

# Black Jack

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY  
[www.sotonwss.org.uk](http://www.sotonwss.org.uk)



Issue No: 179

Summer 2016



*It is now 50 years since the infamous seamen's strike of summer 1966. It is also 50 years since Kloster's ferry **Sunward**, seen here at 49 berth, ran a short-lived service to Lisbon, Gibraltar and Casablanca before going to Miami and becoming the first ship of what is now the very successful Norwegian Cruise Line (NCL) and one of the precursors of today's world-wide cruise industry. Other ships in the picture laid-up due to the strike include **Queen Mary** and **Reina del Mar** in the Ocean Dock and **Southern Cross**, **Franconia**, **Capetown Castle** and **S A Oranje** on the Itchen Quays – see also page 6.*

*Photo: from **Sunward** builder's brochure - Nigel Robinson collection*

## Black Jack – Summer 2016 No.179

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

#### Editorial contact:

Nigel Robinson  
2 Glencarron Way  
Bassett  
Southampton  
SO16 7EF      023 8079 0876  
email: [gillrobinson@freenetname.co.uk](mailto:gillrobinson@freenetname.co.uk)

## 2016 Branch Meeting Programme

- June 14th      **Teignmouth and Devon Shipping**  
David Walker
- July 12th      **British India Line – part 1**  
Trevor Cox
- August 9th      **Southampton Branch Digital Photo Image Competition**
- September 13th      **Southampton's Dry-docks & Slipways**  
Colin Drayson
- October 11th      **Memories of Past WSS AGMs**  
Phil Simons
- November 8th      **Southampton Branch AGM plus 80<sup>th</sup> Anniversary of the Queen Mary**  
Mick Lindsay
- December 13th      **Island Hopping**  
David Oldham

**Plus the Annual Branch Cruise on Saturday 25th June, 11am – 6pm departing from Ocean Village. £20 payable to Treasurer Andrew Hogg at the June Branch meeting or by post - see address opposite.**

#### Dates for your diary:

#### Gravesend Meeting

Krispen Atkinson has started to make preparations for this year's South East Social to take place at the St. Andrew's Art Centre, Gravesend on **Saturday 8th October**. Further details to follow on - <https://wsssoutheastsocial.wordpress.com>

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

Southampton's title as the UK's premier cruise port has been clearly demonstrated as the first half of the year the port has played host to no less than three brand new cruise ships.

The first new cruise ship to call was Royal Caribbean's **Ovation of the Seas**, which arrived from Germany on 10 April. Built by Meyer Werft in Papenburg she is the third of RCL's Quantum class ships.

After a number of mini cruises from Southampton on the 3 May **Ovation of the Seas** set sail on a 52-night Global Odyssey cruise, with the ships ultimate destination being Tianjin China, where she will operate a series of cruises to various Asian destinations. During the winter of 2016-17, she will be based in Sydney Australia.



*Ovation of the Seas seen departing Southampton 14 April*

The second new cruise ship to make her maiden call in Southampton was the radical looking **AIDAprima**. Ordered by German cruise operator AIDA she is the first of two Hyperion class cruise ships being built in Japan by Mitsubishi Heavy Industries at their Nagasaki shipyard. Ordered in 2011 she was originally due for delivery in March 2015 but due to a number of technical issues her delivery was delayed until this year.



*AIDAprima arriving for the first time early on 27 April*

The third cruise ship **Harmony of the Seas**, arrived early 17 May. Built by STX in St.Nazaire the Royal Caribbean ship is the third Oasis class ship and currently holds the record as the world's largest cruise ship with a passenger capacity of around 6,400.

After her arrival she remained at 101 berth until 20 May when she departed on the first of a series of three shakedown & mini cruises which included a four night cruise to Rotterdam. Then on 30 May she departed on her official maiden cruise to Barcelona where she will be based until November, after which she will head across the Atlantic to Fort Lauderdale.



*Harmony of the Seas seen arriving early on 17 May*

### **Hot off the Press !!!**

### **Container Service Changes**

Today while writing the latest update it has been announced by Maersk & MSC that their current Asia-Europe services will be revamped, and this will mean the SWAN service will stop calling Southampton and be replaced by the AE6. This will mean the triple E and similar sized MSC vessels will not call and will be replaced by four of Maersk's E class, together with a number of 14,000TEU vessels from both lines, at present it looks like the changes will happen from July onwards.

*Until next time..... keep ship spotting*

*All photos by Andrew McAlpine*

Another in our series of articles about marine artists:

## **Odin Rosenvinge** 1880 – 1959

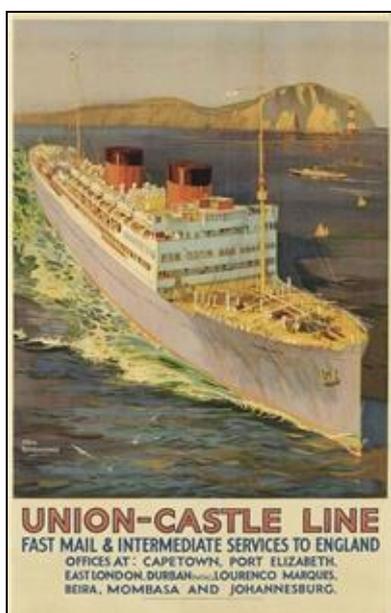
by **Nigel V Robinson**

Odin Rosenvinge was born in 1880 in Newcastle and was of Danish descent – his father was a businessman in shipping. Upon completing his education he spent a short time as a trainee reporter. He then took a job with a commercial art and printing firm in Leeds and also began his marine paintings. He married Mildred Urwin in Newcastle in the Spring of 1907 and then at the age of 32 he moved to Liverpool and joined Turner and Dunnett who worked for all the major shipping companies. Here his assistant was Walter Thomas another well known marine artist and there is often quite a similarity in their styles.

During the First World War Odin Rosenvinge served in the Middle East afterwards returning to his old employment. In the 1930's his employers went into liquidation and he then turned freelance, and further developed and consolidated his career as a notable and much admired poster and postcard artist.

In the 1911 census he and his wife are living in Formby, Lancs with a 2-year old son Erik. Later Odin and Mildred lived at Rock Ferry on the Wirral. Odin Rosenvinge died in hospital at Tranmere on 4 September 1959 – Mildred had sadly predeceased him in 1954 at the age of 72.

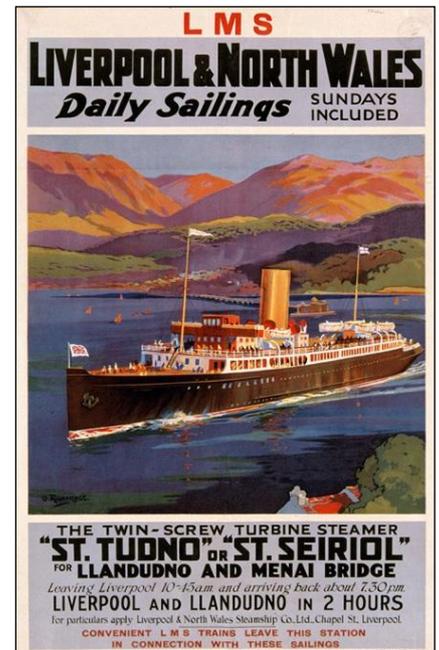
Although not perhaps as well remembered as some of his contemporaries he turned out quality and distinctive work much of which is now very collectable. One of his distinctive trademarks was that of using brighter colours particularly orange in his skies, something which he seems to have developed in the 1920s following his time in the middle-east.



*Union-Castle Line poster*



*Two fine Rosenvinge paintings of Cunarders - an earlier painting of **Mauretania** (above right) whilst that of **Franconia** (right) well shows his later "addiction" to orange skies.*



Above - a fine painting of *Aquitania* at New York and (right) a colourful poster for showing the *St Tudno* of the Liverpool & North Wales SS Co.

## Bits and Pieces

The new Port Director for Southampton took up post on 9th May – Alastair Welch has extensive experience of the transport sector, including Heathrow’s Terminal 4 and London Southend Airport.



*Ocean Dream* (ex *Sun Princess*, *Starship Majestic*, *Southern Cross*, *Flamenco*, *New Flamenco*, *Flamenco 1*, *Spirit of London*, laid-down as *Seaward*) capsized and sank in shallow water off Laem Chabang, Sri Racha, Thailand on 27 February 2016 after having been abandoned without crew or maintenance for about a year.

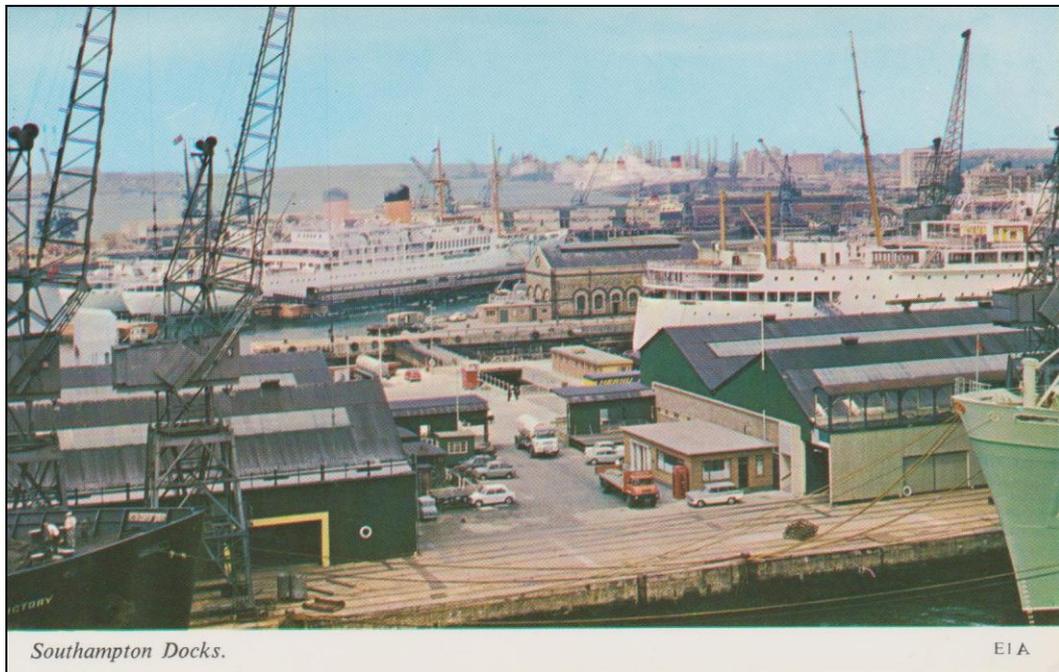
*Spirit of London*  
Nigel Robinson collection

Red Funnel’s plans for redevelopment of their East Cowes terminal have been refused – it is reported that this may also affect the plans for the new Southampton Terminal.

Meanwhile Wightlink have at last announced the order for the new ship for the Portsmouth - Fishbourne car-ferry service. She will be built in Yalova, Turkey at the Cemre Shipyard. Now due in 2018 she will be able to carry 1000 passengers and 178 cars and will use new double deck ramps at both terminals - in readiness the 2001 built *St Clare* was modified at Falmouth over last winter.

*Shieldhall*’s sailing season commenced 4 June following her early May dry-docking in Falmouth; mv *Balmoral* visits the area in June, July and September and ps *Waverley* will also be here on the south coast as usual in September.

On Friday 13 (!) May the Hythe ferry *Uriah Heep* struck Hythe Pier at the end of a late evening run due to a mechanical problem and strong winds. The wheelhouse was damaged and members of the crew suffered minor injuries. *Uriah Heep* was towed to Hamble for repairs. White Horse Ferries are running an internal investigation alongside the Marine Accident Investigation Branch, which could take up to six months.



A postcard view of Southampton Docks in the seamen's strike of 1966 looking the other way from the one on the cover. In view are **Golfito** and **Camito** at berth 50, **Andes** in the No 6 Trafalgar Dry-dock and **Carmania** to the right on 46 berth - bottom left is **Choctaw Victory** at 47 berth (she was an American ship and not involved in the strike). In the distance in the Western Docks are **Edinburgh Castle**, **Good Hope Castle** and **Reina del Mar** triple banked at 101 berth, **Canberra** and **Arcadia** double banked at 102 berth, **S A Vaal** at 104, and **Queen Elizabeth** at 106 .

Other notable ships in port over the time included **Windsor Castle** in No 7 KGV Graving Dock, **Caronia** at 40 berth, **Pendennis Castle** at 38-9 berth, and **Southampton Castle** at 35. Further vessels included **Clan Robertson** at 34 berth, **Chicanao** at 37 berth, **Roxburgh Castle** and **Rowallan Castle** double berthed at 43 berth behind **Queen Mary**, and **Port Lyttleton** outside **Carmania** at 46 berth. Note that some of the laid-up ships were moved around during the strike to keep berths free for visiting ships not involved.

## A "Local" ship a long way from home ?

by Bill Lawes

Recently we completed a trip which included a passage through the Panama Canal from East to West. Towards the end of the cruise we called into the relatively small Puerto Quetzal of Guatemala. This was a port that only supplied the quays, no other equipment was available to handle any cargo brought into it. We obviously looked at the other vessels in the port as we went ashore, and we were surprised to see a ship registered at Cowes. She was **Jasmine C** one of Carisbrooke Shipping's vessels. We also saw that she was unloading several military vehicles - of the heavy type. This was a good illustration of why these vessels have particular design features. Although classed as "General Cargo" vessels their holds and the hatch covers can carry containers. The two cranes fitted are also capable of lifting items of that weight, they are classed at a maximum capacity of 80tons. Therefore these heavy lorries could be unloaded by the ship.



Seeing the **Jasmine C** in a location like this gives an indication of the duties ships of this type have to do, and it shows the travels they have to complete. There was no way we could ask where the military vehicles came from, but they were obviously second-hand. To us, seeing the way this vessel was working, was a reflection of the older days, when *tramp steamers* travelled around the World so that they could pick up cargos and carry them from one location to another.

**Jasmine C** was built by Jiangsu Yangzijiang, China and completed in 2010 with a tonnage of 9530g. It was certainly an interesting experience to see her so far from home.

# Colin's Southampton Memories

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

*Uganda & Nevasa in the Western Docks*



*Windsor Castle & SA Oranje*



*Windsor Castle & S.A.Oranje  
in the Western Docks*

*Queen Elizabeth 2 In No 7 drydock*



*All photos Colin Drayson collection*

# A – Z of Sail

by Michael Page

## For the letter “E” I have chosen the ELISSA

The *Elissa* is a 3 masted iron plated barque and is now finally sailing under the flag of the United States of America, She was built in 1877 by Alexander Hall & Co of Aberdeen Scotland, with a raised quarterdeck of 34 feet, a forecastle of 19 feet, and with a main mast height of 99' 9".

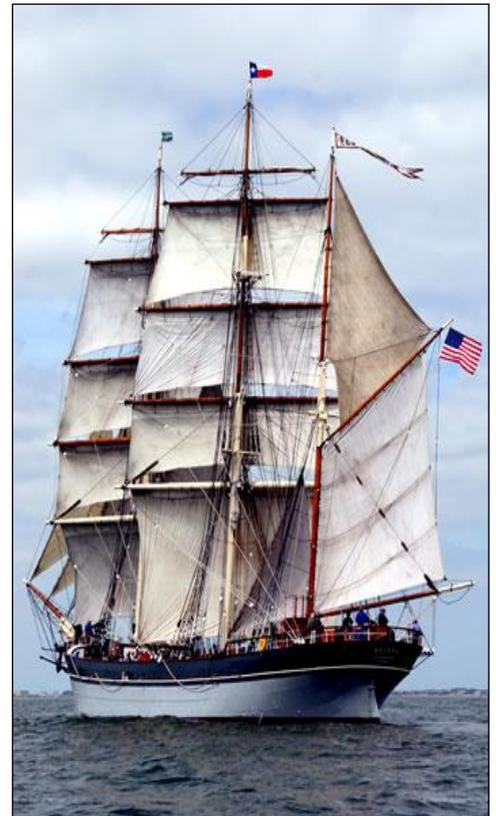
The name *Elissa* was apparently taken from the epic Roman Poem “The Aeneid” which tells the story of the tragedy of Dido, Queen of Carthage. Dido was originally a Phoenician Princess named Elissa who fled from Tyre to Africa and founded Carthage.

She was launched in 1877 for Henry, F. Watt of Liverpool, as a cargo carrying barque under the Norwegian flag. In 1897 she was sold and renamed *Fjeld* after the new owner, and was engaged in the South American trade. In 1912 was sold again and renamed *Gustaf* under the Swedish flag and in 1930 was bought by Gustav Eriksen and flew the flag of Finland. Over this time her rig was altered many times and she was variously a schooner and a barquentine and eventually had an engine installed, her masts removed and became a motor cargo ship.

In 1959 she was sold to a Grecian owner and renamed *Christophoros* and she sank as low as she could go, dismasted, blunt of bow and used for smuggling cigarettes between Yugoslavia and Italy. In 1970 she was seized by the Greek authorities and held in Piraeus harbour and renamed *Achaïos* ready for scrapping. But she was then bought by Marine Archaeologist Peter Throckmorton having been renamed *Pioneer*. However with urgent repairs needed she was finally bought by a new owner in Galveston, USA – restored she made her first voyage under sail in 1985. When not sailing she is now open to the public at Texas Seaport Museum in Galveston.

Sail area .....12,000 sq feet - 19 sails.  
LOA.....205 ft.  
Beam.....28 ft

Draught.....10 ft.  
Tonnage.....620  
Sailing crew..... 40



Two photos of *Elissa* as she is today fully restored and sailing.