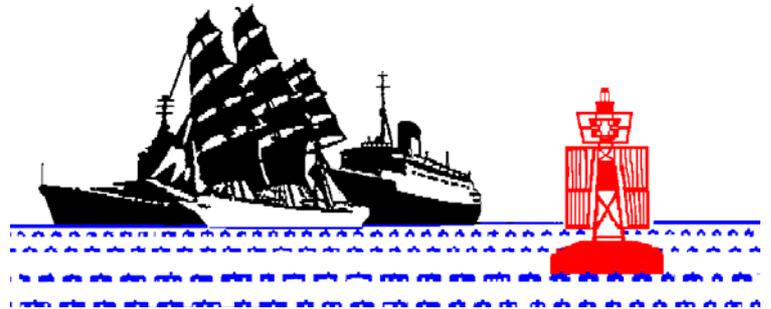


# Black Jack

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY  
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Summer 2012



No longer under threat!!! Plans for the demolition of both iconic 1930s-built gateways to the Western Docks – No 8 seen above on Herbert Walker Avenue and No 10 by the Solent Flour Mills – have now been abandoned after the pair were accorded listed status. *Photo by Nigel Robinson*

## Black Jack - Summer 2012 No. 163

### 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  
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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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## 2012 Branch Meeting Programme

June 12th	<b>Gosport Ferries</b> – Phil Simons
July 10th	<b>My First AGM</b> – Monty Beckett
August 14th	<b>Members' Image Gallery – Our annual competition with slides and digital entries</b>
September 11 <sup>th</sup>	<b>Ocean Liners and Cruise Ships 1905 - 2005</b> – Doug and Daphne Toogood
October 9th	<b>Blue Funnel Line</b> – John Lillywhite
November 13th	<b>A.G.M. – Plus "The Start of it All",</b> Colin Drayson
December 11th	<b>At Sea in the 'Fifties</b> – Edwin Goodfellow

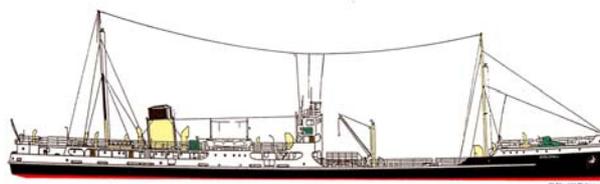
All contributions to *BJ* either by post, email, floppy disk or CD are most welcome. Any article with a connection to the Solent area would be much appreciated. The BJ Editors could reproduce magazine or newspaper articles but preference is given to articles 'by the branch – for the branch'.

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](http://www.sotonwss.org.uk)

## SHIELDHALL is sailing again in 2012!!!

**Shieldhall** complete with black hull will be sailing within the Solent on a number of cruises including trips to view the 3 Cunard Queens in June and the 7 P&O cruise ships in July plus the J-class yachts racing also in July...

Full details are on the **Shieldhall** website at [www.ss-shieldhall.co.uk/Welcome](http://www.ss-shieldhall.co.uk/Welcome)



## 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 **CMA CGM Laperouse**, **Autostar**, **Saga Pearl II**

### Berths 204 - 7 Container Ships:

APL Italy 94407/09, APL Manila 94419/09, MOL Destiny 39906/09, NYK Adonis 105644/10, Northern Jubilee 94419/09, APL Chongqing 113735/11, Rio Madeira 73899/09, CMA CGM Laperouse 152991/10, Hyundai Together 141770/12, CMA CGM Gemini 131332/11, APL Guangyang, APL Portugal 94407/09, Hyundai Tenacity 141770/12, CMA CGM Amerigo Vespucci 152991/10, CMA CGM Magellan 153022/10, Jessica B 6326/00

### Ro-Ro Vessels:

STX Chandking Rose 60396/10, Melusine 23987/99, Glorious Leader 57692/06, Euroferry Malta 21664/95, Grand Legacy 59217/09, Eridanus Leader 59637/10, Morning Composer 57542/08, Dover Highway 59030/11, Hoegh Berlin 57280/05, Grand Hero 59217/07, Pearl Ray 45376/80, Themis Leader 61804/10, Hoegh Bangkok 55775/07, Asteria Leader 63084/10, Demeter Leader 61804/09, Autostar 21010/00

### Berth 107 - 109 & No 7 Dry-dock:

Baltic Carrier 2280/97, Anastasia S 29990/04, Pacific Honor 33091/11, Burgtor 2351/89, Olza 2292/80, Union Topaz 1543/85, Helenic 2281/08, Eems Transporter 2186/05, Telamon 2492/09, Ufa 2914/97, Maria 2370/86, Swegard 2997/01, Rantum 1984/89, Metallica 3826/89, Lady Mathilde 2561/95, Capri ??, Wittenbergen 2381/92, Beaumont 2545/05, Westvoornee 2035/96, Pewsum 1960/90, Blankenese 2382/84, Siderfly 2882/85

### Berth 102 - 3:

Aristote 1426/83, Helen 1425/81

### Marchwood Bulk Berth:

Kapitan Zhikharev 2997/10, Antonia 2876/99, Kaisa 3183/05

### Berths 44 - 5:

Jan V 1749/85

### Berths 24 - 5:

Uttem 1662/93, Schokland ? /09

### Berths 36:

Abis Bilbao 2978/11, Kathy C 4151/10

### Prince's Wharf:

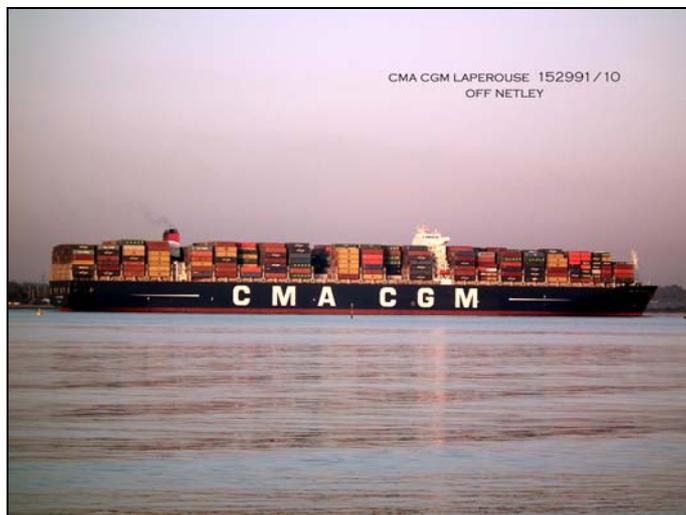
Jevenau 2452/07, Marne 2530/05, Linnau 2452/06

### Passenger Vessels:

Saga Sapphire 37012/81, MSC Opera 59058/04, National Geographic Navigator ? /82, Mein Schiff II 76522/97, Saga Ruby 24492/73, Saga Pearl II 18627/81, Silver Whisper 28258/01

### Other Cargo vessels:

Artisgracht 7949/90, Grietje 8397/00, Normed Rotterdam 8407/07, Spaarnegracht 16641/00, Norjan 8407/07, Nordkap 6204/00



# Falklands Survivors

by Bill Lawes

It seems hard to realise that the Falklands War took place 30 years ago. It is even harder to appreciate that some of the ships that took part in that conflict are still afloat, but in fact a few of them are still to be found.

**Aircraft Carriers** -HMS **Hermes** acted as Flagship for the Falklands Campaign. Even at that stage she was an old vessel originally ordered towards the end of the Second World War, but she did not enter service till 1959. It was fortunate that in 1981 she was fitted out to operate Sea Harriers, normally she carried 5 of them plus a number helicopters. When **Hermes** set out for the Falklands she carried 15 Sea Harriers plus 6 RAF GR3 Harriers and some helicopters. She remained in use for a short time after the Falklands, but in 1986 she was sold to the Indian Navy and renamed **Viraat**. She is expected to continue to serve in their navy for a few more years.

## **Destroyers :-**

None of the Type 42 Destroyers that operated in the South Atlantic are still in use, but **Exeter** was still laid up at Portsmouth till the end of last year. However HMS **Bristol**, the one and only Type 82 destroyer that was built, can still be seen at Portsmouth where she is moored off Whale Island as a Training Ship for the Sea Cadet Corps. Last year she completed a refit, so she should be around for a few more years.

## **Frigates :-**

This was the main type of warship involved in the Falklands war. Some had been in service for a number of years prior to the campaign but others were much newer.

The new ones were the Type 22 ships **Broadsword** and **Brilliant** they soon showed the effectiveness of their anti-aircraft missile system. In 1995 and 1996 both of these vessels were sold to Brazil. **Broadsword** becoming **Greenhalgh** and **Brilliant** the **Dodsworth**, she was taken out of service a couple of years ago, but **Greenhalgh** is still active.

The frigates that suffered most in the South Atlantic were the Type 21. This class was designed and built jointly by Vosper Thornycroft & Yarrow. Seven out of eight ships of this class were sent to the Falklands, where two, **Ardent** and **Antelope** were sunk in Falkland Sound. All of the surviving ships of this class needed extra strengthening to their hull after serving in the South Atlantic. In 1993/4 the Type 21 frigates were sold to Pakistan where **Active** was named **Shah Jahan**; **Alacrity** - **Badr**; **Ambuscade** - **Tariq** and **Avenger** - **Tippu Sultan**. This last named vessel was in the Solent for the Trafalgar 200 celebrations. All of the ships are still in service with the Pakistan Navy.



**Tariq** ex HMS **Ambuscade**

None of the **Leander** class frigates that sailed to the Falklands are still around. One of the saddest tales is of HMS **Plymouth**. She was one of several of the older Type 12 frigates that served in the Falklands. She had a very tough time and was lucky to survive, but she made it back to the UK where she stayed in service till 1988, the last of her class to be decommissioned. There was a lot of effort to try to preserve her and in 1990 she was moved to Glasgow then to Birkenhead where, with other vessels she was part of the Warship Preservation Trust. Unfortunately after a few promising years the Trust closed in 2006 due to redevelopment plans in Birkenhead. Attempts were then made to move the ship to Plymouth and to set up a preservation trust there, but neither the Commercial Port Authorities nor the City Council were ready to assist in such plans. Therefore **Plymouth** remained in the back waters of Birkenhead and it was in March of this year, 2012, that it was announced that she will most likely very soon be towed to a foreign port to be broken up.

## **Submarines :-**

Four submarines were deployed to the South Atlantic **Conqueror**, **Courageous**, **Valiant** which were all Nuclear Fleet Subs. and the conventional Patrol submarine **Onyx**. Of these two are still around. **Courageous** is on display within the Devonport Naval base where she can be visited by prior arrangements and **Onyx** is at Barrow where there is the possibility of opening

her to the public. No doubt the other two submarines are tucked away at Rosyth somewhere until some way of disposing of them is determined.



HMS *Courageous*

#### Royal Fleet Auxiliaries (RFA)

This category covers a range of vessels from Tankers, Supply Ships and other types.

The only tanker from the Falklands conflict to still be in service is the *Blue Rover*. In 1993 she was sold to the Portuguese Navy and renamed *Berrio* and is still listed as being in service. Her former sisters *Black Rover* and *Gold Rover* are still in use with the RN but neither of them went down to the Falklands.

Two of the Supply Ships *Fort Austin* and *Fort Grange* are still serving with the RFA. The second is now named *Fort Rosalie*, this was to avoid confusion with a newer vessel called *Fort George*.

Both of the Falklands vessels are likely to be taken out of service fairly soon.

One remarkable RFA that is still around is the *Sir Tristram*. This former Landing Ship was at Bluff Cove with her sister *Sir Galahad*, but although severely damaged she was brought back to this country and virtually rebuilt. All of the other ships of this type disappeared several years ago, but *Sir Tristram* is currently moored in Portland Harbour where she is used for training purposes.



RFA *Sir Tristram* at Portland

#### Mine Counter Measures Vessels (MCMV)

Throughout the Falklands Campaign there was the threat of mines being laid around the Islands by the Argentinians so it was thought essential to send mine counter measures vessels to the area. Initially the trawlers that had been requisitioned were to be used for this duty in addition to the many other tasks they were asked to perform.

After the conflict finished this risk was still thought to be there, so two of the "Hunt" class MCMV's *Brecon* and *Ledbury* were dispatched to the area. These two ships were the first of the class to be constructed by Vosper Thornycroft. *Brecon* was completed in 1980, *Ledbury* in 1981, so they were both very new vessels when they were dispatched to the South Atlantic, no doubt a good test of their capabilities. Whilst in the South Atlantic the requisitioned *St. Helena* acted as the support ship for these two vessels.

*Brecon* was withdrawn from service in 2005, but is still used as a seamanship-training vessel at HMS *Raleigh* at Torpoint. *Ledbury* is still in active service with the RN. Although these two ships were not in the Falklands area until the hostilities had finished they were still a vital part of the overall pattern of variety of vessels that were dispatched to that area.

#### Offshore Patrol Vessels:-

These two vessels, *Dumbarton Castle* and *Leeds Castle* were amongst the smallest vessel sent to the South Atlantic where they full-filled a number of different functions. At home they carried out tasks in the North Sea and Fishery Protection duties. They were taken out of service a few years ago, but in 2010 they were sold to Bangladesh and renamed *Bijoy* (left for Bangladesh Nov. 2012) and *Dhaleshwari* respectively (left May 2011). They should remain in service for several more years.

### **Ships Taken up From Trade ( STUFT)**

During the Falklands War the MoD requisitioned 54 merchant vessels for a wide variety of uses, tanker, supply, minesweeping, troop transport, tugs etc. Remarkably a few of these are still around, and even more surprising is that at least two of them still play very important roles in the RN: -

**Contender Bezzant** - she was taken up to be used to transport 4 Chinook and 2 Wasp helicopters to the Falklands following the loss of **Atlantic Conveyor**; on the way south she picked up 3 more helicopters and 4 Harriers at Ascension Island. Although she reached the Falklands just after the hostilities finished the aircraft were still very useful. She returned to Southampton carrying some of the aircraft that had been damaged while in service. Her usefulness to the Navy was obvious so in 1984 she was sent to Harland & Wolff for conversion to an Aviation Training Ship and given the title RFA **Argus**. The work took four years and she reappeared with a flight deck 372 ft long and with a concrete layer 5ft thick under it, this was provide the ship with the necessary stability to operate helicopters. In 2001 **Argus** was converted to a Primary Casualty Receiving Ship and in 2007 upgraded again with a 100-bed hospital and 3 operating theatres. The ship can still carry out the helicopter training duties as a subsidiary role and can carry up to 6 Sea King helicopters. For this task she still has a lift abaft the funnel. **Argus** is expected to remain in service till 2020. Without her call up to serve in the South Atlantic one wonders if she would ever have evolved into such a useful vessel.



RFA **Diligent**

A second commercial vessel taken over by the navy is RFA **Diligent**. In 1982 she was **Stena Inspector**. She and her sister **Stena Seaspread** were both multipurpose support vessels for the North Sea oil operations. They were sent to Falklands area to act as Fleet Repair ships, as such they carried out a number of very essential tasks in very difficult conditions. The efficiency of their task inspired the Navy to purchase **Stena Inspector** in 1983 and fit her out to be used as a Forward Repair Ship equipped with a large workshop, extra accommodation, extensive lifting equipment and overside supply systems for electrical power, water, fuel etc. Another interesting aspect is that with the use of 4 anchors, thrusters and her main engines she can maintain in position to within a few metres in up to a Force 9 conditions. In recent years RFA **Diligent** has been based in the Gulf acting as support ship for the Mine Counter Measures Craft stationed in that area. **Diligent** is expected to remain in service for another year or two.

With thanks to "Ships Monthly" I can also say that two of the ferries taken up to transport troops and supplies to the Falklands are still in service, they are **Nordic Ferry** which carried the heavy weapons and military stores for the 5th Infantry Brigade via Ascension Island then straight into San Carlos Water, and **Tor Caledonia**, she carried equipment and personnel for an army Rapier Missile battery, but didn't arrive at the Falklands till the campaign was over. Both of these vessels are now operated by Corsica Ferries with the names **Strada Corsa** and **Strada Gigante**.

One other very well known **STUFT** ship is still around. I sure everyone knows that **Queen Elizabeth 2** is still moored in Dubai, but what will be her future?

If anyone knows of any other Falklands ships that are still around please let the Editors of *Black Jack* know.

# Three *Queens* gather for Diamond Jubilee

An early-morning arrival for Cunard's three *Queens* on the occasion of Her Majesty's Diamond Jubilee on 5th June 2012



First to arrive was **Queen Mary 2**, with a more than enthusiastic tug washing her foredeck!!! A large banner of congratulation was placed over the illuminated name of the ship, below the funnel.



Cunard's flagship, **Queen Mary 2**, was then followed up river by her two younger and smaller sisters, **Queen Victoria** (left), and **Queen Elizabeth** (right).



After turning round at the Upper Swinging Ground, **Queen Mary 2** then passed her two siblings, presenting onlookers with the opportunity to photograph all three ships together. Dismal weather forced the cancellation of the Red Arrows Display Team, but was not enough to make the fireworks a damp squib.

*All photos M. Lindsay*

# A - Z OF SAIL

by Michael Page

## “O” is for the “OOSTERSCHELDE”

The **Oosterschelde** is the last of a very large fleet of 3 masted sailing ships that sailed under the Dutch flag at the beginning of the 20<sup>th</sup> Century.

The name **Oosterschelde** is taken from the river that rises in France runs through Belgium and the Netherlands into the North Sea in Zeeland. . At this point there is a very large Estuary and after the floods of 1953 it was decided to close off the river by a dam and barrier.

Since May 2008 this whole area has been designated a National Park.

She was built in 1917/18 in the Netherlands at the order of the Rotterdam Shipping Co “Haas”.

As a freighter she carried cargo including bricks, herrings and bananas.

In 1921 she was sold, changed hands 3 times and converted to a motor-sailer before being bought in 1988 and then restored to her former glory.

The Rotterdam Sailing Ship Foundation was instituted in 1990 to support her restoration.

She was officially re-launched in 1992 by Her Royal Highness Princess Margriet, and is now an active participant in the Tall Ship sailing scene, and also taking fee paying guests on sailing trips around the world.



**Oosterschelde** under sail

### Principal Dimensions:

LOA = 50 metres.

Beam...7.5 metres.

Draft....3 metres.

Home Port...Rotterdam.

Sail area..895 sq metres.

Crew 5-8.plus passengers

Mast height 36 metres.

Class “B” 3 masted Topsail  
Schooner