

Black Jack

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



Issue No: 187

Summer 2018



*It is almost 70 years since the completion in December 1948 of the notable Cunard dollar earning Atlantic liner/luxury cruise ship **Caronia** - "the Green Goddess". She actually left Southampton on her maiden voyage on 4 January 1949. Laid up in November 1967 she was sold in May 1968 for delivery on 26 July 1968 and left Southampton for the last time on 29 July 1968 just 50 years ago. She is seen here laid up at 101 berth on 6 April 1968.*

photo Nigel Robinson

*The merchant ship featured in the WSS logo (see top of page) designed by Stuart Edgar Beck was obviously inspired by the then new **Caronia**. For more on Stuart Beck see *Black Jack* No 173 Winter 2014 page 4.*

Black Jack – Summer 2018 No.187

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**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.

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2018 Branch Meeting Programme

- June 12th **European Mini-cruises** *David Walker*
July 10th **A Unique Survivor – HMS Monitor (M33)**
David Lester
August 14th **London Docks in the 1970s** *Ian Wells*
September 11th **Ipswich & River Orwell** *Derek Sands*
October 9th **British India Line – part 1** *Trevor Cox*
November 13th **Southampton Branch AGM and
Southampton Digital Photo Competition**
December 11th **Krispen’s Travels** *Krispen Atkinson*

The Southampton Branch Annual Cruise will take place on Saturday 14th July 11.15am to 6.15pm departing from Town Quay (Hythe Ferry Terminal) The cost will be the same as last year at £20.

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 latest notebook from the port of Southampton. Since the last notebook we have seen a number of maiden calls of both container and cruise ships.



The first new vessel to visit the port was the ULCV **CMA CGM Antoine Saint De Exupery** which arrived 10th March. Her overall dimensions of 400m x 59m x 16m and capacity of 20,656TEU means she now holds the record of the largest containership to visit Southampton. She is deployed on CMA CGM FAL1 service which from mid-May will switch to a double weekly call as we lose the NEU3, with **CSCL Mars** making the final call 16th May. **CMA CGM Antoine Saint De Exupery** will be followed by **CMA CGM Jean Mermoz** and **CMA CGM Louis Bleriot** later this year.

left CMA CGM Antoine Saint De Exupery (built 2018) seen passing Calshot while sailing on 11th March.

March and April saw no less than three cruise ships making their maiden calls, the first was **AIDAperla** which arrived 11th March. She has replaced her sister **AIDAprima** and will be a regular visitor in 2018.

On 21st April, **Norwegian Bliss** the fourth and largest of NCL Breakaway class made her maiden call, she arrived after a two-night sailing from Bremerhaven following her delivery. She sailed the same day to make for first transatlantic crossing.



Norwegian Bliss (built 2018) seen passing Calshot 21st April



AIDAperla (built 2017) seen arriving 26th March.



During the last week of April, the port welcomed no less than three MSC cruise ships within a few days starting, with **MSC Magnifica** on 23rd followed by **MSC Preziosa** 24th and culminating with the maiden call of **MSC Meraviglia** on 26th which was making the first of four scheduled calls this year.

left: MSC Meraviglia (built 2017) catching the last light while sailing on the evening of 26th April

Other notable callers in the last few months have been **CMAA CGM New Jersey** and **MSC Oscar** 22nd February, **Maersk Ahram** 16th March, **COSCO England** 25th March, **MOL Treasure** 27th March, **MSC Uma** 29th March, **Monaco Bridge** 4th April, **Hansa Rensburg** 26th April, **Celebrity Silhouette** 28th April,

Another interesting visitor was the RoRo vessel City of St. Petersburg seen (right) arriving on 30th April - built 2010 in Japan she features a sleek semi-spherical prow designed to reduce wind resistance and save up to 800 tonnes of fuel per year.

All photos by Andrew McAlpine

Happy spotting - until next time
Andrew



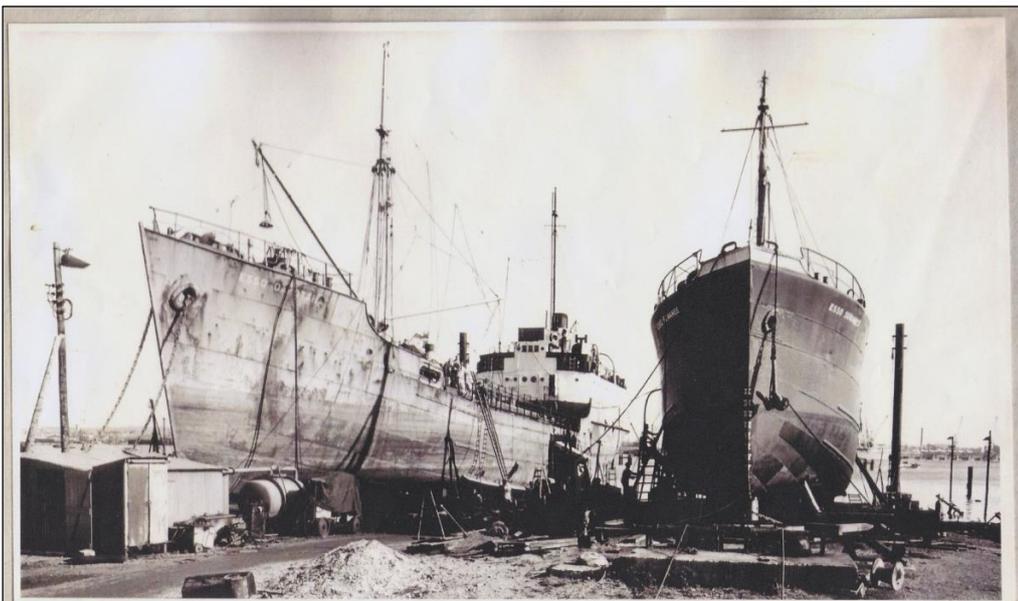
Husband's Shipyard

Mark Elliot was lucky enough to obtain these pictures of Husband's Shipyard, Marchwood some years ago and we thank him for sharing them with us.



The aerial view gives a good idea of the layout of the yard – the large tanker on the outside of the jetty is almost certainly the **Esso Saranac** 1941/8031g ex **Empire Sapphire** '46 built by the Furness Shipbuilding Co., Haverton Hill on Tees and broken up at Antwerp in 1958.

This fine old lorry was an Albion – motto “Sure as the sunrise” stylised in the sunray design on the radiator. Albion Motors of Scotstoun, Glasgow was actually owned by Leyland Motors from 1951.



The calendar page from 1957 shows two coastal tankers on the slipways - on left **Esso Dakotah** 1942/797g ex-**Empire Guwain** and on the right **Esso Suwanee** 1941/300g ex-**Empire Lad** but launched as **Empire Garnet**

SLIPWAYS
PHONE: TOTTON 2277
4 LINES

PHOTOGRAPH BY ANTON PAUL

PHONE: TOTTON 2277
4 LINES

HUSBAND'S SHIPYARD

PROPRIETORS: HUSBAND'S YACHTYARD CRACKNORE SOUTHAMPTON LIMITED
CRACKNORE HARD, MARCHWOOD, SOUTHAMPTON
SHIPBUILDERS, REPAIRERS AND MARINE ENGINEERS

MARCH 1957 APRIL

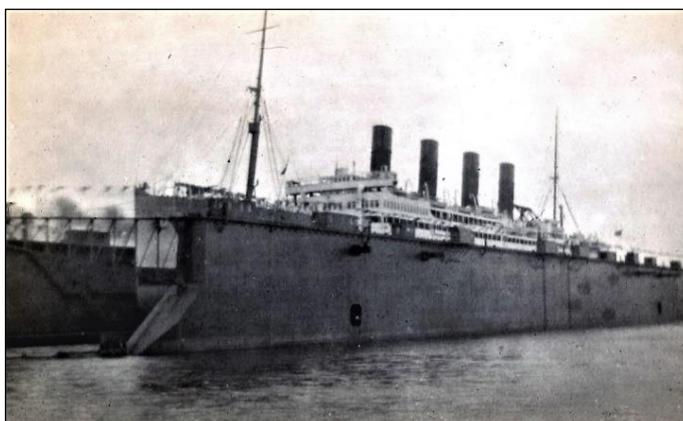
Southampton's Floating Dock

by Doug Toogood

The massive floating dock arrived in the Southern Railway Port of Southampton in April 1924; it was constructed by Armstrong Whitworth, Walker on Tyne - overall length was 960 feet and breadth 134 feet with a height of 70 feet and weighing 7,500 tons. The floating dock was designed on the modular sectional box principle, so could be extended if desired and at the time it was the largest floating dock in the world. Shaped like a giant letter U the hollow steel compartments were flooded to allow ships of up to 60,000 tons gross to float in assisted by tugs and once positioned on the blocks the dock was lifted by pumping out the water in the compartments using 14 electric centrifugal pumps and work could then commence on the vessel. The dock area of the floating dry dock covered three and a quarter acres. The area off 50 berth Eastern Docks (Old Docks), was dredged to a depth of 65 feet to enable the dock to be sunk to accommodate the largest liners such as Cunard's **Mauretania**, **Aquitania**, and White Star's **Majestic** and **Olympic**. The dock was secured to number 50 berth by means of mooring booms each 110 feet long attached to four concrete and brick dolphins, of which the dolphins still remain. The dock was opened on the 27th June 1924 by the then Prince of Wales, who sailed through on the paddle steamer **Duchess of Fife**. The dock was opened for one day for the citizens of Southampton to view the huge structure. The first liner to use the dock was the **Arundel Castle** - the ship was dressed overall to mark the occasion. The floating dry dock was in use up until the opening of the King George V in the then New Docks, now known as the Western Docks. The floating dock was laid up at 101 berth until sold to the Admiralty in 1939 becoming Admiralty floating dock number 11 - it was in use all during the Second World War and after until sold to a ship repair company in Rotterdam in 1959, and then sold on to a scrap company in Brazil in 1983. The dry dock broke up whilst being towed to Brazil in 1984. Information taken from sources including newspaper cuttings from The Southampton Echo 16.6.84.



above: three images of the surviving structures of the floating dock in 1993. photos Doug Toogood



above: **Arundel Castle** in the floating dry-dock
W H Mitchell – DougToogood collection



above: Holland America's **Nieuw Amsterdam** and **Rotterdam** in adjacent floating dry-docks of the Rotterdam Drydock Co – **Nieuw Amsterdam** on the left is in the former Southampton dock. N V Robinson collection

Bits and Pieces



Red Funnel has ordered a £10 million ro-ro freight ferry from UK shipbuilder Cammell Laird, at Birkenhead.

The new ship is designed to provide additional year-round freight capacity for Red Funnel's Southampton-East Cowes route which currently handles 53% of all freight movements across the Solent. She will be 74m long with 265 lane metres of roll-on/roll-off freight capacity and will carry up to 12 passengers. To minimise the environmental footprint, the hull shape has been designed

specifically to reduce wash and a propulsion package has been selected to make her highly fuel efficient whilst meeting the latest Tier III emission regulations. The use of proven azimuth thrusters supplied by Rolls Royce, will also make the ship very manoeuvrable.

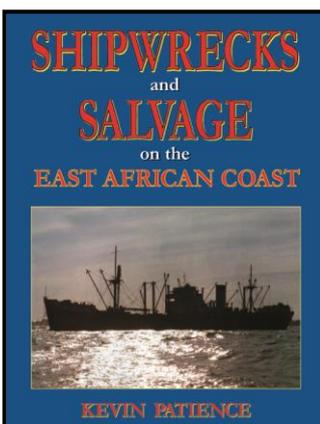
Meanwhile in March **Red Eagle** returned to service after a £3M refit which brought her into line with her sisters. Catamaran **Red Jet 7** was due to launch at the end of May at the Wight Shipyard in East Cowes and to begin sea trials and crew training at the end of June.

Victoria of White, Wightlink's new £30million hybrid battery powered ferry being built in Turkey for the Portsmouth-Fishbourne route, was launched on 7th February and is due to be delivered in July and enter service late July/early August.



The **MSC Bellissima** is to be named in Southampton on 2 March 2019. Of 171,598 grt - she is being built by STX France, Chantiers de l'Atlantique, at St Nazaire.

In March **Azamara Pursuit** ex-**Adonia** commenced her 4 month refit at Harland & Wolff in Belfast. The entire project is being managed by Co. Down-based marine fitting-out specialist MJM Group.



Last December Kevin Patience gave us a very interesting talk entitled "Salvage Master" about his work in marine salvage – Kevin now has a revised edition of his book *Shipwrecks and Salvage on the East African Coast* available. First published in 2006 the new edition 1499 - 2017 brings the dangers of this idyllic tropical region into stark reality with the addition of the latest casualties in colour not only on the coast but on the inland great lakes. Despite modern navigation facilities and accurate weather forecasts available to present day seafarers, mankind and his ships are still prone to accidents.

The book covers the 1,400 mile Kenya - Tanzania coastline from the Somalia border to the Rovuma River bordering Mozambique together with the inland lakes and a revised chapter of tugs based on the coast from 1896 to the present day...

300 pages, h/b, with over 120 illustrations in colour and 200 in monochrome with three colour maps. 17 x 24 cm. ISBN No. 978-1-5272-1430-9.

Special price inc. packing and postage £13 within UK. Overseas at cost.

Available from saburi@hotmail.com - Tel 07974 350979

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 nigelvrobison@gmail.com, on CD or memory stick, or hard copy at meetings or by post to 2 Glencarron Way, Bassett, Southampton, SO16 7EF.

Colin's Southampton Memories

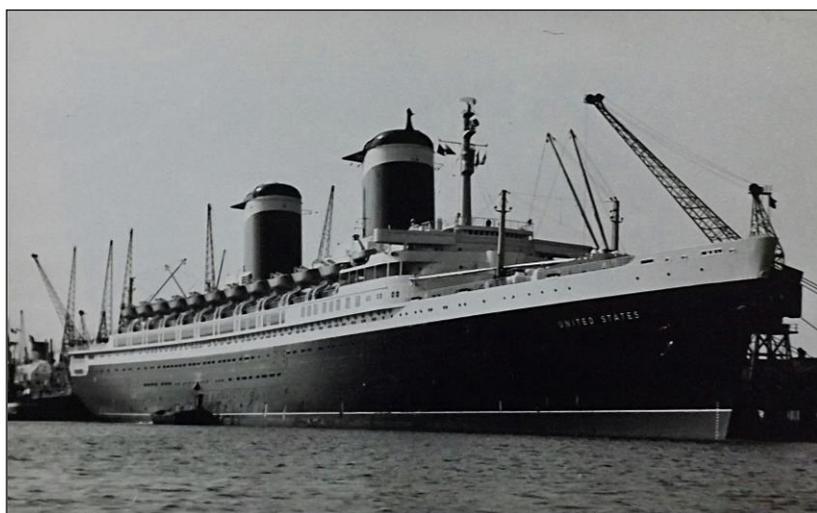
A further selection of Colin Drayson's pictures from a lifetime in and around Southampton Docks

More Liners



Union Castle's **Windsor Castle** 1960/37,640g in Southampton Water. Sold in 1977 and became **Margarita L** - as **Rita** broken up in 2005.

Royal Rotterdam Lloyd's **Willem Ruys** 1947/23,112g sailing from Southampton – sold in 1965 she became **Achille Lauro** – lost by fire late in 1994.



United States Lines' **United States** 1952/52,072g - withdrawn from service in November 1969 and is still laid up in Philadelphia.

all photos Colin Drayson collection

A – Z of Sail

by Michael Page

For the letter “L” I have chosen the LIBERTAD

The ***Libertad*** is a full rigged class “A” ship with a length overall of 104 metres, beam of 13.8 metres and a draught of 6.6 metres and flies the Argentine flag. Other details are 2655 square metres of sail - 3765 tons displacement

She was ordered and built in the 1950's - laid down December 1953 and launched May 1956 at the Rio Santiago shipyards near La Plata, Argentina, maiden voyage 1962 and commissioned in May 1963.

Libertad is the sail training ship for graduating Argentine naval cadets. She holds the record for the fastest Atlantic crossing by a sailing vessel of 8 days and 12 hours, which she accomplished in 1966.

In August 2000 the ***Libertad*** made an official visit to Southampton, which was her 34 th cruise since 1963. On this voyage as well as 25 Argentinians, she had crew members from the navies of Bolivia, Brazil, Chile, France, Germany, Italy, Paraguay, Peru, South Africa, Great Britain, the USA, Uruguay and Venezuela.

In October 2012 the ***Libertad*** was seized and held in the Ghanaian port of Tema under the terms of a court order obtained by NML Capital Ltd who indicated that they will not release the ship until Argentina repays money owed to the hedge fund since 2002 when Argentina defaulted on its debts. The Ghanaian courts backed the bond holders and also refused the ship to be refuelled consequently on 20 October the Argentine Government ordered the immediate evacuation of some 300 crew, leaving just the captain, with a few officers and men to look after the ship.

However the international courts ruled that as a military vessel she could be detained, and she was released in December 2012.

