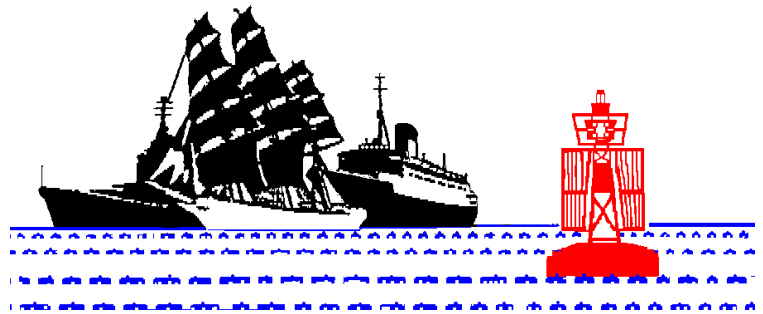


Black Jack

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

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Issue No: 170

Spring 2014



Acknowledgement to Thad Constantine and the Dockside Website for 1:1200 and 1:1250 scale model ships

P&O's new livery

*Above is a representation of what we will see when the new P&O livery is rolled out across the fleet – from left are **Arcadia**, **Aurora** and **Oriana**. The original picture is from the 175th Anniversary 7-ships day. The new colours have had a mixed reception – your Editors will refrain from comment!*

Black Jack – Spring 2014 No. 170

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

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Neil Richardson

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www.sotonwss.org.uk

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2014 Branch Meeting Programme

- April 8th** **Cornish Shipping No.1**
Krispen Atkinson
- May 13th** **Tsushima** - Edwin Goodfellow
- June 10th** **Five Steps to Manchester**
WSS Slide Show
- July 8th** **A Cruise to Russia's White Sea**
Bill Lawes
- August 12th** **Digital Photographic Competition**
- September 9th** **Stevedoring from 1966 to the 1980s**
Colin Drayson
- October 14th** **Flag-Funnels and Hull Colours**
Neil Richardson
- November 11th** **Southampton Branch AGM & Supporting Programme**
- December 9th** **A Trip Down Under** - Jimmy Poole
-

Annual Southampton Branch Cruise from Ocean Village on Saturday 28 June - 11am to 6pm - £20

Please pay Andrew Hogg at the March meeting or Mike Davies at the April and May meetings. If you wish to pay by post send to either Andrew (address opposite) or to Mike at Swift Cottage, 11A Freegrounds Close, Hedge End, Southampton, Hants, SO30 0HJ.

Correction:

With reference to the article on the tug **Sir Silas ex Bugsier 24** in the last issue on page 7, Allan Ryszka-Onions has pointed out that she was actually built at the Schichau yard in Bremerhaven and not in Poland.

“Although there was a large Schichau Werft in Danzig before the war, originally developed on the site of the original Kaiserliche Werft, it became known as Stocznia Gdanska im Lenina when the free-city became part of Poland after the end of the Second World War.”

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’.

Would members please ensure that any changes to their postal and/or email addresses are notified to the Branch as soon as possible.

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: **OOCL Chongqing, Tramper, Willem van Oranje**

Berths SCT 1-5 (formerly 207 - 1) Container Ships:

NYK Hermes 141003/13, Nagoya Express 93750/10, Box Trader 36087/10, Philadelphia Express 41146/03, Singapore Express 54401/00, Ariana 32161/06, Santa Balbina 28616/06, APL Southampton 128929/12, New York express 142295/12, Charleston Express 41146/02, APL Temask 151963/13, Violet 28927/06, Northern Dexterity 36007/08, Yorktown Express 40146/02, Lisa Shulte 35697/06, APL Dublin 128929/12, Antje Russ 5056/07, APL Raffles 151963/13, NYK Altair 105644/10, San Antonia 22914/08, Tasman 2999/07, COCL Chongqing 141003/13, Atlanta Express 53833/92, APL Gwangyang 113735/11, Washington Express 40146/03, Mona Lisa 35697/06, OOCL Bangkok 141003/13, 3 Oak 7112/06

Ro-Ro Vessels:

Blue Ridge Highway 28077/98, Asian Chorus 55729/97, NOCC Atlantic 60868/09, Suzuka Express 55729/97, Silverstone Express 43810/09, Glovis Cardinal 60404/12, Hoegh Amsterdam 58767/73 Toscana 61328/09, Cosco Tengfei 51651/11, Glovis Companion 60213/10, Sanderling Ace 59000/07, Hoegh Antwerp 58767/13, Fremantle Highway 59525/13, MSC Cristina 141635/11, Alliance St Louis 57280/05, Rigel Leader 59694/12

Berth 107 - 110 and 7 Dry-dock:

Mekanik Fomin 2489/91, Sharon 2994/99, Zeeland 2281/10, Vigoroso 4244/05, Lady Clara 2451/07, Moana 2994/09, Genco Thunder 41117/07, Aberdeen 2456/09, Bramau 2452/05, King Wheat 41705/81, Hagen 2810/98, Nekton 1996/96, Isartal 2369/89, Wilson Dover 2480/93, BBS Sand 2316/98, Toplight 30051/05, Accum 2415/10, Hanseatic Trader 2896/01, Abis Bilbao 2998/11, Favorite Diamond 2967/09, Pur Navolok 2446/07, Melas 2452/10, Dona 3995/05, Eems Servant 1862/10, Baltic Skipper 2280/07, Sylvia 3999/99, Waterway 1143/96, Klaipeda 2395/95, BBS Sea 2316/98, Merle 2456/94, Sormovskiy 3052 3041/84, Paula Vindo 4012/13, Innovation 44332/12, Hav Zander 1960/90, River King 784/84, Arklow Field 2998/11, Sea Melody 2450/94, Lady Mathilde 2561/95, Ben Varrey 997/86, Sea Kestrel 1382/93, Scanlark 1371/85, Werra 2997/01, Volodymyr Bondor 5197/06, Kaisa 3183/05, Lady Anna 2544/12

Berth 104:

Capella 7313/93, Frio Chikuma 7367/98, Wild Peony 9859/98, Lady Anna 2544/12

Marchwood Bulk Berth:

Flinter Rose 1681/93, Najland 3826/89, Karelia 2997/10, Clavigo 2446/92, Thurkus 2561/91, Trenland 3826/89

Berths 24 - 5:

San Diego 11997/74

Berth 36:

Indra II 12872/84, Fri Lake 2218/99, Fri Brevik 2868/01, Kate C 4151/10, Leine 2164/05, Karla C 3875/10, Arklow Resolve 2999/04, Sormovskiy 3052 3041/84, Pinta Thei 2409/09, Bratislava 2446/94, Veerseborg 6130/98, Norderau 2461/05, Kliftrans 2224/97, CN Big Red 16446/94

Prince's Wharf:

Arklow Rock 6788/82, Muhlenau 2461/04, Elbetor 2351/90

Other Cargo Vessels:

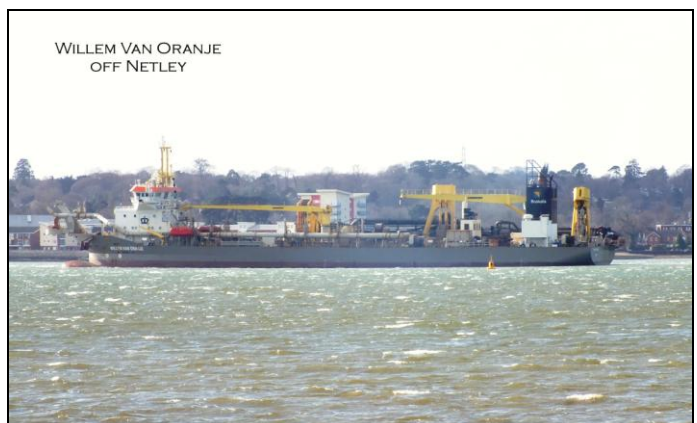
Scheldegrecht 16639/00, Tramper 6714/99, Rickmers Chennai 15549/12

Passenger Vessels:

Quest for Adventure 18591/81, became Saga Pearl II 18591/91, Norwegian Getaway 145655/14

Tugs and Dredgers:

Smit Buffalo 2715/94, Cornelius Zanen 9770/82, Berent Zanen 9773/85, Willem van Oranje 13917/10



**SUNDAY 6th APRIL 2014 - BRANCH DAY-TRIP TO
WSS CHATHAM ARCHIVE/LIBRARY and THE HISTORIC DOCKYARD**

Coach/minibus pick-up from Southampton and Winchester area.
Visit Historic Warships **CAVALIER, GANNET** and submarine **OCELOT**
Victorian Ropery, Dockyard Church, 'Dockyard Story' and 'Call the Midwife' exhibitions
An opportunity to see WSS Archive, library and sales area
Spaces still available – please contact David Hornsby 023 8081 3704 by Tuesday 18 March

Tall Ship Races

by Michael Page

As you know each year there are tall ship races and in 2012 I went to St Malo (my first one); I travelled overnight on the ferry from Portsmouth and had two full days there - with very good weather - and came back on the following days sailing.

At St Malo they used the old large ocean docks with the result that all the tall ships were berthed directly at the quayside, and so we all had good views of all the other ships moored around the docks.

There was an unusual happening at St Malo; on the afternoon of the first day I was up by the deep sea lock and it was open, and the tall ship **Mir** was just coming through with a tug in front. When she was in the dock the tug slipped her line and went round to her stern, at this point we could see the space on the far side of the dockside quay where she would tie up. On one side she had a Spanish tall ship and on the other a Polish one. By the time that **Mir** had got into position directly opposite her berth the Spanish tall ship had crew members on all the yards and rigging and on the bowsprit.

At this point the Spanish ship started firing her guns as a salute to **Mir**. She must have fired about 14/15 shots approximately and by the time she had finished her crew members on the yards and bows were covered in smoke. The moral of this story is that a Spanish ship in a French port fired a many-gunned salute to a Russian tall ship; at this point was World War III about to start?

The 2013 race was in the Baltic and I was very lucky to be able to go to Helsinki and have 2½ days there. We had a bit of rain, but the rest of the time it was hot. As well as looking at and going on board tall ships, I also did some sightseeing and enjoyed it.

Again my travel agents - Bath Travel - had fixed me up with a very good hotel in the middle of town and only 10 minutes from the docks. The only not so good thing - but not that critical - was that the dock system was smaller than St Malo so many tall ships were double moored, and in some cases treble moored. It was not the end of the world and again I had a wonderful time.



Shtandart



Cuauatemuc

For anyone interested I have this year produced a list of as many of the tall ships as possible with some information about each one. If there are any errors please let me know.

Ships Name	Country	Port of Register	Type	Built	Length
Tenacious	U.K.	Southampton	Barque.	2000	66.56 m
Eendracht	Netherlands	Rotterdam	Schooner	1989	59.10m
Morgenster	Netherlands	Den Holder	Brig	1919	?
Iskra	Poland	Gdansk	Barquentine	1982	48.00m
Constantia	Sweden	Solana	Schooner	1908	31.45m
Rupel	Belgium	Boom	Schooner	1992/6	17.00m
Skonnerten Jylland	Denmark	Thisted	Schooner	1951	31.00m
Brabander	Lithuania	Klaipeda	Schooner	1977	33.15m
Caroline Af Sandes	Norway	?	Gaff Cutter	1885	27.00m
George Stage.	Denmark	Copenhagen	Tall Ship	1934	57.17m
Pelican of London	England	London	Barquentine	1946	45.00m
Johann Smidt.	Germany	Bremen	Schooner	1974	35.94m
Valborg	Finland	Helsinki	Gaff Ketch	1948	35.00m
Seute Deern	Germany	Bremen	Gaff Ketch	1936	36.42m
Kapitan Borchardt.	Poland	Gdansk	Schooner	1918	42 m
Cisne Branco,	Brazil	Rio De Janerio.	Tall Ship	1999	88.4 m
Shabab Oman.	Oman	Muscat??	Barquentine	1971	51.46m
Zwisza Czarny.	Poland	Gydnia	Schooner	1952	43.28m
Roald Amundsen	Germany.	Eckernforde	Brig	1952	50.2m
Stavros Niarchos	England	London	Brig	2000	68.04m
Cuauatemoc	Mexico	?	Barque	1982	88.72m
Statsraad Lehmkul	Norway	Bergen	Barque	1914	98.41m
Wylde Swan	Netherlands	Makkum	Schooner	1920	62.00m
Helna	Finland	?	Schooner	1992.	39.28m
Vahine	Finland	Rauma	Ketch	1972	19.68m
Fryderck Chopin	Poland	Szczecin	Brig (steel)	1990	55.50m
Alexander Von Humboldt II	Germany	Bremenhaven.	Barque	2011	64.73m
Gotheborg	Sweden	Gothenborg.	Replica	2005	58.5m
(of a Swedish East Indiaman)					
Loa	Denmark	Aalborg	Barquentine	1922	38.82m
De Gallant.	Netherlands	Amsterdam	Schooner	1916	36.05m
Golden Leeuw	Netherlands	Kampen	Schooner	1937	51.37m
Kapitan Glowacki	Poland	Szczecin	Brigantine	1946	24.29m
Albanus	Finland	Aland	Schooner	1988	27.00m
Astrid	Finland	Helsinki	Gaff Ketch	1947	29.59m
Mir	Russia	St Petersburg	Tall Ship	1988	109.4m
Trekronor Af Stockholm	Sweden	Stockholm	Brig	2008	44.79m
Shtandart	Russia	?	Replica	1999	32.68m
(of a 1703 frigate)					
Maybe	England	Hull	Gaff Ketch	1929	26.13m
Christian Radich	Norway	Oslo	Tall Ship	1937	73 m

A last thought - that we were in Helsinki and again witnessed a ship giving a gun salute. This time it was the mighty **Gotheborg** - the 58 metre long replica of a Swedish East Indiaman. In preparation for the parade of sail on the Saturday afternoon. I stationed myself near to the start of the exit channel at the edge of the dock area, so as the **Gotheborg** started across the dock area on her way to sea, she started her gun salute - exact number unknown - but it was many, firing on both sides and as we looked at her bows-on as she came across the dock towards us, we could see the smoke belching out from the sides as she fired - mainly individual, but on one occasion about five shots rang out in quick succession. It sounded loud enough to us, but to the gunners below decks in must have been nearly unbearable - indeed even ear protectors could not have stopped all the noise.

It was all great fun, rounding off a brilliant trip – this year the races finish in Esjberg, Denmark, so I can get the train to Harwich and the ferry direct to Esjberg and so avoid having to fly.

Note – there is also to be a gathering of tall ships in Falmouth from 28-30 August this year - Ed

SHIPS FROM THE PAST

by David Hornsby

1920 Thornycroft-built destroyer D67 HMS WISHART

Motto: Clementia victis (“Mercy to the Vanquished”)
Namesake: Admiral Sir James Wishart (1659-1723) commander of HMS SWIFTSURE at Battle of Vigo (1702)
Honours: Battles of Atlantic (1939-44), Spartivento (1940), Mediterranean (1942), Malta Convoys (1942), North Africa (1942-3) and Sicily (1943)

In his December talk on **Convoy WS.6** (“Winston’s specials”) from Liverpool/Clyde to Suez via Cape Town between February and April 1941, Bill Lawes mentioned this locally-built destroyer, which was escorting **Force H**, including the 1938-completed carrier **Ark Royal** (torpedoed November 1941 by U-81 off Spain).

Apart from flotilla leaders, the Royal Navy’s largest Great War destroyers were 48 Admiralty and Thornycroft ‘V’ and ‘W’ classes completed in 1917-18 with four 4” single guns. Fourteen Admiralty and 2 Thornycroft ‘Modified W’ class destroyers were ordered in 1918, varying very slightly in dimensions, horsepower and speed, but also with 4.7” main armament, although none of the Modified vessels were completed before the Armistice in November 1918.

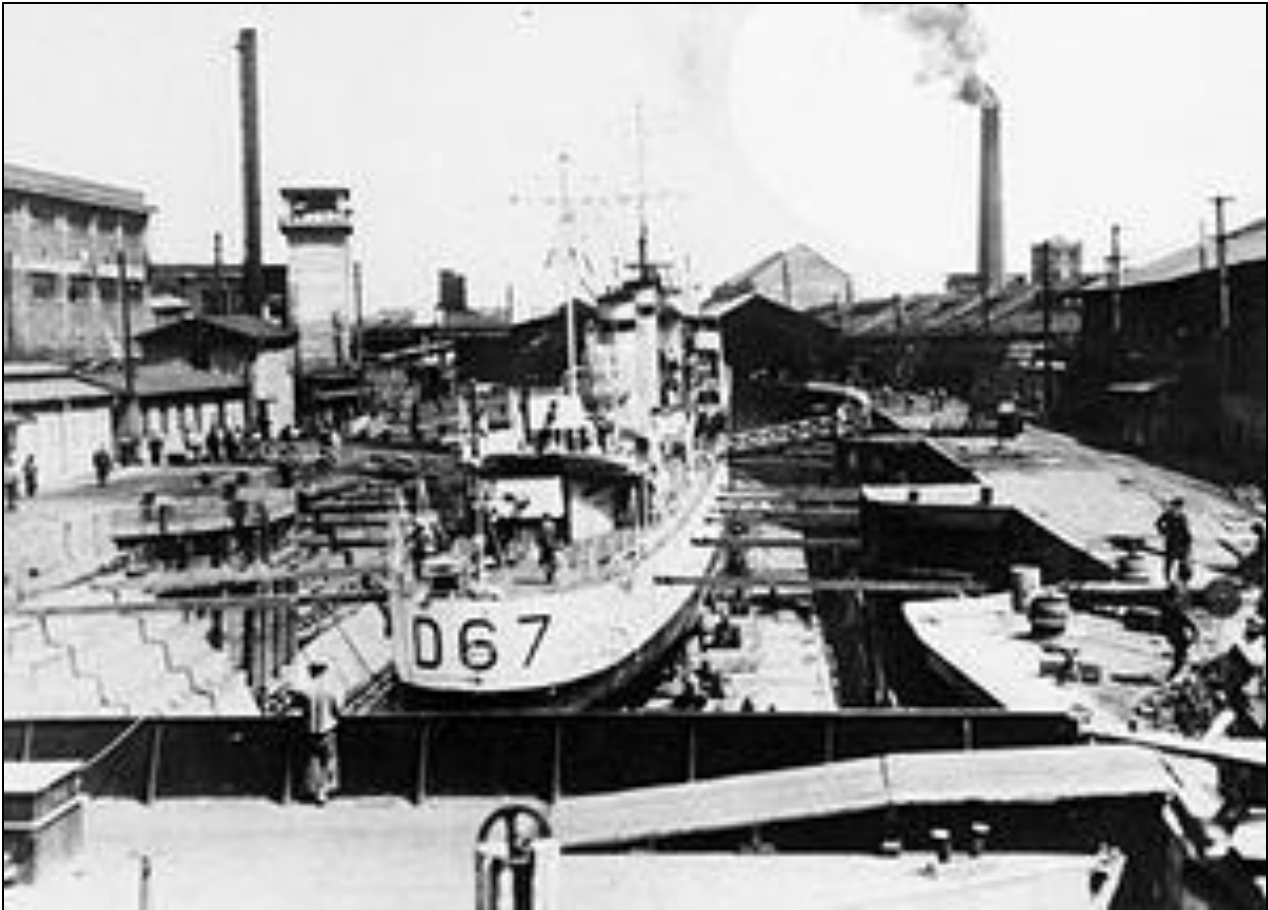
HMS **Wishart** was the first of the pair of Thornycroft ‘Modified W’ class ordered under the Emergency War Programme in January 1918, being laid down by J. I. Thornycroft & Co at Woolston on 18th May 1918. Building work slowed at the end of the War, but she was still launched on 18th July 1919, being completed and commissioned in June 1920. Her Thornycroft sister, HMS **Witch**, was launched on 11th November 1919, but was taken to Devonport Dockyard for eventual completion in March 1924.



HMS Wishart in WWII with forward tubes removed

The sisters were only 1,350 tons normal load displacement (later reduced to 1,140 tons) and 1,550 tons full load on hull dimensions 312’ overall length by 30’ 7” beam and 10’ 11” draft. The oil-fired main machinery was 35,000 shp Clark-Brown geared steam turbines to twin screws, giving 32 knots fully laden and 35 knots maximum during light trials, although by 1943 the output was reduced to 27,000 shp giving 25 knots. The pair were distinguishable by the big flat-sided fore funnel set well behind the bridge and the similar height aft funnel. The crew numbered 120, later increased to 134 officers and men.

The armament originally comprised of four direction controlled single Mk.1 4.7” guns (2 forward, 2 aft), 2-2 pdr Mk.2 ‘pom-poms’, one machine gun, 4 Lewis guns and six 21” torpedo tubes in two triple mounts. Prior to WW2, the forward tubes were removed and replaced by a range-finder and surface warning radar was fitted in 1942.



*HMS **Wishart** in dry-dock immediately before WWII*

After commissioning, HMS **Wishart** served in the Atlantic and then Mediterranean Fleets, the latter including a period when she was commanded by Lord Louis Mountbatten. When WWII broke out in September 1939, she was stationed at Gibraltar, but was soon operating as a convoy escort, then alternating between convoy escort and **Force H** operations between July 1940 until July 1941, when she returned to the UK for a refit and conversion into a long-range escort. After trials early in 1942, she returned to Gibraltar to resume convoy duties and operations with **Force H**, but in August 1942 she joined **Force Z** supporting the Malta-bound convoy known as '**Operation Pedestal**'. By November that year, she was escorting convoys for '**Operation Torch**', the Allied invasion of French North Africa. In 1943, she continued with escort duties and then supported '**Operation Husky**', the invasion of Sicily. She remained on convoy defence duty at Gibraltar until January 1945, when she returned to the UK for decommissioning and in March 1945 was sold for scrapping to T W Ward at Inverkeithing, arriving under tow sometime after August 1945.

It is interesting to note that, at the time that HMS **Wishart** was built, Thornycroft's Woolston yard had a 2000 foot river frontage with a repair slipway and 13 building berths (three of which were covered).

In Brief:

With the completion of the reconstruction of the original container berth (201-2 originally 111-2), all the berths have now been renumbered - 201-2 has become SCT 5, 204 - SCT 4, 205 - SCT 3, 206 - SCT 2 and 207 - SCT 1.

Red Funnel have announced that **Red Falcon** will undergo a major £2m refurbishment of its passenger facilities. The investment will see the ship's interior design and facilities replaced with a bright, modern and stylish new look; **Red Falcon** is due to re-enter service on Friday 4th April 2014.

The design team was tasked to increase the number of internal seats by 55% and create an interior design that optimises the space to deliver an unrivalled travel experience across the Solent in time for Easter 2014.

A - Z OF SAIL

by Michael Page

“V” is for “VIGILANT”

For the letter “V” I have chosen the windjammer “Vigilant”

The **Vigilant** was one of the last high seas sailing ships. She was built on the American West Coast by George.F.Matthews shipyard in Hoquiam, Washington state for the E. K. Wood Lumber Co.

Her first voyage was to Sydney, Australia with timber, and being a light cargo, the timber was also carried on deck. She returned to Puget Sound via Newcastle and Honolulu. Her second voyage was from Port Angeles to Adelaide with lumber and returned with coal for San Francisco. On her third voyage she went from Bellingham to Callao and on her return she was destined for the coastal trade. However on 29th May 1923 she was towed, leaking badly to San Pedro by the steamer **Cascade** as she had hit a submerged object 40 miles off California.

She was repaired and did one trip before being laid-up for lack of cargo, then in 1926 the City Mill Co., Honolulu took her on and she started carrying lumber from Puget Sound to Hawaii. In 1936 she was equipped with a new set of masts and renamed **City of Alborni** under Canadian flag. She then commenced a series of voyages but many times she encountered extreme weather which took its toll of the ship.

She was then sold to a Chilean ship owner and renamed **Condor**. In December 1945 she sailed from Valparaiso with rice for Piraeus, however the ship was damaged en-route and a large part of the cargo became wet. She put into Montevideo where what cargo that could be salvaged was sold. She was repaired and fitted with new set of sails before continuing her voyage to load in Bahia Blanca, but she caught fire on the way and was destroyed.

*The **Vigilant** was the largest 5-masted Schooner to ply the Pacific Ocean*

