

Black Jack

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



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Summer 2017



New tugs on the block! – ZP Boxer is seen here attending the inbound NYK Deneb off Marchwood Sailing Club on 19 April. For further information on this and other new tugs in Southampton see article on page 6.

photo David Hornsby

Black Jack – Summer 2017 No.183

Editorial team
Nigel Robinson, Michael Page & Andrew McAlpine.
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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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June 13th	A selection of slides from the late John Havers collection Neil Richardson note change to programme
July 11th	N. German Ports and Shipping Mick Lindsay
August 8th	Members Digital Photographic Competition
September 12th	HM Coastguard Daniel Winter
October 10th	Another 40ft View Chris Bancroft
November 14th	Branch AGM + Mini Talk TBC
December 12th	Salvage Master Kevin Patience

N.B. The South Coast, Isle of Wight and Southampton Branches Annual Tripartite Meeting – which was due to be held in June has now been postponed until later in the year.

On Saturday 24th June the Ocean Liner Society will be holding their Ship Show at St James Road Methodist Church, Shirley, Southampton, SO15 5HE from 10am until 4pm. Further details on their website at www.ocean-liner-society.com

Saturday 23rd September - WSS South East Autumn Meeting & Leslie Sargeant Quiz at St Andrew's Art Centre, 19 Royal Pier Road, Gravesend, DA12 2BD. Doors open 10.30 – Quiz starts 12.30. More details at wsssoutheastsocial.wordpress.com/

We are sad to have to record the death of our member David Mould on 29 April. An ex-merchant navy man he had been suffering ill health for some time, but still managed to attend both the WSS and Solent Maritime Society meetings. Our condolences to his family.

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 Summer 2017 notebook from the port of Southampton.

Since my last notebook the shipping scene in the port of Southampton has been extremely interesting. Firstly the cruise ship scene has started to get very busy, with many of the regular cruise ships having now returned from their round the world voyages. This year sees the return of Norwegian Cruise Line's **Norwegian Jade** that will be based in Southampton for the summer season. She was last here in 2008.



Norwegian Jade making her first visit of 2017 on 14th May

Other notable cruise ships based here for the summers are Princess Cruises **Caribbean Princess** and **Crown Princess**, and Celebrity Cruises **Celebrity Eclipse**.

The changes to the container alliance as mentioned in the last notebook have now started to take effect. As new ships are deployed many of the ships that have been regular visitors to the port over the last few years have made their final calls, most notable of these are Hapag-Lloyd's and OOCL two classes of 13,000TEU containerships which have been regular visitors over the last few years, with **OOCL Poland** and **Hong Kong Express** being the last of these classes to call during May. Also in May we saw the last scheduled call from a Hyundai owned vessel when **Hyundai Ambition** called on 11th.



April saw some new colours on the river as the 2014 built **Ever Lissome** (above left) became the very first Evergreen vessel to visit the port,

A notable arrival on 11th May was **MOL Triumph**, (above right) up until two weeks earlier she was the world's largest containership with a capacity of 20,170TEU. Southampton was her first European port of call and currently she is the largest box ship to be handled in a European port.

26th April saw the arrival of 2016 built heavy lift vessel **Rolldock Sky**, (right) which was delivering the yacht **Maiden** that became famous after be skippered by Tracy Edwards in the Whitbread Round the World Race in 1990. The yacht was found languishing in the Seychelles and is now to be restored in Hamble.



Until next time Andrew

all photos by Andrew McAlpine

LOCAL VETERANS 'HIGH & DRY' ON RIVER ITCHEN

by David Hornsby

During a stroll round Northam in mid-March this year, I wandered into the historic old Northam Shipyard, which today is known as Saxon Wharf and operated by MDL (Marina Developments Ltd), who also control the nearby Shamrock Quay, Ocean Village and Hythe Marinas.

The yard was originally set up in 1837 by Summers, Day & Baldock, just 3 years after the partnership was formed in Millbrook. Following several name changes, from 1871 the company became better known as Day, Summers & Co, until liquidation in 1928. The following year the premises were acquired by John I Thornycroft to supplement their Woolston Works, eventually becoming Vosper-Thornycroft, after the 1966 takeover by Vospers.

Although the yard today is mainly used by leisure craft with a mixture of marine related onshore industrial users, occasionally commercial craft still use the facilities and three were present in mid-March, all being lifted ashore. One was the Briggs Marine's aluminium twin-hull **SOLENT GUARDIAN**, the last of four 18.3m 'Incat' coastal survey vessels built in 2013 by Mustang Marine at Pembroke and operated on charter to the Environment Agency for 16 days each month, the other two being 70-year old veterans with local 'Waterside' connections.



KNIGHTON - former Husbands tug ACCOMPLICE

Built in 1944 by Scheepswerf Gebroeders Fikkers at Martenshoek in Holland, but not completed until 1948 for NV Boele & Oosterwijk, Rotterdam and delivered on 18/1/1949 as **IERLAND** to A Jonsten of Millingen. 76 gross tons 24.7 x 5.98m, 2.1m draft single screw motorship with 390 bhp 4 stroke 6-cyl MWM oil engine, 9 kts.

In 1953 sold to Anglo-Iranian Oil Co Ltd, London, then 1954 to British Petroleum Co Ltd, London and in 1955 to BP Trading Ltd, London; 1959 sold to vof Fa Stolk's Handels, Holland renamed **CONTRACTOR**; 15/1/1962 to Handel & Explortatie Mij Maritiem NV, Rotterdam renamed **PHOENIX**; 1964 to George Wimpey & Co Ltd, London for operation in Nigeria renamed **GW 94**, 1967 to Wimpey (Marine) Ltd, London, based at Lowestoft and Great Yarmouth.

In 1975 she was acquired by Husbands Shipyard Ltd and on 5th December 1975 it was announced that in 1976 she would be renamed **ACCOMPLICE** and registered at Southampton after a refit and being re-engined with 660bhp 4 stroke 8-cyl Lister Blackstone diesel giving a service speed of 9.5 kts (12 kts max). 84 gross tons (later 79.65 gt), 73'5" (22.37m) loa x 18'10" (5.75m) beam with 9'6" (2.9m) draft She remained with Husbands until 1998, when sold to Taylor & Taylor of Troon and renamed **RED DUCHESS** (7t BP). She was put up for sale in June 2004 and in 2006 was sold to Trans-Euro Navigation (Heather Mitchell) and renamed **DUCHESS OF TROON** based at Oban.



In the summer of 2007, she was acquired by J.A. Eveleigh, a director of Griffin Towage (formed 1999) being renamed **KNIGHTON** (reg: London, now 10t BP), interestingly in part-exchange for the Griffin's **CHIEFTON** (ex MOD 'Girl-class' tug **BARBARA** 1963/38 gt), which sank off Greenwich in 2011 after a further ownership change.

In December 2014, Poole-based Griffin Towage entered into a joint venture with Dawlish-based Teignmouth Maritime Services as Griffin TMS, but in January 2016 the Company was put into Administration and their five tugs were offered 'for sale'.

The other Griffin TMS tugs were **GOLIATH** (1956/167gt – ex **MSC Scimitar-87**), **SANDSFOOT CASTLE** (1965/149gt – ex MOD 'Dog-class' **Dalmatian** to 2003 and Portland Harbour Co. to 2015), **KINGSTON** (1962/113gt – ex **Sun XXIV** to 1992 and BP Norse to 2001) and **PRINCETON** (1965/148gt – ex Emden port tug **Kapitan Engler** to 2004, **Alex Falck** to September 2005) and for some years alongside at 50 berth.



The former Hythe ferry **HOTSPUR IV**
National Historic Ships Register (no. 293)

The ferry was completed in 1946 for General Estates Co Ltd by Rowhedge Ironworks Co Ltd at Rowhedge near Colchester, a slightly larger version of her two earlier sisters built at the same yard. 54 gross tons 65' x 19' with 6'4" draft originally fitted with two 4-cylinder Gardner diesel engines producing 130 bhp for a service speed of 8.5 knots and licenced for up to 350 passengers. In 1949, she was re-engined with new Gardner diesels, then again in 1968 with two 4-cyl Kelvin diesels giving a 9.5 knot service speed, when her traditional funnel was also replaced by twin pipes. In 1971 the after-deck was enclosed.

Above: in original guise alongside General Estates yard, behind Hotspur House in The Marsh at Hythe.

In 1980, the Hythe ferry operators became Southern Watercraft, later Waterfront Ferries and in 1991 to White Horse Ferries, who about the same time took over the Gravesend-Tilbury ferry crossing (until 2000). In April 2017, it was announced that Blue Funnel hoped to take over the ferry service and pier.

With the various different operators, the hull colours changed from blue, to red then finally in 2012 to green. After earlier having her licence reduced to 200 passengers, in February 2010 it was further reduced to 127 passengers and 3 crew (although this might have been seasonal).

HOTSPUR IV was withdrawn from service in 2014, reportedly in need of hull repairs and in March 2016 was reported 'for sale' with a £60,000 price.



The two Rowhedge-built 56' near sisters for General Estates were

HOTSPUR II - built 1936 - operated until 1978 when sold to Clyde Marine Services and after a refit was renamed **KENILWORTH** (67 gt, reg: Greenock) for the Gourock-Kilcreggan service on sub-contract to Calmac, then later to Strathclyde Passenger Transport Executive. Withdrawn in April 2007, she was used for seasonal cruises until sold in 2009 to Moray Firth Cruises, but was recently again 'for sale' and last reported at Nairn.

HOTSPUR III - completed 1938 - only operated on Hythe-Southampton service until broken up in 1981

Bits and Pieces

Following on from mention of the **Hotspur IV** above, after a period of uncertainty, the future of the Hythe Ferry has been secured. White Horse Ferries have sold the service to Blue Funnel Cruises in a deal completed on 21 April that has not only saved the route but also the jobs of about 25 ferry employees. Blue Funnel immediately pledged to revitalise the service and to introduce a second craft. The current vessel **Great Expectations** has already been repainted into Blue Funnel colours and renamed **Hythe Scene**

The 700-yard pier could eventually be sold or leased to a community group and restored to its former glory and run as a charity – like the ferry both the historic pier and the train need long-term investment.

Cunard news - following a refit Cunard's **Queen Elizabeth** will be based in Australia for two months from February 2019 - the longest time a Cunard ship has spent in the region. She will operate a series of 7 cruises from Sydney and Melbourne.

Meanwhile the **Queen Victoria** has undergone a month-long £34 million refit at the Fincantieri Shipyard in Palermo, Italy. She left on 5 May and arrived back in Southampton on 3 June, as magnificently witnessed by all on our Branch cruise that day! She resumed her cruise programme on 4 June.

Saga's new ship (see Bits and Pieces in BJ 182) is to be named **Spirit of Discovery**. There is an option for a second ship but that has yet to be confirmed.

SOUTHAMPTON TOWAGE CHANGES

by David Hornsby

The arrival of so many very large container ships has not only led to the introduction of newer, larger, tugs in the Docks, but it has also led to the arrival of a major new operator from April 2017.

Under the ABP's Port Users Information & Navigation Guidelines (PUNG 2014), container ships greater than 365m loa and 45m beam are required to have 3 or 4 tugs, one tug of 70 tons Bolland Pull (BP) and the others greater than 50t BP. Until recently, no tugs in the Docks fleet complied with the 70t BP requirement, resulting in a Fawley "escort tug" attending, often Lomax. The current large tug operators and their fleets are:-

SVITZER AS – Danish subsidiary of AP Moller-Maersk Group with history traced back to 1833 as A/S Em Z Svitzer to 1986, then SvitzerWijsmuller from 2001 to 2007, now with about 430 tugs serving 100 ports and 20 oil/gas terminals world-wide; Svitzer arrived in Southampton in April 2007, when they took over Adsteam Towage, who had previously acquired Howard Smith Towage in May 2001 (formerly Alexandra Towing to March 1993) and Red Funnel Towage in 2002 (founded 1885 as New Southampton Steam Towing Co).

SVITZER SARAH	1991	364 gt	30.58 x 11.5m	4730 bhp	52.6t BP	VT type; ex Lady Sarah-06, Adsteam Sarah-07; in Empress Dock since October 2016
SVITZER ALMA	1996	369 gt	29.31 x 11.18m	5526 bhp	55t BP	VT type FiFi1 ex Lady Alma-07 Both above built by McTay Marine, Bromborough
SVITZER FERRIBY	2005	207 gt	24.55 x 11.33m	5670 bhp	70t BP	FiFi1 Damen ASD 2411 type, built China; ex Adsteam Ferriby-07
SVITZER ESTON	2014	299 gt	24.74 x 12.63m	5600 bhp	67.5t BP	
SVITZER BARGATE	2014	299 gt	24.74 x 12.63m	5600 bhp	67.5t BP	both Damen ATD 2412 type, built Vietnam, completed Netherlands
SVITZER EXPERIENCE	2015	294 gt	28.67 x 10.43m	4930 bhp	60.7t BP	(chartered) Damen ASD 2810 Hybrid type, built Romania; ex Multratug 28-16, Experience-16
SVITZER ADIRA	2017	440 gt	28.8 x 12.6m	6760 bhp	80t BP	RAstar2800/80 ASD type, built Turkey; ordered 3/2017 for 5/2017 delivery laid down for builders account as Sanmar Terminal VII

SOLENT TOWAGE – subsidiary of Norwegian operator Ostensjo Rederi AS, formed 1993 to take over towage at Fawley Marine Terminal

PHENIX (24)	2007	643 gt	38.27 x 14.72m	6850 bhp	67t BP	Escort tug, FiFi1 OR
APEX (25)	2008	643 gt	38.27 x 14.72m	6850 bhp	67t BP	Escort tug, FiFi1 OR both Spanish-built RAut3600 VT type
LOMAX (30)	2012	426 gt	28.12 x 12.6m	6300 bhp	80t BP	Escort tug, FiFi1 OR Turkish-built RAstar2800 tractor type

KOTUG SMIT – only formed April 2016 by merging towage fleets of Dutch owners Kotug and Smit. Kotug - renamed in 1987, but founded 1911 by Kooren family; Smit - founded 1842 by Fop Smit, March 2007 acquired Adsteam Liverpool fleet, 2008 acquired URS (founded 1870 on Schelde as SARH and 1920's merged with Letzer Towing), May 2010 became part of Royal Boskalis Westminster; late March 2017 the new Southampton fleet of four tugs arrived from other port fleets, commencing towage operations on 1st April, complementing their existing UK operations at Liverpool and on the Thames

SD SHARK	2008	483 gt	32 x 11.6m	5218 bhp	65.2t BP	Escort tug, FiFi1 Turkish-built RAmparts3200 ASD type (Maltese flag, arrived from Rotterdam)
SMIT TIGER	2009	484 gt	32.14 x 13.29m	7268 bhp	95t BP	Escort tug, FiFi1 Damen ASD 3213 type, built Vietnam (Belgian flag, arrived from Zeebrugge)
ZP BOXER	2012	299 gt	24.74 x 12.63m	5700 bhp	70t BP	Damen ATD2412 type built Vietnam (Maltese flag, arrived from Hamburg)
SD SALVOR	2010	490 gt	32 x 11.6m	5225 bhp	67t BP	Escort tug, FiFi1 Turkish-built RAmparts3000 ASD type chartered from Elisabeth Ltd; ex Boa Njord-13 (Maltese flag, arrived from Thames) – after 4 weeks left for Rotterdam, replaced by
RT ADRIAAN	2010	463 gt	31.63 x 12.33m	7100 bhp	84t BP	Escort tug Japanese-built RT80-32 type, converted 2011/2 to Hybrid propulsion (1 st in Europe)

RT	Dutch RotorTug triple screw type	RA	Canadian designs by Robert Allan		
ASD	Azimuth twin screw stern drive	ATD	Azimuth twin screw tractor drive	VT	Voith twin screw tractor drive
FiFi1	fitted for Class 1 fire fighting	OR	fitted for oil recovery		

Since this article was written there have been some more changes – we hope to update on these and any more in the next Black Jack, but we can say that **Svitzer Experience** as **Experience** left to return to Rotterdam on 3 June.

Colin's Southampton Memories

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

A trio of reefers



Espadon 1962/4095g of Cie Fabre at 24/5 berth



Matina 1946/6801g of Elders & Fyffes at 24/5 berth



Geest Dominica 1993/13077g at 101 berth when it was the Windward Terminal

all photos by Colin Drayson

A – Z of Sail

by Michael Page

For the letter “I” I have chosen INS TARANGINI

The *INS Tarangini* is a three-masted barque commissioned into the Indian Navy in 1997 as a sail training ship. She is square rigged on the fore and main masts, and fore and aft on the mizzen mast.

She was constructed in Goa to a design by the British naval architect Colin Mudie, and launched on 1st December 1995.

For the record, she was the first Indian naval ship to circumnavigate the globe. She is entitled to be very pleased with this record, as there are only so many ships to share this with.

The *INS Tarangini* is a steel Barque - Class A - in the tall ship world. And is a sister to the *INS Sudarshini*. The *INS Tarangini* has a total sail area of 1035 square metres and a tonnage of 420. Her length is 54 metres, breadth is 8.5 metres and she has a draft of 4 metres.

There are only a small number of nations who have a sail training ship, the help train cadets. Sail training ships are all about teamwork, and teaching people who are going to spend their lives at sea on high tech ships bridges ...”How the sea acts and how ships act”.....

It is a great shame that we do not have one.



The magnificent sight of INS Tarangini under full sail and (inset) dressed overall lying at anchor