

Black Jack

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



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Spring 2018



*This issue's cover photo has been described by the photographer as a helipad with a ship attached and if you look closely there is even a rare red elephant painted on to the accommodation! This is the Netherlands registered **Fairplayer** (2008 /15,027gt) at 101 berth to load motor cruisers for the Mediterranean and seen on 11th February.*

photo David Oldham

Black Jack – Spring 2018 No.186

Editorial team
Nigel Robinson, Michael Page & Andrew McAlpine.
Website – Neil Richardson

***Black Jack is the quarterly magazine of the
Southampton Branch of the World Ship Society.***

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 contact:

Nigel Robinson

2 Glencarron Way

Bassett

Southampton

SO16 7EF 023 8079 0876

email: gillrobinson@freenetname.co.uk

or nigelvrobinson@gmail.com

2018 Branch Meeting Programme

| | | |
|-------------------------|--|-------------------------|
| March 13th | <i>History of the Strick Line</i> | <i>Barry Peck</i> |
| April 10th | <i>Captain Fryatt - the Martyr of Bruges</i> | <i>Mark P Baker</i> |
| May 8th | <i>Thames & Medway – Past & Present</i> | <i>Steve Spouse</i> |
| June 12 th | <i>European Mini-cruises</i> | <i>David Walker</i> |
| July 10 th | <i>A Unique Survivor – HMS Monitor (M33)</i> | <i>David Lester</i> |
| August 14 th | <i>London Docks in the 1970s</i> | <i>Ian Wells</i> |
| September 11th | <i>Ipswich & River Orwell</i> | <i>Derek Sands</i> |
| October 9th | <i>British India Line – part 1</i> | <i>Trevor Cox</i> |
| November 13th | <i>Southampton Branch AGM and Southampton Digital Photo Competition</i> | |
| December 11th | <i>Krispen's Travels</i> | <i>Krispen Atkinson</i> |

The Southampton Branch Annual Cruise will take place on Saturday 14th July 11.15am to 6.15pm departing from Town Quay (Hythe Ferry Terminal) The cost will be the same as last year at £20.

The next Tripartite meeting of the Southampton, Isle of Wight and South Coast Branches will take place on the Mary Mouse lightvessel at Gosport Marina on Saturday 21st April – 11am to 3pm. Tea & Coffee on arrival – 11.30 talk by Trevor Cox “Victorian Torpedo Boats & Early Torpedo Boat Destroyers” – 1pm buffet lunch then socialise and watch shipping in the harbour. If you would like to attend please let Colin Drayson know so he can advise numbers.

The WSS South East Spring meeting will take place at Gravesend on 7th April. The format will be the same as last year, and include the annual photographic competition. The event is being held at the Clarendon Royal Hotel, with doors opening at 10:30. Further details can be found on <https://wsssoutheastsocial.wordpress.com/>

All contributions to *BJ*, by post, email, memory stick 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.

Andrew's Note Book

Some new or infrequent callers to Southampton Docks by Andrew McAlpine

Welcome to the first notebook of 2018, where we start with some news from the end of 2017.



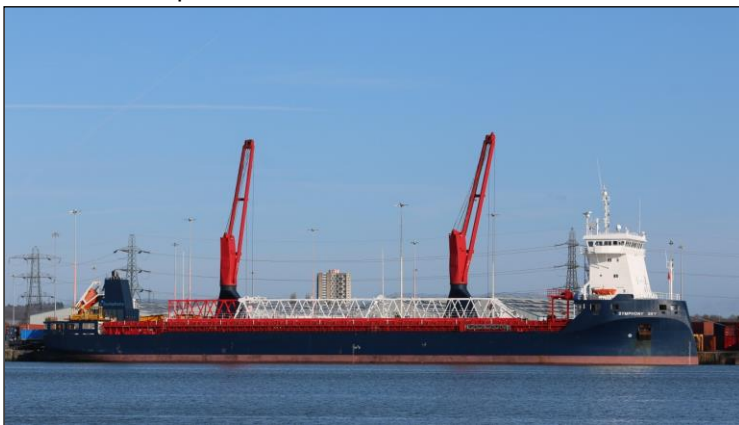
On Boxing Day the Russian general cargo vessel **Mekhanik Yartsev** (built 1990) having suffered a list as a result of her cargo of timber shifting in bad weather while approximately 20 miles south of Worthing took shelter in the Solent for two days and was towed into Southampton on 28th December where she remained until 22nd January when she sailed to continue her voyage from Riga to Warrenpoint.

Left: **Mekhanik Yartsev** seen while in no.7 dry dock on 29th December 2017 awaiting repairs, and for her cargo to be re secured.

ABP announced that 2017 was a record year for Southampton as it welcomed a record breaking 2 million cruise passengers, with 500 cruise ship calls. 2018 is looking like another good year for cruise ships with no less than nine new ship calls, a naming and a 6 cruise ship day, so here are some dates for you:-

| | | | |
|------------------------|--------------------------|-----------------------------|------------------------------|
| AIDAperla | 12th March (maiden call) | Sapphire Princess | 8th May (Maiden call) |
| Norwegian Bliss | 21st April (maiden Call) | Marella Discovery | 18th May (maiden call TBC) |
| MSC Meraviglia | 26th April (maiden call) | Seven Seas Navigator | 31st May (maiden call) |
| MS Zuiderdam | 5th May (maiden call) | MS Koningsdam | 18th September (maiden call) |

On 28th August **Azamara Pursuit** (ex **Adonia**) will be christened and on August 31st the port will experience a 6 ship day when **Arcadia**, **Aurora**, **Braemar**, **Independence of the Seas**, **Mein Schiff 3** and **Queen Victoria** will all be in Southampton.



DP World container terminal has started 2018 with the delivery of the main sections for its two new Liebherr quay cranes. The 2015 built cargo vessel **Symphony Sky** arrived from Rostock on 11th February to discharge the boom and leg sections, which will be constructed on site over the next 4 months. The new quay cranes will be installed on berths 1-3 and are taller and wider than the existing cranes on this quay. At their highest point, these new cranes will stand at 138 metres (459 foot) tall - which is as tall as the London Eye - and have a 24 box outreach.

Left: **Symphony Sky** seen alongside SCT1 12th February 2018

On 12th February the crew of the KotugSmit tug **SD Shark** (built 2008) had a reminder of just how dangerous towing operations can be. The **SD Shark** was aft tug on the Hapag-Lloyd operated **Afif** (built 2017) which was berthing; as they took the strain to bring the stern in the towing line snapped causing some damage to the bridge area of the tug.



Far left: **SD Shark** assisting the **Afif** shortly before the line broke.

Left: The crew of **SD Shark** seen retrieving the broken line.

All photos by Andrew McAlpine

Happy spotting - until next time - Andrew

Thornycroft-built motor yacht LLYS HELIG

Back in the April 2011 issue of Sea Breezes a gentleman asked if anyone had information about a steam yacht called **Llys Selig** (sic) which he had seen at Conway on holidays to North Wales – it so happened that I too spent many holidays in the 1950s with my parents staying at Llandudno and that my father had photographed a lovely yacht moored at Conway.

I corresponded with the gentleman and it turned out we had both seen the same vessel. Our old friend Phil Simons of South Coast Branch had also seen her and was able to add a lot of detail.

She was actually a motor yacht built as such and her correct name was **Llys Helig** named after a mythical kingdom, ruled by Helig ap Glannawg, which was off Penmaenmawr in Conway Bay. Note I am using the old spelling of Conway – now of course Conwy.

Our local interest comes from the fact that she was built by John I Thornycroft at Woolston, Yard No 1013 and she was launched on 19 October 1922 for a W E Corlett of 1, Crosshall Street, Liverpool and he owned her from 1922 to 1962 thus explaining her being kept quite locally at Conway. She was then owned by G.K. & A.M.G. Galliers-Pratt of London, and by 1965 by G.H Bainbridge of Whippingham, Isle of Wight – more local interest, but was she ever to sail in this area?

By 1967 she had been renamed **Siskebab III** owned by the Pedro Marine Corporation, and by 1971 by John F. Bennison, of Cannes. By 1973 she was **Les Autres** owned by Petonyer Air Navigation Ltd, London and by 1976 by was owned B.W Ashmore of Yeovil.

She doesn't appear anywhere after that but in 1990 she was at Burnham on Crouch in use as a houseboat and she was noted as still there in May 2009, still called **Les Autres**. Obviously rebuilt extensively over the years she is now lying on her side and was sold on ebay last December for £19,100 but the sale fell through and she is currently being re-offered. Some reports indicate that she may have been under her original name when she partially sank in March 2017.

She was 107ft loa x 19.1ft x 8ft and of 157.48grt and powered by 2 x 5cyl Gardner diesel engines fitted 1929 (replacing original 2 x 4cyl Plenty Diesels) – she was re-engined again in 1961 with 2 x 8cyl Gleniffer diesels.



With acknowledgment to Eddie Thomas whose letter in Sea Breezes sparked the research and to Phil Simons for much detail and background and last but by no means least my late father Wilfred Robinson for taking the photo (left above). So after so many years we now know so much about this lovely little ship. The old photos were all taken in the mid/late 1950s around the time of building of the new road bridge which was opened in December 1958 – construction has just started in the colour picture above.

*Photo lower left shows her much rebuilt as **Les Autres** at Burnham on Crouch and lying on her side.*

DAVENHAM

A very interesting vessel arrived at Dibles Wharf on 28 September from the Medway and previously the Thames at Kew after being sold earlier this year. **Davenham** is a houseboat converted from a former Weaver packet. There are reports that her owner may take her on to Scotland (presumably the west coast?). **Davenham** was built in 1946 by W J Yarwood & Son, Northwich for ICI (Nobel Division) – she was 216g on dimensions of 103ft x 23ft originally powered by a steam engine she was capable of 7.5 knots. She was converted to diesel propulsion in the 1960s. Her employment with ICI was the transport of soda ash from the Winnington Works at Northwich to Birkenhead or Liverpool. Like many of ICI's fleet she was named after a local village – Davenham is just south of Northwich. **Davenham's** regular journey used to take her down the Weaver Navigation, onto the Manchester Ship Canal and then to the River Mersey."

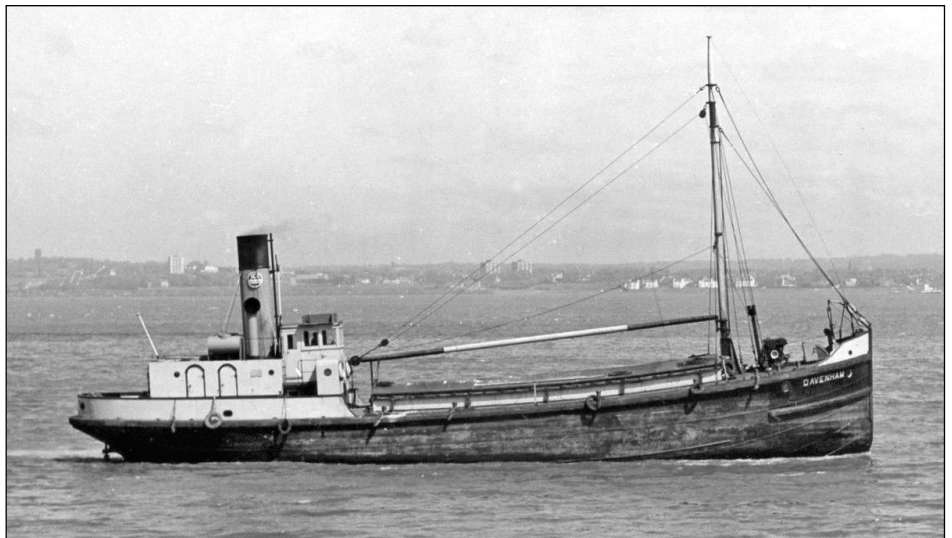
She was withdrawn from service in 1973. Two similar vessels, of the five built for ICI, remain. They are **James Jackson Grundy** and **Cuddington** which is at The National Waterways Museum at Ellesmere Port awaiting restoration. **Davenham's** original inverted vertical compound steam engine is also at the Ellesmere Port Boat Museum.

NVR



Left: **Davenham** at Dibles Wharf – photo Colin Drayson

Below: **Davenham** in service for ICI – her steam engine at the Ellesmere Port Boat Museum – two views of her interior as house boat..



Bits and Pieces

More cruise ships

It is reported that 2018 will see 79 cruise ships calling at Southampton as distinct from turn rounds – a remarkable increase over just a few years.

P&O CRUISES is to build another cruise ship specifically for the British market. Similar to a sister ship due for delivery in 2020, the new ship will be in excess of 180,000 gross tons and will accommodate approximately 5,200 guests (lower berths) and will be one of the first cruise ships to be powered by Liquefied Natural Gas. She is due in 2022. Both ships have been ordered from Meyer Werft at Papenburg.

P&O have also recently announced that as from April 2019 **Aurora** will be adults-only thus joining **Arcadia** and **Oriana** as their third child-free ship. A previous ship in this category **Adonia** is leaving the fleet.

In summer 2020, either **Quantum of the Seas** or her sister **Anthem of the Seas** will be based at Southampton. Both have a capacity of 4,180 lower/4,905 max passengers.

See Andrew's Note book on page 3 for further cruise ship news.

Marathon voyage for Vine Trust's **Forth Hope**

The **Forth Hope** owned by the Vine Trust was originally built in 2002 by Abels Shipbuilders of Bristol for the Gosport Ferry Company Ltd. She was intended to be the fleet sister to the **Spirit of Gosport**, also built by Abels. However she was only partially constructed when the ferry company cancelled the order, and she was never given her intended name, which was eventually used for a subsequent **Spirit of Portsmouth**. She remained at Bristol for many years before completion as **Forth Hope** in 2016. .

The vessel was moved to Rosyth Dockyard, before being outfitted by Babcock Marine for her new role as a medical missionary vessel. In May 2017 the ship was formally named **Forth Hope** by the Princess Royal, who is patron of the Vine Trust. Leaving Scotland last July the vessel completed her delivery voyage, of nearly 6,800 miles (10,900 km), when she arrived in Iquitos on 7 September 2017. The vessel was again visited by the Princess Royal in September 2017, this time whilst she was moored at the Peruvian village of Oran.



Left: **Forth Hope** as completed showing the remodelled bow for sea going.



New ship for Brittany ferries

Shown left is an artist's impression of **Honfleur** the new 42,400 gross ton LNG powered ferry due for delivery to Brittany Ferries next year. For service on the Portsmouth to Caen route she will carry 1680 passengers and have a service speed of 22 knots.

Your editor is always pleased to receive any articles and/or pictures on the local scene that you may be able to submit. Particularly useful would be articles which are not date sensitive and so could be used at any time.

I am happy to receive items by any method – email to gillrobinson@freenetname.co.uk or nigelvrobinson@gmail.com , on CD or memory stick, or hard copy at meetings or by post to 2 Glencarron Way, Bassett, Southampton, SO16 7EF.

Colin's Southampton Memories

A further selection of Colin Drayson's pictures from a lifetime in and around Southampton Docks

Three vessels of the USA



Christopher Lykes 1963/9927g - 1988 Cape Catouche, broken-up 2008

Empire State 1951/133319g ex Barrett (laid down as President Jackson) broken-up 2008



Nuclear ship **Savannah** 1962/13599g – note also Alexandra tug/tender **Flying Breeze**.

all photos by Colin Drayson

TALL SHIPS AT LE HAVRE August 2017

by Michael Page

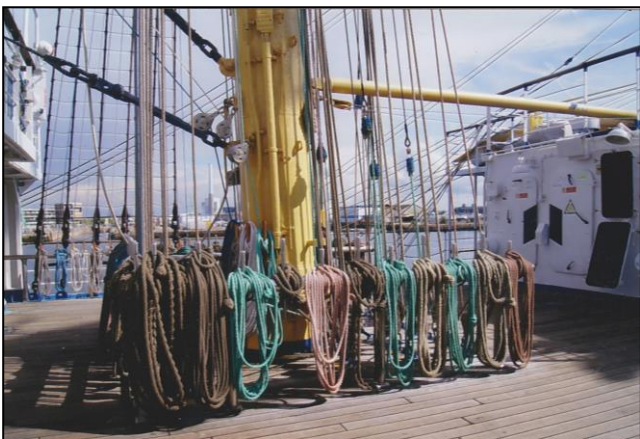
At the end of August (2016) I went by ferry to Le Havre for their Tall Ship Festival.

All the tall ships were moored in the two main docks and what a fine sight they were. They had left Canada on 1st August and all made their way across the Atlantic on the final leg of their journey stopping at various ports before arriving at Le Havre at the end of August ready for the final festival of 2017.

There was the usual good and varied selection of tall ships including the Russian giants **Mir** and **Krusenshtern**, the 18th Century Russian replica frigate called the **Shtandart**, the **Sagres II** from Portugal and the green hull and sails of the **Alexander von Humboldt II** from Germany.

On the Saturday evening the French held a big party in the port around the tall ships from which I got the floodlit pictures.

On the Sunday morning as the sun rose the tall ships all gradually left port for their other commitments and I came home on the 5pm ferry and I was back in home by 11pm. What a glorious few days ...



A selection of the photos of the Le Havre Festival all taken by Michael Page

A-Z of Sail will resume in the Summer Black Jack

