

Black Jack

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SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY
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Summer 2021



*MSC Cruises new flagship **MSC Virtuosa** arriving back from her first cruise from the port on 24th May
photo Andrew McAlpine*

Black Jack – Summer 2021 No.198

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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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2021 Branch Meeting Programme

June 8th	<i>Ships on Sea Travels</i>	Dave Hawkins
July 13th	<i>Two mini talks</i>	
	Paul Gosling and John Davidson	
August 10th	<i>London Docks in the 1970s</i>	Ian Wells
September 14th	<i>Southampton Docks</i>	Colin Drayson
October 12th	<i>Personal Voyages</i>	Andy Skarskein
November 9th	<i>AGM and photo competition</i>	
December 14th	<i>Around Italy</i>	David Oldham

You will see that I have retained our meetings programme. It is hoped that we can resume our normal meetings in the summer possibly from the July meeting. We will keep everyone informed as and when the situation changes.

Branch Cruise 2021

Monday 16th August – from Town Quay departing 11.15 returning at 6.15 – numbers limited to 60. Cost £25.

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, here are some updates on the comings and goings and other news from around the port.

As we head to the Summer Southampton is set to be the epicentre of cruising for the UK as a number of lines have announced plans to cruise from the port. May saw 3 new cruise ship visits.



Disney Magic (built 1997) made her first visit on 9th May. see photo left.

MSC Cruises new flagship **MSC Virtuosa** arrived for the first time 12th May. see photo on cover.

P&O Cruise's newest ship **Iona** finally arrived 16th May and was named in the port the same evening.

below: **Iona** is seen returning to Southampton early 29th May following a brief visit to Weymouth Bay.



We have seen a number of first-time callers to the container port. On 9th March two were berthed together.

Seen below are MSC's **MSC Amalfi** (built 2014) and Hapag-Lloyd's **Tayma** (built 2012)



Right: Bulk carrier **CMB Chikako** (built 2014) seen 7th April.



until next time stay safe and happy
ship spotting
Andrew

Above: General cargo vessel **Albiz** (built 2008) seen in the KGV dock 2nd May.

all photos by Andrew McAlpine

As someone born in 'Middle England', who only came to live near the sea at Southampton in 1956, I only have vague recollections of passing Railway steamers in the former Outer Dock (now Ocean Village) at the end of the '50's from the top of a Corporation no.1 bus going to/from school via the Floating Bridges. By the time that I left school, had a camera and then a Dock Pass, the only remaining Railway ships were the small cargo-only **Elk**, **Moose** and chartered vessels operating to/from the Channel Islands from berths 22/3 in the Empress Dock.

However, I was recently given an almost pristine copy of the 178-page "**1934 Southampton Docks Handbook**" published by Southern Railway Company. The handbook is a 'snapshot' of the Port in the mid-1930's with maps, adverts and every detail of the Port infrastructure, operations and charges for just about every service or cargo. One article on the '**Southern Railway Marine Department, Southampton**' brought home just what an important part Southampton played in maritime connections with the Continent and the Channel Islands, listing 14 steamers based at the Port at that time. This information, of course, immediately led to some further research.

Southampton's earliest recorded regular cross-channel mail and passenger service was in 1781, when the Government stationed a 'swift sailing cutter' which left every fortnight for the Channel Islands. By 1818, a regular link to Havre was established by small sailing vessels, joined in 1823 by **Triton**, the first steamship. Soon after the London & South Western Railway completed the railway line from London to Southampton, the South Western Navigation Company was formed to run steamers to the Channel Islands, Havre and St Malo. In 1849, the railway company agreed to lease these steamers and in 1862 bought up the Navigation Company. From that time, the railway connection continued through L&SWR, Southern Railway and British Railways until the Channel Islands service moved to Weymouth in May 1961, followed by closure of the Le Havre and St Malo services in May and September 1964, and finally the ending of the Channel Isles cargo service in 1972.

The mid-1930's Southampton-based passenger fleet comprised:

ISLE OF JERSEY 1/1930 by Wm Denny, Dumbarton 2,143 g 306' x 42'1" twin screw, 4 Parson turbines 540 nhp, 19½ knots 1,400 passengers (154 First berthed), 60 crew. Flat bottomed for lying aground. 1937 Spithead Review; 1939 **Hospital Ship No.3** at Scapa Flow, in Mediterranean and at Normandy Landings; 1948 to British Transport Commission (BTC); 1960 sold Libya as pilgrim ship **Libda**; 1963 broken up.

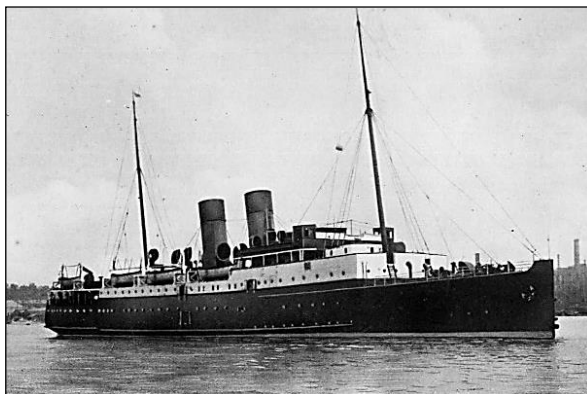
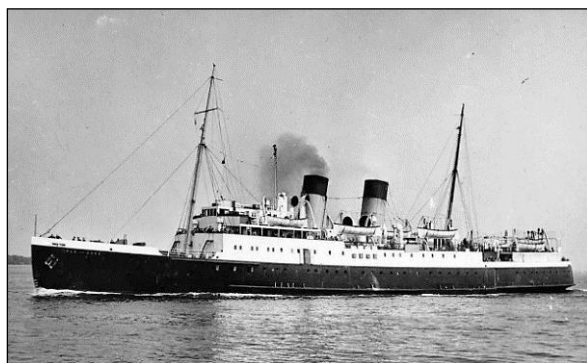
ISLE OF GUERNSEY 3/1930 by Denny – sister attended both 1935 and '37 Spithead Reviews; 1939 troop ship, then **Hospital Carrier No.26**; 1940 at Dunkirk, then target ship; 1943 Landing Ship Infantry; 1944 carried Canadian troops to Arromanches; 1948 to BTC; last of 'Isles' to leave Southampton, departing on 19 November 1961 in tow of **Zeetijger** to Ghent breakers.

ISLE OF SARK (photo above right) 1/1932 by Denny - near sister with Maierform bow – 2,211 gross – 1934 first vessel fitted with experimental Denny-Brown stabilisers; at 1935 Review; WW2 continued in service on various routes until 1941 then radar training ship; 1948 to BTC; October 1960 final sailing; April 1961 to Ghent for breaking. Operating the Channel Islands service, daily (excluding Sunday) in summer and twice weekly in winter (alternating with GWR services from Weymouth). The service has a night crossing from Southampton and a daytime return.

DINARD 7/1924 by Wm Denny, Dumbarton 2,291 g 325' x 41'1" twin screw 433 nhp oil-fired turbines, 18 kts 1,300 passengers (442 berths) 60 crew; present at 1935 and 1937 Reviews; 1939 hospital ship at Dunkirk, 1943 Italian campaign, 1944 Normandy landings, but mined on way to Juno Beach; 1946 converted to crane-on car carrier for Dover/Folkestone routes; 1948 to BTC; 1959 sold Finland, renamed **Viking** (first Viking Line ship); 1970 scrapped.

ST. BRIAC (photo right) 9/1924 – sister of Dinard; 1932-37 operated summer cruises to Rouen or to St Malo/Dinard; 1940 St Malo evacuation ship, then Bristol Channel patrol boat and torpedo training target ship in Scotland; March 1942 sunk by two mines off Aberdeen, 43 crew died.

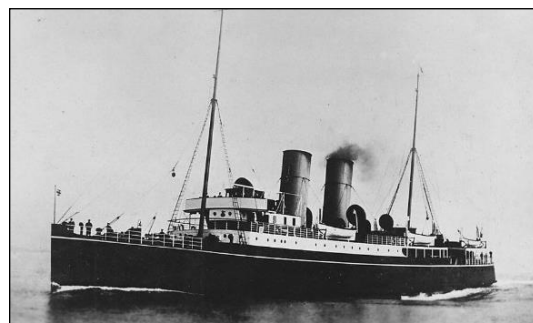
Daily service to St Malo in summer and weekly in winter months.



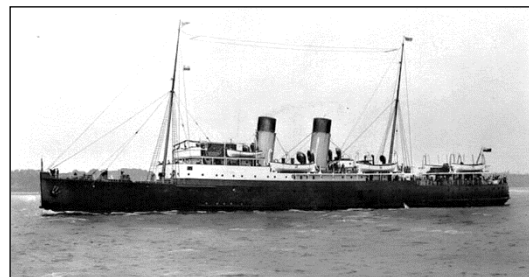
NORMANNIA 1911 by Fairfield, Glasgow 1,595 g 290'4" x 36'1" 4 Parsons turbines, twin screw, 18 kts sank May 1940 off Dunkirk

HANTONIA (photo right) 1912 – sister of Normannia launched as **Louvima** for LSWR; 1923 to Southern Railway; 6/1952 broken up at Grays, Essex.

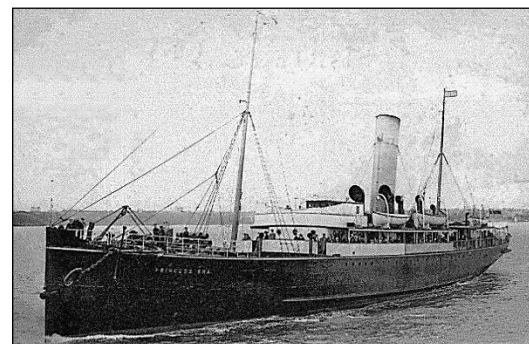
Pair operated overnight summer weekday mail and passenger service to Le Havre in each direction, leaving Southampton at 11.15pm and Le Havre at 11.30pm, arriving Southampton 06.30am with boat train arriving London at 09.00am. Trice weekly in winter months with additional services at Easter.



LORINA (photo right) 12/1918 by Wm Denny, Dumbarton for L&SWR 1,504 g 299' x 36'1" twin screw, 4 Parsons turbines, 19½ kts 238 passengers in two classes, 46 crew Taken over by Admiralty during build and converted by Caledon, Dundee to carry 700 men on repatriation or leave; three months later released and returned to Denny for completion for CI/St Malo service from March 1920; 1923 to Southern Railway; May 1940 bombed and beached during Dunkirk evacuation. Operated Channel Isles service

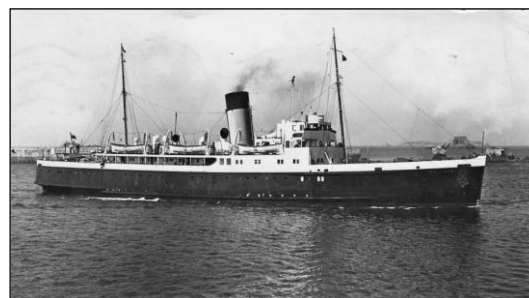


PRINCESS ENA (photo right) 1906 by Gourlay Bros, Dundee for L&SWR 1,198 g 250'7" x 33'4" twin screw 165 nhp triple expansion 16 knots 600 passengers 1908 holed at Jersey; 1909 went ashore near Needles; 1915 requisitioned as 'Q-ship' off Ushant, then Dardanelles troop ferry; 1923 to Southern Railway August 1935 abandoned after running aground in fog while repositioning from Jersey to St Malo, destroyed by fire and sank, crew saved. Operated to St Malo



BRITTANY (photo below right) 6/1933 by Wm Denny, Dumbarton 1,445 g 260' x 39'1" twin screw, 4 Parsons turbines, 240nhp, 14 kts 850 passengers in two classes, 31 crew.

Capable of sitting aground. Attended both Reviews. WW2 net-layer at Scapa Flow (1940), East Africa ('42), Med ('43) then D-Day landings ('44); 1962 withdrawn and 1963 sold, rebuilt as car ferry for Finland-Sweden service as **Alandsfarjan**; 1972 sold to SF Line, but soon broken up. Operated to Guernsey/Jersey to France - St. Malo, Cherbourg, Granville etc.



Four cargo vessels based at Southampton on various routes

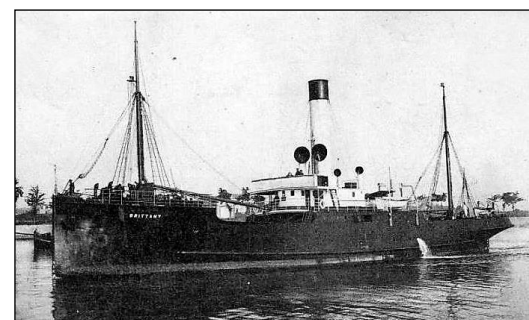
FRATTON 1925 by Henderson, Glasgow, one of five sisters 757 g 220'4" x 35'8" single screw, triple-expansion coal fired, 15 kts 12 passengers, 30 crew, 125 cattle; carried cars to Le Havre in summer months; 1940 evacuated refugees/troops from Dunkirk, then barrage balloon ship based Sheerness, then Convoy Commodore ship; August 1944 sunk by underwater explosion when Mulberry Harbour assembly control vessel;

HASLEMERE 1925 by Henderson 756 gross near-sister from second group of four with larger bridge, no mainmast and repositioned funnel.

RINGWOOD (photo right) 6/1926 sister 755 g 1927 holed on rocks entering St Malo; 1940 post-Dunkirk evacuations; 1941 net-layer at Scapa Flow and 1944 Normandy landings; 1948 to BTC; 1959 broken up



ALDERSHOT (right - photo as **Brittany** at Ouistreham) 1910 by Earle's, Hull as **Brittany** for LBSCR Newhaven-Caen route 618 g 192' x 29'3" 82 rhp triple expansion, single screw, 14 knots. 1912 to L&SWR, 1923 to Southern Railway; 1933 renamed; 1936 to Italian owner, renamed **Hercules** and shortly after broken up



Until it was closed early in 1964, the Southern Railways' Marine Department at Southampton also maintained the Company's passenger and cargo vessels operating on the Newhaven-Dieppe, Dover-Calais, Folkestone-Boulogne and Folkestone-Dunkerque routes.

Pacific Steam Navigation motor tanker **GEORGE PEACOCK**

Despite research, I have been unable to confirm if this ship ever called into the Port of Southampton, but who was George Peacock, what were his extremely important achievements in world shipping and what were his connections to Southampton and the Docks?

The vessel named after **GEORGE PEACOCK** was only the second tanker constructed for the Pacific Steam Navigation Company, following just a year after a larger tanker **WILLIAM WHEELWRIGHT**, which was named after the Chilean-based American founder of PSNC, when it was formed in 1838 to introduce steam navigation between Chile and Peru on the West Coast of South America, later extends northwards to Panama.



Built as yard number 1626 at the Musgrave Yard of Harland & Wolff Ltd. in Belfast, the tanker was launched by Miss Diana Bowes on 17th March 1961, the naming ceremony

also being attended by Peacock's great grand daughter. The completed ship was delivered to PSNC less than four months later on 6th July. Registered at Liverpool, the tanker measured 18,863 grt and 30,753 tons deadweight on hull dimensions 643'3" length overall, a beam of 80'11" and a maximum draft of 34'5". Machinery was a turbo-charged 11,600 bhp two-stroke 7-cylinder single-acting Burmeister&Wain diesel engine constructed by the builders giving a service speed of about 15.7 knots. In 1962, ownership was transferred within the Furness Withy Group to Pacific Maritime Services Limited and tonnages were later amended to 18,564 gross and 30,267 deadweight on 35'7" draft. In 1969, she was sold to Piraeus owner N. J. Vardinoyannis, who renamed her **GEORGIOS V**. In 1975, her owners became Varnicos I Shipping Co SA, Piraeus (Vernima Corp), without change of name, and still under the same name she arrived for breaking at Gadani Beach on 24th November 1992. (IMO 5128974).

What was master mariner, inventor and engineer Captain George Peacock's (1805-1883) claim to fame with PSNC?

Born in 1805 at Exmouth, Peacock was the second son of Richard George Peacock, who had served as Master in the Navy and was now a shipowner. At the age of just 13 years, after a good education at Dawlish Grammar School, George became an apprentice on his father's ship **FANNY OF EXETER**, trading to the Baltic and Mediterranean, during which time he continued studying science, navigation and ship design. In 1822, he experimented with a screw propellor made from oar blades and began studying steam engineering as an apprentice to the famous Henry Maudslay, including sea-going time as 'stoker' and later second engineer on the steam paddler **FAVORITE** operating from London to Margate.

In 1828, he gained his full masters ticket when just 23 years old. Later that year, through his father's contacts, he was able to join the Royal Navy as Second Master on the survey ship **HMS ECHO**, the RN's first commissioned 'high pressure' steamship, engaged in surveying the lower Thames. In 1829, he was promoted to **HMS WINCHESTER**, undertaking survey work in the West Indies. During a period of leave in 1832, he made a detailed survey across the Panama Isthmus, these later being used by Ferdinand de Lesseps in planning the later Panama Canal. He later served on several vessels, including as acting-Master on **MAGNIFICENT** and **HYACINTH**, the steam sloops **SALAMANDER** and Master on **MEDEA**, where he experimented with making drinking water from steam condensate. While on the latter, in 1835, he surveyed the Greek waters around the Isthmus of Corinth to identify the route for a narrow canal across the isthmus. Many years later, when construction of the Corinth Canal eventually started in 1882 - just before George's death - the King of Greece awarded him the 'Order of the Redeemer' for his early work on the project.

In February 1840, after resigning from the Navy, he was appointed first Commander of the newly formed PSNC, initially overseeing building of their first vessels, the 730 ton steamships **PERU** and **CHILE** at Curling & Young in Limehouse, then in July taking the former round South America to Valparaiso. For 6 years he was the Company resident marine superintendent on the west coast of South America, during which time he prospected for nitrates and experimented with anti-fouling compositions. When he returned to England, he spent a year with his family at Starcross in Devon, carrying out further experiments before the next stage of his career.

What were Peacock's Southampton connections?

In 1848, George Peacock was appointed Dock Manager and two years later Superintendent of the Southampton Dock Company, that had only been formed build a new port on 216 acres of tidal mudland acquired east of the Town Quay.

This was an extremely important period in the early development of the Port as today. The 16-acre Outer Dock had been opened in 1842 with two dry docks added later. In 1851, shortly after he became Superintendent, the non-tidal 10-Dock was completed and prior to his resignation, the increased demands on the resulted in work being implemented to widen the narrow 46 ft Inner Dock lock and deepen the dock to cater for the larger ships of P&O, Royal Mail, Union Line companies. Again, due to the increased size of ships, a larger dry dock was and in 1854 a third dry dock was opened in the Outer Dock. Peacock continued inventions and in 1850, to mark the dangerous Calshot Spit, he designed a type of floating marker/refuge buoy with a platform for 15 shipwrecked sailors.

Soon after his appointment at Southampton, he formed Peacock & Buchan (the later Mayor of Southampton) and opened a factory at 'Mousehole Works' in then an outlying village well outside the main town - for the manufacture of patented anti-fouling and other protective coatings, at the time soon becoming one of the major employers in Southampton. Even the Royal Navy referred to the protection of ship's hull as 'Peacocking'. The firm survived until the 1960's, when the factory was renamed Atlantic Works of Sealocrete Products. The building, just off Oakley Road alongside Tebourba Way, still exists today, but now occupier by a plumbing showroom and collectables emporium. In 1858, Peacock resigned from the Docks company and became a partner in shipbroking firm Seymour & Peacock, based at Starcross. He died in June 1883 at the home of his son-in-law at Liverpool and was buried at Starcross.



Dock
in 1836 to

we know it
being
acre Inner
Port
entrance
and other
required
with his
totally new

latter was
Millbrook –

FIRST CLASS AWARDS SYDNEY AND MELBOURNE INTERNATIONAL EXHIBITIONS, 1879, 1880, AND 1881.

PRIZE MEDAL AWARDED. ESTABLISHED IN 1848. PRIZE MEDAL AWARDED.

PEACOCK & BUCHAN,
Inventors and Manufacturers of
ANTI-FOULING COMPOSITIONS,

For IRON, STEEL, WOOD, and SHEATHED BOTTOMED VESSELS; ALSO OF THE
READY-MIXED, INNOCUOUS, NON-POISONOUS PAINTS,
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Contractors to Her Majesty's Government, the India Board, the Crown Agents
for the Colonies, the Board of Trade, &c., &c.

MANUFACTORY—SOUTHAMPTON.
LONDON OFFICE AND DEPÔT—39, UPPER EAST SMITHFIELD.

Bits & Pieces



The new cruise terminal at 102 berth has been named the Horizon Cruise Terminal following a competition.

Virgin Voyages' **Scarlet Lady** (2020/108,192gt) is to operate a series of cruises from Portsmouth starting on August 6th – she is due be in Portsmouth during our Branch Cruise on August 16th.

Left: On 28th May **Red Jet 6** was towed from the Red Funnel Royal Pier Terminal to Fairline Yachts at Hythe by Itchen Marine's **Wyetow** and **Wyemoor**
photo Nigel Robinson

A – Z of Sail

by Michael Page

For the letter “Z” I have chosen the ZEBU

The **Zebu** was built in 1938 at Holms Shipyard at Raasvold near Helsingør in Denmark as **Ziba**. In 1958 ownership passed to the Danes and then in 1960 she started carrying stone around Copenhagen for their new harbour walls. In the 1980/90s she had her rig changed to a 19th Century type rig.

In 2000 she was rescued and rebuilt, (in the process three coins that were pulled out of a shipwrights pocket were placed under the new mast when it was stepped as a good luck charm) and is square-rigged as the adventure flagship of Operation Raleigh.

When **Zebu** came into the custodianship of the Mersey Heritage Trust she had served well all of her working life as envisaged at her launch.

In the last 4 years she had circumnavigated the world as flagship of Operation Raleigh, voyaged 69,000 miles and visited some of the planets most remote outposts, toured Japan and Australasia and navigated the vastness of the Pacific and crossed the Atlantic three times. She encountered powerful weather on every passage. In 1988 her engines were running out of life, and sails which had driven her continuously down the Trades could be wrenched apart by hand. **Zebu** had voyaged as much in a few years as during her whole trading life as the young **Ziba**.

Zebu's arrival in Liverpool in the Autumn of 1988 sent a ripple through the old seafaring community – the ancestry of many Merseyside families goes back to into the ages of trading sailing ships. However few of the volunteers who gathered around **Zebu** were seafarers themselves - most worked in the factories, on car production lines, in the building trades, for the council, in hospitals and in the fire service. They learned the skills of working with sailing canvas aboard **Zebu** faithfully maintaining her ageing systems a fo'c'sle community into which their grandfathers would have fitted.

The Trust took for granted that **Zebu** was a major refit project with new engines and also including new spare life-rafts. The whole operation as a wonderful way in which an old vessel can be refitted and brought back to a life again to serve the whole community.

What a wonderful story ...

Editors note – **Zebu** sank at Liverpool her berth in September 2015 but was successfully re-floated.



*A fine view of **Zebu** under full sail.*