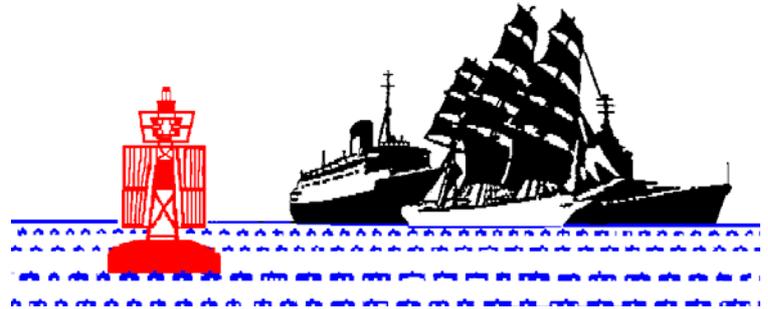


Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY

Price £1.00



Issue No: 138

Spring 2006



Photograph – Monty Beckett

Reported locally as a grain shipment record - approximately 60,000 tonnes of milling wheat destined for Madrid and Barcelona was loaded at 36 berth on the **Athina Zafirakis** 38727/02, pictured above, at Frontier Agriculture's dedicated deep-sea export facility at Southampton Grain Terminal (SGT)

Associated British Ports (ABP) today, 22 February 2006, announces its full year results for 2005. The numbers show that the Port of Southampton has beaten previous records for total tonnage handled across its quaysides – in 2005, this figure rose by 4 per cent to almost 40m tonnes (2004: 38.4m tonnes).

The port has also broken its record for deep-sea cruise passengers, with 702,000 passengers passing through Southampton in 2005. This helps the port retain its position as cruise capital of the UK.

The strong growth in Southampton's cruise figures is attributable partly to the port's commitment to working closely with its customers and making strategic investments based on long-term agreements. April 2005 saw the completion of the £0.5m extension to the custom-built City Cruise Terminal, creating more check-in desks, baggage storage and car-parking facilities. Accordingly, the port continues to draw the biggest names in the worldwide cruise market. Southampton is Carnival Group's home port and, in 2005, was also the regular turnaround port for Royal Caribbean International, Fred Olsen Cruise Line, Saga Cruises and Thomson Cruises.

In October, Southampton's second multi-deck terminal, the Empress Terminal, came into operation. This £4.2m investment was conceived as a means to accommodate the growth in the port's deep-sea car trade, whose volumes had more than doubled since 2000. The growth in trade, although excellent for the port's business, meant the port had to devise new and innovative ways to store the vehicles prior to export – the Empress Terminal was the solution to this. Built on a footprint of 7,640 sq m, the facility provides an additional seven-and-a-half acres of storage on four levels above ground.

In March, Southampton's position as the sole UK port of entry for fresh produce from the Canary Islands was reinforced, when the agreement between ABP, Southampton Fruit Handling Ltd and the Federations of Canary Island Producers was renewed for a further four years. Each year, the port handles over 100,000 pallets of fresh produce from the Canary Islands. The imports consist predominantly of tomatoes destined for supermarket shelves around the UK. Smaller volumes of peppers, avocados and cucumbers are also handled during the season, which lasts from October to May. During this period, two refrigerated vessels call every week at the purpose-built ABP Canary Islands Terminal in Southampton's Western Docks for discharge by specialist company Southampton Fruit Handling Ltd.

Container numbers at ABP's associate company, Southampton Container Terminals, were down by 4.6 per cent, due to some de-stocking activity within the UK retail sector and the loss of a service in the second half of 2004.

In 2005, ABP Connect's stevedoring division saw the commencement of a new contract with Wallenius Wilhelmsen Logistics UK, amounting to approximately 130,000 additional units handled. This new contract sees ABP Connect handle over 600,000 vehicles during the year.

2006 Southampton Branch Cruise

All members please note the Branch Annual Solent Cruise has now been booked for Saturday 17th June. The itinerary will follow that of previous years departing Southampton's Ocean Village at 11am returning 1800. Subject to weather and shipping movements it is hoped to cruise Southampton Water, Solent and Portsmouth Harbour.

Passenger numbers on this trip are limited to enable unobstructed photography therefore any members who are interested should book via the Hon Treasurer as soon as possible at £12 person to secure a place onboard. The trip is also very popular with members from other branches who will be given the opportunity to buy tickets when the notification appears in Marine News.

Tugs/Tenders at Southampton Part 2 by Bert Moody

For many years at Southampton it was the practice for various passenger ships to be served by tender in the Solent or Cowes Roads, thereby saving time and costs, as a result there was at least always one tug/tender among the towing fleets based in Southampton.

The first purpose built tug/tender was the **Albert Edward** built by Day, Summers & Company at Northam, Southampton in 1886 for the Southampton, Isle of Wight & South of England R.M.S.P. Company. That company had built by Barclay Curle two tugs – the **Hercules** in 1890 and **Vulcan** in 1893 and both these vessels initially held passenger certificates.

After the First World War with the transfer from Liverpool to Southampton of the Cunard express North Atlantic service several tugs owned by Alexandra Towing Company were transferred to Southampton and amongst these was the **Flying Kestrel**, a tug/tender. Soon after the Alexandra Towing Company acquired a naval tug – **Rollcall** and she was refitted to become the tug/tender and entered service in 1923 at Southampton as the **Romsey**. She had a short life at Southampton for she was sold in 1929 as a new tug/tender **Romsey** was under construction. At about the same time the Southampton, Isle of Wight Company (known as Red Funnel from 1935) had a new tug/tender built by J.I. Thornycroft at Woolston – this was the **Calshot** and she entered service in 1930. The company also had the advantage of having passenger carrying ships and several of their paddle steamers were used as tenders, in particular their **Lorna Doone** was used at times to tender the French Line's **Normandie**, which was usually anchored off Mother bank. In post war days both the **Balmoral** and the **Vecta** were also used for such work.

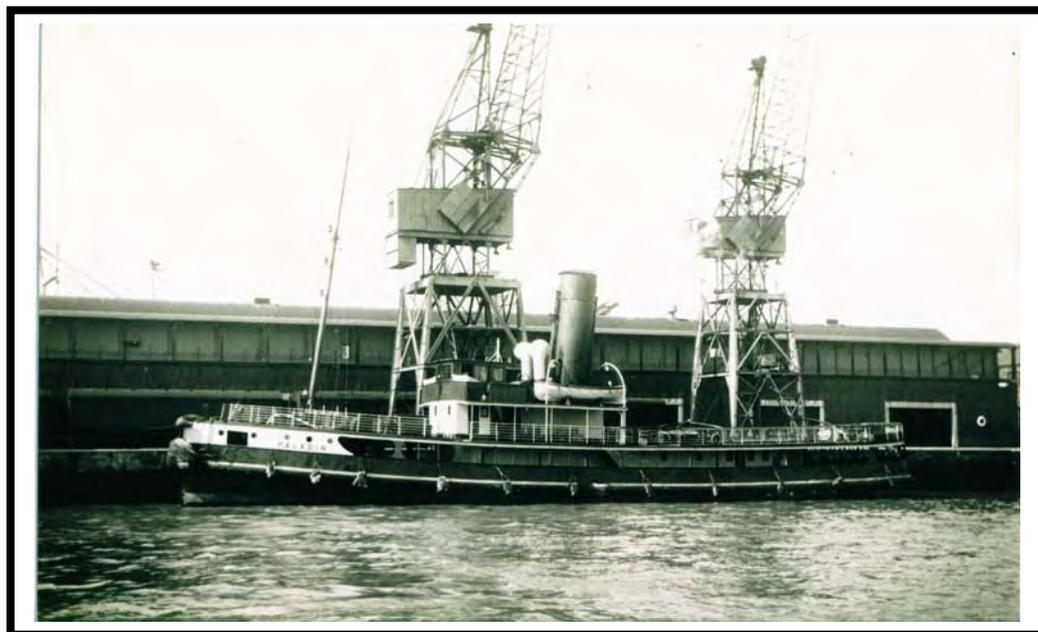
In 1931 the tender **Greetings** arrived in the port, formerly the **Gruscott** of North German Lloyd and was provided mainly to serve liners of the N.D.L and Hamburg America Line. **Greetings** was a tender only and was not equipped to work as a tug, she was managed by Alexandra Towing whose funnel colours she carried.

After the Second World War the **Romsey** and **Calshot** were again both available and in addition Red Funnel acquired the tug/tender **Paladin** that had served the Anchor Line and Clyde Shipping Company on the Clyde. In 1960 Red Funnel Group ordered a new tug/tender from J.I.Thornycroft – she was the **Gatcombe** and four years later a new **Calshot**, also built by J.I.Thornycroft, entered service. In 1962 Alexandra Towing introduced the **Flying Breeze** to take the place of the **Romsey**, which was sold for scarp.

With the decline in liner services there was less demand for tender work and the **Flying Breeze** was withdrawn in 1967, **Gatcombe** was sold in 1969 leaving the **Calshot** to carry on until 1986 when she was withdrawn from service.

Details of the vessels are as follows:

Paladin (332gt) This vessel was built by Murdock & Murray Ltd, Port Glasgow for the Anchor Line and was acquired by the Clyde Shipping Company Ltd in 1939. **Paladin** was purchased by the bred Funnel group in 1946 and was used mainly for towage work, although she was used occasionally as a tender. **Paladin** finally left Southampton on 5th July 1960 in tow to be broken up at Hendrik-ido-Ambacht.



Flying Breeze This vessel was built in 1938 by Scott & Sons at Bowling on the Clyde for the British Tanker Company as tug *Zurmand* (361gt) and in 1955 she was renamed *BP Protector*.

In 1961 the vessel was acquired by Alexandra Towing Company as a replacement for the tug/tender **Romsey**. At a cost of about £100,000 she was partly rebuilt as a tug tender by her builders Scott & Sons, accommodation being provided for 150 passengers and space was available for 5/6 cars. She entered service in 1962 as the **Flying Breeze** (460gt), but was withdrawn from service in 1967, and in the following year was sold to Tsavlis of Piraeus being renamed **Nisos Thira**. Under this name she last appeared in Lloyd's Register in 1973 but no further details are available.



Gatcombe (513gt) Built by J.I.Thornycroft at Woolston, Southampton in 1960. Length 136 ft breadth 35 ft. Twin screw diesel engines by Crossley Bros. Passenger certificate for 400 passengers.

Gatcombe had a comparatively short life with Red Funnel; Group due to the decline in tender work she was chartered during 1968 to various firms involved with oil rig construction in the North Sea. She returned to Southampton in 1969 when she was sold to the Bermuda Marine & Port Authority and renamed Bermudian. In 1988 she was sold and renamed **Topsham** being owned by the Peninsular Shipping Company and in 1990 she was resold to owners in Malta and renamed **Royal M**. In 1993 she was laid up with survey overdue and in 2003 she was sold to Greek interests for scrap.





Calshot (494gt) Built by J.I.Thornycroft at Woolston, Southampton in 1964. Length 139ft, breadth 35ft. twin screw, diesel engines by Crossley Bros. Passenger certificate for 400 passengers or 200 passengers and 6/7 cars. **Calshot** was used for general towage in addition to tender work, but with the decline of tender work she became involved in various other activities including oil dispersion and was finally withdrawn from service in 1986. In 1989 she was sold to Dublin bay Cruises and renamed **Tara II**, and in 1992 she was acquired by Remolques del Mediterraneo S.A. and renamed **Boluda Abrego** being registered at Las Palmas, as such she remains in the Lloyd's Register for 2005/6

Østensjø Rederi AS - **Tenax** - General Description

GENERAL

Owner/operator Solent Towage Limited,

Built 2006 Astilleros Gondan
OilRec Fi-Fi I
Escort (150/10) ISM ISPS

DIMENSIONS

Length o.a.37,00 m
Beam14,00 m
Depth mld5,40 m
Draft max.6,90 m
643 GT

PROPULSION

Main engines2 x Rolls
Royce Bergen type C25:
33L8P
Horse Power 6850 bhp
Bollard pull 67 tons
Speed free running15 knots



The **Tenax** replaces the **Silex** which has been on station for Solent Towage for the majority of the Fawley contract. **Silex** is now on a bareboat chart based in Ancona, Italy working for a company called CO.RIM.A Cooperativ Ricmorchiatori..

Tanker traffic on Fawley and Hamble in 2005. By Andrew Hogg

2005 was a very busy year for tankers in the port of Southampton. The growth of economies around the world has led to a tightening of oil-refining capacity, so Fawley is kept busy supplying not just the UK with oil products, but several other areas as well. So it was common to find all 5 outer berths at Fawley occupied by tankers, with others anchored in Sandown Bay or at St. Helens (sometimes for up to a week before being able to berth). This article will just cover the larger, ocean-going tanker traffic that used the port in 2005. Crude oil traffic in the Solent consists of imports into Fawley, and exports from Hamble. Hamble is the terminus of the pipeline from the Wytch Farm oilfield in Dorset, Britain's largest onshore oilfield. Unfortunately, reserves are now declining from this field: in the early days, a tanker

Would load at Hamble every 5 or 6 days, 80,000 tons at a time. Nowadays, one tanker arrives about two week intervals, and the oil goes to refineries in N. W. Europe, usually Coryton, Rotterdam or Gothenburg. Most callers are regulars, such as **Alfa Germania** (blt. 1998, 99,193 dwt), but two new visitors in 2005 were **Fucsia** (blt. 2003, 115,482 dwt) and **Bravery** (blt.1994, 110, 461 dwt).

Fawley imports crude oil from three main areas, the North Sea, Russia and the Middle East. Of these,

Russia has shown a huge growth in 2005. Most is now loaded at Primorsk in the Baltic Sea, but a small quantity arrives from Novorossiysk in the Black Sea. Special ice - strengthened tankers have been built to load in the Baltic in winter. In 2005, several shipments arrived on the tankers of Greek company Minerva Marine: Minerva's **Astra, Concert, Iris, Lisa, Nike** and **Roxanne** (all double - hulled, and built since 2000, and all about 105,000 dwt). Another Greek company used for Primorsk shipments was Marmaras, with three callers, **Delta's Sailor** and **Victory** and **Deep Blue**. North Sea oil is either loaded at onshore terminals such as Hound Point in Scotland, Teesport or Sture in Norway, or out at sea from oil platforms, using specially adapted tankers. These have been a regular sight on Fawley for many years, especially from the fleets of Knutsen, Navion and Stena /Ugland.

Middle East oil is loaded at the port of Sidi Kerir in Egypt (at the terminus of the Sumed pipeline which pumps oil from the Red Sea to the Mediterranean as fully-laden VLCC's cannot use the Suez Canal). At one time, Fawley received one cargo a month from here, often on a VLCC, but the increased use of Russian oil has meant less from the Middle East. The only VLCC's to visit Fawley in 2005 were **Olympic Liberty** (blt. 2003, 304,992 dwt), **Famenne** (blt 2001, 298,412 dwt), and **Bourgogne** (blt. 1996, 296,230 dwt). All arrived via



Atlantic Liberty 95/164373



Stena Natalita 01/62393

Rotterdam, as the channel depth in the Solent is too small to take fully - laden VLCC`s. Several shipments from Sidi Kerir arrived on Fawley in Suezmax tankers that can berth fully - loaded: two on Turkish tankers **Besiktas** (blt. 2001, 164,626 dwt) and **Besiktas Bosphorus** (blt. 2005, 163,750 dwt).

For tanker watchers, the greatest variety of ships has come from the product tankers that have visited Fawley and Hamble in 2005. Both have pipelines to Heathrow Airport, and aviation fuel is an important cargo at both terminals. The fuel usually arrives from refineries in the Middle East, especially Yanbu (in Saudi Arabia) and Kuwait, but

other cargoes have come from Venezuela and India. Two companies whose ships have brought several such cargoes in 2005 are Torm and OSG. **Torm`s Ismini** (blt. 2004, 75,000 dwt.) and **Freya** and **Mary** (blt. 2003 and 2002, and 46,000dwt.) all visited, as did sisters **Alcmar**, **Alcesmar**, **Ariadmar** and **Overseas Atalmar** of OSG (all blt. 2004, and 45,800dwt.). Often, aviation fuel cargoes are split between two discharge ports in Europe, and **Maersk Pristine** (blt. 2004, 110,000 dwt.), on one voyage, visited both Fawley and Hamble, showing how the major oil companies (Esso and BP in this case) co-operate.

Fawley is also the source of some important export cargoes on ocean - going products tankers. The largest of these is the gasoline needs of the USA. Typically, tankers load 37,000 tonnes of this regularly, with Eletson one of the main companies involved. **Kastelorizo** (blt. 1991, 45,000dwt.) arrived in 2005, but two more modern tankers in this trade last year were **Elbrus** (blt. 2004, 46,000 dwt.) and **Strymon** (blt.2005, 47,000 dwt.). About once a month, export cargoes are loaded for West or South Africa, employing North European - owned tankers, particularly from Stolt (for example **Stolt Endurance**, (blt. 2004, 32,000 dwt.) or J. O. Odfjell (such as **Jo Acer**, blt. 2004, 29,000 dwt.). These are very sophisticated so-called " parcel" tankers, able to carry a wide variety of cargoes in different tanks.

The final ocean - going category of tanker to visit Fawley carries a very specialist cargo, liquefied petroleum gas, or LPG. Fawley handles both imports and exports of this by - product of the refining process. **Queen Zenobia** was berthed there during the branch`s Solent cruise in 2005: she was built in 2002, and is 19,000 dwt. Two of the largest companies in this trade are Bergesen (**Havglimt**, blt. 1978, 38,000dwt. visited) and Solvang **Clipper`s Moon**, (blt. 2003, 44,000dwt.) and **Skagen**, (blt. 1989, 16,000 dwt) both called.

As I have tried to show, there is a wide variety of tanker traffic using the port of Southampton: indeed, with present shipping patterns, Fawley and Hamble are more likely to produce a first - time visitor to the port than the docks, with their regular container ships, car carriers and cruise liners dominating the traffic. Now lets hope for another good year for tanker watchers in 2006.



Alcmar 04/30018



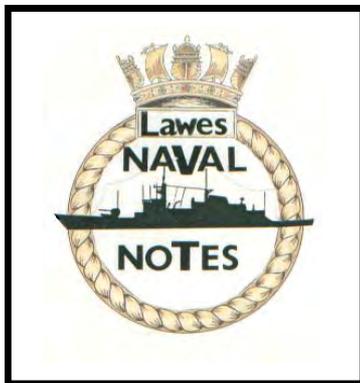
Queen Zenobia 02/16770

On December 16th **RFA Sir Tristram** left Southampton for the last time and sailed the short distance to Portsmouth before paying off after nearly 40 years service.

When **Sir Tristram** entered service in 1967, she and her sister ships were managed by British India S.N. for duty with the MoD (Army). In this role their colour scheme was similar to that carried by the troopships, a white hull with a blue band around it and their funnel, mast and cranes painted buff. In 1970 all 5 of the vessels were taken over by the RFA and their colour scheme changed accordingly. The duties of these ships was highlighted during the Falklands War in 1982 when **Sir Galahad** was so severely damaged that she was eventually sunk as a War Grave. **Sir Tristram**, also badly damaged at the same time was initially used for emergency troop accommodation at Stanley, but was then sea-lifted back to Britain where she was rebuilt to an updated design which increased her length and gave her enhanced helicopter capacity.

It seems, however, that **Sir Tristram** will neither be scrapped nor sold. At present she is intended to be converted to replace the veteran **Rame Head** which is moored in Fareham Creek for use by Special Forces during "ship boarding" exercises.

As one vessel leaves the Fleet, another is moving closer to joining it at Portsmouth. **HMS Clyde**, an enlarged version of the "River" class patrol ships, designed for use off the Falklands, is being built by VT and is scheduled for "floating out" in June. When the ship is completed in 2007, although leased and manned by the Navy, she will be maintained by VT until 2012. After that date the navy will have the options of buying the ship outright, or continuing with the leasing deal, or passing the vessel back to VT. It is likely that once **HMS Clyde** is on station in the South Atlantic she will stay there for her entire working life. Relief crews will be flown out the ship and refits carried out in the Falklands or at ports in either South America or South Africa.



RFA Black Rover
alongside 101 Berth
during December

USS Swift departed Portsmouth 19th Feb, an aluminium hulled wave-piercing catamaran, she was built by Incat Tasmania Pty. Ltd., in Hobart, Tasmania.

The vessel is **98** metres long, **27** metres wide, weighs **1000** tons with a 3.4 metre draught. It can carry a load of 615 tons personnel and equipment and has a 2670 sq metre cargo bay. It has a helicopter deck on top and has a storage hangar for two helicopters.

It's four Ruston 20RK280 diesel engines enables it to cruise at **55+ km/h** and a maximum speed of **85+ km/h** over a range of **6 500** kilometres.



USS Swift HSV 2

From Monty's Notebook.....Compiled by Monty Beckett
 A round-up of new or infrequent callers to Southampton Docks over the last few months.
 Photographs top to bottom right: **Bangkok Express, Werder Bremen, Shun-Ji-Xing**

Berths 204/7: Houston Express 94483/05, Kyoto Express 90000/05, Colombo Express 93750/05, Sandra Blanca 60117/95, P&O Nedlloyd Miro 94774/05, Merkur Star 29181/96, MOL Paradise 71903/05, MOL Paramount 71892/05, Helena Schepers 3058/92, Kate Maersk 81488/96, Maersk Pembroke, CMA CGM Otello 95000/06, MOL Pace, Clementine Maersk 91921/02,
RoRo Vessels: Garden 10762/77, Morning Sapphire 45706/85, Morning Courier 57718/05, Pacific Spirit 53578/87, Paradise Ace 60175/04, Felicity Ace 62800/05, Hoegh Trader 56816/98, Kiwi Auckland 37841/85, L'Audace 15224/99
Marchwood RLC: Skaftafell 4078/97, Vera 2054/85, CEC Blue 2815/92, Sloman Commander 4489/96
Berths 107/9: Keizerborg 6142/96, Holland 1682/96, Michiganborg 6540/99, Vigo Stone 5365/73, Drawa 1575/78, Shun Ji Xing 38093/83, Sea Mithril 1382/92, Argo-1 2441/81, Egbert Wagenborg 6540/98
Berth 106: Clipper Baroco 3021/05
Berth 102/3: Werder Bremen 1297/85, Acer 1521/85, Link Trader 1082/81, Helen 1425/81
Berth 102: Elandsgracht 8448/95, Beluga Elegance 9611/04
Berth 101: RFA Black Rover
Berth 36: Athina Zafarakis 38727/02, Alexander Grin 2319/97, Baltic Carrier 2280/97, Midland 4 4985/96, Antabe 2446/97, Alessia 2999/99, Wilson Mo 3658/75, River Blyth 2858/00
Berth 25: Andrina F 1568/90, Elsebeth 1636/86, Egmondgracht 8448/94
Passenger Vessel: Artemis 44588/82
Dibles: Diamonde 1487/85, Stina 1546/95, Vyg 1598/92

Princes: Arlau 2461/04, Lydia 2218/00, Pasedena 2993/98, Elbertor 2351/90

Tugs: Adsteam Surrey. Adsteam Redbridge



The **Werder Bremen** 1297/85 above has now spent two months in port for engine repairs at 106



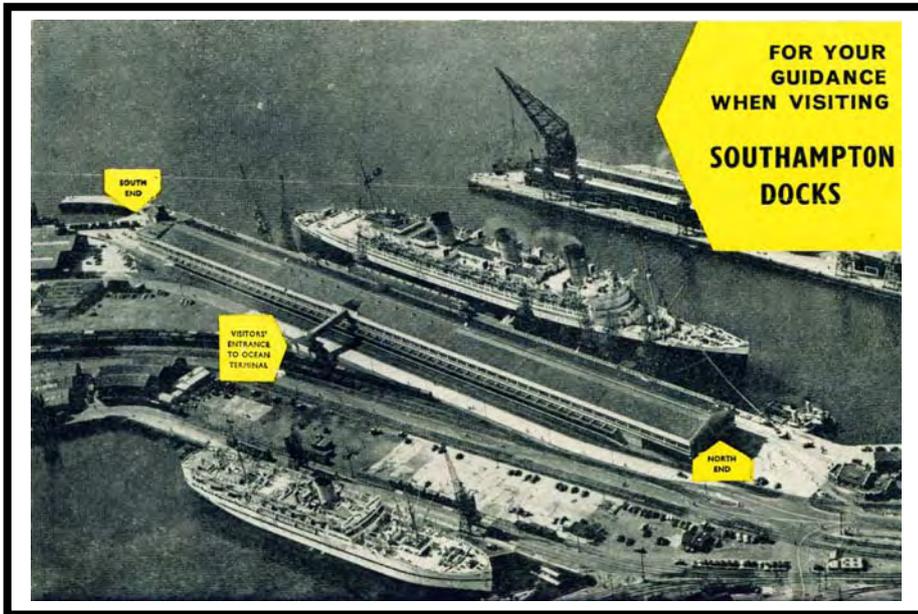
The Flying Kestrel in action
19.7.1927 – Bert Moody
Collection



Tugs and Tenders in action.....

**The Queen Mary returning from stabiliser
trials 29.3.1958 – I. Bovey Collection**





How times have changed!

I'm sure many members may have kept this souvenir of when access to the docks was possible when common sense safety advice was deemed sufficient and the possession of a camera was not a security risk! Thanks to Dave Walker for submitting this memory jogger. These leaflets were issued to visitors when a permit for the day was issued

FOR YOUR GUIDANCE WHEN VISITING

With the compliments of British Transport Docks

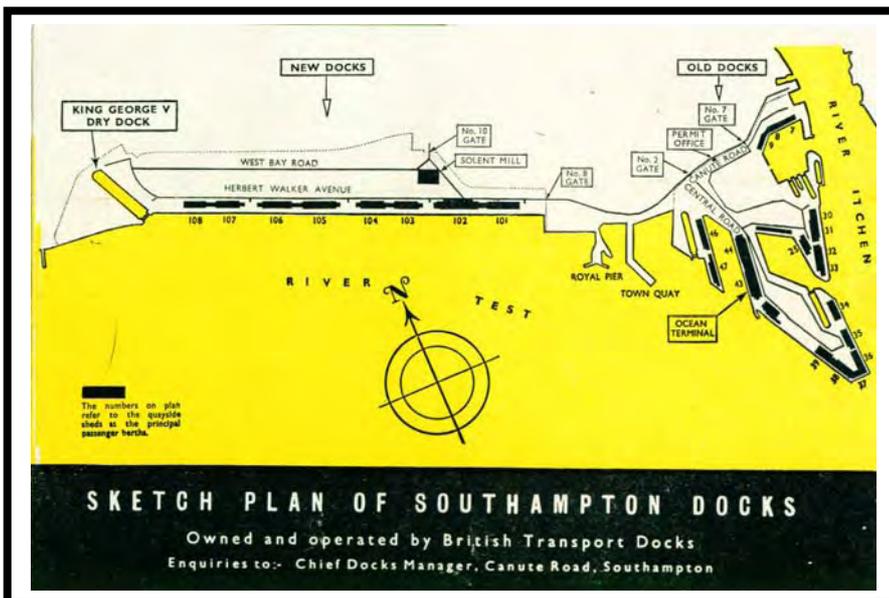
We extend a warm welcome to you on your visit to the Docks and hope you will find it enjoyable. Normal dock activities naturally necessitate a restriction of the movement of visitors in the docks and we would ask you to remember that work goes on throughout the twenty-four hours. For your safety and that of others please take care.

Entry to the docks is by permit only and if you have a permit to go on the balcony of the Ocean Terminal you must enter the docks by No. 2 Gate. This is about 250 yards along the road from the Permit Office. After entering the docks you should proceed via

Central Road to the overbridge situated centrally on the landward side of the Terminal, about five minutes' walk from the dock gate, and which gives access to the Visitors' Balcony. When you leave the balcony please make your way back to No. 2 dock gate direct as there are no facilities for visitors elsewhere in the docks.

If you have a permit to meet or see off passengers on one of the liners the plan on the back will help you to locate the berth. In the case of a liner at the Ocean Terminal the permit admits the visitor to the balcony to see the liner arrive or depart and to the Visitors' Enclosure in the Customs Halls.

Visitors meeting First or Tourist Class passengers from the QUEENS should go to the North Customs Hall and those meeting Cabin Class passengers to the South Customs Hall. Owing to Customs regulations visitors cannot contact passengers disembarking until they have passed through Customs, and, in the outward direction, will be required to say Good-bye before the Customs examination. At all other berths in the Docks the same general arrangements apply, and visitors, having first obtained the necessary permit, enter the quayside shed and wait in a special enclosure adjacent to the Customs examination area.



THE FOLLOWING ADDITIONAL FACILITIES ARE AVAILABLE FOR SEEING THE DOCKS & SHIPPING:

'Bus Tours of the Docks

Every Tuesday, Wednesday and Thursday during June and September, and additionally on Mondays and Fridays during July and August, a 1½-hour tour of the Docks by Southampton Corporation or Hants & Dorset 'bus is run, leaving at 10.30 a.m. and 2.30 p.m. from near the Rose Gardens opposite the forecourt of the Civic Centre. The tour covers the Old and New Docks, including a visit to the balcony of the Ocean Terminal.

Harbour Cruises and River Trips

Launch trips of varying duration operate from the Royal Pier and afford excellent views of the shipping at berth.

Details	Favourite Boats,	Royal Pier,
	from: or Star Boats	Southampton.
	Town Quay	} Town Quay
	Launches	

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Forthcoming Programme and Events

Venue:
Southampton Oceanography Centre
Waterfront Campus
European Way
Eastern Docks
Southampton
All meetings commence 19.15 and room to be vacated by 21.30.

2005/6 Branch Meeting Programme

14th March
New Additions from the Hampshire Records Office
David Lee - Archivist
11th April
Work of the Oceanography Centre
Talk, Visit etc
By members of staff
9th May
Painters, Posters & Postcards
David Hutchings
13th June
To the Ross Sea by Icebreaker
Bill Lawes
17th June
Branch Cruise
11th July
'Voices' from Oral History Archives
Sheila Jermima
8th Aug
Members Evening
12th September
Slide & Print Competitions
10th October
Itchen Wharves
Bert Moody
14th November
AGM + Support Programme
12th December
Aspects of Tankers
Neil Richardson

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 much appreciated. BJ editor can reproduce magazine and newspaper articles but preferred are articles by the branch – for the branch.

Any member who would prefer to receive the Branch Magazine Black Jack by email please contact the Editor. Colour printing cost are relatively high so all recent Black Jacks can be viewed all in colour via the Branch website in pdf format.
www.sotonwss.org.uk

A couple of websites that may be of interest – the full portfolio of Williams Shipping can be found at
www.williams-shipping.co.uk/

and some recent photographs of the Rotterdam
www.vdleek.com

Solent Maritime are again organising a trip to the Netherlands between September 8-11th. Details available from David Hornsby contactable on 02380 813704

Acknowledgements for extracts from – ABP, Lloyds List, Daily Echo,