

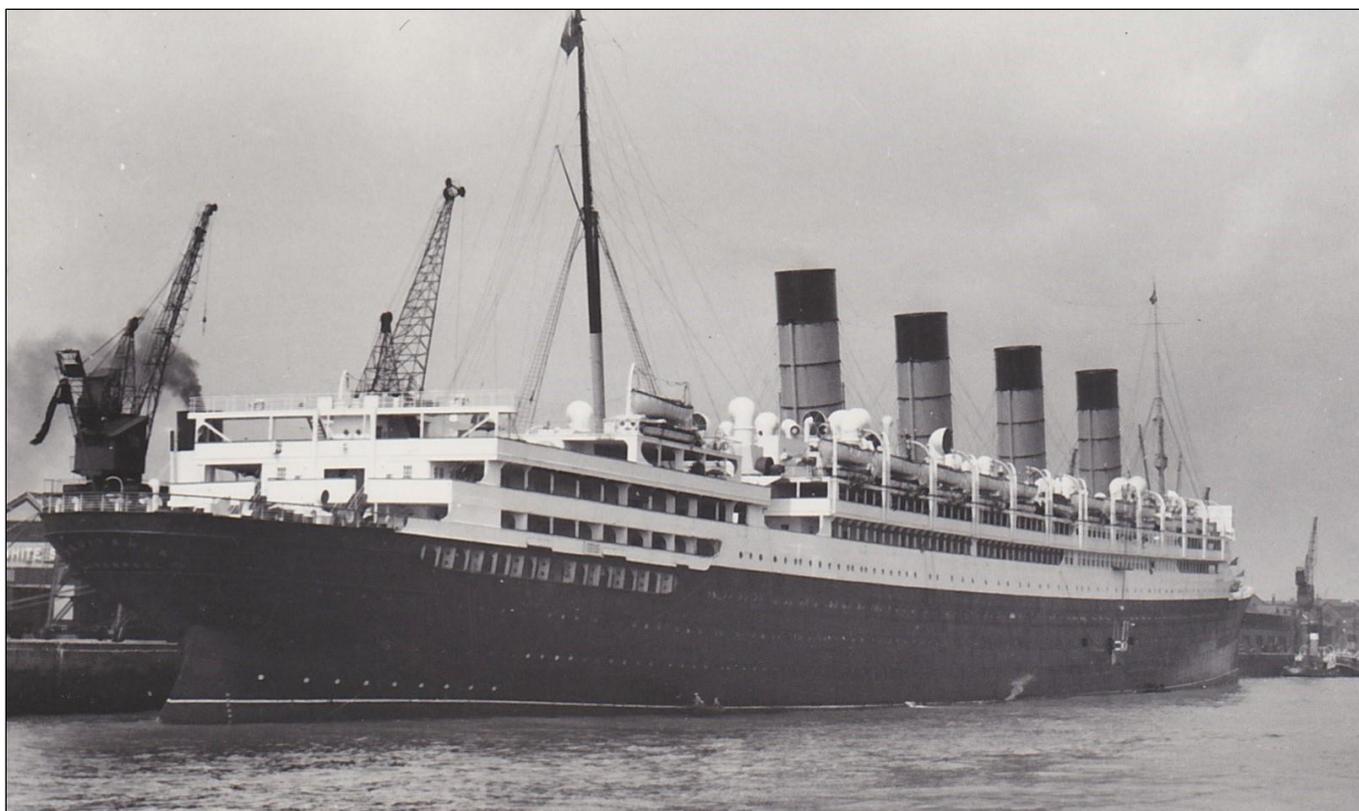
# Black Jack

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



Issue No: 191

Summer 2019



As alluded to in the Spring BJ, this month (June) marks 100 years since Cunard's first sailing from Southampton following the decision to move the UK terminal of their New York express service to Southampton. The first sailing was taken by **Aquitania** on 14th June 1919. **Aquitania** known as the "ship beautiful" is seen here at Berth 46 in the Ocean Dock – this dock originally the White Star Dock was renamed following Cunard's move south. **Aquitania**, built in 1914, had a long and successful career serving the North Atlantic service, variously as an armed merchant cruiser, troopship and hospital ship in WWI, a troopship in WW2 and completed her career in the late 1940s repatriating troops, taking emigrants to Australia and GI brides to a new life in America. She left Southampton for the last time on 19 February 1950 and was broken up at Faslane.

photo Nigel V Robinson collection

## Black Jack – Summer 2019 No. 191

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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.

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### 2019 Branch Meeting Programme

June 11th	<b>Personal Voyages – Part 3</b> <i>Andy Starstein</i>
July 9th	<b>2 members mini-talks (1 hour each)</b> <i>John Davidson &amp; Bill Lawes</i>
August 13th	<b>London Docks – Part 2</b> <i>Ian Wells</i>
September 10th	<b>Southampton Docklands</b> <i>Colin Drayson</i>
October 8th	<b>John Havers Collection memories</b> <i>Neil Richardson</i>
November 12th	<b>Southampton Branch AGM &amp; Digital Photo Competition</b>
December 10th	<b>Bert Moody Collection Miscellany</b> <i>Paul Gosling</i>

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This year's Southampton, South Coast & Isle of Wight Branches' Tripartite Meeting will be held in the Kinkead Room at Calshot Activities Centre on Saturday 29th June from 11.00 to 15.00hrs. During the day some activities are arranged, with a Sales Table, a running film show, a short talk from the RNLI on their Calshot Station, and possible visits during the day for small parties of members to the Calshot Lifeboat Station, and also possibly to the NCI Coastguard Tower if arrangements can be finalised. Also during the course of the day, apart from the hoped for shipping movements including 5 cruise ships sailing. the Lifeboats and Coastguards, will be quite active owing to Round the Island Race activities. Tea, Coffee and biscuits available "on tap", plus a mixed Buffet Lunch will be served between 12.30 and 13.00hrs free to all members who are attending .

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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.

It is that time of year when the cruise ships are returning for the summer season.

With some regulars still to return. At the time of writing **AIDAPERLA** had just made her first call of the year.

left: **AIDAMARA** (built 2007) made a number of weekly calls ahead of **AIDAPERLA**'s arrival 6th May.

A number of bulk carriers have called over the last couple of months; here is a selection:



**IVS Wentworth** (built 2015) seen passing Calshot 19th March



**Pebble Beach** (built 2013) seen 10th April



**Christos Theo** (built 2010) seen 27th April



The COSCO bulker **Yuan a Hai** (built 2009) seen 5th April. Note the fire appliances on the quay, the previous evening while loading a fire was reported in one of the holds containing around 7,000 tonnes of scrap.



On the container side, a new weekly Russian feeder service operated by COSCO started calling in March with the feeder vessels **Escape** and **Navi Baltic** deployed. **Ever Lifting** has replaced her sister on the ATA Atlantic service, and we are due to receive more calls from ONE's magenta ships including **ONE Hammersmith** and **ONE Aquila**.

left: **Ever Lifting** (built 2015) and **YM Wisdom** (built 2019) seen making their first calls 20th April

Happy spotting until next time  
Andrew

## SOUTHAMPTON'S SF PANTHER

by Barry Peck

The article by David Hornsby in the Autumn 2018 Black Jack which featured the Viking III which later became the third **Terje Vigan** stirred memories as another Southampton based ship became the second **Terje Vigan** (note slight variation in spelling). The name comes from a poem written by Henrik Ibsen in 1862 based on a true story of a seaman on the Skagerrak during the Scandinavian war at the beginning of that century.

In 1965 TT Linie of Hamburg built their first **Peter Pan** at Lubeck for their Baltic Travemunde – Trelleborg route. In view of the needs of the route in winter she was Ice Class II which was to prove very useful eleven years later. By 1973 the traffic on the route had increased beyond the capacity of the ship and she was put up for sale, being bought in August 1973 by P&O Southern Ferries and renamed **sf Panther** to start a new route from Southampton to Pasajes in Northern Spain, operating from what was number three berth in the Princess Alexandra Dock, now part of Ocean Village.

The introduction of a route to Northern Spain was ahead of its time, and in addition the published schedule was too fast for the passage through the Bay of Biscay and the ship was rarely on time, and by the autumn of 1975 it was decided to close the route. However, P&O Ferries had also decided to convert the Aberdeen – Lerwick route to ro-ro service and the vessel would be ideal for this, the only drawback being that the Aberdeen and Lerwick berths would not be ready until the spring of 1977. The vessel was therefore advertised for charter until March 1977.

Going back to 1961, Jens C Hagen's Da-No Line of Norway had started a route from Aarhus to Oslo which proved very popular. However, the vessel used, the Norwegian flagged **Holgar Danske**, was eventually too small, and in February 1974 Da-No shifted the ship to their Fredrickshaven – Oslo route. The Aarhus route was still viable and Da-No went into a partnership with J A Reineke of Hamburg with Da-No running the freight and passenger operation ashore and Reineke providing the ship and crew as ship operator. The ship was the first **Terje Vigan**, German flagged with German deck and engine officers and crew and the hotel services department multi-national, many off the international pool. The German flag and Hamburg registry was a mistake, as with memories of the 1940s



above: **sf Panther** with artist changes for **Terje Vigan**



above: **Holgar Danske**



**Terje Vigan** (1), became **Armorique**

that Reineke and Da-No were in a partnership is the explanation why when this period is written about it is usual for the charterer to be stated as Da-No, but that is not so. The charter was with Reineke as the ship operator. The ship went into a refit in Falmouth and in December 1975 went to Aarhus as the second **Terje Vigan** though still registered in Southampton and with the British deck and engine officers and crew. The hotel services crew transferred across with their stores and the ship took over the route, sailing from Aarhus at 1600 Thursday, Saturday

still fresh many Scandinavian passengers would not use it. By the autumn of 1975 it was therefore decided to sell the ship and operate with chartered vessels. The ship was sold to Brittany Ferries and became their first **Armorique**.

This is where the two stories converged. P&O wanted to charter out the **sf Panther** and as Reineke was originally a partner in TT Linie they knew the ship well. The fact

and Monday, arriving Oslo at 0800 and sailing back 1600 Friday, Sunday and Tuesday. Wednesday was a layover day in Aarhus apart from July/August 1976 when sailings were daily.

With the combination of British and multi-national crews there was a potential conflict of cultures that could have resulted in a very poor relationship. This was realized by both sides from the outset and immediate steps were taken to avoid it, a major item being the creation of a crew recreation room open to all, with all officers invited so long as they didn't wear braid. It was a great success and resulted in a very happy and efficient ship.

The ship was a great success on the route, the sight of a Red Ensign flying over a Southampton registry being very popular with the Danes and Norwegians, and both passenger and freight bookings increased to levels previously un-obtained. One day of note was the day Southampton won the FA Cup in 1976. While the match was in progress the ship was loading in Aarhus and the commentary was piped down on the car deck, intended of course for the crew. As the cars were loaded the passengers realized what was happening and were shaking hands with the crew and singing the "When the Saints go marching in". Whilst it is impossible to quantify the value of this atmosphere was, the charterers always made it clear how much they considered the importance of it was to them.



*Terje Vigen in Oslo 10am 29-12-76*

The winter of 1976 was particularly cold, with the Oslofjord frequently with a layer of ice that needed the ship's Ice Class II construction to keep running. Out in the open water of the Skagerrak spray shipped would freeze as it hit the bridge windows with the radar scanner frozen up, and after one harsh night the forward lifeboats were frozen in their davits.

The charter ended in March 1977. The final sailing from Aarhus for the refit on the Tyne was seen off by a crowd of the local Danes that filled the waterfront. The ship went to Swan Hunter for a major refit to convert her into the **St Clair** for the Aberdeen – Lerwick route, which included items such as much larger car deck extractor fans to enable the carriage of livestock. The story of the **St Clair** is of course a completely separate story.

Finally, it must be clear to the reader that much of the above cannot be found in records, so what part did the author play in all this? For much of 1975 I was sailing as Chief Officer on the **Dragon** with Normandy Ferries. In the autumn I was moved to the **sf Panther** shortly before the

end of the Pasajes run, and stayed with the ship throughout the Falmouth refit, the passage to Aarhus and the start of the Oslo route, and remained for the duration of the charter (with some leave of course!), the passage to the Tyne and the subsequent refit. Forty years later I still remember with pleasure one of the happiest ships I have sailed on, the best team of deck officers and ratings I have had charge of, and some fine friends of varied nationalities both ashore and afloat, which in some cases I remain in contact with.

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## Bits and Pieces

This month also sees the 40<sup>th</sup> Anniversary of the trans-Atlantic liner **France** being sold to Kloster's Norwegian Cruise Line and her conversion to the highly successful cruise ship **Norway** proving that a large cruise ship could be viable and thus helping to pave the way for the huge ships of today.

Saga have taken up an option with Meyer Werft for a second new-build to be named **Spirit of Adventure** – due for delivery Summer 2020 she will follow her sister **Spirit of Discovery** which is due out in June 2019.

The Grimaldi ro-ro **Grande America** 56642/97 caught fire and sank in the Bay of Biscay on 12 March – all on board were saved. The fire started in one of the containers on board.

Red Funnel have sold their catamaran **Red Jet 3** after more than 20 years service. Built by FBM Marine at Cowes in 1998 she has passed to the Croatian company Adriatic Fast Ferries Ltd and it is proposed that she will be renamed **Adriatic Express**. She will run from Split to various outlying islands.

Stevedoring and terminal management company Southampton Cargo Handling has bought Pilgrim House in Canute Road the former Southampton office of the Board of Trade Mercantile Marine. The building was built on reclaimed land as the Eastern Docks developed in the 19th and early 20th centuries. The Board of Trade vacated the office in 1974 and it was subsequently used by commercial tenants. The building is listed and will be fully refurbished over 6 months by SCH.

# Colin's Southampton Memories

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

## Three Canary Island Tomato Carriers

Sailing from 104 berth-May 1999



*Music 1990/3764g Green Music 06*

Canary Isles Service



*Global Harvest 1993/8520g Ronda '12, broken up 2016*

River Test arrival-Canaries service



*Nagato Reefer 2000/7367g Frigo Nagato '16*

all photos by Colin Drayson

## More Bits and Pieces

The paddle steamer **Waverley** will not be carrying out any sailings this year. During the winter maintenance programme boiler problems were investigated and after extensive consultation and investigation it was concluded that the ship's boilers require replacement. A "Save the Waverley" appeal will be launched.



left: **Nando Murrau ex-St Cecilia** in Delcomar colours at Hythe 25 April 2019. photo courtesy of Peter Anthony

right: **Celebrity Edge** during her inaugural visit to the port in mid-May. photo by David Oldham



Red Funnel's dedicated freight ferry **Red Kestrel** arrived from her builders Cammell Laird at Birkenhead on 18th April and was named on the 25th by Karen George wife of Red Funnel Chairman Kevin George. So now at last Red Funnel have a **Red Kestrel** – they would have liked to name one of the three Raptor class car and passenger ferries **Red Kestrel**, but the name was not available at the time so **Red Eagle** was chosen instead.



**Red Kestrel** at 48 berth on 20th April. She entered regular service on 24th May.

photo Nigel Robinson

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](mailto:gillrobinson@freenetname.co.uk) or [nigelvrobinson@gmail.com](mailto:nigelvrobinson@gmail.com), on CD or memory stick, or hard copy at meetings or by post to 2 Glencarron Way, Bassett, Southampton, SO16 7EF.

# A – Z of Sail

by Michael Page

## For the letter “Q” I have chosen the **QUEVILLY**

This vessel was launched in 1897. Numerous sailing vessels were already engaged in the case oil trade - this was the transport of petroleum products in 5 gallon cans, packed 2 cans to a wooden case, in conventional stowage. but **Quevilly** was one of the earliest to be designed for the carriage of “oil in bulk”; in other words she was a sailing tanker, probably the very first of her kind and was built by Laporte & Co of Rouen for H.Prentout-Leblond & C Boniface of the same port.

She was a steel 4-masted barque of 3203 tons, quite a handsome vessel with a good sheer and well sparred spike bowsprit, pole topmasts and crossing royals over double topgallants.

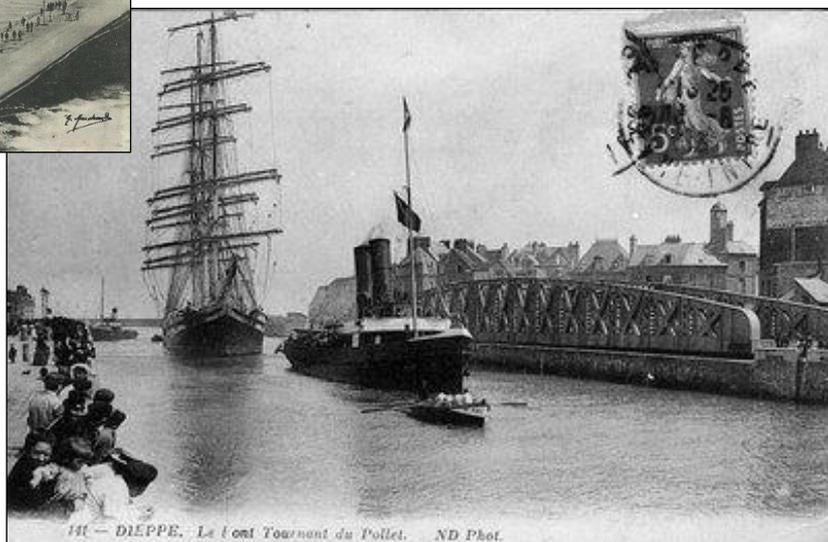
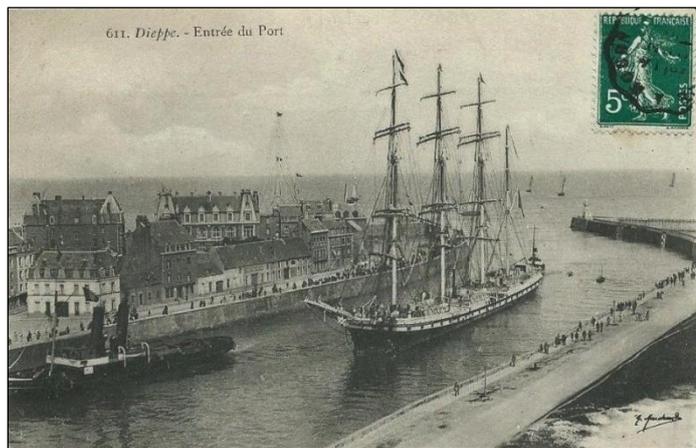
Although described as “certainly no clipper” for she was very bluff bowed, she sailed well enough in the right conditions, with at least one 17 day trans-Atlantic passage to prove it. The North Atlantic trade was her regular employment under the French flag , bringing oil from Philadelphia to either Dieppe or Rouen. In 1910 she was given two auxiliary oil engines driving twin screws. She was capable of 5 knots under power alone, but she retained her full sail-plan and it seems debatable whether the auxiliaries proved of much practical advantage.

**Quevilly** continued sailing throughout WWI although she suffered some damage early in 1917 when she was in collision off New York with a US destroyer - the naval vessel was judged to be to blame, but it is said to have been 1934 before the US government settled the claim. Later in 1917 she escaped a torpedo attack off La Pallice and had an even closer call the following year when bound towards the Azores, only getting away from her attacker under all the sail she could bear.

She remained in the Azores acting as a stationary bunkering depot until 1919 when she returned to her regular route. However by 1921 she could no longer compete with larger steam tankers and so was laid up in Rouen until sold to Norwegian owners in 1923. This proved the end of her career as a sailing vessel as she was converted to a fully-powered oil carrier. Without her masts and yards and with powerful engines and new superstructure, there was little to reveal her origins except her clipper bow.

There was still plenty of life in the old ship, and under her new name of **Deodata** she continued to carry whale oil and general oils in the Atlantic and Black Sea trades for various Norwegian owners.

This second career finished only when she became an early WWII casualty, striking a mine and sinking, fortunately with no loss of life in the North Sea in October 1939 when bound from Constanza towards Grangemouth - a sad end to an innovative design and a varied career spanning 42 years.



Two postcard views of **Quevilly** at Dieppe