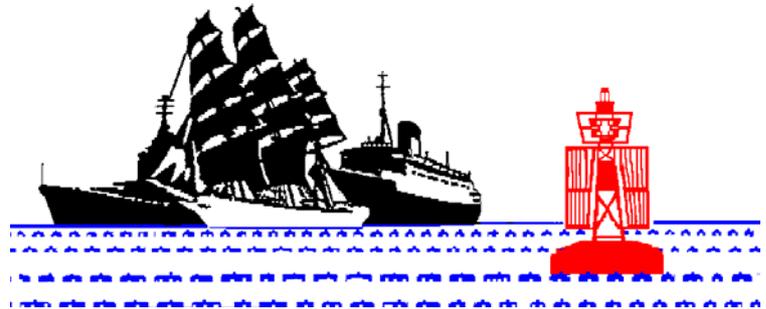


Black Jack

Price £1.00

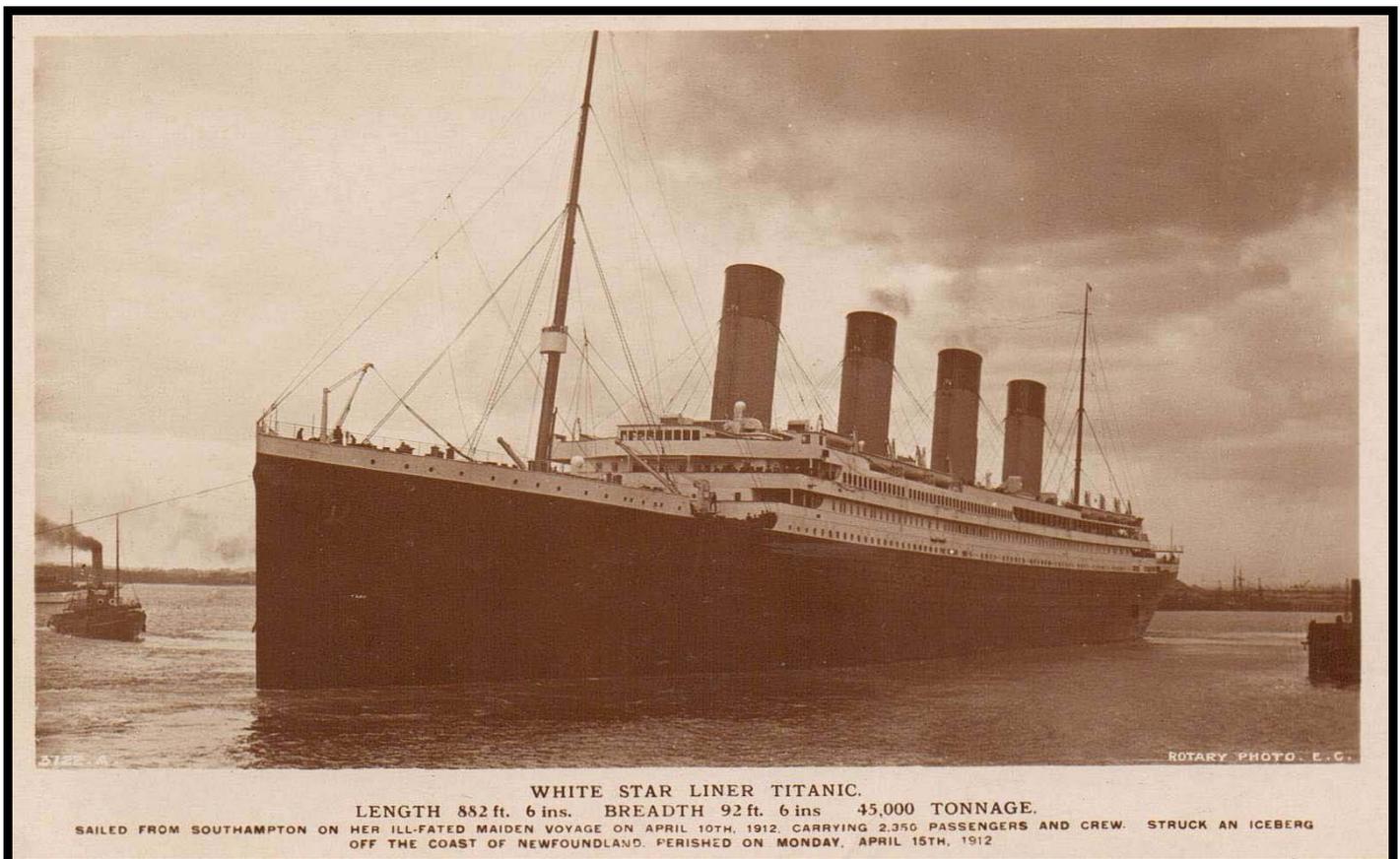
QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY
www.sotonwss.org.uk



Issue No: 162

Spring 2012

TITANIC – one hundred years



WHITE STAR LINER TITANIC.

LENGTH 852 ft. 6 ins. BREADTH 92 ft. 6 ins 45,000 TONNAGE.

SAILED FROM SOUTHAMPTON ON HER ILL-FATED MAIDEN VOYAGE ON APRIL 10TH, 1912, CARRYING 2,350 PASSENGERS AND CREW. STRUCK AN ICEBERG OFF THE COAST OF NEWFOUNDLAND. PERISHED ON MONDAY, APRIL 15TH, 1912

Titanic will be in the eyes of the World for the next few months and as a mark of respect to all who sailed in her and were lost with her we feature this postcard of her sailing from Southampton. *Nigel Robinson collection*

Black Jack – Spring 2012 No.162

Editorial team
Mick Lindsay, Nigel Robinson and Editorial Assistant Michael Page. Website – Neil Richardson

Black Jack is the quarterly newsletter for the Southampton Branch of the World Ship Society.
Four editions available for £5 inclusive of postage.

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.

Honorary Branch Secretary **Colin Drayson**

57 The Drove
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Bitterne
Southampton, SO18 6LY 023 8049 0290

Chairman

Neil Richardson
109 Stubbington Lane
Stubbington
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Adrian Tennet
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Fair Oak
SO50 8EN 023 8060 0197

Full details of all committee members can be found on the Southampton WSS website at www.sotonwss.org.uk

Editorial contacts:

michael_lindsay@hotmail.co.uk
gillrobinson@freenetname.co.uk

2012 Branch Meeting Programme

March 13th	David West's Slides – Paul Gosling
April 10th	Titanic Anniversary – Alistair Arnott
May 8th	Falklands Anniversary – Bill Lawes
June 12th	Gosport Ferries – Phil Simons
July 10th	My First AGM – Monty Beckett
August 14th	Members' Image Gallery – Our annual competition with slides and digital entries
September 11 th	Ocean Liners and Cruise Ships 1905 - 2005 – Doug and Daphne Toogood
October 9th	Blue Funnel Line – John Lillywhite
November 13th	A.G.M. – Plus "The Start of it All" , Colin Drayson
December 11th	At Sea in the 'Fifties – Edwin Goodfellow

Plus the Annual Branch Cruise on Saturday 2nd June 11am to 6pm from Ocean Village

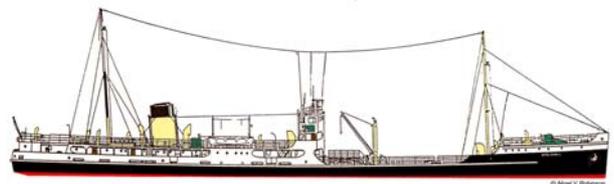
All contributions to *BJ* either by post, email, floppy disk or CD are most welcome. Any article with a connection to the Solent area would be much appreciated. The BJ Editors could reproduce magazine or newspaper articles but preference is given to articles 'by the branch – for the branch'.

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

SHIELDHALL is sailing again in 2012!!!

Shieldhall complete with black hull will be sailing within the Solent on a number of cruises including 2 to commemorate the sailing and loss of **Titanic** 100 years ago – there are also trips to view the 3 Cunard Queens in June and the 7 P&O cruise ships in July plus the J-class yachts racing also in July...

Full details are on the **Shieldhall** website at www.ss-shieldhall.co.uk/Welcome



MONTY'S NOTEBOOK

A round-up of new or infrequent recent callers to Southampton Docks. Details and photographs supplied by Monty Beckett. Photos top to bottom: **Ice Crystal, Lady Nora, Burgtor**

Berths 204 - 7 Container Ships:

Pirita 6326/95, CMA CGM Puccini 65247/04, OOCL London 89097/10, OOCL China 66046/96, CMA CGM Columba 131332/11, CMA CGM Alaska 140259/11, APL Chongqing 114000/11, APL Dhaka ? /09, APL Gwangyang 113735/11, Ice Crystal 7545/08

Ro-Ro Vessels:

Dorado Leader 6257/06, Sanderling Ace 59000/07, Tiger 74255/11, Hoegh Berlin 57280/05, Atlas Leader 63085/10, Tugela 72295/11, Daedalus Leader 62993/09, Bosphorus Highway 59440/09, Aphrodite Leader 62751/07, Gaia Leader 62838/11

Berth 107 - 109 & No 7 Dry-dock:

Fingard 2997/00, Hav Zander 1960/90, Flinterbirka 2474/06, Meele 2456/94, Emsmoon 4563/00, Zeus 6142/00, Swe Bulk 2480/91, Vita 2497/90, Emslake 3500/11, River Trader 794/89, Vigoroso 4244/05, Fri Sea 2601/01, Baltic carrier ? / ?, Trenland 3826/89, Sormovskiy-3058 3041/87, Christina G 2545/08, Burak N 1829/87, Beaumont 2545/05, CPL Patron 4106/08, Onego Arkhagelsk 5425/11, Vasilij Shukskin 2264/95, Amadeus 1719/03, Tera 1861/85

Berth 102 - 3:

Eems Sky 1252/08

Marchwood Bulk Berth:

Kaisa 3183/05, Karelia 2997/10

Marchwood:

Karelia 2997/10, Lady Meana 2561/96, Lady Nora 1978/01, Thurkus 2561/91, Lady Nola 1978/02

Berths 44 - 5:

Jan V 1749/85

Berths 24 - 5:

Amber 3998/08

Berths 36:

Sormovskiy-3057 3041/87, Ufa 2914/97, Kliftrans 2224/97, Sormovskiy-3064 3048/89, Beaumare 2545/08, Bratislava 2446/94, Wilson Ghent 2446/96, Lady Anna ? / ?

Dibles Wharf:

River Trader 794/89, Elizabeth K 2449/94, Sea Hawk 1959/89

Prince's Wharf:

Bounder 1984/89, Arklow Venus 2829/00, Eider 2452/03, Burgtor 2351/89, Merle 2456/94, Ohlau 2461/07, Bekau 2461/05

Passenger Vessels:

Boudicca 28388/73

Other Cargo vessels:

Ijsselborg 8999/10, SCL Elise 5599/09



FAVERSHAM SHIPS LTD

Part Three

by David Hornsby

As Part Two was published in BJ 161, Winter 2011, news came through of the sale of a ship from the Faversham Ships fleet. The following vessel should be added to the previously owned fleet:

VELOX 2,033 gt 3,502 dwt 86.0 loa x 14.0 x 5.3m draft; 2 holds (4262 cm grain) + deep tank; 152 TEU (60 hold/92 deck); 1795 bhp 6-cyl Krupp-Mak diesel, 11 knots
IMO 89181291
(2004 -)
keel laid 18/9/91, launched 16/2/92, completed 3/1992 by Bodewes Scheepswerven BV, Hoogezand, Netherlands (yd. 563) as **VELOX** for Beck Scheepvaartkantoor BV, Netherlands (Dutch flag)
9/2003 taken over by Beck Merwe Ship BV (Carisbrooke Shipping (Holland)) and management transferred to Soetermeer Fekkes Cargodoorskantoor BV (later renamed Northern Ship Management)
13/12/2004 acquired by jointly owned Atlas Navigation Ltd with Faversham Ships as managers, Isle of Man flag.
Sold 30/11/2011, handed over at Ghent and renamed KRISTI 1 (Albmarine Ltd) Albanian flag



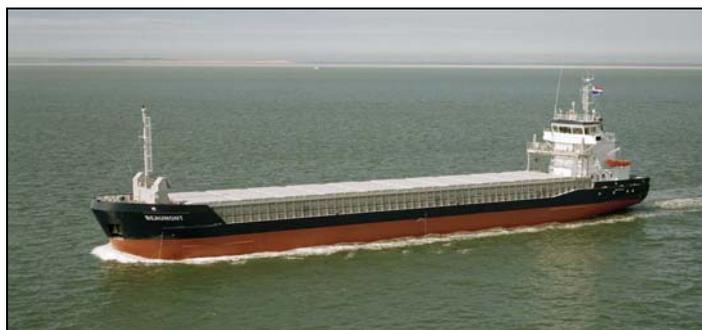
VELOX (Allan Onions)

CURRENT FLEET

Since the history of Faversham Ships was prepared (BLACK JACK 160), the fleet returned to ten vessels on 28th July 2011, (*but see above – the current fleet as of early 2012 is now 9 ships*) when - jointly with Vogt & Maguire Ltd (Windle Shipping) and Soetermeer Fekkes - they purchased the low air draught coaster *Christine Y* from John Yeoman (CY Shipping). The acquisition came with a fertiliser contract attached, which the Company hope to develop in the future.

NORDSTRAND River/sea trader with bridge on hydraulic pillar 1,970 gt 2,800 dwt 88.3 loa x 12.5 x 4.6m draft; 1 hold (3,964 cm grain); 158 TEU (78 hold/80 deck). 1427 bhp V4-cyl Caterpillar, 11.5 knots (16th of 28 Damen Combi-Coaster 125 type)
IMO 9031260
(2006 -)
keel laid 18/5/1990, launched 17/8/1990 and completed 3/1991 by BV Scheepswerf Damen, Gorinchem, Netherlands (yd. 8286) as **NICOLE** for Gunter Grossjahn KG, Germany; 1993 renamed **NORDSTRAND** by Noordhinder Schifffahrts GmbH, Germany; 1996 acquired by Carisbrooke Shipping plc, Barbados flag; 1/2000 managers Carisbrooke Shipping (Management) Ltd; 2002 to UK flag; 2005 ownership to NWS Ltd, Carisbrooke Shipping remain managers 11/1/2006 acquired by Faversham Ships without name change, Barbados flag

BEAMONT 2,545 gt 3,820 dwt 88.6 loa x 12.5 x 5.4m draft; (13th Damen Combi-Freighter 3850)
IMO 9319416
(2007 -)
1 hold (5250 cm grain), 193 TEU (113 hold/80 deck); 2067 bhp 8-cyl Caterpillar-MaK, 12.5 knots (ballast)
keel laid 16/4/2004, hull launched 26/11/2004 by BLRT Laevaehitus OU, Tallinn, Estonia and completed 15/4/2005 by BV Scheepswerf Damen, Bergum, Netherlands (9350) as **BEAMONT** for Unisea Shipping BV, Sneek, Netherlands. 3/2007 acquired by Faversham Ships without name change, UK flag.



BEAMONT on builders trials (Damen)

SHETLAND TRADER (2)
IMO 9030486
(2007 -)

River/sea trader with bridge on hydraulic pillar; 1,512 gt 2,386 dwt 74.9 loa x 11.4 x 4.4m draft; 1 hold (3070 cm bale); twin screw with 1216 bhp twin V12-cyl Cummins to Schottel rudder propellers, 11 knots
keel laid 1/10/91, launched 23/12/91 as **MARS**, delivered 6/1992 by Rosslauer Schiffswerft GmbH, Rosslau (on River Elbe west of Berlin), Germany (233) as **LASS MARS** for H H Wubbe Nachfolger, Hamburg and operated by Walter Lass; 2005 managers SKR Reederei GmbH, under Madeira (Portuguese) flag.
8/2007 acquired by Faversham Ships and renamed **SHETLAND TRADER** under Barbados flag.

ISLAY TRADER (2)
IMO 9030474
(2007 -)

River/sea trader with bridge on hydraulic pillar; 1,512 gt 2,386 dwt 74.9 loa x 11.4 x 4.4m draft; 1 hold (3070 cm bale) twin screw with 1482 bhp twin V12-cyl Cummins to Schottel rudder propellers, 10 knots
keel laid 13/8/1991, launched 7/11/91, delivered 5/1992 by Rosslauer Schiffswerft GmbH Rosslau, Germany (232) as **MOON** for H H Wubbe Nachfolger, Hamburg; 1992 renamed **LASS MOON** and operated by Walter Lass; 2005 managers SKR Reederei GmbH, Madeira (Portuguese) flag.
10/2007 acquired by Faversham Ships and renamed **ISLAY TRADER** under Barbados flag

VICTRESS
IMO 9030498
(2008 -)

River/sea trader with bridge on hydraulic pillar; 1,512 gt 2,386 dwt 74.9 loa x 11.4 x 4.3m draft; 1 hold (3070 cm bale) twin screw with 1482 bhp twin V12-cyl Cummins to Schottel rudder propellers, 11 knots
keel laid 13/11/91, launched 12/3/92 as **URANUS** for H H Wubbe Nachfolger, Hamburg and delivered 9/1992 by Rosslauer Schiffswerft GmbH, Rosslau, Germany (234) as **LASS URANUS** and operated by Walter Lass; 2005 managers SKR Reederei GmbH, Madeira (Portuguese) flag.
1/2008 acquired by Faversham Ships and renamed **VICTRESS** (originally reported as **WIGHT TRADER**) Barbados flag



VICTRESS off Teignmouth (David Walker)

VALIANT
IMO 9030503
(2008 -)

River/sea trader with bridge on hydraulic pillar; 1,512 gt 2,366 dwt 74.9 loa x 11.4 x 4.4m draft; 1 hold (3070 cm bale) twin screw with 1482 bhp twin V12-cyl Cummins to Schottel rudder propellers, 11 knots
keel laid 22/1/1992, launched 14/5/92 as **NEPTUN** for H H Wubbe Nachfolger, Hamburg and delivered 9/1993 by Rosslauer Schiffswerft GmbH, Rosslau, Germany (235) as **LASS NEPTUN** operated by Walter Lass; 1993 renamed **WOLGAST**; 1994 renamed **LASS NEPTUN**; 2005 managers SKR Reederei GmbH, Madeira (Port) flag.
2/2008 acquired by Faversham Ships and renamed **VALIANT** (Barbados flag)

VERITY
IMO 9229178
(2008 -)

2,601 gt 3,676 dwt 91.3 loa x 13.8 x 5.2m draft; 1 hold (5168 cm grain); TEU 142 (102 hold/40 deck)
2330 bhp 9-cyl Caterpillar-MaK, 14 knots
keel laid 26/6/98, launched 20/4/2001, delivered 9/6/2001 by Tille Scheepsbouw Kootstertille BV, Kootstertille, Netherlands (yd. 336) as Dutch-flagged **ESTIME** (mgr. JR Ship Management BV)
9/2004 renamed **UNION MERCURY** (Union Transport Group) IOM flag
3/2008 acquired by Faversham Ships and time-chartered back to Union Transport
8/2008 when renamed **VERITY** at Chatham still under Isle of Man flag; 2009 main engine seized in English Channel, towed to Hull where the original 2650 bhp 6-cyl Wartsila diesel engine (13 knots) was replaced.



VERITY (Tom Walker)

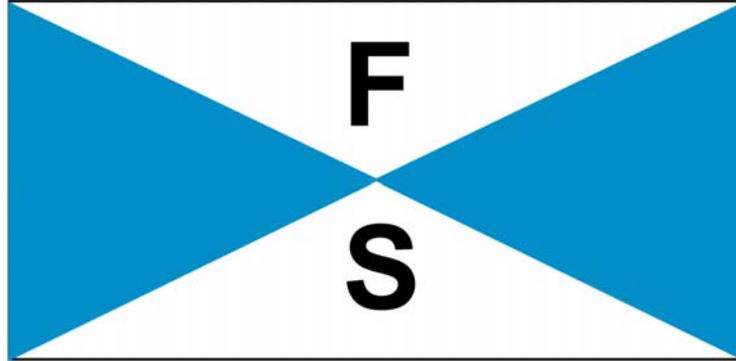
VEDETTE
IMO 9195729
(2010 -)

2,545 gt 3,850 dwt 88.6 loa x 12.5 x 5.4m draft; 1 hold (5,320 cm grain) 193 TEU (113 hold/80 deck)
2066 bhp 8-cyl Caterpillar-MaK, 13 knots (1st Damen 3850 Combi Coaster elsewhere reported as yard 9342)
hull constructed 2000 by Daewoo-Mangalia Heavy Industries, Romania (yd 1014) and completed 12/2000 by BV Scheepswerf Damen, Bergum, Netherlands (yd 368) as **PETRA** (mgr Intersee Schiffahrts (Neth Antilles) flag)
4/2010 acquired by Faversham Ships and 8/2010 renamed **VEDETTE** (IOM flag)

CHRISTINE Y
IMO 8502145
(2011 -)

851 gt 1,281 dwt 64.3 loa x 10.5 x 3.33 m draft; 1 hold (1837 cm grain); 775 bhp V8-cyl Caterpillar, 10 knots. completed 17/3/1986 (first of series of 8) by Scheepswerf Ferus Smit BV, Westerbroek/Foxhol, Netherlands (yd. 242) as Dutch-flag **WILLY** for E. Bays, Texel (manager Ewald Muller & Co GmbH, Germany); 2001 sold to Dutch flag owners and renamed **ANNA** managed by Holwerda Shipmanagement BV; 10/2004 sold to Aggregate Carriers Ltd (Foster Yeoman) and renamed **CHRISTINE Y** under Bahamas flag, managed by V. Ships UK Ltd; 7/2006 managers now Coastal Bulk Shipping Ltd (Armac Marine Management Ltd); 3/2009 owners now CY Shipping Ltd (manager Armac Shipping Services Ltd) 7/2011 acquired by Faversham Ships without name change and transferred to Barbados flag;

Thanks to Mr Nick Sice of Faversham Ships for his assistance with information on the history of the Company.



P&O Cruises will expand its fleet with a 141,000-tonne cruise ship scheduled to enter service in March 2015.



The as-yet-unnamed 3,611-passenger vessel will be the largest in the P&O Cruises fleet, as well as the largest cruise ship built specifically for the British market.

The ship will offer a stylish and innovative new design and a large number of passenger facilities, along with many of the brand's classic and iconic features.

More details and new product innovations will be announced at a later date.

Micky Arison, Carnival Corporation & PLC's chairman and chief executive said: "The UK continues to be a key growth market and innovative vessels such as this new P&O Cruises ship – targeted specifically to British clientele – underscore our commitment to leading the expansion of this important cruise region."

P&O Cruises Managing Director Carol Marlow said the ship would include a number of new features which she was confident would attract new passengers to P&O.

"She will offer 'the best of the best,' combining the favourite classic features of *Oriana* and *Aurora*, the choice and variety of *Azura* and *Ventura*, and a host of new ideas and concepts," she added.

TERRA MARIQUE – a versatile heavy lift vessel

Most years, on the annual cruise, **Ashley R** passes a large burgundy-coloured barge over on the Marchwood side of the river. In fact, I have never heard any comment during the cruise on what it is or what it does, not even during society evenings. So when a colleague at work (a marine surveyor) made a throw-away comment about the **Terra Marique** one day on the quayside, my ears pricked up and I asked him what it was. By the time I got home, I had forgotten everything he had told me except the name, but from that it was fairly simple to pull all the relevant information off the Internet. So, here goes.

Belonging to the specialist transport firm Robert Wynn & Sons Ltd, the **Terra Marique** is a unique vessel. It's design has combined state-of-the-art technology with traditional marine and heavy transport engineering and has been developed to maximise the utilisation of UK and European ports, rivers and inland waterways. The unique design of the barge gives it the ability to roll-on and roll-off loads of up to 1,350 tonnes at a wide range of quay heights. It's "roadway" can be lifted 6.5 metres by its hydraulic jacks and remain in position using its ballast system, which can move 40 tonnes of water per minute. This system also allows it to work on the largest tidal ranges, on a variety of quays and riverbanks, ensuring that cargoes can be loaded or offloaded in safety.

Amongst its other attributes is a strengthened hull, allowing it to beach land, with minimal need for on-site preparation, giving direct delivery to coastal and waterway sites. **Terra Marique** can semi-submerge, allowing smaller vessels, such as the same company's **Inland Navigator**, to be transported, thus giving access to the UK inland waterway network without trans-shipping from sea transportation.

Terra Marique has the ability to carry out tasks previously fraught with complications and expense, such as the replacement of bridges over waterways. It can also act as a mobile dry dock or ship lift for smaller vessels when there is a need to carry out routine maintenance. One of **Terra Marique's** more prestigious assignments was the transportation of a Concorde aircraft along the River Thames.

Because of its present role, the **Inland Navigator** is not something we are likely to see down this way, although it may well have done in a previous life. She was originally Whitaker's **Humber Navigator** and was identified by Wynn's as being capable, after conversion, of carrying single-piece loads of up to 300 tonnes. She is employed almost exclusively on the inland waterway network, where she provides unprecedented penetration, and carries abnormal loads to places such as Leeds, Nottingham, Rotherham and Worcester.

Although it towed to its location, it is not a totally dumb barge, having manoeuvring capability for fine positioning. **Terra Marique** has two Caterpillar 3508 B 670kW for its main drive, and propulsion is by four 200kW Pumptlets. Its facilities include a 400Te Gantry lifting frame, two knuckle boom 10Te deck cranes, two 7.5m spud(?) poles, two 15Te electro-hydraulic cargo winches, a four-point mooring system and spare ramps. The barge has a length of 80 metres and is 16.5m wide. Depth to coaming is 8.5m. Design draught is between 1.6 and 4.8 meters, according to cargo carried. There is air-conditioned accommodation for three crew members, including the usual facilities. **MAL**



A - Z OF SAIL

by Michael Page

“N” is for the Clipper “Norman Court”

The legendary words “tea clipper” never fails to stir the imagination of anyone with a passion for the sea and the days of sail. During the years 1850-70 British shipyards built 85 ships, which Basil Lubbock (China Clippers) classifies as tea clippers. Gradually the designs became more radical as speed became the dominant factor.

Between 1863-1869 the thoroughbreds that were destined to become part of nautical history were launched; they included *Taeping* and *Serica* 1863, *Ariel* and *Sir Lancelot* 1865, *Titania* 1866, *Lahloo* 1867, *Thermopylae* 1868, *Cutty Sark*, *Wylo*, *Blackadder* and the *Norman Court* 1869.

The *Norman Court*'s pedigree was well founded having been designed by the esteemed British naval architect William Rennie. In 1860 he was responsible for the design of the *Fiery Cross* which gained a reputation for fast passages in the China Trade. In 1863 Rennie had designed Baring's first tea clipper, the *Black Prince* which might have been a record breaker if the master had tried.

However in July 1869, and considered to be Rennie's masterpiece, the *Normans Court*, built by A & J Inglis of Glasgow for London Merchants Baring Brothers, was launched, having much fuller lines forward than the majority of clippers on the tea trade, although she was still given the raking masts which were designed to check the bow diving into the least head sea.

At that time only a small select band of masters were considered good enough to captain a tea clipper, and the man they chose was Captain Shewan senior. He came with a good track record and had commanded the *Lammermuir* in 1859 which made the fastest tea passage with a run of 96 days, and took second place in 1860 with 102 days. Like many of the best skippers he was Scottish, hailing from the small whaling port of Peterhead in Aberdeenshire. Captain Shewan senior continued as master of the *Norman Court* until 1873 when ill health forced him to hand over command to his son Andrew. In that time he made many round trips bringing tea back from the Far East continually recording good times, showing what a good clipper she was for speed, but also in 1872 with his son as first mate they were caught in a typhoon which nearly caused the end of them with steep waves forming deep troughs, and the sea was like a thousand furies and rain fell in solid sheets and at one time the only way for the crew to move around on deck was by crawling. But they survived when many good ships foundered and it was proof of Rennie's masterly design.

The young Captain Shewan continued as master until 1879 when like his father was beset by ill health and forced to retire. The *Normans Court* final voyage was in 1880 under Captain Dandy Dunn. The opening of the Suez Canal in 1869 signalled the beginning of the end for the tea clippers. Steamers gradually superseded sail and by 1881 the days of the great tea passages had passed into history.

The *Norman Court* had several changes of ownership, the last in 1882 when purchased by James Grieve of Greenock. By this time for economic reasons she had been converted into a barque with fore and after rig on the mizzen mast.



On the night of 29th March 1883 in a strong gale she was driven ashore and wrecked in Cymyran Bay between Rhoscolyn and Rhosneigr, Anglesey, and all but two of the crew were saved by lifeboats from nearby Holyhead.

Contemporary reports claimed that the *Norman Court* was one of the most beautiful composite extreme clippers ever built, and hopefully will live forever in the annuals of history.

A fine picture of *Norman Court* painted by Jack Spurling in 1927