

# Black Jack

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY  
[www.sotonwss.org.uk](http://www.sotonwss.org.uk)



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Spring 2019



*It is 50 years since the **Queen Elizabeth 2** first appeared on the Southampton scene. She arrived in port on 2nd January 1969 following a shakedown mini-cruise to Las Palmas during which turbine troubles emerged. She then spent many weeks at the Ocean Terminal 43-4 berth whilst the turbines were repaired and fitting-out was completed. After a visit by HM The Queen on 1st May **QE2** sailed the following day on her delayed maiden voyage, a transatlantic crossing to New York. She is seen above in the late afternoon light on 19th January 1969 - the vessel astern of her is the **Cammell Laird** formerly the Irish Sea ferry **Royal Scotsman** which was used as accommodation for those working on **QE2***

*photo Nigel V Robinson*

## Black Jack – Spring 2019 No. 190

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**

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### 2019 Branch Meeting Programme

March 12th	<b>Kiel Canal - 2011</b>	Mike Bevan
April 9th	<b>Cornish Shipping - Part 5</b>	Krispen Atkinson
May 14th	<b>Me and the Tall Ships</b>	Michael Page
June 11th	<b>Personal Voyages – Part 3</b>	Andy Starstein
July 9th	<b>2 members mini-talks (1 hour each)</b>	John Davidson & Bill Lawes
August 13th	<b>London Docks – Part 2</b>	Ian Wells
September 10th	<b>Southampton Docklands</b>	Colin Drayson
October 8th	<b>John Havers Collection memories</b>	Neil Richardson
November 12th	<b>Southampton Branch AGM &amp; Digital Photo Competition</b>	
December 10th	<b>Bert Moody Collection Miscellany</b>	Paul Gosling

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**The Southampton Branch Annual Cruise will take place on Saturday June 1st 11.15am to 6.15pm departing from Town Quay (Hythe Ferry Terminal) The cost will be the same as last year at £20. Please pay Peter Smith at meetings or via post at 37 Moorlands Close, Brockenhurst, Hants, SO42 7QS – tel: 01590 622805  
email: [jillpeter.smith@btinternet.com](mailto:jillpeter.smith@btinternet.com)**

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The WSS South East Spring Meeting will be held at the Clarendon Royal Hotel, Gravesend on Saturday 6th April – further details are available on the website: <https://wsssoutheastsocial.wordpress.com/>

This year's Southampton, South Coast & Isle of Wight Branches' Tripartite Meeting will be held in the Kinkead Room at Calshot Activities Centre on Saturday 29th June from 11.00 to 15.00hrs. There will be talks, a buffet lunch, and time for socialising and photographing the passing shipping. Further details to follow.

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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 Spring notebook from the port of Southampton.

Since the last notebook, we have seen a number of maiden calls of both container and cruise ships. The beginning of March saw one of the biggest events in the port's history when MSC Cruises named their new cruise ship **MSC Bellissima**. The event ran from 1st - 4th March at berths 101/2. As is customary for an MSC cruise ship naming Sophia Loren christened the ship on the 2nd March despite bad weather disrupting the ceremony. One of the company's containerships the 2001 built **MSC Vidhi** was berthed adjacent to **MSC Bellissima**. Both vessels arrived on 1st March and over 3,000 guests visited **MSC Bellissima** over the four days she was in port.



above: **MSC Bellissima** shortly after her arrival in the port on 1st March along with **MSC Vidhi**.

photo Andrew McAlpine



Other notable cruise ship visitors this year are **Crown Princess** due 1st May, **Norwegian Getaway** 9th May, **Celebrity Edge** 13th May, **Sun Princess** 27th May, and **Norwegian Spirit** 31st May.

left: **Celebrity Edge** seen fitting out in June 2018 at Chantiers de l'atlantique shipyard, Saint Nazaire.

Notable new containership callers over the last two months have been:



above left: **ONE Columba** on 5th January the first new build box ship in ONE livery.



above right: **CMA CGM Fort De France** 14th February, the first of CMA CGM's new 3,500TEU dedicated West Indies feeder class vessels built in China.

photos: Andrew McAlpine

Happy spotting  
until next time  
Andrew

## Southern Ferries **EAGLE** (IMO 7032997)

Despite early major main engine problems and only a short P&O career, **EAGLE** has gone on to outlive most of her cruise-ferry contemporaries and, some 48 years after her maiden voyage from Southampton, she is still operating seasonally in the Black Sea for Russian owners as **KNYAZ VLADIMIR (PRINCE VLADIMIR)**.

The introduction of cruise-ferries from the UK to southern Europe started in June 1966, when Klosters Sunward Ferries introduced **SUNWARD** on their short-lived Southampton-Vigo-Lisbon-Gibraltar service. By December, she was relocated to Miami, the first vessel for Norwegian Cruise Line, formed jointly with Ted Arison. To fill the void, P&O added additional cabins to their Normandy Ferries cross-channel vessels **DRAGON** and the French partners **LEOPARD** to operate them off-season between Southampton-Lisbon-Casablanca, while ordering a new cruise-ferry to be owned by General Steam Navigation Co. Ltd, under Southern Ferries branding. Due the late delivery of the new ship, **DRAGON** made one sailing in April 1971 from Southampton to Lisbon-Casablanca-Tangier.

**EAGLE** was launched on 16th October 1970 by Mrs. Edith Morkelman, the wife of the GSN Chairman, at Dubigeon-Normandie SA at Nantes (yard 123) at a cost of just £4.5 million and was delivered on 13th May 1971. Her maiden voyage from Southampton to Lisbon and Tangier (later extended in September 1973 to Algeciras) commenced just 5 days after delivery, when she was the largest British owned car ferry. 'Cruise' fares for an all-inclusive round-trip from Southampton to Lisbon started from £29 (4-berth cabin) to £75 (suite), while the round trip to Tangier varied from £43 to £112 per person.



When completed, her tonnages were 11,609 gross and 2,085 dwt on an overall length of 142.1m, a beam of 22.6m and a draft of 5.5m. She had en-suite berths for up to 751 passengers, a swimming pool and stabilizers, while a stern door accessed the car deck for up to 270 cars. Twin controllable pitch propellers gave a service speed of 23 knots from two four-stroke V-12 cylinder SEMT-Pielstick diesels (20,400bhp) built by Atlantique, but these were the first of this design and were soon to cause problems.

After only 8 months service, she returned to the builders for 7 weeks engine overhaul, following trouble with both engines, including running aground in Southampton Water after a breakdown. Despite the overhaul, problems continued and in April 1972, she had to put into Brest with engine trouble, whilst in April 1974, she had to put back into Southampton for 6 weeks repairs after port crankshaft trouble caused holes in the car deck.

By July 1974, the future of the service was under question, following the 1973 oil-crisis and the Portuguese depression. Later, in September 1974, with just 170 passengers onboard, she was hit by a freak Atlantic wave which damaged the front of the superstructure, smashed-in the bridge windows and controls, before flooding the engine-room with 'green-water' - down the funnels. Steering with just her twin screws, she limped back to Falmouth, where - in 'mountainous' sea conditions - the pilot was tragically killed while attempting to board. After repairs, her final two sailings before winter lay-up on the River Fal were cancelled due to a crew dispute, and she remained laid-up until 22nd March 1975.

Early in August 1975, it was announced that from November 1975, sailings would be extended to the Atlantic Islands, sailing from Southampton to Lisbon-Algeciras-Tangier-Madeira-Las Palmas-Tenerife-Lanzarote-Casablanca-Malaga-Lisbon-Southampton with additional calls at Le Havre or Vigo outward. However, before the revised service even started, on 16 October it was announced that the vessel had been sold to French buyers for £6m, just four and a half years after she entered service. Her final two voyages were cancelled, resulting in a crew dispute that prevented passengers and cars disembarking from her final arrival on 18th October. She left Southampton on 31st October for Falmouth and from there on 15th December for Marseilles, arriving on 19th, when she was delivered and renamed **AZUR** by Nouvelle Compagnie de Paquebots and managed by Cie Maritime des Chargeurs Reunis SA. Operating as a ferry in the Mediterranean, she now had berths for 800 passengers, reduced to 550 passengers when cruising. Paquet also owned her near-sister **MASSALIA** (see below).

Between November 1981 and June 1982, **AZUR** was rebuilt as a cruise ship, converting the previous car deck, installing a new swimming pool and cabins, increasing berths to 740 passengers when cruising. Further modifications took place during 1983, increasing her tonnage to 13,965 gross and berths for 1039 passengers in 344 cabins.

However, in April 1986 she was laid up in Lisbon, until January 1987 when she was renamed **THE AZUR** and initially bareboat chartered and later sold to Chandris for their Fantasy Cruises subsidiary. Chandris carried out a \$5 refit, which reduced the accommodation to 690 berths and the tonnage to 8,936 gross. Her first voyage for Chandris being on 11 April from Genoa.

In 1994, **THE AZUR** was sold without renaming – although for a while operating just as **AZUR** - and became the first ship owned by the Greece-based Festival Cruises (formed 1992), joined in 1995 by **BOLERO** (ex **STARWARD**) and in 1997 by **FLAMENCO** (ex **SOUTHERN CROSS**), whilst orders were placed with French-based Chantiers l'Atlantique shipyard for two newbuildings with two options. After further alterations, by 1995 she was now 9,159 gross and by 1999 her capacity was 1334 passengers in 360 cabins. In 2001, she was a hotel ship at Genoa for the G8 Summit.

In February 2004, Festival Cruises was declared bankrupt and **THE AZUR** was arrested at Gibraltar. In June 2004 it was reported she was renamed **ELOISE** before being sold at auction in July for just over \$10m to Israeli-based Mano Maritime being renamed **ROYAL IRIS** in December during a refit at Perama, when her tonnage increased to 14,717 gross with 720 lower berths in 330 cabins. Her first cruise started on 19th May 2005 from Haifa to Alanya (Turkey) and she continued operating until November 2014, when she was laid up at Chalkis in Greece, during which in September 2016, she was renamed **ROY STAR**.

About February 2017, she was sold to the newly-formed Russian operator Black Sea Cruises (established by the state operated Rosmorport). She was renamed **KNYAZ VLADIMIR (PRINCE VLADIMIR)** - supposedly in homage to Vladimir Putin - to operate seasonal weekly cruises with 674 passenger berths from Sochi to Novorossiysk–Yalta–Sevastopol. (on right)



The **EAGLE** had two near-sisters.

The previously mentioned Paquet-owned **MASSALIA** (yard 124) operating from Marseille-Casablanca-Canary Islands. In January 1984 she was renamed **STENA BALTICA** by Stena and in November 1984 became **ISLAND FIESTA** for the intended Scandinavian World Cruises (DFDS), but in December became **SCANDINAVIAN STAR** operating from Tampa-Cozumel. On 16th March 1988, she had an engine room fire off Cozumel and was towed to Miami for repairs.

By March 1990 she was chartered to Da-No Line as a ferry between Oslo and Frederikshaven, however on 7th April about 30 miles south of Oslofjord she had a car deck fire, which after being brought under control then spread to the main superstructure. By the time she arrived at Lysekil, 158 passengers and crew had died. On 11th August 1990, she arrived at Humber Shiprepairers at Hull under tow for initial cleaning and repair prior to rebuilding, but when the repair company went into receivership, now renamed **CANDI**, she was towed by **MAERSK BLAZER** to 49 berth at Southampton, arriving on 10th September. (shown above right). After over 3 years lay-up, in February 1994, the fire-damaged hull was sold at auction to International Shipping Partners and was rebuilt by INMA at La Spezia being renamed **REGAL VOYAGER**; in March 2004, she was again renamed **REGAL V** and as such made her final voyage to Indian-breakers, arriving 14th May 2004 at Alang.



... and third sister, Fred Olsen's 1973-built **BOLERO** (yard 133), was built for Travemunde-Sodertalje route, but initially operated Bremerhaven/Hamburg-Harwich and from 1976 Oslo-Newcastle. From 1990, she had six other owners and six other names before arriving at Turkish shipbreakers at Aliaga in March 2012 as **MIRAGE I**.

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## Bits and Pieces

**St Cecilia** completed her last sailings in Wightlink service on 25th January prior to moving to Hythe in preparation for leaving for Sardinia to join her sisters **Anna Mur** (ex-**St Helen**) and **GB Conte** (ex-**St Catharine**) in the Delcomar fleet. It is understood that Delcomar had first refusal on **St Cecilia** – will they also take the last of the quartet **St Faith** when her turn comes?

In addition to 2019 being the 50th anniversary of **QE2**'s first arrival in Southampton it is also 100 years since Cunard moved their New York express service from Liverpool to Southampton partly to replace the German liners no longer available following WW1 – the move was announced in February 1919 and **Aquitania** took the first sailing from Southampton on 14th June 1919,

# Fay & Goldsmith

by Nigel V Robinson

Some of you may know of my love of the russet-sailed Thames spritsail barges and my discovery of a family connection with Daniels of Whitstable who owned one of the last fleets of sailing barges - paternal 3 x great grandparents were Daniels. Their eldest child Sarah Ann was my Gt Gt Grandmother and their three sons founded the Whitstable Shipping Co a ship-owning/shipbuilding business. Later under the next generation, as Daniels Bros (Whitstable) Ltd, the barge owning survived until 1958 before selling out to London & Rochester (Crescent Shipping) which did use the Daniels name for a few more years.

My interest in barges generally also led me to the fact that John G Fay & Co operating at Woolston built a large number of barges for Goldsmith of Grays one of the largest fleets; indeed Goldsmiths were known as the "Pickfords of the North Sea" and at its peak owned some 150 sailing barges.

John Goodman Fay (1829 - 1911), a Southampton man, was a notable yacht builder with an extensive yard at Northam, but in 1897 for reasons not totally understood, he took a lease on the Woolston yard which had lain empty for four years after the Southampton Naval Works left. This did give Fays more room and allowed them to build steel ships at Woolston, most of the vessels being sailing barges along with tugs. In addition to steel barges built for them in Holland, Goldsmiths had 29 barges (8 x180 tons, 20 x 150 tons and 1 for racing) all built in 1898-99 by Fay on what must have been almost a production line process. The hulls were towed from Woolston to Grays where Goldsmith completed fitting out and rigging. Unlike wooden barges most of which were built more or less by eye these "ironpots", as steel barges were known, were built from plans – this allowed Goldsmiths who built many of their barges in classes to maintain a spares department at Grays as sails and other fittings for each class could be held in store allowing repairs and refits to be completed quickly. This was quite an innovation at the time.

However the Woolston venture, despite all its apparent efficient output, was not a financial success and closed in 1899 the lease being taken over by Mordey Carney & Co Ltd in which, despite his problems, Fay was still able to have a financial interest in, and also later in Thornycrofts after they took over the yard in 1904, until his death in 1911.

E J & W Goldsmith Ltd (Edward James Goldsmith and Walter James Goldsmith) had origins in 1833 but it was 1848 when the company was formerly established and it lasted long enough to celebrate its centenary in 1948 – latterly they operated motor vessels, many being converted sailing barges, and also had extensive interest in cement manufacture and ship repair amongst other things. Their ship-owning interests ended in 1952 although other activities continued into the 1960s.

Of the sailing barges built by Fays two are still extant and in sailing order – **Decima** and **Melissa**. There is one other barge still in existence once owned by both Goldsmiths and also later by "the family firm" Daniels Bros (Whitstable) Ltd - **Ardwina** of 1909 the last sailing barge built at Ipswich and now owned by an architectural practice and based in St Katherine Dock, London. All three incidentally in addition to charter and hospitality work are raced in Barge Matches and all have had successes – not bad for vessels well over a hundred years old!

## LIST OF THAMES SPRITSAIL BARGES BUILT BY J G FAY & Co FOR GOLDSMITHS

Trojan	1898	Sirdar	1898	Carina	1898
Briton	1898	Saxon	1898	Namara	1898
Norman	1898	Grecian	1898	Speranza	1899
Spartan	1898	Latona	1898	Decima	1899 *
Gloria	1898	Lorna	1898	Melissa	1899 *
Scot	1898	Calluna	1898	Siesta	1899
Sylvia	1899	Yampa	1899	Astrild	1899
Esterel	1899	Yarana	1899	Scotia	1899
Virocca	1899	Circe	1899	Cambria	1899
Varuna	1899	Senta	1899		

\* Still sailing as of 2018

**Gloria** was the barge built especially with racing in mind but she was not a huge success and later sank while lying at anchor in 1929.

The fates of the barges were very varied – some were converted to motor barges, and eventually hulked or scrapped. Some as ever fell victim to storm - a number of Goldsmith "ironpots" were out in the 70mph gale of 23rd Nov 1938 – **Astrild** and **Grecian** parted their anchor cables off the Suffolk coast; the crews were rescued but the barges just disappeared. **Decima** was driven onto Scroby Sands and abandoned but was later re-floated and repaired and as we have seen she is still with us today.



Above: **Melissa**

Below: **Ardwina** as a working barge.



References and further reading:

- Goldsmith of Grays* - Graham Dent with Richard Walsh - Society for Sailing Barge Research 2018  
*Sailing Barge Compendium* - John White, Ed - Richard Walsh - Society for Sailing Barge Research 2012  
*Shipbuilding in Victorian Southampton* - Adrian B Rance - Southampton University Industrial Archaeology Group 1981  
*The Woolston Ships* - W H Mitchell - WSS Southampton Branch, Black Jack No 39 Summer 1981

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### More Bits and Pieces

It looks like the end of the road for the paddle steamer **Ryde** which has languished in increasing decrepitude on the River Medina for almost half a century – despite many brave and perhaps foolhardy ideas for restoration it has been reported that she may now be cut up for scrap.

On the other hand it appears that there is yet another attempt to revitalise the record-breaking **United States** still languishing in Philadelphia – a viability study to assess the commercial possibilities and also to look at potential new locations is to be undertaken. Completed in 1952 and withdrawn from service in November 1969 is this just yet another of those “pie in the sky” ideas?

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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](mailto:gillrobinson@freenetname.co.uk) or [nigelvrobinson@gmail.com](mailto:nigelvrobinson@gmail.com) , on CD or memory stick, or hard copy at meetings or by post to 2 Glencarron Way, Bassett, Southampton, SO16 7EF.



Above: **Ardwina** in St Katherine Dock

Below; **Calluna** in trade.



# A – Z of Sail

by Michael Page

## ***For the letter “P” I have chosen the PELICAN OF LONDON***

The ***Pelican of London*** is a mainmast barquentine completed originally as a double beam Arctic fishing trawler, one of five identical ships. Built in 1948 by Chantiers et Ateliers Augustin Normand, Le Havre as ***Pelican***. She was sold to a Norwegian firm and spent the next 19 years fishing in the Arctic. In 1968 ***Pelican*** was reclassified from a trawler to a coastal trading vessel and her owners renamed her ***Kadett***.

She remained as ***Kadett*** for 27 years until in 1995 she again changed hands. She was bought by ex-naval commander Graham Neilson who transformed her into a tall ship and renamed her ***Pelican of London***.

He had already undertaken a similar project with the TS ***Astrid***. Working in Portland Harbour Neilson and his team spent 12 years stripping back the ship and rebuilding her as a mainmast barquentine.

***Pelican of London*** is operated as a sail training vessel for young people by the charity Adventure under Sail and is rated as a class “A” tall ship. A trainee on this vessel won the 2010 Torbay Cup.

The ***Pelican of London*** is the only mainmast barquentine in the world and has a rig based on that used by the Barbary pirates of the Mediterranean on their ships.

### ***Pelican of London***

Length - 45 metres long Beam 7.03 metres Draught 3.95 metres

The vessel can accomodate 11 permanent and volunteer crew plus 28 voyage crew.

Based in Weymouth the programme usually takes place from March to September consisting of day sails from Weymouth plus voyages to the Channel Islands, Devon and Ireland.

If you are in Weymouth in the summer months she often at her berth at the end of the pier.



*A fine study of Pelican of London under full sail.*