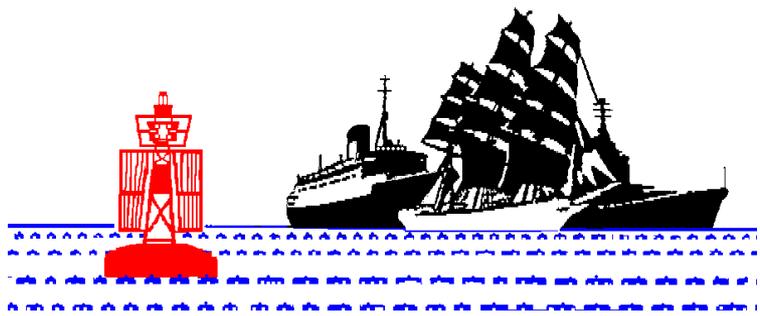


# Black Jack

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



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The Egyptian ro-ro **Fast Challenger** 12076/79 seen here in Charlie anchorage awaiting a berth at Marchwood RLC one of the many MOD chartered vessels that have called at Marchwood recently.

Photo Tony Richardson

## A SUMMARY OF SOUTHAMPTONS PERFORMANCE IN 2002

The volume of cars, cruise-ship passengers, containers and export grain handled at Associated British Ports (ABP) Port of Southampton has continued to grow during 2002 in what was a strong and successful year for the South Coast port. In addition, tonnage of dry-bulk products imported through the ports multi-user bulks terminal also increased in 2002.

The rise in throughput reinforces Southamptons position as the UKs undisputed premier cruise port; the number-one automotive port in the UK; home to one of the fastest-growing container terminals in the UK, and a growing force in the import dry bulks sector.

The completion of the £4 million, five-level Southampton International Vehicle Terminal, in April 2002, to create much-needed additional capacity for the ports largest deep-sea roll-on/roll-off (ro-ro) customer, Wallenius Wilhelmsen Lines - the world's leading transporter of rolling cargo - has had a direct result on the volume of cars handled by ABP Southampton in 2002, with the number of vehicles handled rising by 23 per cent to 685,000. At the start of the year, Honda commenced shipments of UK-produced vehicles to the USA from a specialised terminal developed by ABP for the car manufacturer, who has chosen the port as its sole UK export hub. There was additional new business from Toyota, exporting Avensis and Corolla models to Portugal, and significant increases in BMW Mini and Land Rover volumes also contributed to the increased vehicle throughput.

A new ro-ro service operated by French company CETAM (Compagnie Europeene de Transport Automobile par Mer) - the short-sea arm of Norwegian ro-ro specialists HUAL, who are a long-established customer of ABP Southampton - began operation in 2002.

Cruise-ship calls and the volume of passengers handled by ABP Southampton have continued to grow in recent years and 2002 was no exception. The port welcomed 176 cruise-ship calls in 2002, an increase of 7 per cent on last years figure (165 calls in 2001), and handled nearly 390,000 passengers.

At the beginning of the year, work began on the £6.5 million major reconstruction of the ports Mayflower Terminal, followed in the summer by the announcement that ABP and Cunard Line had signed an agreement confirming Southampton as Cunards UK base through to 2009. This agreement underpinned ABPs £2 million refurbishment of the Queen Elizabeth II Terminal, which began at the end of 2002, in preparation for the arrival of the worlds largest liner, Cunard Lines **Queen Mary 2**, in December 2003. ABP ended the year on a high note when it announced that it is to invest further in the ports cruise business by developing a third cruise terminal capable of berthing the largest cruise ships in the world in response to demand from the ports cruise customers.

Throughput at Southampton Container Terminals (SCT) increased by 9.5 per cent to 1,275,000 container units in 2002. This was the result of strong growth in volumes from services to and from mainland China, new slot-sharers joining existing services to the North Atlantic and the start of a new bi-monthly service by Compania Chilena de Navegacion Interoceanica, linking Southampton to South America.

During 2002, SCT expanded its straddle-carrier fleet, taking delivery of 11 twin-lifting machines, as part of an order of 25 straddle carriers to meet both expansion and replacement needs. A major quay-strengthening project was completed to ensure that the terminal can meet the current and future demands of the ever-increasing size of containerships in the market, and an internet-based vehicle-booking system, providing a facility for hauliers to book time slots to collect their containers, was introduced.

In 2002, the port exported 549,000 tonnes of grain, an increase of 25 per cent on the 2001 figure. The rise in volumes is the result of a good harvest from the large agricultural hinterland which serves the port, and a return to healthy volumes post the poor volumes of 2001, which were affected by the foot-and-mouth crisis. The port's multi-user bulks terminal saw import-bulk volumes rise by nearly 16 per cent to 906,000 tonnes in 2002. Due to the consistent growth in volumes in this sector of the ports business, ABP announced that it would invest £1.5 million in upgrading the facilities at the ports multi-user bulks terminal. At the end of 2002, ABP completed the construction of a new purpose-built facility for recycling glass from the Hampshire region, after receiving a Freight Facilities Grant from the UK Government. The terminal is expected to process 24,000 tonnes in its first year of operation, which will be coastally shipped around the UK instead of by road.

In 2002, ABP welcomed The Princess Royal to the port when Her Royal Highness opened the ports brand-new £2 million Vessel Traffic Services Operations Centre. Complete with bespoke ABP software the VTS operations centre houses one of the most modern traffic-management systems in Europe today.

## SOUTHAMPTON IN CRUISE CONTROL

The much anticipated arrival of **Queen Mary 2**, the worlds largest cruise liner, and a twin cruise-ship naming ceremony will top the list of highlights at Associated British Ports; (ABP) Port of Southampton in 2003, during what should prove to be another record-breaking cruise season for the South Coast port.

In excess of 200 cruise calls are scheduled for the 2003 season, a figure which has more than doubled in the last six years (1997: 91 cruise calls), and one which is expected to far exceed the combined number of calls handled by the UKs other two major cruise ports, Dover and Harwich.

Helping to make up the 200-plus calls will be 11 inaugural visits - the greatest number of maiden cruise-ships ever to visit the Port of Southampton in a single year. Four of the vessels to make their first call to Southampton this year will be named at the port. The cruise ship formerly known as **Arcadia** will be re-named **Ocean Village** in April and then P&Os **Oceana** and **Adonia** will make UK cruising history when they are named simultaneously in May, followed by the brand-new ship **Crystal Serenity** in July. In addition to **Queen Mary 2** and **Crystal Serenity**, ABPs Port of Southampton will also welcome a further brand-new ocean-going liner -the **Seven Seas Voyager**.

## Other News

Ellen Macarthur is expected to launch Red Funnels new high-speed catamaran **Red Jet 4** from Cowes on June 18 2003.

The £2.6 million vessel, currently under construction in Hobart Tasmania, will carry 277 passengers and lead to an improved summer timetable for the high-speed service.

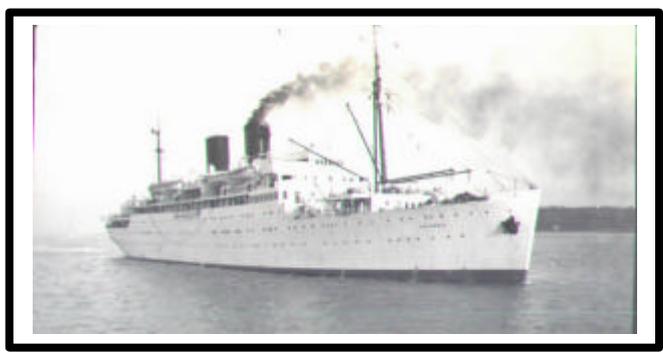
As well as increased seating, the vessel will feature a more spacious interior and an improved passenger system for boarding and disembarkation. The vessel will have the basic exterior design of Red Jet 3 but will be 5 metres longer at 39m

The craft should be completed in March before being taken on by Red Funnel during May

## Pre WWII Memories captured by my camera – By John Havers



**Arawa** photographed in May 1937 approaching Ocean Dock



**Colombie** April 1937 Cowes Roads for tender

**English Trader** minus her bows after grounding



**Hansa** ex Albert Ballin August 1936 Cowes Roads for tender



## From Monty's Camera.....Compiled by Monty Beckett

A summary of new or infrequent callers to Southampton over the last few months.

**204/7 Berth:** Cap Castillo 25535/00, MOL Value, NYK Apollo, APL Hong Kong, P&O Nedlloyd Newark, APL Ireland, Columbus Queensland 24270/79, Eagle Express 28078/78.

**Ro-Ro Vessels:** Mosel Ace 37237/00, Home Highway 51535/85, Emden 38062/87, Dyvi Pamplona 37237/99, Wloclaweic 15635/89, Nobleza 29933/83, Sea Ali 6309/78, Sea Runner 10669/78, Pasewalk 10243/83, Global; Leader, Skanderborg 12076/78, Aegean Pearl 14444/78, Gran Canaria Car 9600/01, Cetam Nicea, Sea Hamex 981/83, Sunbelt Dixie 30610/78, Scandinavian Highway 48044/86.

**No7 Drydock:** P&OSL Canterbury 25122/80, P&OSL Provence 28559/83 Pride of Cherbourg 22365/95. Both Canterbury and Provence sailed as "Pride of"

**Berth 107/8/9:** Zeynep Ana 23760/77, Norheim 5659/00, Black Pearl 5370/80, Meraklis 31111/75, Vera Mukhina 3527/73, Polar Sun 2780/00, Hanseatic Scot 2780/02, , Thalassa 1 6483/84, Vechtdiep 4941/00

**Berth 106:** Catalonia

**Berth 104:** Mogami Reefer 7367/99

**Berth 102/3:** Carrier 1584/85, Atlantic Hav 1499/82, Maike 1599/89

**Berth 102:** Green Maloy 5084/90, Northern Navigator 3186/91, Condock 1 4939/79

**Berths 36 & 47:** Nalinee Navee 14792/81, Ocean Light 24748/77, Navios Mercator 29888/02, Ladybird 1876/75, Alk 1801/77, Fiona May 999/77, Daria 25190/95, Zgorzelec 2992/80, Karl Leonhardt 4397/74 Little Lady P 13713/94, Elan 2378/97, Humber, Sea Humber 1602/77, Stadum, Mariupol 16585/77, Lake Biwa, Rena 2900/72.

**Berth 33:** Elandsgracht 8448/95, Nine Hawk 1964/92, Anke Angela 1547/84.

**RLC Marchwood:** Eddystone 22900/02, Hartland Point /02, Smit Enterprise 17395/84, Southern Trader 15347/79, Calibar 9737/76, Anna Desgagnes 15850/86, Germania 8853/84, Ulusoy 5 19689/87, Ulusoy 4 9944/81, Magdelana Green 11894/01, Project Europa 9857/83, Dart 8 22748/80, Johnny 16872/78, Kaptan Burhanettin Isim 18653/90, Fast Challenger 12076/79, Stena Shipper 12337/80, Jolly Giallo 22383/86, Wind Admiral 15893/85, Lyra 12817/78, Schackenborg 12076/79, Tychy 15682/88

**Dibles Wharf:** Petra F 1567/85, Antabi 2446/97, Trader 1527/80, Simner 1272/86, Tista 2096/79

**Princes Wharf:** Pensum 1960/90, Wirdum 2446/93, Komarno 2446/93, John Poul K 3037/02.



**Anna Desgagnes** 15850/86 alongside RLC 22<sup>nd</sup> January 2003



**Little Lady P** 13713/94 alongside 47 berth 2<sup>nd</sup> Feb



**Southern Trader** 15347/79, **Eddystone** 22900/02 alongside RLC in January

## The General Average (GA)

Extract reproduced from Frontline the in-house magazine of PONL by Mike Cunningham and submitted by Michael Page

“Before we begin, it is important to stress: this not an everyday occurrence” says Mike “It is actually a very rare event.

“To my knowledge, a GA has never been declared on a PONL owned vessel. One was called on a chartered ship, back in 1997, but, general our vessels are too big to be affected. GAs tend to be the province of the smaller feeder ships.

Mike continues: “ I should explain that ‘average’ in marine language actually means ‘loss’. There are two basic kinds: ‘particular average’ (pertaining to and individual shipment and must be fortuitous or accidental in nature) and ‘general’ which we are concerned with here.

### **One short definition of GA: a voluntary loss incurred by a party to a marine adventure.**

A GA may be called on these infrequent occasions when it is necessary to sacrifice a part of a vessel or its cargo to save the whole venture – for instance, in the case of a vessel running aground or encountering extreme weather. “The principle of GA is an unwritten non-statutory international maritime law that is universally recognised and that dates back over two thousand years, to a time when merchants would accompany their own cargoes overseas. In those days, during stormy conditions, it would often become necessary to shed weight to save a ship – in other words, to despatch a part of the cargo. The question was invariably was: which part – which merchants cargo should be sacrificed?

“Disputes were inevitable – often manifested themselves physically! Hence the introduction of the General Average which states that any and all parties that benefit from the sacrifice of another parties property will share responsibility (with the affected party) for making good the financial loss. The same principle applies today, and it is not only the cargo that is involved; the ship owner, container owners, charterers and bunker owners too are contributors”.

### Immediate Peril

GA is based on the notional value of the cargoes, the ship itself, and any other affected property, each of which contribute rateably towards the making up of the loss of those who have ‘sacrificed’, plus any costs incurred during the execution of GA. Those latter costs incurred during the execution of GA. Those latter cost for example, port if refuge expenses (costs incurred through enforced use of unscheduled ports), and the hire of cranes and barges that may be required to offload cargo.

“Although there are quite a few criteria to be met for GA, three of the main ones are: it must be voluntary; it must arise as a consequence of an immediate peril, and it must be successful (i.e.: the act of incurring the loss must result in the achievement of a greater good such as the survival of the vessel and/or its other cargoes.

### Average Adjuster

“By way of an example, a GA may arise when a ship hits a sandbar. At that time, the vessel owner will notify the cargo interests as soon as practicable that GA is imminent. The owner will appoint an average adjuster who will in turn issue a Declaration of Average.

“The adjuster will call for copies of each interests cargo manifests. The ship owner will impose a lien on all the assets in the GA. Surviving cargoes will then only be released once the owner has received an assurance that the cargo interests agree to contribute to the resulting costs.

That assurance takes the form of a GA bond (provided by the cargo interest) and a GA guarantee (which is provided by the interests insurance company). So far, so good Usually!

In turn, insurers will usually seek to absolve themselves of responsibility – by, for instance seeking to prove the vessel un-seaworthy, or the operator incompetent (so rendering them liable).

Accordingly, in all cases, it is necessary to prove that the incident from which any GA arose was unavoidable. If the GA was a result of heavy weather, for instance, the owner must demonstrate that the weather was impossible to foresee or circumvent.

#### Best Solution

The Average Adjusters fees form part of GA, and are usually based on a cost per Bill of Lading. A GA on a large containership is both expensive and time consuming and may take anything up to three or four years to resolve. "Ultimately, the Average Adjuster will produce an incredibly comprehensive report, often running to several hundred pages or more, of which the cargo owner will probably read just half a dozen: those which confirm precisely what happened, why and at what cost.

"Our task in all cases is to minimise the associated inconvenience to our customers and to ourselves. In the event of a GA we usually undertake the onward transmission of customers cargo - prior to receipt of their bond of guarantee, so as to minimise delays. We then hold the cargo at its final destination pending receipt of the necessary assurances.

The best solution, is to avoid this administrative nightmare altogether. But should disaster strike, it is good to be prepared. To cope with the huge volume of GA Bond Guarantee forms that would need to be produced, we have built a sophisticated programme into our computer system, to pre-print and produce those forms for the many thousands of Bill of Lading that are likely to apply to each vessel.

## **BOOK REVIEW** by Richard Jolliffe

### **Fishing Vessels of Britain & Ireland 2003.**

This book contains full details of every fishing vessel in the UK and Ireland. The format is generally one page of text on the right hand page with full details of ships and the left page full of photographs.

Included in the 2003 issue is a photograph and full details of every fishing vessel decommissioned in 2002.

This is a fantastic book that contains all the UK's large trawlers and much much more.

To quote their advertisement on the web:

Colour photographs of more than 1000 fishing vessels.

Review, colour photographs and technical specification of every new vessel to join the UK and Irish fleets in 2002.

In-depth reviews of new boats - with action shots.

Photograph and history of every fishing vessel decommissioned in 2002.

Detailed review of fishing opportunities, patterns and landing statistics.

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For details of how to order log onto

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or contact

Agra Europe (London) Ltd

80 Calverley Road, Tunbridge Wells, Kent TN1 2UN.

Tel: +44 (0)1892 533813.

The book price is approximately £53.

## The Nab Tower - From Defence Fort to Lighthouse by Rebecca Fredericks

Looming from the seas, a few miles to the South East of Bembridge and off the eastern end of the Spithead approaches at the nautical position of 50° 40'.05 N 00° 57'.07 W is the edifice of the Nab Tower, one of the Country's most unusual lighthouses. This well-known marker is responsible for guiding ships through the vast shallow water area of the Nab Shoal, and onwards to or from the deep-water channel approaches of Portsmouth and Southampton, through the wider and safer end of the Solent. The word 'Nab' is derived from the old English word for a rocky projection.

In November 1999 the Nab Tower was in the news when the vessel "Dole America" on her voyage from Portsmouth to Antwerp collided with it. Although the ship was badly damaged and only avoided sinking by being grounded onto a sand bank, the base of the tower only sustained superficial damage.

The origins of this structure go back to 1916 when as a counter measure against attacks by German U-boats on our merchant fleet the Admiralty drew up a plan to sink a line of eight fort like towers (each costing £1 million) across the straits of Dover, to be linked together with steel boom nets and armed with two 4" guns, the idea being closing off the English Channel to enemy ships.

At Southwick, near Shoreham about 3,000 civilian workmen began construction of two such towers, each 40 feet in diameter, with latticed steel work surrounding the 90 foot cylindrical steel tower, and built on a hollow 80 foot deep honey combed structure concrete base, built in four tiers, each decreasing in dimension. The lowest and largest tier, 189 ft long by 150 ft wide also formed it's own raft, shaped with pointed bows and stern for easy towing, designed to float the complete structure into place to be flooded and sunk in about 20 fathoms.

By the end of the war, when the Armistice was signed in November 1918, only one of the towers had been completed, the other being only part finished was broken up for scrap. After much thought about what to do with the finished tower it was decided to use it to replace the old Nab Light Vessel, where it could also serve as a naval defence post if required.

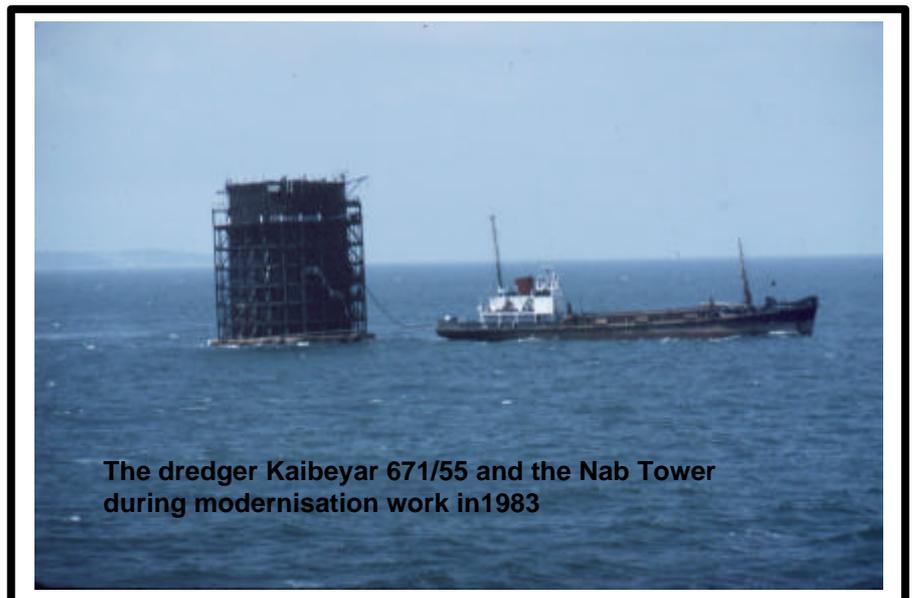
The old Nab Light Vessel had been stationed at the edge of the shoal since 1812 and at the time was quite missed by many seafarers, as a moored lightship was a useful indicator of the direction of the tidal flow, however the tower was far easier to spot when approaching from seaward. Thence on the 12<sup>th</sup> September 1920 two paddle wheel tugs towed the tower from Shoreham to a position near the then light vessel where on the 13<sup>th</sup> September it was sunk into position, kept steady by the immense volume of water inside the base exactly as had been planned by it's civilian designer, Mr G. Menzies.

With a calm sea it can be clearly seen against the water surface level that the Nab Tower leans at a distinct angle, 3 degrees from the vertical towards the northeast, it has been said that one possible cause for this may have been that on the day it was decided to move the tower the special crew that had been trained up ready to tow and site the structure were not available, possibly due to this it might not have been positioned exactly as had originally been planned, resulting in one corner of the raft base being cracked. One of the other possibilities is that the base has sunk unevenly into the sand below. The Nab Tower thence became an offshore lighthouse, and during the Second World War was armed with two 40mm Bofors guns, which were credited to shooting down 3 enemy aircraft, plus one other in conjunction with a passing ship.

Originally staffed by three keepers, who were relieved monthly, it was also used as an Admiralty Signal Station, whose staff shared the tower with the lighthousekeepers. Their

accommodation was in tins huts on the top of the cylindrical body, which was not always a very nice place in which to live, as being constructed of steel it was very cold with lots of condensation in the winter and very hot in summer - and the noise of the wind shrieked through the steel structure.

The station was automated in 1983 and a helipad was added. Access is usually gained by helicopter from Bembridge airport although occasionally it is necessary to proceed by boat, usually Trinity House tenders from their Engineering Depot at East Cowes. In 1995 the lighthouse was modernized and converted to solar powered operation.



**The dredger Kaibeyar 671/55 and the Nab Tower during modernisation work in 1983**

## She did not even make it here! By Rodney Baker

Probably over 90% of the population of Southampton could tell you the name of a passenger liner that left Southampton and never returned due to a tragedy at sea in which many people lost their lives. In this 60<sup>th</sup> Anniversary year of the loss of the **Titanic** I thought that you might like to know (or be reminded) of the story of another passenger liner that never made it here before a similar disaster befell her.

Norddeutscher Lloyd was one of the earliest and long-term foreign users of the port. In 1865 they went to the River Clyde and the yard of Cairds to build a new and splendid steamer for their transatlantic service and she was named **Deutschland**. A single screw steamer of 2,500 tons and 320 ft in length, she had a draught of 38ft and a beam of 42 ft. She made her maiden voyage to New York in October 1866 and remained on that service for the rest of her career. She was reengined in 1874 and was the first vessel to sail from the new port of Bremerhaven. However the following year was to be her last and it began badly when she had to be rescued in the Atlantic when her propeller broke and another company vessel, the **Braunschweig** towed her back to Southampton and repairs were carried out.

Saturday 4<sup>th</sup> December of the same year saw her in Bremerhaven ready to sail across the Atlantic again, making just one stop at Southampton to pick up any passengers and mails. She set sail on a sunny afternoon with a crew of 93 and nearly 200 passengers, including a Southampton Pilot who was to take over duties from the Nab inwards. However the mouth of the River Weser was covered in fog so the vessel hove too for the night but set off early next morning into a very windy North Sea, intending to follow a course along the Dutch coast before changing to cross towards the UK. In fact in spite of setting a large watch, the vessel was way off course in the increasingly rough seas and was heading towards the Thames estuary. Always a navigational hazard, with its numerous sandbanks, the **Deutschland** had the extreme misfortune to find herself on the "Kentish Knock", 20 miles S.E. of Harwich at about 17.00 hrs on the Monday. This "Knock" is 60ft high, 7 miles in length and half a mile wide and is not a place to be in Force 10 weather when your ship has lost her screw (which it had done when at the last moment it was thrown into reverse)!

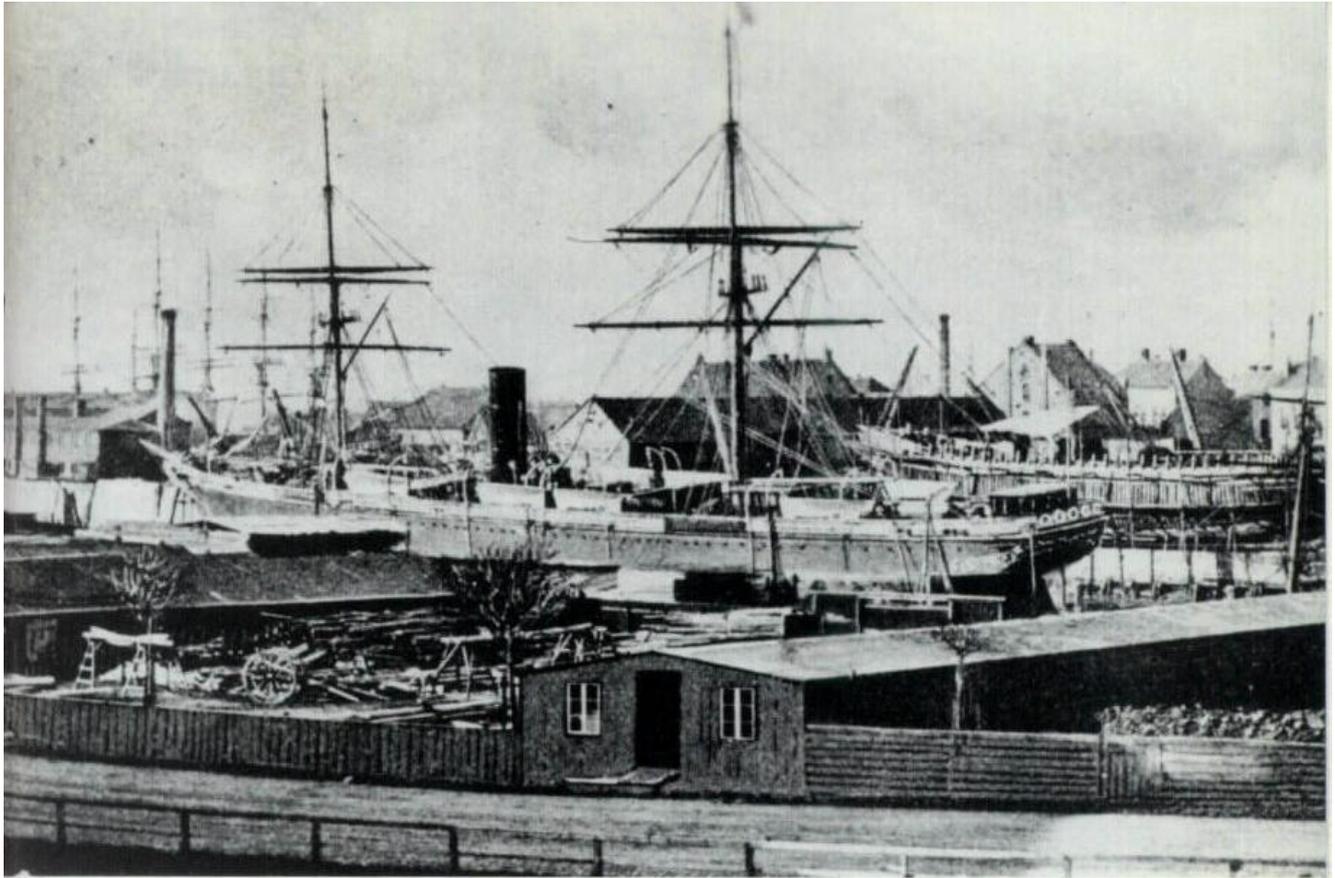
At 5.15 she launched a rocket but there was no response, so she launched a boat which promptly disappeared (although in fact one crew member did survive). There were no lifeboats at Harwich and two vessels that did appear went on by. The ship was down by the bow, the weather remained as foul as ever and the poor souls on board had to retreat to the wheelhouse deck and even rigging. People began to "disappear" overboard while a group of 5 nuns remained doggedly below awaiting their fate, but more of them anon. In fact news of the disaster was becoming clear to some ashore and the tug **Liverpool** Tuesday 9<sup>th</sup> Dec rescued 155 passengers and crew and landed them at Harwich.

But this story has other twists! The rescued passengers were later put on a train for Southampton so that they could complete their voyage to New York, with the NDL relief ship **Mosel**. When they got there they learned that the ship had suffered a major explosion caused by a passenger trying an insurance scam! I for one would not have boarded the third ship **Salier** that had come over from Germany and left Southampton on Thursday 16<sup>th</sup> December! In fact she safely reached New York on January 3<sup>rd</sup> 1876.

This incident caused much controversy regarding lifeboat provision, possible "wrecking" activities on the **Deutschland** and was immortalized in a poem by the British poet Gerald Manley Hopkins called "the wreck of the Deutschland" and it was this that originally got my interest in the whole tragedy. Therefore I will conclude with a short quotation

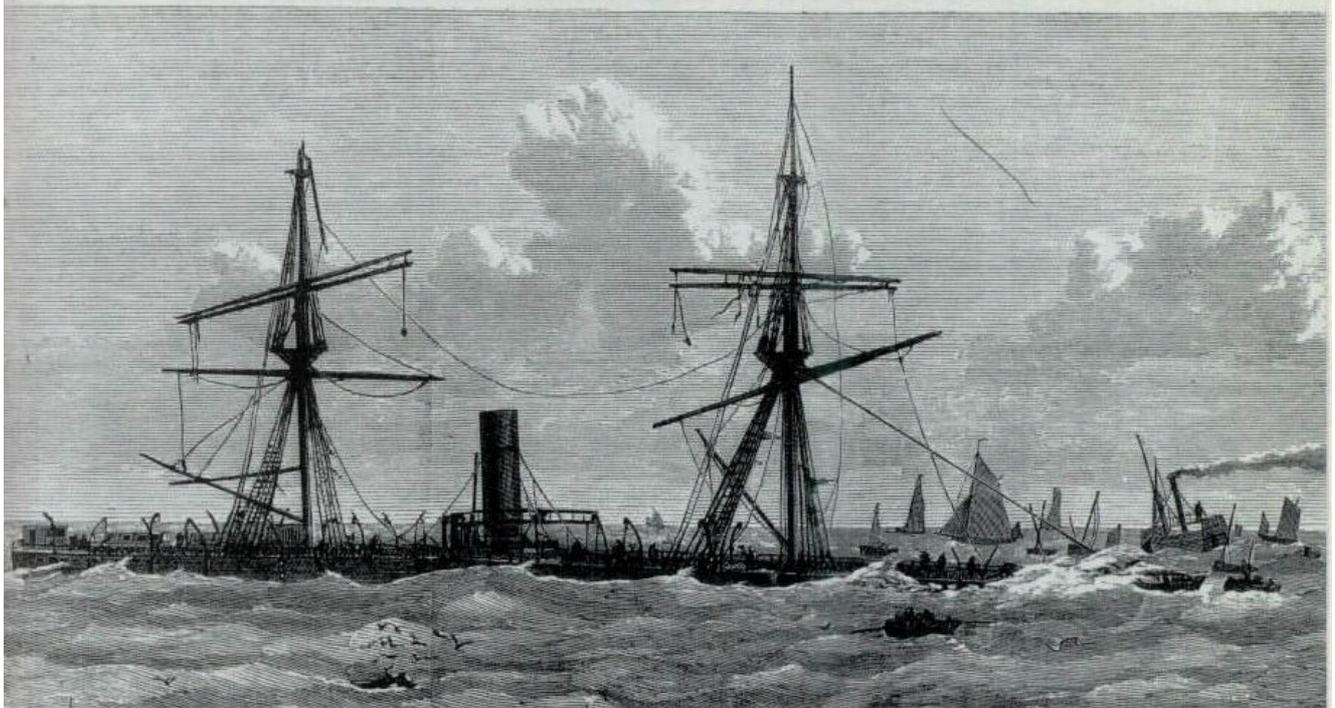
"They fought with God's cold,  
And could not and fell to the deck  
Crushed them or water drowned them or rolled  
With the sea romp over the wreck"

PS What a good movie this would make!



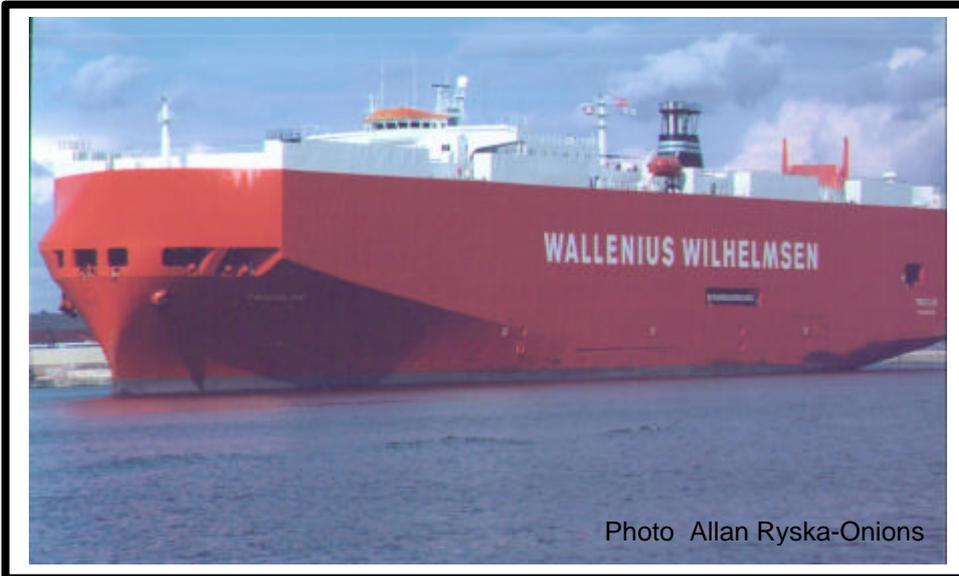
The SS *Deutschland* in Bremerhaven. This rare photograph is the only known picture of the ship before the wreck. She is seen in dry dock, probably during the autumn of 1875. *Arnold Kludas*

THE ILLUSTRATED LONDON NEWS, DEC. 18, 1875.—603



The *Deutschland* aground on the Kentish Knock, as she appeared to the *Illustrated London News* artist on the Thursday after the wreck. On the right, the tug *Liverpool* is seen approaching. *British Library Newspaper Library*

## Another Vessel that didn't even make it here!



The speed with which the vehicle carrier **Tricolor** sank in the early hours of Saturday 14<sup>th</sup> December after being holed by a French owned container ship has raised questions about the safety of older ro-ro vessels.

While the 988 teu **Kariba** limped back into Antwerp with a badly damaged bow, the Norwegian-operated **Tricolor** was lying on its side in the middle of one of the worlds busiest shipping lanes.

The 190m long 32m wide ship capsized just two and a half hours after colliding in

thick fog 30 miles east of Margate and 20 miles northwest of Dunkirk in French waters where north-south and east-west shipping routes cross.

Built in 1987, the vehicle carrier, with its huge car decks did not have to comply with stability regulations brought in following the *Herald of Free Enterprise* ferry disaster that took effect in 1992.

While these were applied retroactively for passenger ro-ros, cargo ro-ros were exempt from the requirement.

**Tricolor's** load of 2,862 luxury cars, as well as tractors, cranes and escalators has been written off with cargo insurers facing a bill of \$40-\$50m.

The ship on long-term charter to Norway's Wilhelmsen Lines and operated by joint venture Wallenius Wilhelmsens is insured for around \$40m. (Owner Capital Bank UK)

Dutch salvage firm Smit Tak have been called in to remove 2,000 tons of bunkers.



All 24 crew members, including the Norwegian master, Swedish cargo superintendent and 22 Filipinos were rescued with no injuries reported.

Both ships were heading in the same direction when they made contact. **Tricolor** was enroute from Zeebrugge to Southampton to pick up more vehicles before heading on the US, the destination for most of the Saab, Volvo and BMW cars it was carrying. The containership **Kariba** 1982 built and Bahamas flagged is owned by French group Delmas and operated by its liner subsidiary OT Africa Line. With 600 teu had left Antwerp bound for Le Havre when the accident happened, her final destination West Africa. No containers were lost overboard but were being checked for damage in Antwerp.

## A TICKET TO RYDE by Doug Toogood

One of my favourite places for photographing ships, has and always will be the round tower at Portsmouth, it was last summer 2002, that I took a slide of the **Fastcat Ryde**. My mind was taken back into my youth in the 1950 and 60 when I travelled back and forth, from my then home town of Ryde, IOW, across the Solent to Portsmouth on the SR paddle steamer **Ryde**. The three paddlers the **Ryde**, **Whippingham**, and **Sandown**, bring back such fond memories of happier times crossing the Solent crammed to the full with holiday makers the ships listing right over whilst coming alongside the pier, belching thick black smoke from their funnels. It is a sad sight to see the **Ryde** rotting away on her mud berth in the River Medina, IOW. Amongst my collection is an excellent full plate photograph from the builder, Wm Denny, Dumbarton, showing the Ryde on her builder's trials. What a different comparison the two shots make, the very different old and the new. I hope Southampton Branch members find it interesting, I am happy to share it with you, although I cannot always attend the branch meetings.

### PS RYDE

BUILT 1937,  
launched 23 April  
1937 by Wm,  
Denny & Bros Ltd,  
Dumbarton. 566.  
grt

DIMENSIONS 223  
ft x 52 ft 6 ins x 7 ft  
2 ins.

MACHINERY 3 cyl  
triple expansion by  
Denny coal fired  
boilers.

SPEED 14 knots.

ROUTE  
Portsmouth to  
Ryde.

**Ryde** replaced the  
PS Duchess of  
Norfolk built 1911  
sold to Cosens &  
Co Ltd renamed

*Embassy*. **Ryde** was requisitioned in 1939 for mine sweeping duties, and was part of the 7<sup>th</sup> MS Flotilla based in the Forth pennant No J132, took part in the evacuation of Dunkirk, and in 1942 converted to an AA ship. Was the first SR ship to return to civilian service and could carry a max of 1,011 passengers, she continued service until withdrawn on 13<sup>th</sup> September 1969, sold for static use on the river Medina, IOW.



### FASTCAT RYDE.

BUILT 1996 482grt, Ex Water Jet 1,  
Ex Supercat 17, Kvaerner Fjellstrand  
Flyingcat, built Singapore for Waterjet  
Netherlands Antilles and operated in  
the Philipines. In 1999 she was  
withdrawn from service and renamed  
Supercat 17 . After modifications  
entered service on the Portsmouth-  
Ryde route in autumn 2000.  
550 to 600 pass, SPEED 30kts plus.

## Branch Officers and Committee

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## Forthcoming Programme and Events

**Venue:** 1<sup>st</sup> floor  
Portswood Conservative Club  
127 Highfield Lane  
Southampton  
Meetings are held on the 2<sup>nd</sup>  
Tuesday of each month at  
19.30.

### 2003 Branch Meeting Programme

Mar 11<sup>th</sup>  
**Treaty Tinclads & Beyond**

Dr Richard Osborne  
April 8<sup>th</sup>

**Maritime Voices**  
Sheila Jermima  
May 13<sup>th</sup>

**Work of NRC Vessels**  
Andrew Louch  
June 10<sup>th</sup>

**Cruising**  
Bill Lawes and Mick Lindsay  
July 8<sup>th</sup>

**Coastal Waters**  
Bernard McCall (TBC)  
August 12<sup>th</sup>

**Members Evening**  
Sept 9<sup>th</sup>

**Photographic/Model  
Competitions**  
October 14<sup>th</sup>

**Polish Built Part 2**  
Allan Ryska-Onions  
Nov 11<sup>th</sup>

**AGM**  
Dec 12<sup>th</sup>

**Italian Liners**  
Bill Mayes

## Branch Notice Board

All contributions to BJ are gratefully received either by post, email, floppy disk or CD. Any article related to the Solent area would be appreciated. I can fill BJ with magazine articles but would much prefer articles to be by the branch – for the branch.

All members that have provided an email address to the editor are respectfully requested to keep to address up to date.

A branch website site has been posted as suggested at the last Branch AGM. By the time you read this it should be just about complete. It will be a little while before search engines get to find it but you can go straight there

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

As per BJ it will be of little use if it is not supported so any constructive ideas for content with a **local bias** please let me know.

There is a news page please don't hesitate to email items to me so that I can post Q&A promptly I would like this site to be the first port of call for local shipping enthusiasts and invaluable local knowledge for member outside our area.

As users it can only developed with your feedback.