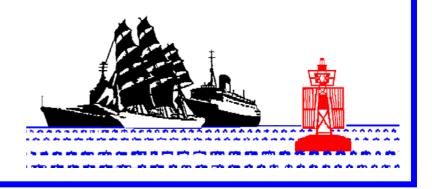
Price £1.00

Black Jack

QUARTERLY MAGAZINE SOUTHAMPTON BRANCH WORLD SHIP SOCIETY

www.sotonwss.org.uk



Issue No: 155 Summer 2010



An old Southampton favourite seen in very much original condition at Castries, St Lucia, on January 18th of this year. The paint scheme is different, but otherwise *Chale* is instantly recognisable from her Red Funnel days. Built in 1965, she was sold out of the fleet in the Summer of 1986.

Photo: Peter Smith

Black Jack Summer 2010 No. 155

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 September and December, which will be on the first Tuesday of the month.

Honorary Branch Secretary Michael Lindsay

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SO50 8EN 02380 600197

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

2010 Branch Meeting Programme

January 12th

Operation Pedestal - John Lillywhite

February 9th

Jadrolinija - Jimmy Poole

March 9th

Liberty Ships - David Aris

April 13th

Sailing on Indian and African Coasts – Chris

McFarlane

May 11th
The Building of a Queen – Alastair Greener

Inc Daile

The Changing Face of the 1960s Royal Navy – Bill

Lawes

July 13th

A Lifetime at Sea - Mike King and Reg Pretty

August 10th

Members Image Gallery

September 7th

Slides from the Dave West Collection – Paul Goslina

October 12th

Southampton Shipping of 1950 - Branch

Production

November 9th

AGM - plus supporting 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.

SOLENT AGGREGATE DREDGERS

Bill Mitchell/David Hornsby/ Ken Bottoms

The history of ships operating locally in the sand and gravel trades was covered by the author and the late Bill Mitchell in early editions of **BLACK JACK**, as follows:

BJ 12 SOUTH COAST SHIPPING and NORTHWOOD

BJ 13 ARC MARINE

BJ 14 NORMANDIE DREDGING, WESTMINSTER GRAVELS. DREDGERS (CI) and DULCINEA

BJ 15 BOWEN & CAINES and JOHN WILLMENT

BJ 16 & 52 Updates

Since 1974, many of the smaller fleets have disappeared, others have amalgamated or been taken over and one new operator makes occasional calls. The recent changes and current fleets are set out below

BEDHAMPTON SAND & GRAVEL CO LTD

Sand Robin 116 g/1950; 1999 sold to D Cook Ltd, UK renamed REGENT LINNET. ex Regent Robin-70

CEMEX UK MARINE LTD

Started as SOUTH COAST SAND & BALLAST CO LTD in 1946 with two ex-Empire colliers, in 1950 becoming ZINAL SS CO, then in 1956 SOUTH COAST SHIPPING CO LTD owned by BURNESS SHIPPING CO LTD (in association with Wm CORY & SON LTD). Renamed RMC MARINE LTD in 2002 and then taken over by CEMEX SA of Mexico in 2005, when the ship-operating company was renamed, although some vessels are still registered under BRITISH DREDGING, MERSEY SAND SUPPLIES and EAST COAST AGGREGATES.

Disposals

Sand Snipe 517 g/1961; sold to DGW Sand, Hayle, Cornwall and reported demolished at quay 3/1997,

but still in 2004/5 register.

Sand Lark 540 g/1963; 1991 sold and renamed SAND MARTIN; 2001 sold and renamed

DRAGACOR (Portuguese).

Sand Tern 561 g/1964; 2/12/1998 arrived breakers at Bruges in tow from Barry. Sand Swift 1,204 g/1969; 2007 sold and renamed ATLANTIAREIA (Portuguese).

Sand Skua 1,143 g/1971; sold to Trans Ocean Marine, Malta; 1997 to Northwood (Fareham) qv.

Sand Wader 3,082 g/1971; 2000 sold and renamed ANJOS (Portuguese). 3,110 g/1974; 7/2000 reported sold to Spanish breakers.

Sand Kite 3,110 g/1974 ex Bowkight-93; 27/10/1997 collided with Thames Barrier in fog inbound

with 3200 ton cargo, backed-up, attempted to use adjoining span, but damaged bow and sank on top of retracted gate, spilling some cargo; 2001 sold and renamed ALBATROZ

(Portuguese); 2007 broken up at Aveiro.



Sand Tern (M. Lindsay)

Current Fleet

Sand Swan 1,264 g 1,944 d 66.6 x 12.2 x 4.4 10 kts

1970 by J Bolson & Son, Poole (yd 565).

Sand Serin 1,283 g 2,120 d 66.6 x 12.2 x 4.8 10.5 kts

1974 by Clelands Shipbuilding, Wallsend (329).

Sand Weaver 3,497 g 5,271 d 96.4 x 16.3 x 6.1 12 kts

1975 by Ferguson Bros (PG) Ltd, Port Glasgow (468).

Welsh Piper 1,251 g 1,923 d 69.0 x 12.4 x 4.4 11 kts

1987 by Appledore Ferguson Shipbuilding, Appledore (143).

Sand Heron 3,751 g 5,916 d 99.0 x 16.3 x 6.6 11.5 kts

1990 by Schps 'de Merwede', Hardinxveld, Holland (655).

10/5/2004 in collision with VLAANDEREN XXI off Le Havre causing stern damage above

waterline.

Sand Harrier as Sand Heron, except (656).

Sand Falcon 5,307 g 9,129 d 99.9 x 19.5 x 7.8 12.5 kts

1998 by Schps 'de Merwede', Hardinxveld, Holland (674).

Sand Fulmar as Sand Falcon, except 9,153 d (675)



Sand Weaver (M. Lindsay)

HANSON AGGREGATES MARINE LTD

Originated in 1950s as small local companies **SEABORNE AGGREGATES** (Marchwood), **E COLE & SONS** (Cowes) and **P.E. PENFOLD LTD** (Bognor). In 1964 became subsidiaries of **AMEY GROUP** until merged as **AMEY MARINE** IN 1969. Renamed **ARC MARINE** in 1973 as part of the **GOLD FIELDS GROUP**, the company acquired **CIVIL & MARINE** in November 1995 and was amalgamated into **HANSON** in January 1999

Disposals

Arco Swale 1,812 g/1970; ex Nabstone-86, Chichester Gem-79, Pen Stour-74; 19/3/1997 arrived

breakers in Bruges, Belgium.

Arco Test 594 g/1971; ex Amey II-73; 7/11/1998 arrived Bruges breakers in tow.

Arco Trent 814 g/1971; ex Amey I-74; 16/6/1999 arrived breakers yard at Middlesbrough.

Section of ship including bridge and funnel used as millennium sculpture "Slice of Reality"

on Thames foreshore adjoining Millennium Dome.

Arco Scheldt 1,584 g/1972; ex Amey III-73; 14/3/1997 arrived breakers at Bruges, Belgium.

Cambrae 4,107 g/1973; 3/9/1999 arrived breakers at Bruges.

Arco Severn 1,915 g/1974; 2003 sold to Pounds Marine Shipping Ltd; 2005 resold to Bahrain owner

renamed ACHUS-I.

Arco Thames 2,929 g/1974; 2001 sold and renamed PELICANO (Portuguese); 2008 renamed THAMES

(Independent Shipping, UK – mgr: Torbulk).

Arco Tyne 2,973 g/1975; 27/7/2004 arrived breakers at Alang renamed TYNE.

Arco Bourne 3,249 g/1981; ex Cambourne-97; 2006 sold and renamed BOURNE, later being

renamed.KAMAL XXXIII (Indian).

Cambrook 2,318 g/1982; ex Lena Wessels-97; 2002 sold and renamed MAYA.



Arco Axe (M. Lindsay)

Current Fleet

1986 by Appledore Ferguson, Appledore (141).

Arco Arun as *Arco Avon* except 3,476 g, 1987 (yd no 142); 13/10/98 holed and run aground off

Broadness Point, River Thames, with 95⁰ list; 29/11/98 raised by Smit Tak, towed to Hull

for repairs, which were completed on Tees.

Arco Adur as *Arco Avon* except 3,498 g 5,348 d 1988 (144).

Arco Axe as Arco Avon except 3,498 g 5,348 d 1989 Appledore Shipbuilders (146).

Arco Beck 3,325 g 4,745 d 99.6 x 16.6 x 6.3 12.7 kts

ex Cambeck-97 1989 by IHC Holland NV, Kinderdijk (CO1191).

Arco Dart 1,309 g 1,700 d 68.1 x 13.0 x 4.1 10.4 kts

1990 by IHC Holland, Sliedrecht (CO1193).

Arco Dee as Arco Dart except 1,812 d 67.7 loa (CO1194).

Arco Dijk 4,960 g 9,823 d 113.2 x 19.6 x 7.7 12.6 kts

ex Camdijk-97 1992 by IHC Holland, Kinderdijk (CO1197).



Arco Dart (M. Lindsay)

KENDALL BROS LTD

KB II 552 g/1960; ex Glen Hafod-85; 28/11/1995 sold to Acores-Madeira Sociedade De

Extracho & Comevcializa, Cau De Aveia LDA and converted for marine construction work

with two deck cranes; subsequent fate unknown (in LR 2000/1, not in 2002/3).

NORTHWOOD (FAREHAM) LTD

Formed in 1920s and acquired in 1997 by a joint venture between **WESTMINSTER GRAVELS** and **REDLAND**, the latter subsequently being acquired by **LAFARGE**.

Disposals

Wightstone 439g/1967 ex Michael Ane-98, Sanmark-95, Ilen-93, Patmarie-89, Sanmar-87, Union

Sun-84, Andre-74; 1998 acquired; 2003 reported sold to unknown owners renamed

WINTER SOLSTICE later reverting to WIGHTSTONE.

Current Fleet

Donald Redford 681 g 964 d 53.5 x 10.6 x 3.4 8.5 kts

1981 by Ferguson Bros (PG), Port Glasgow (484).

1990 lengthened and converted from hopper/grab dredger;

1/11/2003 collided with and seriously damaged Hythe Pier, outward from R.Itchen.

Norstone 1,143 g 1,803 d 67.2 x 12.2 x 4.5 10 kts

ex Sand Skua-97 1971 by J Bolson & Son Ltd, Poole (570).

1997 acquired from Trans-Ocean Marine, Malta.



Donald Redford (M. Lindsay)

UNITED MARINE AGGREGATES LTD

Formed September 1987, when **PIONEER AGGREGATES** amalgamated with **TARMAC MARINE**, itself only formed in 1983 to succeed **TARMAC SAND & GRAVEL**, which was formerly known as **FRANCES AGGREGATES**, **FRANCIS PARKER CONCRETE** and originally **JOHN HEAVER LTD**.

Disposals

City of Swansea 897 g/1966 ex Hoveringham I-89; 1994 renamed BOWMORE.

City of Bristol 1,092 g/1969 ex Hoveringham IV-90; 1998 sold to Pounds Marine Shipping and

immediately resold and renamed L CAMPO (Honduras flag).

City of Southampton 1,092 g/1969 ex Hoveringham V-89; 1997 sold and renamed LEON I; ?? renamed

ELEFANTAS (Greek).

City of Chichester 1,056 g/1970 ex Chichester City-90; 1996 sold to Danish owner, renamed LADY OF

CHICHESTER.

City of Rochester 1,862 g/1971 ex Hoveringham VI-90; 1997 sold and renamed ARCO (Portuguese).

City of Portsmouth 1,046 g/1973 ex Chichester Star-90; 1999 sold and renamed SANTA BARBARA, Greek.



City of Cardiff (M. Lindsay)

Current Fleet

City of London 3,660 g 5,989 d 99.8 x 17.4 x 6.3 12.5 kts

1989 by Appledore Shipbuilders, Appledore (147).

City of Westminster

as *City of London* except 3,914 g 6,604 d 1990 (148). 2/4/2000 in collision after steering failure with DART 2, escorted to Chatham.

2,730 d 72.0 x 15.4 x 4.6 11 kts City of Chichester 2,074 g

1997 by Appledore Shipbuilders, Appledore (169).

as City of Chichester except yard 170. City of Cardiff



Britannia Beaver (M. Lindsay)

BRITANNIA AGGREGATES LTD

Founded 1990, as joint venture between **BRETT GROUP** and **VOLKER DREDGING**, operating mainly in Thames Estuary.

Britannia Beaver 3610 grt 5786 dwt 100.0 x 17.4 x 6.3 12.5 kts

1991 by Appledore Shipbuilders, Appledore (149).

A COUPLE OF RECENT CALLERS



A late arrival (14.00) for Norwegian Epic on June 22nd. This was due to bearing problems on one of her pods.



La Boreal was another afternoon arrival on June 26th.

(Both M. Lindsay)