

Black Jack

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



Issue No: 194

Spring 2020



*Following the comprehensive and very informative talk at our February meeting on cableships by Barry Peck in which he showed a black & white photo of the Canadian Government ice-breaker/cableship **John Cabot**, here she is in colour at 109 berth loading cable from the STC factory on 3rd March 1968. Operated by the Canadian Coast Guard she was completed in 1965 by Canadian Vickers, Montreal and had diesel electric machinery driving twin screws with a service speed of 12 knots.*

photo Nigel Robinson

Black Jack – Spring 2020 No.194

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

David Oldham

2 Ferndale Road, Marchwood
Southampton, SO40 4XY
email: d.oldham@hotmail.co.uk

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

2020 Branch Meeting Programme

March 10th	Medway Queen History Chris Bancroft
April 14th	Cornish Ports & Harbours Pt 6 Krispen Atkinson
May 12th	Every Picture tells a Story Richard Jolliffe
June 9th	Ten Days on the Bosphorus David Hornsby
July 14th	Members Mini-Talks Colin Drayson & Richard Jolliffe
August 11th	London Docks in the 1970s Ian Wells
September 8th	British India Line part 2 Trevor Cox
October 13th	WSS AGM 2020 Rendsburg Phil Simons
November 10th	Southampton Branch AGM & Digital Photo Competition
December 8th	John Havers Tribute Neil Richardson

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

With this issue we welcome David Oldham to the post of Branch Secretary – he takes up his duties from April 1st.

We also must record our grateful thanks to Colin Drayson the retiring secretary for his excellent handling of the Branch affairs and his masterly arrangement of the meeting programmes since early 2011.

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 latest notebook from the port of Southampton, here are some updates on the comings and goings and other news from around the port.

At the end of January, there was an unusual visitor to 101 berth. The Hong Kong registered crude oil tanker **Sophie Schulte** was alongside for a couple of days while her anchors were retrieved. On 26th January she had fouled both anchors after arriving from Murmansk on Nab Anchorage 9 in position 50 35 40.9 N, 001 02 58.9 W.

They were eventually salvaged and brought to 45 berth after a couple of attempts by the anchor-handling tug **Kingdom of Fife** (2008/1459g).



Sophie Schulte built 2005. Image courtesy of Steve Carrett.



SD Stingray seen in 2019.

On 10th January the last Boluda tug, **SD Stingray** sailed from Southampton heading for the Thames. This now leaves Svitzer as the only tug operator in the port, with the Boluda contracts being sub contracted to Svitzer by Boluda themselves.



As mentioned in my last note book we have received the first couple of calls of the Maersk operated Ecubex service.

*left: The 2010 built **Maersk Brani** on 30th January making the first call.*

On 16th February the port saw the first visit from a Safmarine vessel for at least a decade as the 2009 built **Safmarine Benguela** made her first call. She is the same class as the Maersk vessel's deployed on the Ecubex service.



The 2009 built **Safmarine Benguela** seen 16th February

The port is due to receive calls from a number of new cruise ships in 2020, together with a Royal Caribbean's **Anthem of the Seas** returning to Southampton, below is the most up to date list of significant cruise calls. Missing from the list is Carnival **Mardi Gras** that was originally due 9th September, although still showing on Southampton VTS page it has been cancelled due to delays during construction.

Celebrity Apex 1st April
Anthem of the Seas 24th April
Regal Princess 4th May
Iona 9th May
Ocean Dream 21st May
Astoria 22nd May
World Explorer 7th June
Island Princess 9th June
Europa 13th June
Enchanted Princess 28th June
Spirit of Adventure 11th August
Seven Seas Splendour 18th August
Odyssey of the Seas 23rd October

until next time happy ship spotting

Andrew

all photos by Andrew McAlpine except where otherwise noted

The ‘unlucky’ locally-built AMY SUMMERFIELD – twice a ‘Total Loss’

During their latter years, the local shipbuilders Day, Summers & Co Ltd. built a wide variety of smaller vessels at their Northam Yard. Amongst these were a pair of steel-hulled coasters ordered by Summerfield Steamship Co Ltd from Liverpool, the first **MARY SUMMERFIELD** (Yard number 186) was delivered in February 1921, being followed only a month later by her sister **AMY SUMMERFIELD** (Yn 187).

Each of the two sisters measured 407 tons gross, 159 tons nett on dimensions 143.2' loa x 25.1' x 11.6' depth with a maximum 12'6" draft. A single screw was powered by a 60 rhp (registered horsepower) coal-fired 2-cylinder compound steam engine constructed by the shipbuilder, giving a maximum of 9 kts.

In December 1922, **AMY SUMMERFIELD** was found abandoned and adrift in the Irish Sea by a fishing vessel, which put a crew aboard. However, during the salvage attempt the vessel sank in the mouth of the River Mersey and two salvors were lost. The hull was soon refloated, but it was not until March 1927 that the vessel was sold to Liverpool ship-owner W.A.Savage & Co. - unusually for a vessel involved in a fatal casualty – without any change of name.

She traded without any further major incident until March 1949, when she collided in dense fog in the Ribble Estuary with the 1928-built 795 ton gross **PASS OF LENY** owned by Bulk Oil SS Co Ltd, London (survived until 1988 as Piraeus bunkering tanker). In the same year, all 15 William Savage steam coasters (average age 27+ years) were sold en-bloc to the newly formed Zillah Shipping Co Ltd, owned and managed by Coast Lines Ltd.

Her final voyage on 23rd March 1951, now with her previously fully-open bridge partially enclosed with a wheelhouse, was to collect stone setts from Caernant Quarry at the Rivals Jetty on the Lleyn Peninsula, south of Anglesey, where she called regularly. In stormy conditions a few days previously, the Captain had abandoned an attempt to berth and had returned to the Mersey, only to be instructed to return and load the cargo. The wind had strengthened and in attempting to come alongside, the mooring line fell short and entangled her propeller, causing the small vessel to be blown onto the beach with its stern against the jetty.

Her insurers decided that damage to the holed hull was so severe that refloating was not an option, so a few days later she was sold to scrap dealer William Williams from Harlech. His attempt to repair the damage to enable refloating and towing to Port Dinorwig on the Menai Straits failed and the only option then was to scrap her on the beach. To get the jetty back into use and prevent further jetty damage, the coal in her bunkers was used to fire-up the boiler for her steam windlass and using ropes she dragged herself along the beach away from the jetty. Due to the steep, winding track from the foreshore, an ex-army multi-terrain vehicle had to be bought to move the dismantled hull – bit by bit – for scrapping,

with parts of the bow and machinery still visible on the beach in the 1980's.

The earlier sister, **MARY SUMMERFIELD** was sold in 1927 to Wallace Bros Ltd, Liverpool, managed by Mersey S.S. Co Ltd and about 1929 she was renamed **RINGWALL**. Under this new name, on 26 January 1941, she was a war loss with her 8 crew, when she hit a mine laid by a German minelaying submarine south of the Isle of Man, in the Southern Approach to the North Channel of the Irish Sea.



Makrana and cranes



Above is a photograph of T & J Brocklebank's **Makrana** (1957/8745gt) with the floating crane off-loading a naval launch whilst at anchor off Hamble on 4th July 1970. photo Nigel Robinson.

Whilst looking through some other photos I came across the picture below which shows **Makrana** some thirteen years earlier on 3 September 1957 under the Finnieston Crane at Stobcross Quay on the River Clyde. **Makrana** was built by Wm Hamilton at Port Glasgow and would have been taken up-river to Glasgow, minus her funnel, to have her machinery fitted using this huge crane. This was a common sight and the Finnieston crane built in 1931 is still there and a listed structure, a memorial to the shipbuilding and heavy engineering that once crowded the banks of the Clyde. As for **Makrana** she was sold in 1971 becoming **Aegis Glory** and later **Aegis Eternity** and was broken up in 1974. photo Nigel Robinson collection.



More docks demolition ... ABP have announced that they intend to demolish the now disused landmark Solent Flour Mills in the Western Docks. It was the first building on the then newly constructed docks extension and was built 1932-34 for Joseph Rank, being the largest flour mill in the south outside London. The mill was damaged in WWII, repaired and re-opened in 1951.

Colin's Southampton Memories

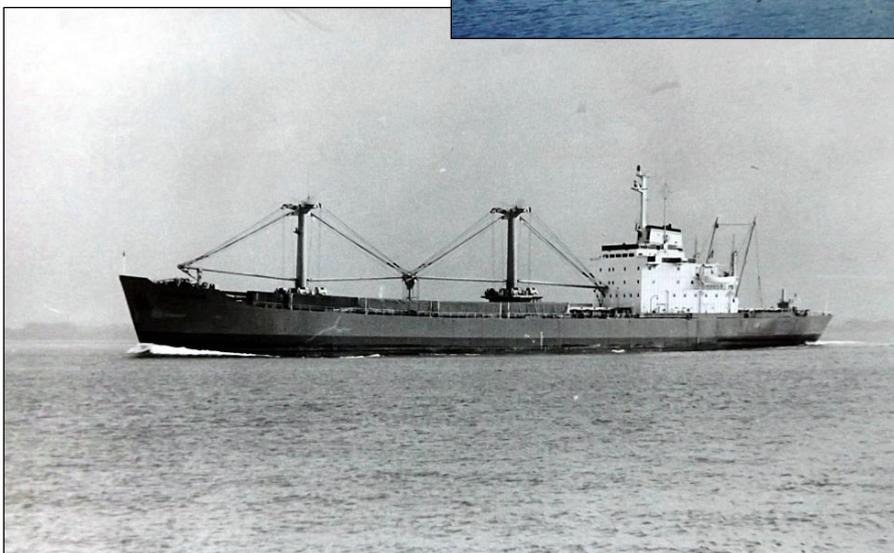
A further selection of Colin Drayson's pictures from a lifetime in and around Southampton Docks



above: **Southampton Castle**
(Union-Castle)
1965/13152g

right: **Teniers** (Cie Maritime Belge)
1964/10315g

below: **Almirante Storni** (ELMAS)
1978 8924g



all photos by Colin Drayson

Bits and Pieces



The photo above shows her on the multi-wheel transporter ...

... and right positioned in her new home outside the Solent Sky museum. photo Nigel Robinson



On 12th December 2019 on a multi-wheeled transporter and under police escort the former Calshot Spit light vessel was moved from the Eastern Docks to take up position in her new home outside the Solent Sky aircraft museum in Albert Road South. She will become a café and will be accessed by a walkway from the museum. For a number of years she was located ashore in Ocean Village and more recently on land behind the Ocean Terminal.

Mayflower 400

This year sees the 400th Anniversary of the sailing of the **Mayflower** and **Speedwell** from Southampton's West Quay on 15th August 1620 (a Saturday by the way as is 15th August 2020!!) with 102 persons aboard. **Speedwell** proved unseaworthy and twice was forced to return to port. On September 16th the **Mayflower** (Master - Christopher Jones of Harwich) left for America alone from Plymouth. Around 40 of the passengers were the Puritan Separatists who have become known as America's Founding Fathers. Documents that they created on board the ship went on to provide the foundations of the American constitution. There will be a number of events marking this anniversary – details can be accessed on <https://visitsouthampton.co.uk/mayflower-400> Also see Michael Page's A-Z of Sail article on the **Mayflower** in BJ 188 Autumn 2018 page 8.



Iona

P&O's new cruise ship **Iona** will make her first appearance in the port on May 9th. She will be the first P&O ship to be named after the Inner Hebridean island with beautiful white sandy beaches and a lovely Abbey lying just to the west of Mull.

VIC 56 built by Pollocks of Faversham for the Admiralty in 1945 has now joined the collection of Boathouse 4 in the Portsmouth Historic Dockyard. She was purchased 1978 by Henry Cleary and preserved by him in full working order until recently. She has been in steam since her arrival at Portsmouth in October last year.

Work has started, first at Hythe and then later back at the Eastern Docks, to prepare the preserved ex-London steam tug **Challenge** for her move to Trinity Buoy Wharf back on the Thames.

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.

A – Z of Sail

by Michael Page

For the letter “T” I have chosen the TRE KRONOR

She was launched in 2005 in Stockholm. The ship was designed by Stockholmbriggen who were inspired by the 1857 drawings for the naval training brig **Gladan** in service at that time with the Royal Swedish navy from 1857-1924. This vessel was used to carry cargo, and one of her most notable roles was re-victualling the expeditions for the polar explorer Nordenskiöld. She became his supply ship on two expeditions to Spitsbergen and Greenland. At present the name **Gladan** is carried by one of one of two training schooners.

It was in 1993 that the project to construct the new brig was established by Captain Jan-Erik Mansneres. **Tre Kronor** was built on the island of Skeppsholmen where ships have been built over the generations and lies close to the Stockholm waterfront.

Planking took place in 2004/5 - all the frames and planking are of oak and the deck is made of Siberian larch. The caulking of the hull before the painting was commenced. The loa is 35 metres, the beam 8.25 metres and she has a draught of 3.2 metres. She was launched and named by Crown Princess Victoria - Stockholm was indeed proud to have been chosen to build her. She has a crew of 13, carries 24 trainees and made her first trip in July 2007. **Tre Kronor** has sailed in many tall ship races and is an ambassador for mutual understanding between nations around the Baltic Sea.

Her sail area is 730 square metres and she is of course registered in Stockholm.



A selection of views of Tre Kronor