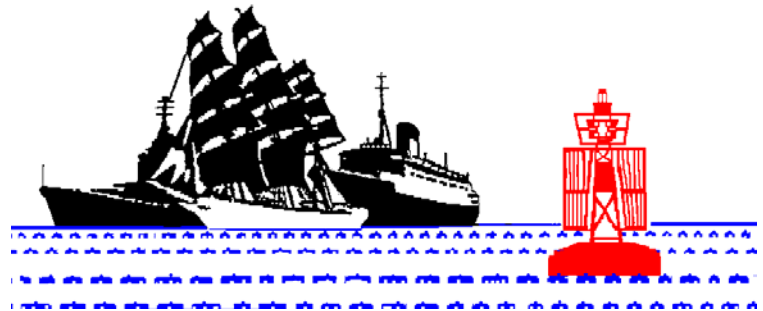


Black Jack

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

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Summer 2011



A fine sunny morning for P&O's **Artemis** (ex **Royal Princess**) on her final arrival at Southampton. She has just turned in the Upper Turning Ground and is approaching her usual berth at 106 Mayflower Terminal. She left later that day for a refit in at Lloyd Werft, Bremerhaven to be renamed **Artania** for Phoenix Reisen

Photo by Mick Lindsay

Black Jack - Summer 2011 No.159

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 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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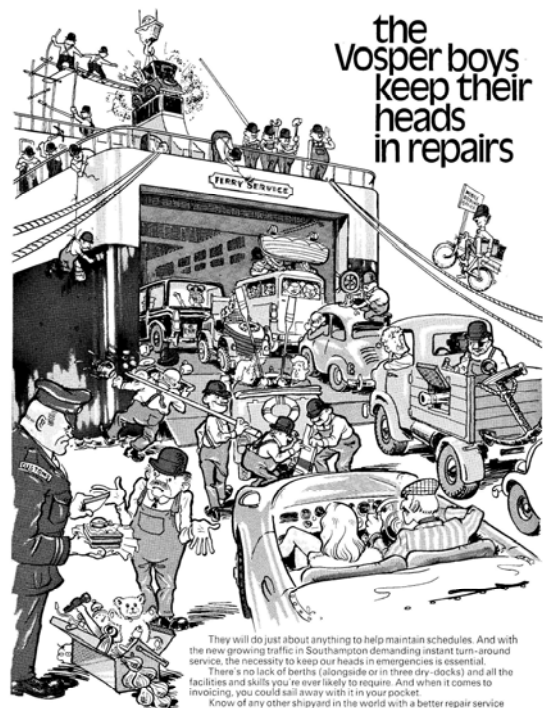
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2011 Branch Meeting Programme

- June 14th** **A Captain's Tiger** – Geoff Bradley
- July 12th** **Derricks & Cranes** – Neil Davidson
- August 9th** **Members' Image Gallery** – Our annual competition with slides and digital entries
- September 13th** **The 50th Anniversary of Fawley Refinery** – Neil, Andrew & Mick
- October 11th** **Salvage** – Vincent Williams
- November 8th** **A.G.M.** – plus short programme
- December 13th** **????????????** – David Oldham

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 Editors 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



They will do just about anything to help maintain schedules. And with the new growing traffic in Southampton demanding instant turn-around service, the necessity to keep our heads in emergencies is essential. There's no lack of berths (alongside or in three dry-docks) and all the facilities and skills you're ever likely to require. And when it comes to invoicing, you could sail away with it in your pocket. Know of any other shipyard in the world with a better repair service than this?

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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: **Mogami Reefer, Swan Diana, MSC Orchestra**

Berths 204 - 7 Container Ships:

CMA CGM LEO 131332/10, CMA CGM Libra 131332/09, APL Poland 86692/08, OOCL Japan 66046/96, Vienna Express 93750/10, APL Norway 71867/07, CMA CGM Alaska 140259/11, OOCL Nagoya 40168/09, APL Ningpo 86679/10, NYK Odonis 105644/10, CMA CGM Onyx 39906/07, Pirita 7446/95, NYK Oceanus 99500/07, Gerd Sibum 3999/98, Elusive 8001/95, CMA CGM Columba 131332/11, NYK Vesta 97000/07, Tsingtao Express 93750/07, Endeavor 7642/05, CMA CGM Medea 107711/06, CMA CGM Verdi 65247/04, OCL India 7519/03, CMA CGM Leo 131332/10, CMA CGM Rossini 65730/04, NYK Arcadia 105644/11, CMA CGM Rigoletto 107111/06

Ro-Ro Vessels:

Californian Highway 60320/10, Morning Lily 70637/11, Selene Leader 59700/10, Venus Spirit 45959/11, Tianjin Highway 48927/05, Bishus Highway 56978/09, City of Hamburg 10893/08, Grand Vega 59217/09, Michigan Highway 56957/08, Florida Highway 59493/08, Morning Lena 70687/10, Porgy 58752/09, Bess 58750/10, Chesapeake Highway 26914/97, Tijuca 71673/08, Cosco Shengshi 51553/11

Berth 107 - 109 & No 7 Dry-dock:

Wilson Hook 2993/03, Godd Providence 19891/07, Kevin S 1857/84, Orient Bulker 10887/05, Cassiopeia 1989/81, Antari 2446/98, Sanko Marble 30488/10, Anmare 2461/09, Amanda 3870/05, Emsmoon 4563/00, Kapitan Ryntsyn 2610/88, CFL Performer 4106/07, Eems Delfia 1132/85, Flinterrachel 4504/08, Dai Shan Hai 29575/06

Berth 104:

Humboldt Rex 7837/98, Mogami Reefer 7367/99, Chikuma Reefer 7367/98

Berth 102/3:

Aristotle 1426/83, Jerome H 1297/85, Helen 1425/81

Marchwood Bulk Berth:

Lady Nona 1978/02, Nora 1978/01, Lady Menna 2561/86, Swan Diana 2113/83, Transwine 2774/99

Berths 36:

Beaumare 2545/08, Arklow Rainbow 2999/06, Paula C 2990/08, River Tyne 2858/99, Blue River 2858/99 (ex River Tyne), Lancer 5055/97, Eems Stream 1862/08

Dibles Wharf:

Martin 794/86, Independent 2113/82, Torrent 999/92, Vedette 2545/00

Prince's Wharf:

Arklow Fortune 2998/07, Arklow Rambler 2999/02, Alserbach 2905/97, Arklow Freedom 2998/08

Passenger Vessels:

Seaborn Sojourn 32346/10, MSC Orchestra 92409/07, MSC Opera 59058/04, Celebrity Eclipse 121875/10, MSC Poesia 92627/08, Mein Schiff 2 76522/97

Other Cargo vessels:

Anjeliensgracht 7949/90, Qamutik 8448/94, Lifter 4990/07, Beluga Fantasy 9611/09, Amstelgracht 7949/90

Misc:

Ingeborg Pilot 1196/81, Shoalway 5490/09, Fugro Saltire 9603/08



INDEPENDENT SHIPPING LIMITED by David Hornsby

Founded less than ten years ago, this Company's vessels are regular callers to the Port of Shoreham and Southampton, particularly to the Itchen Quays, and other South Coast ports. The Company was formed in November 2003 by Steve Dudman to serve the growing trade of the other separate wholly owned businesses within the Dudman Group of Companies.

Originally founded in 1989 by Steve Dudman in Worthing, West Sussex, with just a handful of trucks and plant, today the Dudman Group of Companies is one of the South of England's largest independent aggregate producers and ready-mixed concrete suppliers, as well as being the largest importer of Ordinary Portland Cement in the UK based from the former Harbour Offices at Shoreham Port.

Apart from having its own shipping fleet, the Group also runs 88 trucks, owns five wharfs located at Albion Wharf in Southwick (East Shoreham harbour), Dibles Wharf on the River Itchen at Southampton, Lowestoft, Howdendyke near Goole in East Yorkshire and Porthoustock in Cornwall, on the eastern side of the Lizard Peninsula. In addition, the Group also owns/operates nine sand, gravel and stone quarries in Sussex and Hampshire, two rail sidings, a hard rock quarry at Porthoustock near Helford in Cornwall and two recycling plants in Sussex, together with the former Blue Circle cement works at Upper Beeding, Shoreham, West Sussex. Steve Dudman is currently planning the rehabilitation of the cement works for cement production, a Waste to RDF (refuse-derived fuel) facility for Kiln Fuel together with Energy Generation from Waste and a Bio Fuel Farm.

Aggregates are supplied from Albion Wharf in Shoreham Harbour, from Dibles Wharf on the River Itchen and from six other locations in West Sussex. Ready-mixed concrete is produced at Albion and Dibles Wharfs and three other locations, while the imported cement is distributed from Shoreham, Lowestoft and Howdendyke. The Group has also agreed terms for a new aggregate & cement import facility in the North West, but would not reveal its exact location as we go to press.

CURRENT SHIPPING FLEET COMPRISES, all managed by Torbulk Ltd, Royal Dock, Grimsby.

INDEPENDENT
(Barbados flag)
IMO 8843874

General cargo with 1 hold 2,113 gt 2,671 dwt 91.9 loa x 12.3 x 5.5m
Single screw motorship with 6-cyl four-stroke Caterpillar diesel, 12 knots
Completed October 1982 by VEB Schiffswerft 'Neptun', Rostock, East Germany (yard no 1420/132) as East German Naval dry stores/supply/replenishment ship
MONCHGUT (one of 6 sisters whose renamings were confused for many years in Lloyds and other publications)
1991 renamed **EIDE RESCUE V** by Eide Shipping A/S, Norway; 1994 renamed **GYDA II**; 1994 renamed **FJELLVANG** by A/S Vangship (St Vincent flag) and converted to general cargo; 1998 renamed **DUOBULK** by FB Invest AS (mgr Vang Ship Management) Norwegian International flag to 2002, then UMI Invest (mgr Teekay Marine Services) from September 2003.
1998 re-engined from 12-cyl DMR diesel and lengthened from 76.5 m loa, tonnages increased from 797 gt and 950 dwt.
January 2004 acquired and renamed **INDEPENDENT**



Independent departing Porthoustock Quay in Cornwall (David Walker)

CEMENTINA
(Union of Comoros flag)
IMO 5067077

Self-discharging cement carrier 1,096 gt 1,205 dwt 76.1 loa x 10.8 x 4.2m
Single screw motorship with two 7-cyl four-stroke Normo diesels, 12 knots
Launched 15/8/1960 and completed 11/1960 by AS Langesunds Mek Verksted, Langesund, Norway (yd 46) as **CEMENTINE** for A/S Dalen Portland-Cement Fabrik, Norway; 1969 to A/S Norwegian Aggregates (mgr Kristian Gerhard Jebsen) Norwegian flag; 900 gt 1,186 dwt; 1978 renamed **HALLIBURTON 602** by Halliburton Manufacturing & Services Inc (Panama flag) 899 gt 1,205 dwt; 1988 renamed **CURLEW** by Mustang Island Trans. Co (Panamanian flag); 1990 renamed **KABEDI**; 12/1990 arrested at Otterham Quay and sold by Admiralty Marshal to Belgian breakers, arriving Bruges 17/5/91 in tow; later 1991 resold and renamed **CEMKING** by Viking Shipping Co Ltd (Atg flag); 1999 renamed **CEMENTINA** by B.E. Shipping Co Ltd (Honduras flag); 2004 sold to Rolfstorps Forvalthing AB and lengthened from 63.9m loa (*without increase in dwt*).

July 2006 acquired without change of name.



Cementina (Dudman Group)



Torrent (Tom Walker)

TORRENT
(Barbados flag)
IMO 9015929

General cargo with 1 hold 999 gt 1,733 dwt 63.6 x 11.0 x 4.1m
twin screw motorship with two six-cyl four-stroke Cummins diesels, 9 knots
Completed January 1992 by Yorkshire Dry Dock Co Ltd, Hull (yd 329) for Franco British Chartering Agency Ltd – controlled by Union Navale SA, France (mgr Campbell Marine Ltd); Owned by Campbell/Malone to Feb 2005, then by D&H Freight Management Ltd.

March 2007 acquired without change of name.

THAMES
(Panama flag)
IMO 7340631

Sand suction dredger 2,929 grt 4,357 dwt 98.5 loa x 15.5 x 5.4m
Single screw motorship 6-cyl 4 stroke Mirrlees Blackstone diesel, 12 knots
Completed June 1974 by Appledore Shipbuilders Ltd, Appledore (yd AS 98) as **ARCO THAMES** for Consolidated Gold Fields Ltd (mgr A.R.C. Marine Ltd) 2,645 gt.;
2001 renamed **PELICANO** by Dragine-Dragagens de Inertes Lda (Portuguese Madeira flag).

April 2008 acquired and renamed **THAMES**



Thames sailing passed Calshot (Tom Walker)

SHOREHAM
(Cook Islands flag)
IMO 8104280

General cargo with 2 holds 1,785 gt 2,535 dwt 77.1 loa x 13.1 x 5.0m
Single screw motorship with 6-cyl four-stroke Krupp-Mak diesel, 12 knots
Completed April 1982 by Goole Shipbuilders Ltd, Goole (yd 600) as **BALLYGARVEY** for John Kelly Ltd, Belfast, 1,599 gt.; 1990 acquired by Powell Duffryn Group and renamed **SHOREHAM** by their subsidiary Stephenson Clarke Shipping Ltd; 1993 renamed **HOPE** by Hope Shipping (Barbados flag) and managed by Stephenson Clarke; July 2000 renamed **SEA EAGLE** owned by Merlin Marine Ltd to 2004, then to G T Gillie & Blair Ltd's subsidiary Boddingtons Shipping Ltd/The Firth Shipping Co Ltd, both managed by Torbulk Shipping. May 2009 acquired and renamed **SHOREHAM** (see *Ships Monthly June 2010*) under Barbados flag to June 2010.



Shoreham passing Calshot outbound (Tom Walker)

With thanks to Steve Dudman for confirming information on the Company, also to Tom and David Walker for photographs.

Cruise Ship Miscellany

These are some of the new and departing cruise ships that have made news in the port over the last couple of months.



MSC Opera was meant to be doing a season of cruises from the port but got off to a bad start by suffering a engine-room explosion and power failure. This left the passenger without electricity, water, food, sanitation etc; she was towed to Stockholm and that cruise was abandoned and the following cruise cancelled.

(N V Robinson collection)

Part of the Carnival Group, Seabourn's latest addition to the fleet, **Seabourn Sojourn**, made her maiden arrival at Southampton on 15 May 2011. She is seen here off Calshot outward-bound.



Mein Schiff 2 backs out of the Ocean Terminal on 17 May after her maiden call at Southampton. She was originally Celebrity Cruises' **Mercury** and called at the port when brand new in 1997. She has had a very extensive refit – the interior has been gutted and rebuilt and there have also been numerous balconies added virtually doubling the number. A novel touch is the provision of hammocks on all the balcony cabins for the German clients to relax in when they have had too much Bratwurst!!!

Silver Spirit sailing on 19 May following her maiden call at the port. Strong winds delayed her departure and she needed a tug to assist her away from the berth.

(All pictures on this page by Mick Lindsay)



A - Z OF SAIL by Michael Page

“K” is for the “Kathleen and May”

The ***Kathleen and May*** was built in 1900 at Ferguson and Baird’s yard, Connahs Quay near Chester for Captain John Coppack and named after his two daughters ***Lizzie May***. She carried cargoes like cement, coal, pitch and clay between Oban and the Channel Islands.

In 1908 she was purchased by M. J. Fleming of Youghal, Southern Ireland and renamed ***Kathleen and May*** and put on the coal trade between Bristol Channel and Ireland carrying oats or pit props on the return voyages and did this for over 20 years.

In 1931 she was purchased by Captain Tommy Jewell from Appledore in North Devon and her trip to her new home was her last journey under sail alone. On arrival she was fitted with an 80 hp auxiliary engine and the top-masts shortened. Captain Tommy Jewell operated her until he died in 1945 and then his son Tommy took over until 1961 when he sold her.

In the next 6 years she had a series of owners until she was finally retired in 1967. In 1968 the Kathleen and May was discovered in a bad state by the Duke of Edinburgh and the Maritime Trust in London. In 1970 they managed to buy her and start to restore her as a typical West Country schooner largely paid for by Hong Kong Shipowner Sir Kue-Kong Pao.

In the nineties the Maritime Trust failed to secure a £2 million lottery bid for her and so they sold her to Steve Clarke from Bideford in North Devon who had her towed back to Bideford and moored at a disused coal wharf where the restoration work was completed at his expense. He restored her completely back to the 1900 build, except for modern conveniences like heads and a 400 hp engine.

Since then she has been busy as a leisure craft and taking part in many of the Tall Ship Gatherings. She did also recently carry a cargo of 30,000 bottles of wine - about 23 tons - from Brest to Dublin. The vessel had attended the Brest 08 maritime festival and took 4 days - mostly under sail - to reach Dublin. This was the first cargo she had carried since 1961.

The ***Kathleen and May*** is a fine example of a three-masted topsail schooner and is admired for her beauty wherever she goes.

Specification:

Length:	98.4 feet	Gross Tonnage:	136 tons
Beam:	23.2 feet	Nett Tonnage:	99 tons
Draft:	10.1 feet	Cargo Capacity:	226 tons
Sail area	4550 sq feet		



Kathleen & May in her working days . . .



. . . and as she is today

