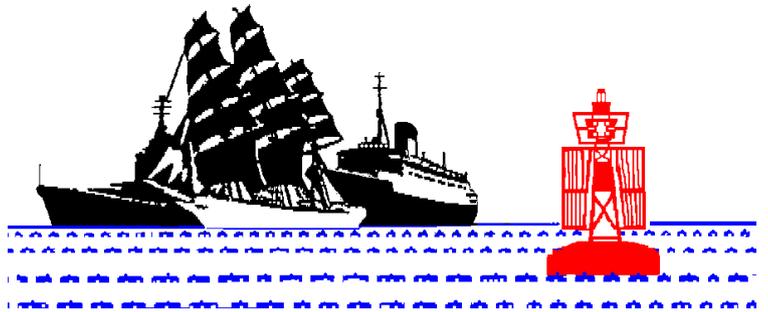


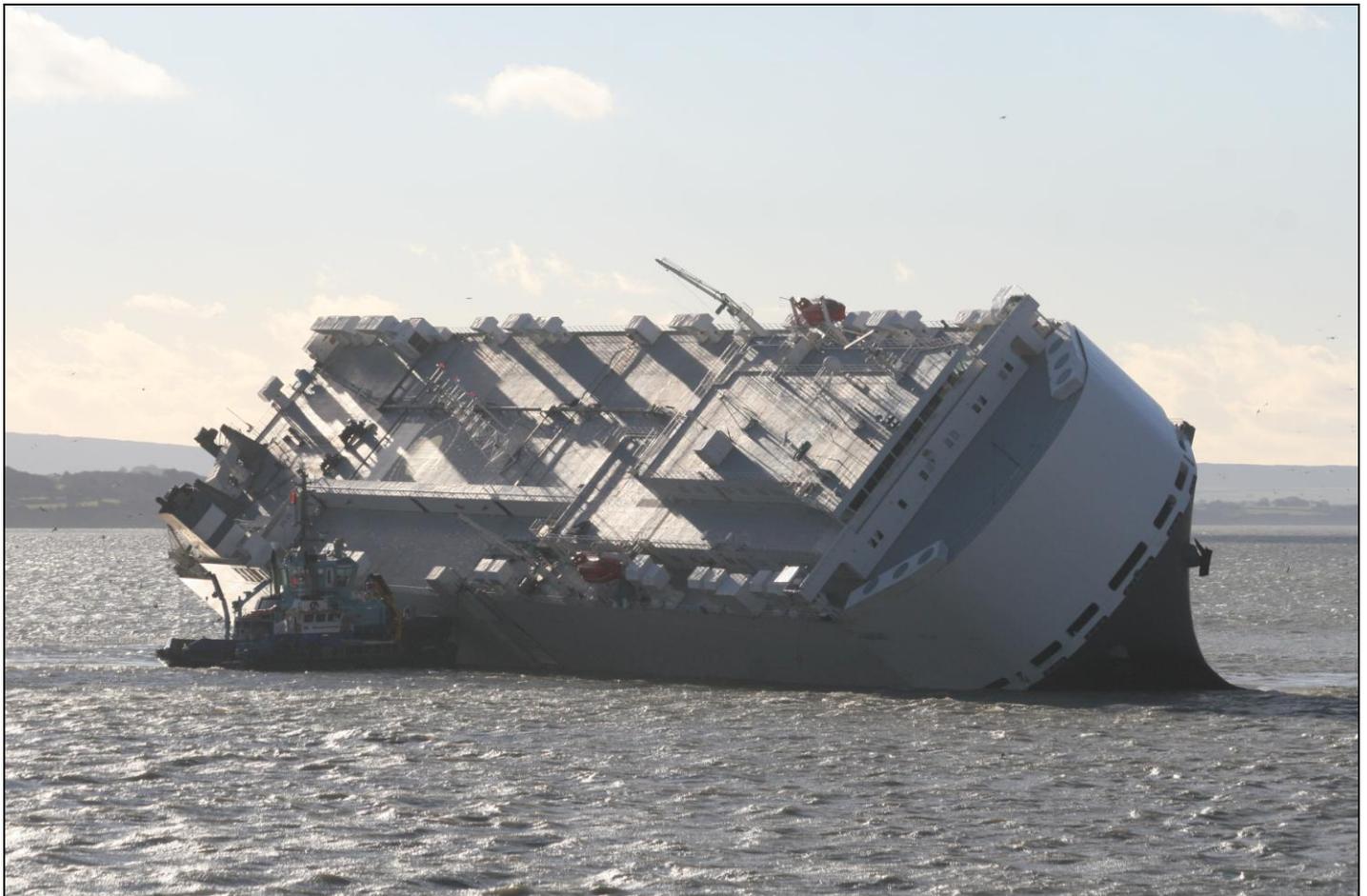
Black Jack

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



Issue No: 174

Spring 2015



*The Car-carrier **Hoegh Osaka** aground on the Brambles Bank in the Solent in early January – see also page 7.*

Photo: Chris Bancroft

Black Jack – Spring 2015 No.174

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Nigel Robinson, Michael Page & Andy McAlpine.
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Black Jack is the quarterly magazine of 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.

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2015 Branch Meeting Programme

- April 14th **Cornish Shipping No.2**
Krispen Atkinson
- May 12th **Thames Shipping in the 1960s and 1970s** – *Stuart Emery*
- June 9th **WSS AGM**
Rotterdam in 1995 – *Monty Beckett*
- July 14th **On the Thames in the 50s and 60s – Part 2** – *Mick Lindsay*
- August 11th **Southampton Branch Digital Photo Image Competition**
- September 8th **Selim San – Aliaga 1985 Onwards** – *Roland Whaite*
- October 13th **Between the Wars–Southampton Shipping** – *Bert Moody*
- November 10th **Southampton Branch AGM + Mini-talk**
- December 8th **School, University & Workers’ Cruise Ships** – *David Hornsby*

Plus the Annual Branch Cruise on Saturday 13th June, 11am–6pm departing from Ocean Village. £20 payable to Treasurer Andrew Hogg at Branch meetings or by post see address opposite. Britannia and Anthem of the Seas are due to be in port that day.

All contributions to *BJ*, by post, email, floppy disk or CD are most welcome. Any article with a connection to The Solent area would be much appreciated. The Editor 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 Andy's Notebook

Some new or infrequent callers to Southampton Docks by Andy McAlpine

Welcome to the latest notes from the port of Southampton.

Obviously the **Hoegh Osaka** has dominated news from the port recently and this together with another vehicle carrier **G Poseidon** also being in port for repairs has been covered elsewhere (cover and page 7)

Recently we have seen the start of two new services at the container terminal with the most notable being Maersk Line returning to the port after a 7 year absence.

On 17th February the 1997 built 10,308teu **Susan Maersk** made the first call of the AE9 service which is part of the new 2M Alliance between Maersk & MSC, most of the ships on the service have called previously but we should gradually see larger ships deployed, which have not previously called, as they increase the capacity on the service.

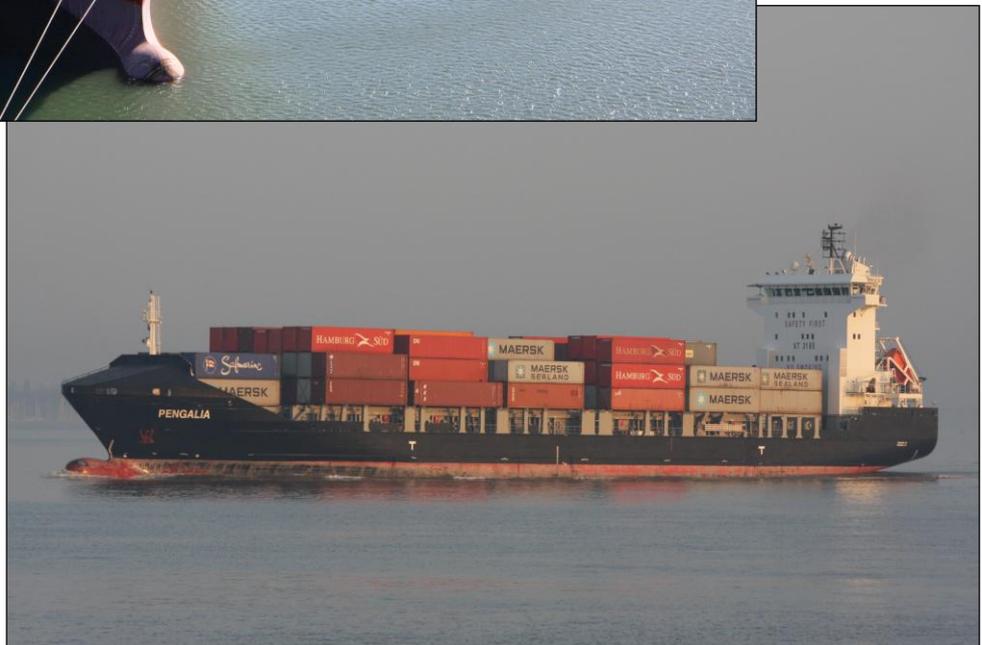
Also long-time customer CMA-CGM has just started a new feeder service from the port connecting with other UK & continental ports. The **Francop** built 2003 with a capacity of 822teu and **Pengalia** built 2008 and 690teu are deployed on CMA-CGM's FAS UK Feeder service.



Above: **Susan Maersk** and **Francop**

Right: **Pengalia**

Photos: Andy McAlpine



Voith Schneider ferries across the Solent

by Nigel V Robinson

It is quite remarkable that all 10* car ferries operating across the Solent as this is written are propelled by various configurations of Voith Schneider propellers - Wightlink's three "Wight" class ships from Lymington to Yarmouth and the four "Saints" running Portsmouth to Fishbourne plus Red Funnel's three "Raptors" from Southampton to Cowes. And in fact Voith Schneider propellers have driven all but one of the post-war railway-owned Solent car ferries, the exception being the **Farringford** of 1948 as we shall see.

However this is a success story that might never have happened It all began back in the late 1920s when an Austrian engineer, one Ernst Schneider, had the idea of a turbine with vertical and adjustable blades that might provide an alternative to the normal water turbine used in hydro-electric power generation – one of the main advantages would be the ability to infinitely adjust the angle of the blades to suit the water flow and thereby increase efficiency.

He tried a small model of his idea in streams whilst on holiday. By chance on the train journey home to Vienna he struck up a conversation with a man who happened to work for the German engineering firm of J M Voith who specialised in water turbines and other precision machinery and showed his model to him. This eventually resulted in Schneider being invited to their works at St Polten to talk about his idea. Voiths agreed to run some tests, but these did not show the promise envisaged or hoped for. However in what we would today call "thinking outside the box" Voith's engineers turned the idea around and drove the turbine as a pump and found that thrust could be applied in any direction and thus was discovered a potential new form of propulsion for ships.

Voiths decided to develop the idea fully and set up a Voith Schneider division at St Polten. The first vessel completed in 1928 was a small motor launch called **Torqueo** (which means "I Turn"). She was tested on Lake Constance and was followed by the first commercial application, a tug called **Uhu** on the River Danube. Such was the success of **Torqueo** that Voith Schneider was adopted as standard for ferries on Lake Constance.

In Britain the marine consultancy of Hardy, Tobin & Co after seeing the ships on Lake Constance thought there might be a future for this new propulsion system. One of the partners, Capt E C Goldsworthy, was dispatched to see Voiths and this resulted in the firm becoming UK agents for Voith Schneider. Indeed after seeing the VS propulsion demonstrated Capt Goldsworthy became a most enthusiastic convert – he was later by mutual agreement to leave Hardy, Tobin & Co and, taking the Voith Schneider agency with him, set up in his own name as E C Goldsworthy & Co.

The Southern Railway were around this time looking to replace the barges, towed behind either the service paddle steamer or a tug, in which they carried cars to the Isle of Wight from Lymington to Yarmouth. Double-ended ferries driven by conventional screws were already on the Fishbourne service from Portsmouth, but something more manoeuvrable was required for the twisting channel of the Lymington River. Encouraged by Capt. Goldsworthy the Southern Railway placed an order with Wm. Denny of Dumbarton for a Voith Schneider driven double-ended car ferry the main engines being by Allen - thus came about the **Lymington** which entered service in 1938. Unfortunately as is so often the case with new ideas a fall back was incorporated in the design of the ship allowing her to be converted to conventional screw propulsion should the VS system prove unsatisfactory. This resulted in the two VS units (one at each end of the ship - one to port, one to starboard) being installed at an acute outward angle close to the sides of the vessel. This went against the advice of Voiths themselves and it was to be an expensive mistake.



Lymington the pioneer Solent Voith Schneider ferry

Elsewhere however it was success story and by September 1939 some 78 vessels worldwide were Voith Schneider propelled and this included the pioneer **Lymington**, which was very significant as the first ship in Britain and the first double-ended ship in the world with Voith Schneider propulsion.

Unfortunately **Lymington** had years of trouble ahead of her as blades fractured and water and sand got into the mechanism and despite the best efforts and pleadings of Voith and Capt. Goldsworthy before the war and again afterwards it wasn't until 1955 that the nettle was grasped and the Voith Schneider units were remounted vertically. Capt. Goldsworthy and Voith must have breathed a huge sigh of relief. **Lymington** now performed virtually

faultlessly and went on to a career of over 50 years with the second half spent with Western Ferries on their McInroys Point (Gourock) - Hunters Quay (Dunoon) service on the Clyde.

The Southern Railway in the meantime post-war looking to further upgrade the Lymington fleet, hedged their bets with the double-ended paddle car ferry **Farringford** completed in 1948 – however she was no ordinary paddler having diesel-electric machinery driving independent paddles. She was to be the exception as once **Lymington** was doing exactly what she was supposed to do there was no hesitation in making Voith Schneider the propulsion of choice for all subsequent car ferries for both the Lymington and Fishbourne routes beginning with the **Freshwater** of 1959.



Freshwater of 1959



Camber Queen of 1961

Next came the **Camber Queen & Fishbourne** of 1961, for the Fishbourne route then the C-class the **Cuthred** of 1969 and **Caedmon, Cenred & Cenwulf** of 1973 which worked both at Lymington and Portsmouth. These were followed at Portsmouth by the present Saints **St Catharine** (sold 2010) and **St Helen** of 1983, **St Cecilia** of 1987 and **St Faith** of 1990 followed by the big **St Clare** of 2001. Coming up to date the **Wight Light, Wight Sky** of 2008 and **Wight Sun** of 2009 arrived for the Lymington service.



Red Funnel's first ship with VS propulsion – **Vecta** of 1938.

Red Funnel had also dabbled in Voith Schneider propulsion with the conventional passenger ferry **Vecta** of 1938 but the spares for her units were destroyed during the war and in 1946 she was converted to conventional screw propulsion. All their post-war vessels were conventionally propelled, although when rebuilt as drive through ferries in 1975/6 **Cowes Castle & Norris Castle** were given bow thrusters. The last new Castle the double-ended **Netley Castle** of 1974 was equipped with four Aquamaster propeller/steering units and it wasn't until the Raptor-class double-enders of the 1990s (**Red Falcon & Red Osprey** of 1994 and **Red Eagle** of 1996) that Red Funnel returned to Voith Schneider. They had purchased a couple of VS driven tugs (**Gurnard & Totland**) in 1982.



Red Eagle of 1996 after rebuilding



Wight Light of 2008

So what is the Voith Schneider system that is now so widely used? The propeller, also known as a cycloidal drive, is in the form of a circular plate rotating around a vertical axis - on this plate a circular array of vertical blades (in the shape of hydrofoils) protrude downwards. Each of these blades can also rotate around a vertical axis - internal gearing changes the angle of attack of the blades in sync with the rotation of the plate, so that each blade can provide thrust in any direction. A ship thus equipped is highly manoeuvrable, being able to change the direction of the thrust almost instantaneously – it can turn in its own length and the vessel can be held in any given position in all but the worst of conditions without any outside assistance. Needless to say it has many uses beyond ferries such as tugs and work vessels which have to be able to hold their position and also have immediate thrust available

One more advantage of the VS system, that particular applies to car ferries where access via the large vehicle deck is easier, is that the units can be installed in a watertight well which extends above the vessel's waterline- a unit requiring repair or servicing can be removed and be replaced by a spare unit with the vessel afloat thus minimising downtime by obviating the need to dry-dock.



So from those very tentative beginnings the reliable Voith Schneider propeller has come to dominate the local ferry scene and looks likely to continue to do so for the foreseeable future as nothing quite so versatile has yet been developed. So we can now see that the **Lymington** despite her teething troubles really was a trendsetter.

Acknowledgement and further reading: *Lymington - The Sound of Success* by Alan Brown, an excellent book with much background and discussion about the Voith Schneider system.

Photos: Nigel Robinson collection

The VS unit from a Red Funnel Raptor-class.

* As noted in the BJ No 173 it has been announced that due to an almost 15 per cent drop in the number of people using the [Lymington](#) to Yarmouth over the past four years, one of the "Wight" class will be moved to the Fishbourne service and replace **St Helen**, the oldest of the "Saints" in March 2015. The **St Helen** it will be recalled had an unfortunate accident in July 2014 when part of her starboard mezzanine deck collapsed. See *BJ 172 Autumn 2014 page 7*.

*The new P&O livery on (right) **Aurora** and (below) the new **Britannia** – as this is written she is scheduled to arrive at Berth 46 on 6 March - she is to be named by Her Majesty the Queen on Tuesday 10 March.*



CAR-CARRIERS IN TROUBLE

HOEGH OSAKA

In an event well documented in the media the car carrier **Hough Osaka** (51770g/2000) ex **Maersk Wind** '11 developed a list as she was leaving the Southampton on the evening of 3 January bound for Germany. In a fine piece of seamanship and quick decision making the master and pilot beached her on the Brambles sand bank in the Solent – Helicopters from the Coast Guard and RAF Chivenor and the RNLI lifeboats from Calshot, Cowes and Yarmouth were on the scene and rescued all 25 persons on board. In one of the biggest operations of its kind in the Solent Switzers were appointed to salvage the ship, with Hugh Shaw as the Secretary of State's representative for maritime salvage.

She refloated on high tide at 1.30pm on the 7 January and was towed to Alpha Anchorage off Lee-on-the-Solent where salvage work often hampered by gales continued to correct her list from the original 52 degrees.

She returned to 101 berth Southampton Docks on 22 January and unloading of her cargo began the a few days later. Investigations continue, but it seems there were problem with the ballast system.

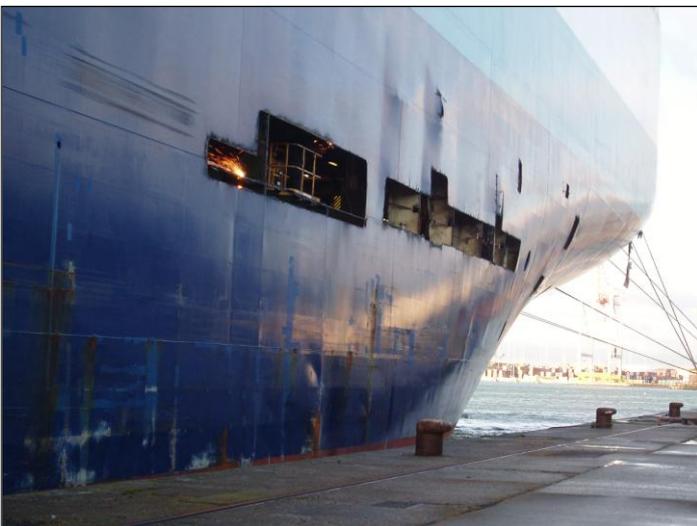
After her cargo was unloaded she left Southampton under her own power on 10 February for repairs at A&P in Falmouth which were to be completed in less than two weeks.



Above: **Hoegh Osaka** returns to Southampton on 22 January and is seen passing the Black Jack buoy. The tugs are **Thorax** and **Svitzer Bargate** forward and **Vortex** and **Multratug 4**.
Photo Bill Lawes



Right: **Hoegh Csaka** after her return to 101 berth – note the marks painted on her stern showing just how far she listed.
Photo: Nigel Robinson



G POSEIDON

Hoegh Osaka wasn't the only car-carrier in trouble in January as also in port was the South Korean owned **G Poseidon** (72408g/2011) ex **B Ladybug** '14 which had encountered heavy weather and put into port on the 16 January. Her previous port of call was Durban in South Africa. According to reports some of her cargo broke free causing the damage to

The picture to the left shows repair work to the damage on **G Poseidon** underway at 106 berth.

Photo: David Oldham

A – Z of Sail

by Michael page

I have now reached the end of the first A - Z run of Sailing ships. I had thought of printing small pictures of each one done, but I have instead produced a summary of them. Many Thanks - a new series will start soon ...

Name	Nationality	Type	Length	Beam	Draught	Built
Alexander Von Humboldt	German	Barque	62.55 m.	8.02m	4.9m	1906
Belle Poule.	France.	Schooner	37.5m	7.4m	3.85m	1932
Cisne Brance	Brazil	Tall Ship	205ft	34ft	16ft	1999
Danmark	Denmark	Tall Ship	244 ft	10m	--	1933
Eendracht 11	Netherlands	Gaff Schnr	59m	12.5m	5m	1989
Favell	various	Stl Barque	237ft	36ft	---	1895
George Stage 2	Denmark	Tall ship	54m	8.5m	3.7m	1935
Herzogin Cecilie	various	Tall ship	102m	14m	7.4m	1902
Jeanie Johnson	Rep of Ireland	Barque	45m	4.2m	4,2m	1847
Kathleen & May	Rep of Ireland	Schooner	98ft	23ft	10ft	1900
Lightning	U.S.A.	Tall ship	74m	13m	7m	1853
Maria Asumpta	Spain	Tall ship	38m	7.6m	3.2m	1858
Oosterschelde	Netherlands	Schooner	50 m	7.5m	3m	1917
Norman Court	U.K.	Clipper	197ft	33ft	20ft	1869
Pamir	German	Barque	114m	14m	7.3m	1905
Quevilly	France	Barque	----	----	----	1897
Royalist	U.K.	Brig	28m	6m	3m	1971
Sobraon	U.K.	Clipper	317ft	40ft	27ft	1866
Thomas W Lawson	U.S.A,	Schooner	404ft	----	----	1902
USS Constitution	U.S.A.	Frigate	204ft	43ft	----	1797
Vigilant	U.S.A.	Windjammer	240ft	44ft	----	1920
Wanderer.	U.K.	Barque	310ft	7.7m	2.9m	1891
Young Endeavour	Australia	Brigantine	118ft	7.8m	4m	1988
Zawisza Czarny	Poland	Schooner	43m	5.7m	4.6m	1952

NB: no I or X - (any other errors or omissions I would like to hear about) ...

By the way, to me it's always interesting how one hears about the World Ship Society. In my case my second wife Jane and I were on a Dutch Bulb Trip in April 1994, and one morning we sat and had breakfast with this good looking, intelligent, witty ,charming and pleasant couple and in the course of the conversation I said that I had seen no interesting ships on the crossing of the channel and was disappointed. The immediate response came, saying, well if you join the World Ship Society then you would see lots, and so that's how we came to know.... and you have guessedNigel and Gill Robinson.

Many thanks for the articles Michael - we look forward to the new series - and for the kind words!!! – Ed

