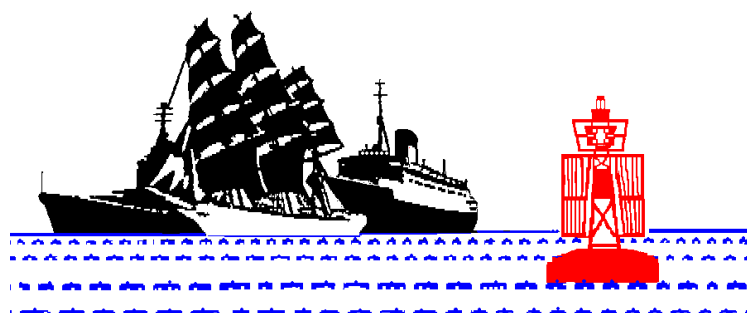


Black Jack

Price £1.00

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY

www.sotonwss.org.uk



Issue No: 166

Spring 2013



CMA CGM Marco Polo at the Southampton container terminal during her call in December 2012. Able to carry up to 16020 TEU, she is the World's largest container ship measured by capacity and the first of three sister-ships.

Black Jack – Spring 2013 No.166

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
Commercial St
Bitterne
Southampton, SO18 6LY 023 8049 0290

Chairman

Neil Richardson

109 Stubbington Lane
Stubbington
Fareham, Hants,
PO14 2PB 01329 663450

Treasurer

Andrew Hogg

“Debanker”
Lyburn Road
Hamptworth
Salisbury
SP5 2DP 01794 390502

Visits Organiser

Adrian Tennet

34 New Road
Fair Oak
SO50 8EN 023 8060 0197

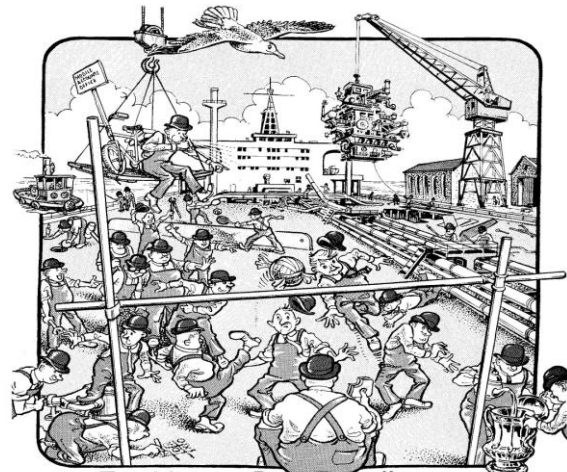
Full details of all committee members can be found on the Southampton WSS website at www.sotonwss.org.uk

Editorial contacts:

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

2013 Branch Meeting Programme

- April 9th **Transmediterranea Ferries** – Jimmy Poole
- May 14th **Flying Boats of Southampton** – Colin Van Geffen
- June 11th **Hovercraft Talk** – Brian Russell
- July 9th **Around the Horn** – Ken Dagnall
- August 13th **Digital Image Competition**
- September 10th **The Ten-Eleven Collection** – Bernard McCall
- October 8th **21st Century Casualties** – David Hornsby
- November 12th **AGM & supporting programme**
- December 10th **Convoy WS-6** – Bill Lawes



The Vosper Boys win the cup for ship repairs in Southampton

Shiprepairing can sometimes be spectacular, but it rarely receives admiration due to its qualities of improvisation, skill and hardiness in all weathers.

The Vosper Boys can take the smallest and the largest job in their stride with a 24-hour round-the-clock routine service. They know the penalty against the Shipowner if a sailing schedule is missed and like to keep the ball moving even when waiting

for a heavy crane. You will not find the Vosper Boys keeping to the touchline when there is a spot kick to be taken!

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880 SHIPPING WORLD & SHIPBUILDER OCTOBER 1976

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* as a printed copy please contact the Editor. www.sotonwss.org.uk

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 **APL Dublin, Kapitan Ezovitev, Anvil Point**

Berths 204 - 8 Container Ships:

APL Gwangyang 113735/10, Hyundai Speed 140979/12, Alm 3999/98, Vienna Express 93750/10, APL Barcelona 128000/12, CMA CGM Marco Polo 175343/12, MOL Continuity 88089/08, APL Salalah 128929/12, APL Paris 128929/12, Stefan Sibum 10585/08, Amerdijk 17368/11, Basle Express 142295/12, cma cgm Titan 131332/11, Helena Schepers 10318/12, MOL Competence 86692/08, NYK Vesta 97000/07, Wes Gesa 10585/12, APL Dublin 128929/12, CMA CGM Laperouse 152991/10, APL Yangshan 128929/12, APL Chongxing 113735/11

Ro-Ro Vessels:

Grand Mercury 58947/02, Honor 49821/96, Glorious Leader 57692/07, Morning Melody 47068/88, Planet Ace 38349/92, Eurphrates Highway 59447/12, Altair Leader 60295/11, Tijuca 71673/09, Glovis Challenge 58288/12, Tulane 72295/12, Cypress Trail 42447/88, Canadian Highway 59447/10, Banner 52422/88

Berth 104:

Nagato Reefer 7367/00, Pacific Breeze 10366/90, Frio Chikumu 7367/98, Frio Mogami 7367/99,

Berth 107 – 109, Dry-dock:

Flinterbirka 2474/05, Koray Ozgun 2885/07, Flinterbay 2560/04, Celtic Challenge 2606/90, Bijlberg 2281/12, Mykali 31815/1, Trenland 3826/89, Lady Amalia 2544/12, Arklow Falcon 2999/10, Niklas G 4255/11, Mekhanik Yartsev 2489/90, Sardina 2997/98, Ingvar Selmer 31784/11, Lady Claudia 4235/99, Wilson Brest 2446/95, Isartal 2369/89, Johann 4255/12, Emscarrier 4102/07, Kapitan Ezovitev 3070/82, Novatrans 2561/91, Filia Arica 2199/08, Sylvia 3999/99, Graf Uko 2480/91

Marchwood RLC:

Anvil Point 22996/03

Marchwood Bulk Berth:

Vita 2497/90, Thurkus 2561/91, Sydgard 2868/00, Fingard 2997/00, Westgard 2868/00

Berth 24:

Capri 6806/02

Berths 36:

Arklow Racer 2999/04, Kate c 4151/10, Karen C 4151/10

Prince's Wharf:

Medal 2998/08, Allegretto 3183/06, Merle 2456/94, Holstentor 2351/89, Rodan 2461/04

Dibles Cut & Wharf:

Torrent 999/92, Antwerp 2451/68, Helen 1425/81, Baltic Skipper 2280/97

Other cargo vessels:

Klaverbank 3739/11, Maria 2370/86, Edamgracht 8448/95, Dynamogracht 13706/10, Palembang 1473/10, Fleudgracht 8620/11

Passenger Vessels:

Saga Sapphire 37049/81

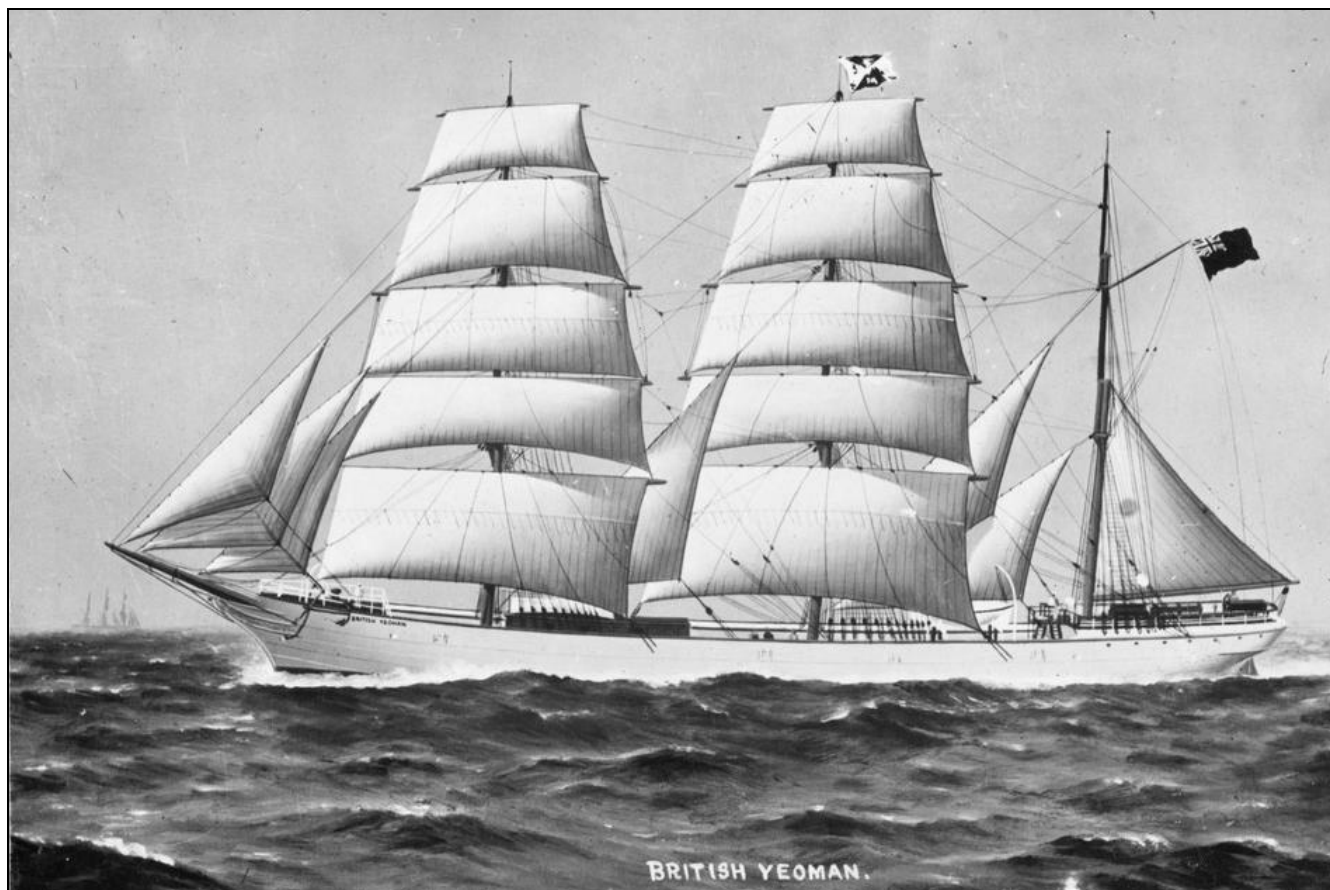


SHIPS FROM THE PAST

by David Hornsby

BRITISH YEOMAN of 1880

During the January Branch meeting, our visiting speaker, John Random, mentioned this Southampton-built sailing ship as being the eighth vessel captured and sunk by the Kaiser's armed sailing barque commerce raider **Seeadler** ex-**Pass of Balmaha** (1888/1,511 gt) during her rampage southwards through the Atlantic. In a period of just 225 days between January and July 1917, 15 ships were captured and sunk, 283 prisoners from 18 nationalities were held on board and just one life was lost.



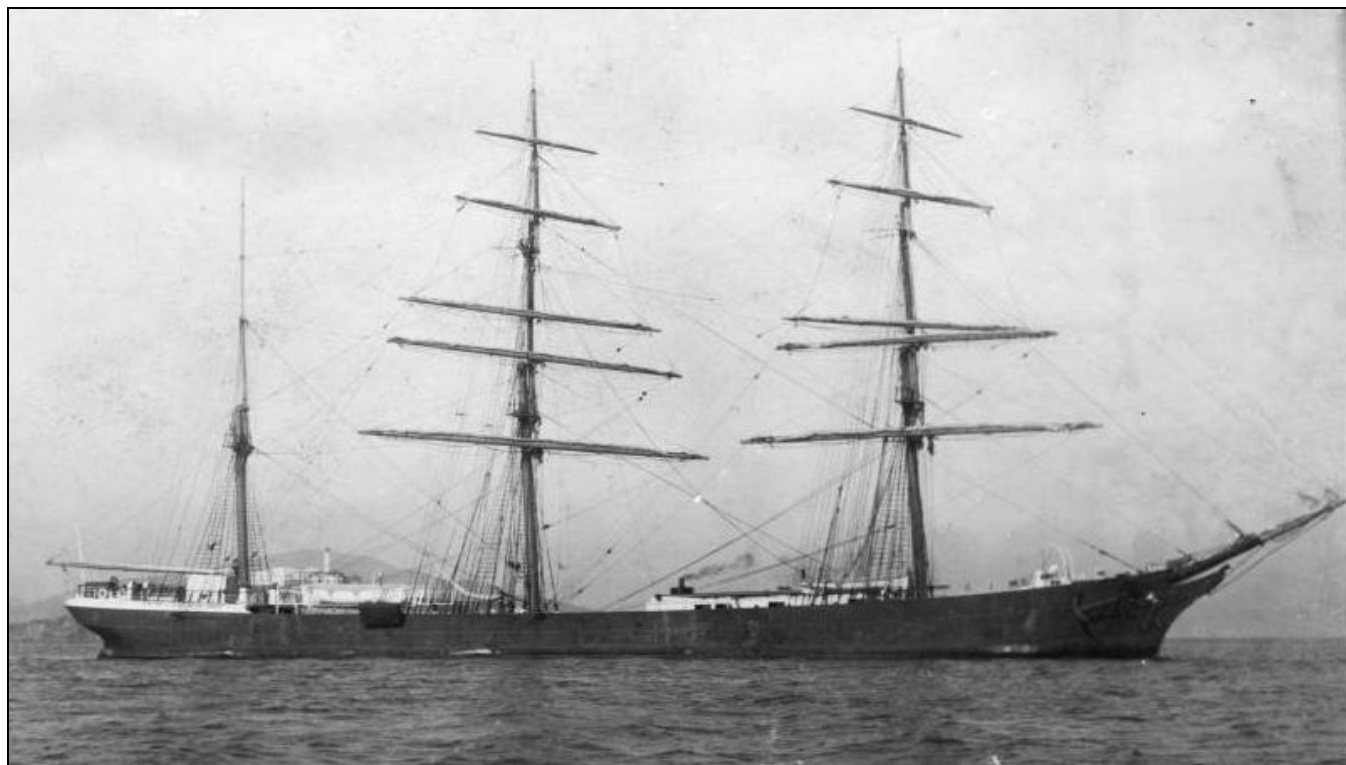
British Yeoman was built in July 1880 by the well-known local shipbuilders Oswald Mordaunt & Co at Woolston (yard no.180). As built, she was a fully rigged three-masted sailing ship for British Shipowners Co Ltd, which was formed in 1864 in Liverpool by James Beazley, exclusively to charter ships to other companies. Until the late 1870s they owned one of the largest British sailing ship fleets, but by 1896 the sailing fleet had been replaced by steamships, the company ceasing trading about 1906.

The ship was iron-hulled with an overall length of 269.2 feet, a beam of 39.2 feet and a depth of 24.2 feet, giving a tonnage of 1862 gross, later increasing to 1953 gross.

When British shipowners moved over to steamships, she was sold in 1896 without any change of name to J. Taylor of Liverpool (elsewhere reported as Sunderland). After just two years, she was resold to Italian owner Razeto S. fu A. of Genoa, being renamed **Stefano Razeta**. In December 1898, the *San Francisco Call* reported a collision with the British ship **Peleus** as she arrived and was caught by a strong tide. In 31st May 1899, the *Sydney Morning Herald* reported her arrival from San Francisco with a cargo comprising 7360 sacks of barley, 6000 cases of fruits, 1320 cases of salmon, 25 cases of whisky, 1270 rolls of paper, 25 barrels of oil and much more. From Sydney, she sailed to Melbourne, where *The Argus* reported that on 11th June, she had a fire in a hold containing timber and paper, but this was quickly extinguished and after discharge she sailed up the coast to Newcastle NSW to load an export cargo. In 1906, she was partly dismantled and drifted off Cape Leewin for two weeks, before eventually making Fremantle Harbour.

On 8th May 1907, she arrived at Bluff, New Zealand, with a 1960-ton cargo of coal, but was immediately arrested and the cargo was then sold by auction to pay the ship's expenses. However, two months later, on 15th July she dragged her anchor and suffered considerable damage when she collided with the British ship **Drammuir**. She was sold to W.S. Waterston of Invercargill, New Zealand, reverted to her original name **British Yeoman**, arriving at Neutral Bay, Sydney, from Bluff in ballast on 6th November under Captain Oliver.

In 1908, by now with a tonnage of 1966 gross, she was seized by the U.S. authorities for debt and was sold by auction to J.C. Eschen of Eschen & Minor & Co, San Francisco (formed 1852 during California Gold Rush by two Danish sea captains), for what was reported in the *Victoria Daily Colonist* as the extremely low figure of \$9,200, suggesting that a San Francisco auction 'ring' was in operation.



By 1909, she was trading under the Canadian flag and by December 1911 when the above photograph was taken in San Francisco Bay, the yards had been removed from her mizzen and she was re-classed as a barque. The *Sydney Morning Herald* also reported that the barque had arrived at Newcastle NSW on 14 August 1915 from Cape Town and had then been sold to J J Moor & Co of San Francisco without change of name. By 1917, she was trading in the Atlantic and on 26th February 1917, she was captured and sunk in mid-Atlantic by the German three-masted commerce raider **Seeadler**, which, following capture earlier in the war, had been refitted with an auxiliary engine and two 105mm guns, as well as lighter armament.

[NB: The late Bill Mitchell's history and list of the 104 ships built by the Oswald companies between 1875 and 1889 is included in *Black Jack* nos.2, 3 and 4 (1972)

ABP Dig Deep:

Associated British Ports has just received (February 2013) consent from the Marine Management Organisation to improve the marine access to the Port of Southampton with an extensive programme of dredging.

The work will see the main navigational channel used by commercial shipping deepened from a current minimum depth of 12.6m, at various points along its length of 25 nautical miles. The channel will also be widened by 100m in some areas to allow vessels to pass one another as they enter and exit the port.

More than 23 million tonnes of material will be dredged along the route, from the Nab Channel to the east of the Isle of Wight, through the central Solent and extending as far as the most northerly berth of the container terminal in the Test Estuary. The material will be taken to a licensed deposit ground, located in the English Channel to the south east of the Isle of Wight.

The consent follows hard on the heels of permission to widen the channel at Marchwood, work which is now underway by Boskalis Westminster using the back-hoe dredger *Manu Pekka*.

What's the Royal Navy doing Now ?

by Bill Lawes

For many decades the Royal Navy has been called the "Silent Service" due to their habit of just getting on with their tasks without a lot of publicity. To some extent this seems to refer to their current activities. Occasionally a local TV station will show a brief view of a ship leaving or returning to Portsmouth, but very little is said about what it has done or the expectations of its tasks.

The Government has found the need to drastically cut the amount of money it can spend on "Defence Issues", but it has also increasingly found that the armed forces have to be employed in various locations due to political issues. How are these matters affecting the Royal Navy?

At present, the greatest demand for ships is "East of Suez", this being the area affected by the pirates off the coast of Somalia, but extending a considerable distance into the Indian Ocean. The same area is also under increasing pressure due to the risk of political problems with Iran that could cause problems for the 500 or so ships that each week pass through the narrow Strait of Hormuz. In January 2013 these were the RN ships in that area: - Frigates **Monmouth** and **Northumberland**, Survey Ship **Enterprise**, Submarine **Trenchant**, Mine Counter Measures Vessels **Quorn**, **Atherstone**, **Shoreham** and **Ramsey**. These latter are often based in the area for three years with replacement crews flown out at intervals. In addition three Royal Fleet Auxiliary vessels are employed in that area, **Cardigan Bay**, **Fort Victoria**, and **Wave Ruler**. Most of the larger vessels move around the general area as they carry out their patrols and exercises with vessels from other nations. The MCMVs are based at Bahrain and part of their duty is help to train the local service personnel.

East of Suez is not the only area where RN or RFA ships are on duty. The Royal Fleet Auxiliary **Argus** has been operating in the Caribbean for several months carrying out the twin tasks of anti-drug duties and supplying help to the islands that suffer from storm damage. In February **Argus** will be relieved by RFA **Wave Knight**. This function illustrates how the reduction in the number of naval vessels that are available is putting extra responsibilities onto the civilian crews of the auxiliary vessels, and they do usually carry naval personnel to assist when carrying out these tasks.



HMS Argus

Another important area for the Navy is the Falklands. The Antarctic Patrol vessel HMS **Protector** has recently returned to that area where she joined HMS **Clyde**, the patrol craft that is permanently based there and RFA **Gold Rover**, there as the current supply ship. On the way to the Falklands **Protector** visited the volcanic island of Tristan da Cunha. The harbour there is too small for the **Protector** to enter but she did use her survey launch to carry out a full survey of the area. This was the first map of the area since the volcanic eruption in 1961 that caused the evacuation to England of the island's inhabitants. Many of you will remember that these islanders were housed at Calshot in the ex-Army accommodation in the road that is now known as Tristan Close. The majority of the people returned to their island in 1964. Apart from the occasional cruise ship, it is only the ships heading to and from the Falklands that maintain contact with the people on the island. In January, while in Antarctica **Protector** helped Hurligruten's **Fram** escape from some rather heavy ice. That should have given the tourists on the ship something to talk about.

The RN also maintains two Patrol Boats **Scimitar** and **Sabre** at Gibraltar. The crews of these craft are recently finding themselves busy due to incursions into British Territorial Waters. This has not only been Spanish fishing craft but on at least one occasion by a corvette flying a very large Spanish flag!

In addition to duties afloat the Navy also plays an active part in Afghanistan. Quite a large number of Naval personnel work in the “support” side of the military action in that area, but others are also carrying out important front line duties. One of these is the Fleet Air Arm “Bagger” (Mk.ASaC7), using **Sea King** helicopters. These were initially quickly fitted with an airborne radar system as a result of the Falklands War when it realised that the Navy lacked this facility. Since then they have been an important part of the Fleet’s operations. In Afghanistan the radar has been modified to operate over land and has been very effective at locating vehicles and other objects moving across the countryside. The Naval Air Squadrons that operate these helicopters usually rotate their spells of duty in that area. Unfortunately because the **Sea King** has now been in service for 40 years they will be withdrawn from the Navy in a few years time and no replacement is yet planned.



HMS *Ocean* and Sea King helicopter

MoD photo

Another aspect of RN helicopters in Afghanistan is also starting its final tour. This is 847 Naval Air Squadron that operate **Lynx** Helicopters. In January they left Yeovilton to start a five month tour of duty flying in support of the ground forces. The **Lynx** is another helicopter that has been in service for 40 years. It is due to be replaced in a few years by the new **Wildcat** helicopter that is a very updated model of that machine.

Hopefully this short article will give some idea of the important functions the RN is carrying out during this problem-filled era. I have deliberately not mentioned the two new aircraft carriers and the American F35 aircraft they are due to operate.



Voyages of Discovery’s **Voyager** (1990 15396 gt) arriving at Portsmouth for the first time in December 2012. Built as **Crown Monarch**, she became **Nautican** in 1995, **Walrus** the same year, **Jules Verne** in 2006, **Alexander von Humbolt II** in 2008, finally becoming just **Alexander von Humbolt** later in the same year.

A - Z OF SAIL

by Michael Page

“R” is for the training ship “ROYALIST”

For the letter “R” I have chosen the T S **Royalist** owned by the Marine Society & Sea Cadets, and this is not to be confused with the “**Royaliste**”, a North American 71’ gaff-rigged square tops’l ketch of an 18th century design and has been around since the French Indian war.

The **Royalist** was built in 1971 by Groves and Gutteridge, Cowes. She was designed by Colin Mudie RDI and launched by Princess Anne in 1971. In 1992 **Royalist** was taken out of the water for a refit, termed as a “Mid-life Upgrade” and then re-launched by Princess Anne.

The **Royalist** is a 29m long square-rigged sail training vessel. Of course to the technically minded she is a brig, meaning that she has square sails set on each of her two 23m high masts and is built of steel with aluminium masts and spars.



A fine view of the training ship **Royalist** under full sail.

To set the square sails, cadet crew members climb the masts. They go up the ladder-like ratlines, over the platforms and out along the yards themselves, where they stand on the foot ropes, each with a safety harness line securely clipped to a jack-stay bar running along the top of the yard. Crew members, deck and aloft, wear a harness at all times. Once the sails have been released from their stowed positions they can be handled from the deck using mainly halliards, sheets and braces, clew lines, buntlines and on leech lines, and other lines that are belayed on the pin rails at the foot of either mast.

There were incidents on board in 1996, 2009 and 2010 and as a result of official investigations recommendations additional safety features and rules have been successfully introduced.

The **Royalist** regularly takes part in Tall Ships Races and also cruises to various parts of Europe.

Cadets can gain various qualifications when they complete a week on board, which are Offshore Hand 1, Offshore Hand 2, Offshore Seaman, and Offshore Watch leader. The only way to gain any further qualifications is by getting day skippers, on board TS **Vigilant** or sister TS **City Liveryman**.

Other specifications:

Class	A1
Sail area	433 sq metres
Length	29 m (loa)
Breath	5.9 m
Depth	2.7 m
Tonnage disp.	110 tons.
Crew	32 (inc. 8 permanent)