunard's **Andania** working ACL containers at 41 berth using the floating crane in December 1968. photo Nigel V Robinson

Only a month afterwards, another Transatlantic service was announced by **Seatrain Lines** to Baltimore, New York, Norfolk, Bremerhaven and Rotterdam, with Charleston and Philadelphia added soon after. The first vessel to call on 18th December 1969 was **TRANSINDIANA** (45/13,489g 960teu), being followed by sisters **TRANSOREGON**, **TRANSHAWAII** and **TRANSIDAHO** plus the chartered converted Esso tanker **VERONA** (54/16,984g). In late summer 1971, just after the introduction of **EUROLINER** and **EUROFRIEGHTER** (71/30,909g 1886teu), the first of four 26-knot gas-turbine newbuildings, and the chartered OOCL's **TAEPING** (25,827g 1360teu) the services suddenly switched to Greenock.

In October 1969, a consortium of European and Japanese ship-owners announced that their new Far East container service would use Southampton for UK calls. The consortium known as **TRIO** comprised NYK, Mitsui OSK, Hamburg America and NDL (merged as Hapag-Lloyd before first sailing), Ben Line and Overseas Containers Ltd (OCL) - then a grouping of Ocean Group, British & Commonwealth, Furness Withy and P&O. Initially, 17 new



above: **Verona** of Seatrain Lines outward-bound on 21st March 1970.

photo Nigel V Robinson

vessels were ordered by the partners and the first to call was NYK's **KAMAKURA MARU** (51,138g 1838teu) in January 1972, quickly followed by **RHINE MARU**, **TOKYO BAY**, **KURAMA MARU**, **ELBE MARU** and **LIVERPOOL BAY**. In the first 3½ years some 320 calls were made and over 300,000 containers were handled in the Port.

It was not until the Far East service started that there were regular 'feeder' services, but in 1972-74 these included **Rolo-Euronorte** (owned by CGT) with **ARDAN** and later **COMETA** (both 95teu) to Havre and Bilbao, **Ibesca Container Line** (CMB subsidiary) from Copenhagen/Hamburg to Lisbon/Cadiz with **LUBBECKE**, **BALTICA** (128teu), **BOMBERG** and others, plus **Bugsier** from Hamburg/Bremerhaven to Dublin/Belfast with **DESTEL**, **TEUTONIA** and later with Sietas-built sisters **ELBE** and **WESER** (both 198teu)



Jorg Kruger (left) and sister **Britta Kruger** were familiar sights in the 1970 working to Canada on charter to Dart Containerline.

Rhine Maru (below) of Mitsui-OSK seen turning off 108-9 berth on 1st July 1973 photos Nigel V Robinson



Feeders:

left: Bugsier's **Weser** (left) and sister **Elbe** were regular callers.

below: Ibesca of Container Line's **Lubbecke**



Since the beginning of containerization, shipping lines have formed various strategic vessel sharing agreements and alliances covering the major east-west trades, with the trend moving toward fewer larger alliances. Southampton has seen its fair share of different alliances throughout its history with the latest and most notable restructure occurring in 2017. The latest alliance restructure caused by a number of major events in 2016, which saw the bankruptcy of Hanjin Shipping, the purchase of APL by CMA CGM, Hamburg-Sud purchased by Maersk Line together with the merger of the two Chinese lines (China Shipping & COSCO).

Up until April 2017, the four major alliances were as follows:

2M Alliance



Ocean 3 Alliance



G6 Alliance



CKYHE Alliance



Southampton had scheduled calls from three of the alliances, with only the CKYHE not calling. From 1st April 2017, three new Alliances started operating:

Since January 2018 there have been a number of changes in services calling Southampton, Most notably the 2M Alliance AE1/Shogun service stopped calling in March, while May saw the first call of HMM standalone Far East AEX service. Due to major problems at the port of Felixstowe following problems with a new operating system, Southampton saw a large number of ad-hoc calls during the summer, consisting mostly of Maersk & Hamburg-Sud vessels together with a service operated by Hapag-Lloyd and OOCL moved to Southampton indefinitely.

Here is a breakdown by Alliance of all services currently calling at Southampton as of October 2018:

The Alliance



AL5 (E/W Coast USA - Europe) 10 x ships (ONE Line) 4700 - 4922TEU

FE1 (Asia/Japan - Europe) 10 x ships (ONE Line) 8110 - 9600TEU

FE2 (Far East - Europe) 12 x ships (6 x MOL Triumph class/6 x UASC A18 class) 18800 - 20170TEU

FE4 (Far East - Europe) 11 x 14990TEU UASC A15 class ships

FE5 (Far East - Europe) 9 x 10000TEU ships (chartered and Seaspan saver class)

Ocean Alliance



Liberty Bridge/ATA (Atlantic) 5 x ships (Evergreen, COSCO, OOCL) 8063-8501TEU

FAL1 (Far East Europe) 12 x CMA CGM Explorer & new Aviator class ships 16022-20954TEU

Feeders and others

GEX2 (Canadian Gateway Express)

4 x ships OOCL & Hapag-Lloyd) Inc 3 x 4,402TEU Ice class

EPIC1 (Europe Pakistan India Consortium 1) (8 x ships CMA-CGM, Hapag-Lloyd, MSC) 8411-9326TEU

BG Freight ISX3 (Irish Express) Nordic Bremen 1036TEU

BG Freight ISX6 (Irish Express) Helga 1700TEU

BG Freight (UK West Coast & Ireland) 3 x ships Andrea 868TEU, Francop, Oeland 822TEU

***AEX (Far East – Europe)** HMM after a brief suspension service will resume UK calls in November with 4,000+TEU chartered vessel TBA

SEANE (South East Asia – Europe) (CMA-CGM) 8 x vessels after a brief suspension service will resume UK calls in November with vessels TBA

NET (North Europe – Med/Turkey) (OOCL & Hapag-Lloyd) service diverted from Felixstowe for an indefinite period 4 x chartered ships CPO Baltimore 4255TEU, Nordautumn 3500TEU, Navios Azure 4250TEU, OOCL Kobe 4250TEU

Currently the largest vessel's calling are the 2018 built CMA CGM Aviator class, the lead ship in the class **CMA CGM Antoine De Saint Exupery** is featured on our cover in Southampton on 11th September following her official naming in Le Havre the day before; note the special livery celebrating 40 years of the French line.

Containership photo-feature

The following are a selection of recent containership callers – all photos by Andrew McAlpine



FE1 Service *NYK Virgo* June 2018



FE5 Service **Seaspan Hudson** July 2018



GEX2 Service **OOCL Montreal**



left: ATA Service **Ever Lucky**

below: 2 adhoc callers **Rio Blanco**
and **Maersk Nijmegen** 20th July 2018



Bits and Pieces

Wightlink's new **Victoria of Wight** was formerly named at Fishbourne on 21st September by Sophie, Countess of Wessex.



Red Funnel's tales of woe continued when in thick fog **Red Falcon** hit some moored yachts and then ran aground at the entrance to Cowes Harbour early on Sunday morning 21st October – all Red Funnel services were cancelled for a number of hours. This follows an incident in September involving **Red Eagle** which also hit moored boats in fog whilst entering Cowes.

However they are showing their green aspirations with **Red Falcon** - encouraging electric cars, running the ship on bio fuel and increasing recycling - see picture left - her funnel has also been painted green!

Your editor is always pleased to receive any articles and/or pictures on the local scene that you may be able to submit. Particularly useful would be articles which are not date sensitive and so could be used at any time.

I am happy to receive items by any method – email to gillrobinson@freenetname.co.uk or nigelvrobinson@gmail.com, on CD or memory stick, or hard copy at meetings or by post to 2 Glencarron Way, Bassett, Southampton, SO16 7EF.

A – Z of Sail

by Michael Page

For the letter “N” I have chosen USS NIAGARA

The USS ***Niagara***, commonly called the US Brig ***Niagara*** or the Flagship ***Niagara*** is a wooden-hulled brig that served as a relief flagship for Oliver Hazard Perry in the Battle of Lake Erie in 1813 during the war of 1812. As the ship is certified for sail training by the United States Coast Guard it also is designated SSV ***Niagara***.

Niagara is one of the last remaining ships from the war of 1812 and is usually docked behind the Erie Maritime Museum in downtown Erie in the U S state of Pennsylvania as an outdoor exhibit. It also often travels the Great Lakes during the summer, serving as an ambassador of Pennsylvania when not docked.

It was listed on the National Register of Historic Places in 1973 and was designated the official ship of Pennsylvania by the Pennsylvania General Assembly in 1988.

Niagara was constructed from 1812 to 1813 to protect the vulnerable American coastline on Lake Erie from the British and played a pivotal role in the battle for the lake. Along with most warships that served in the war ***Niagara*** was sunk for preservation on the Presque Isle in 1820.

Raised in 1913, it was rebuilt for the centennial of the Battle of Lake Erie. After deteriorating, the restoration of ***Niagara*** was started again in the 1930's, but was hampered by the lack of funds caused by the Great Depression and remained uncompleted until 1963. A more extensive restoration was carried out in 1988, in which much of the original ship was destroyed. The incorporation of new materials and modern equipment makes it ambiguous as to whether it is or is not a replica.

The reason why ***Niagara*** was built was due to a merchant of the Great Lakes arriving in Washington to warn the United States Government of the vulnerability of the Lake Erie coastline to a British attack. Daniel Dobbins had been captured by the British but was able to negotiate his release. After several days of discussions with President James Madison, and the Secretary of the Navy Paul Hamilton, Dobbins convinced them that the safest place to build the fleet was in the sheltered bay formed by Presque Isle. So on 15th September authorization was given to build four gunboats, and appointed Dobbins a civilian to the rank of sailing master in the United States Navy.

The construction of this fleet was supervised by Noah Brown, a shipwright brought in from New York City. The keels were each constructed out of a single 14in x 18in black oak Log. Due to a lack of iron timbers were joined using wooden pins called treenails. In the place of oakum and pitch normally used to caulk ships, lead was used. The timbers were still green so the builders did not have the luxury of time to allow the wood to dry properly, but they did their job well and many have lasted till now.



General characteristics:
Displacement 297 long tons
Length 110ft 8ins
Beam 32ft
Height 118ft 4ins to mainmast.
Draught 9ft

*The now preserved USS
Niagara under full sail.*