

Black Jack

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Seeing triple! Members of the Grimaldi fleet are a common sight in the port but three in a row is certainly more unusual as seen here on 18th December 2020 in the Western Docks. Right to left are **Grande Sicilia**, **Grande Europa** and **Grande Torino** with Cunard's **Queen Victoria** beyond. **Grande Europa** had been towed into port on 30th November after an engine-room fire off Dungeness – she moved to 40 berth on 2nd January and remains there as this is written. She may well be destined for the breakers as dating from 1998 she is one of the older members of the fleet.

photo Nigel Robinson

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

Branch Meetings

Venue:

St James Road Methodist Church

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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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2021 Branch Meeting Programme

March 9th	<i>Ten Days on the Bosphorus</i>	David Hornsby
April 13th	<i>Tribute to the late IOW Chairman Ray Sprake</i>	Chris Bancroft
May 11th	<i>Every Picture tells a story</i>	Richard Jolliffe
June 8th	<i>Ships on Sea Travels</i>	Dave Hawkins
July 13th	<i>Two mini talks</i>	Paul Gosling and John Davidson
August 10th	<i>London Docks in the 1970s</i>	Ian Wells
September 14th	<i>Southampton Docks</i>	Colin Drayson
October 12th	<i>Personal Voyages</i>	Andy Skarskein
November 9th	<i>AGM and photo competition</i>	
December 14th	<i>Around Italy</i>	David Oldham

You will see that I have left the future branch programme in, but it remains to be seen when we may be able to resume meetings. We will keep everyone informed as and when the situation changes.

Branch Cruise 2021

We have made a provisional booking with Blue Funnel for Monday 16th August – we will send a separate email in due course to confirm and to detail times, booking and payment arrangements.

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.

The last few months the port has continued to see some of the regular Southampton based cruise ships that have been returning every few weeks to restock; these include a number of Holland America and Royal Caribbean ships. On 20th February, **Norwegian Encore** sailed from Southampton. Originally arriving in October, she is one of two NCL ships that are heading to Asia to repatriate crew after the cruise line extended its pause in operations. Sister ship **Norwegian Bliss** is due to arrive at the beginning of March for what might be an extended port stay and NCL together with many cruise lines have extended the pause in operations until May/June.



Norwegian Encore (built 2019) seen 5th November 2020.

Like most ports around Europe, the container port has seen some unprecedented cargo levels. This has meant a few extra callers to the port. A regular visitor has been the 2339TEU **Minerva**, that has been shuttling import cargo from Tangier-Med to Southampton and loading Hapag-Lloyd empties both here and more recently in Portsmouth back to Malta and Tangier.



Minerva (built 2015) seen alongside SCT4 discharging import cargo.

Following the arrival of two new CMA CGM LNG powered vessels came the news that the service they were deployed on, namely CMA CGM's FAL 1 Asia-Europe loop would stop calling the UK in February. This has been replaced by the FAL3 service. The vessels deployed on the service are the series of 16,000+TEU APL class ships.

In February, a major dredging programme to deepen and widen berths at the container terminal commenced with a number of Boskalis vessels involved, including the backhoe dredger **Nordic Giant**.



Seen 27th February off SCT5 Nordic Giant with tugs GPS Avenger and Dutch Power.



Seen at 31 berth 27th February the 2011 built Offshore Support vessel Global Symphony.

until next time stay safe and happy

ship spotting

Andrew

all photos by Andrew McAlpine

ITCHEN MARINE (TOWAGE) LTD

Part 2 – former vessels

In the early days, prior to acquiring their Vespasian Road yard, the founders ran the business from Ronald Wyeth's home in Glenfield Avenue at Bitterne, operating the initial ex-naval harbour launches in towing operations around the Port of Southampton.

The name Itchen Marine appears to have first come into use from January 1969, about the time that the Company acquired their first real sea-going tug **Testgarth** from Rea, who on 31st March had announced the closure of their Southampton operations after 50 years, beginning with coal barges, before moving into the timber trades. The Rea fleet of 33 barges was sold to timber importers W Howard Bros & Co, the main user in later years, and as each one was registered as a 'ship', this involved 132 registration transfer documents, then the largest number ever handled at Southampton. Into the 1970's, Itchen Marine continued to tow timber barges to various timber company wharves around the area, using vessels often based in Princess Alexandra Dock (now Ocean Village). By 1982, the Company operated 6 launches/launch-tugs for lighterage and dredging support in the Southampton area.

Itchen Marine was growing rapidly, quicker than the brothers could have imagined, with contracts with the US Army base at Hythe, the unslipping of naval vessels at Vosper-Thornycroft, and supplying launches and small tugs to Fawley and Hamble oil jetties. This work boosted Itchen Marine into the mainstream and with Southampton steadily growing and the volume of ships increasing, they felt that ship towage would be the company's calling, and with that in mind they purchased the **Wyetow** (1991), **Wyeforce** (1993) and **Wye-guard** (1997).

These larger, more powerful tugs were quickly utilised around the port for general towage and special jobs, such as moving the floating crane **Canute**, towing vessels into and out of dry dock, including **Canberra** and the **QE2**, Canaries reefer vessel movements and assisting craft at Marchwood Military Port.

Today, with a strong work ethic, reliable work force and an extensive knowledge of the marine industry, supported by a versatile fleet of vessels, Itchen Marine continue to cement their reputation on the South Coast.

Formerly owned powered vessels

GRAHAM-IRIS (196?-??) 50ft pinnace, no other details known

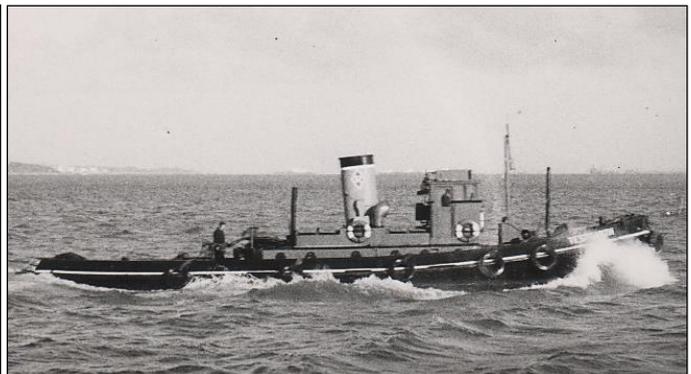
SCOUT (19??-??) believed to be 50 ft launch **LOUIS** built 1956 by R.S.Hayes at Pembroke as cutter for HM Customs & Excise; acquired from Westminster Dredging.

STINGRAY
WYETOW
WYEGEM

3 owned in 1960's and 70's with several others used for spares; 52½ ft x 11'10" diesel harbour launches - one Gardner, one each Foden Mk I and Mk II - unknown which HLD was which name.
 ex **HLD 43670** built 1945 by Sittingbourne SB Co, Sittingbourne with Foden diesel, acquired 28/5/1964;
 ex **HLD 43665** built 1945 by A. Rutherford & Co, Birkenhead with Foden diesel, acquired 30/1/1967 by R.A.Wyeth
 ex **HLD 3821** built 1939 by Rowhedge Ironworks, Rowhedge with Gardner diesel engine acquired 8/2/1971; sold by 2006 when named **JOTO** at Newcastle



(Above left: one of the three HLD's – Itchen Marine)



(Above right: **TESTGARTH** after acquisition)

TESTGARTH (1969-81 ON 165095) 60gt 20.1 x 5.5m with 1.98m depth); single screw with 390 bhp 2-stroke 6-cyl Polar diesel, 3.5t BP.
 completed 1937 by Charles Hill & Son Ltd, Bristol (yard number 255) for R & JH Rea Ltd, London;
 1946 to Cory Lighterage Ltd; 1952 back to Rea; 1968 to Wm Cory & Sons Ltd, London;
 1969 to Ronald A Wyeth & Graham A Wyeth of Bitterne, Southampton;
 November 1981 sold and towed away for breaking up at Sun Wharf on River Thames

WYEPLAY (i) (197?-198?) launch built 1961 by JW Cook & Co (Wivenhoe) (yn 1213) as **DANCHA** for FE Towage (Gaselee & Son); owned by IMT for 10-15 years, then sold to Thames owner renamed **SMUDGE**; 2002 sold to Eel Pie Island Slipways, Twickenham renamed **DANCHA**; still in service

ALBATROS / WYEDAWAKE (1978-1992) motor tug built 1947 by Concordia in Amsterdam (yn 500) as **IJSLAND** (Dutch); 15.24m loa; 1955 re-engined with 172bhp Caterpillar diesel in Rotterdam; 1957 re-named **FRARY VII** (Dutch); 1973 owned by Mervyn Street of Gravesend, then to J&B Marine Services Shipping renamed **ALBATROS** and operating on Thames; 1978 acquired and prior to 1982 renamed **WYEDAWAKE**; 1988 sold to Northwoods (Fareham) Ltd renamed **NORTHWOOD GIRL**; 1998 renamed **ALBATROSS** (Smith Tugs, Southampton); 200? to Robert Hall; 2005 Albatross Towing and Salvage; 2010 sold and currently in Island Harbour Marina, Newport. *(photo right taken in: September 1991 with WYEDAWAKE on inside of WYERIP (ii) – Colin Drayson)*



WYEGRAFT (19??-??) Thames launch/workboat with 6-cyl Gardner diesel engine

WYELARK (19??-??) 1950's-built launch/workboat (ex-Cowes mooring launch and sister of AGWI Fawley mooring launch), sold after 1985 to Mike Baker at 50 berth.

WYESTRAIN (19??-1985) launch/workboat, sold about 1985

WYEFUEL (i) (1980-1998) 40ft launch/workboat built 1981 by Mervyn Street at Gravesend (elsewhere reported 1980 by Damen Shipyards, Hardinxveld, Netherlands) 22 gt 1998 renamed **VALOUR** (Plantain UK Ltd); 2002 re-named **JESSICA K** (Sub Marine Services, Falmouth); 2009 renamed **PENARROW** (A&P Falmouth) and later lengthened.



(above – WYEFUEL (i) in 1988 - Itchen Marine)

(right – WYERIP (i) 1981 in former Outer Dock - Colin Drayson)



WYERIP (i) (1982-??) motor tug completed January 1945 as steam tug **TID 120** by Richard Dunston Ltd at Thorne (yd T541-launched 26/10/1944); 1947 renamed **TIDEWAY** by James Contracting & Dredging Co Ltd; 1953 to Foremost Dredging Co Ltd, Southampton; 19?? to Westminster Dredging Co Ltd and converted from steam to oil engine; 1973 renamed **TIDERIP** by D Miller, Newhaven; sometime around 1981 renamed **WYERIP** and 1990's broken up.

WYETOW (ii) (1982-86; 1987) 38gt 19.05 x 5.75m x 2.55m draught single screw, 538 bhp 6-cyl Lister Blackstone diesel, 6.5t BP 10 knots; MOD "Girl-class" tug built 1961 by P K Harris & Sons, Appledore (yd 134) as **A116 AGATHA** (first of eight - originally 495 bhp, based at Portland, then Pembroke Dock); November 1982 acquired; March 1986 sold to Northwood (Fareham) Ltd; later resold to Itchen Marine and in Summer 1987 sold and re-named **DTC DOLPHIN** (Dolphin Towing Co, Paignton), 1988 renamed **WINNIE K** (Sub Marine Services, Falmouth), 1990 to Falmouth Oil Services; 1994 to Cardiff owner; 1997 renamed **MONIKA** (JVS Shipping (van Slooten BV), Urk, Netherlands); 2003 to Van Slooten Maritiem BV; 2008 to Ad Stolk Schepen BV in Hendrik ido Ambacht, Netherlands; still in service *(photo right – 1984 in Princess Alexandra Dock (Ocean Village) – Colin Drayson)*



WYEGEM (1980's-??) Keith Nelson passenger launch acquired from ABP; fate unknown.

WYERIP (ii) (1984-2018) launch/workboat built 1984 by Mervyn Street, Gravesend possibly launched as **ALBION**; special raised bow and heightened bridge for use with barges/pontoons at US Army base at Hythe; original Gardner diesel later replaced with 300hp Volvo; c.2018 sold to Richard Street (son of late-builder) and currently on Thames, as **ALBION** (photo Itchen Marine)



WYEPLAY (ii) (1989-9?) 30gt single screw, 143bhp Gardner 8L3 diesel; Built 1959 by Isaac Pimblott & Sons, Northwich (yn 772) as **MSC DIDO** for Manchester Ship Canal Co.; 1989 acquired and renamed; later to General Marine, London; 1990's renamed **DIDO**; 200? to Guy Baker Marine Ltd, So'ton; 2005 at scrapyard, later engine removed for houseboat conversion; (photo right **DIDO** 'for sale' at Bitterne Manor in 2009 - 'davidships')



WYEKNOT (i) (1990-??) open workboat/rope handler completed 1990 by Damen Shipyards at Gorinchem 13.1 x 5.3m with 2.3m draft, twin screw Caterpillar diesels; 9t BP.

WYEPRESS (i) (1992-94 IMO 8954740) 64gt 22.6 x 5.2m single screw with 500bhp Lister Blackstone diesel; completed 31 March 1944 by Richard Dunston, Thorne (yd T480 launched 1/3/44) as steam tug **TID 71**; 1964 acquired by Husbands Shipyard and renamed **ASSURANCE**; 1964-7 reconstructed and converted from steam reciprocating, later modified to tow astern and fitted with Firestone Burleigh braked-wheel bow fender; acquired about May 1992; 1993/4 sold to Jenkins Marine, Poole and renamed **ASSURANCE**; 1998 advertised for sale; c.2000 sold to Irish owner in Dublin area; 01/2009 last reported in Howth, Ireland, fate unknown;



ADVANCE (1992-??) 1970 by Bideford Shipyard, Bideford (yn Y41) mooring launch 20 tons gross acquired from Husbands Shipyard

ADVICE (1992-??) 1972 by Bideford Shipyard, Bideford (yn Y47) ex-Husbands Shipyd mooring launch

WYEKNOT (ii) (19??-??) Mervyn Street open launch with Ford Mermaid engine

WYEKNOT (iii) (19??-??) Mervyn Street open launch with Perkins engine

WYERUSH (i) (1994-95) ex unidentified Thames Nelson 'V-class' pilot boat (9 in class); resold after few months

WYERUSH (ii) (1995-96) another ex-Thames 'V-class' pilot boat; resold after a few months

WYERUSH (iii) (1996-??) ex-Thames police launch **ALEXANDER**; fate unknown



WYEPRESS (ii) (1996-98) tug built 1966 by Appledore Shipbuilders (yd AS17) as **A168 LABRADOR** - one of 19 MOD "Dog class", 152gt 28.7 x 7.4m with 3.65m draught; twin screw 1320 bhp with two 8-cylinder Lister Blackstone diesels, 16.1t BP 10.5 knots; based at Faslane on the Clyde; January 1996 acquired and renamed; 10/1997 sold to Barbados owner, refitted at Southampton, but did not sail until 7/1998 after being renamed **TROUBADOR**, now owned by Coloured Fin Ltd, Trinidad & Tobago; now 151gt and rated as 1800 bhp and 22t BP; still in service (photo left as **WYEPRESS** in 2/1997 - Colin Drayson)



WYEPLAY (iii) / **WYEFUEL** (ii) (1996-2006) 50gt 16.3 x 5.3m with 2.6m draught; single screw, 330 bhp 4-cylinder Lister-Blackstone diesel with Voith Schneider; completed 31/8/1973 as **A202 NANCY** by Richard Dunston, Thorne (yd T1309) (11th of 12 MOD "Girl" or "Triton class"); 1996 acquired as **WYEPLAY** later renamed **WYEFUEL**; 2005 reported laid up in Itchen with Voith unserviceable; 2006 sold to Guy Baker Marine Ltd, Southampton; 200? reported sold as houseboat with engine removed; 2012 'for sale' at Southampton; 2013 laid up in Portsmouth Harbour; 2016 at Pounds Yard in Portsmouth. (photo left as **WYEPLAY** in 1996 - Monty Beckett from Colin Drayson collection)

WYEPRESS (iii) (1998-2004) 143gt 21.9 x 6.4m x 2.6m draught; single screw, 615 bhp 8-cylinder Lister Blackstone diesel with Voith Schneider 9.5 kts 7t BP; MOD tractor tug built 1969 by Richard Dunston, Thorne (yn T1243) for **A112 FELICITY** (name ship of final group of 8); originally 80 gt, 5.7t BP; March 1998 acquired, 2004 sold to Guy Baker Marine renamed **SUSAN**; June 2018 broken up at Pounds, Portsmouth. (photo right – **WYEPRESS** in August 1998 – Colin Drayson)



WYEGUARD (1997-2000, 2008-10 IMO 8979570) 60gt 19.55 x 6.4m with 2.14m draft twin screw 1050 bhp from two Deutz diesels to fixed nozzles, 15t BP; completed 1983 by Jos L Meyer shipyard apprentice training school, Papenburg, West Germany for yards own use as **ANTJE** to largest Damen StanTug 1906 (Mk.2) design; 6th March 1997 acquired and later renamed, August 2000 sold to Holyhead Towing refitted by Hepworths at Hull and re-named **AFON WEN**, 2008 repurchased and in 12/2010 sold to Jenkins Marine, Poole renamed **HANDBFAST** (now 73gt); still in service; (photo right – April 1997 at So'ton still as **ANTJE** – Colin Drayson)



WYEFUEL (iii) (2005-2019) 89gt 16.3 x 5.3m with 2.6m draught, single screw, 330 bhp 4-cylinder Lister-Blackstone diesel with Voith Schneider; MOD tractor tug built 1973 by Richard Dunston, Thorne (yd 1309) as **A205 NORAH** – last of 12 “Triton class” (originally 50gt); 2005 acquired and renamed **WYEFUEL**; 12/2019 sold to Alan Pratt Tugs, Rainham, Essex and renamed **NORAH**; still in service (sister of **NANCY** – **WYEPLAY/WYEFUEL** illustrated on previous page)

HAMBLE GUARDIAN (c.2004) ‘StanLaunch46’ built 1990 by Damen, Netherlands (yn, 560) for anti-pollution at BP Hamble, owned for very short period, then resold for conversion to diving boat at Portsmouth; 2015 to Netherlands.

Four UN-NAMED ‘chugger’ launches, ex South Coast Port Services (SCPS) (3 wooden, 1 fibreglass hulls)

Former non-powered vessels

- 343(A)** (19??-??) Dumb Ammunition Lighter built 1956 as **NA343** 70’3” x 18’1” 100 ton capacity 2006 on moorings, since disposed.
- 344(A)** (2003-??) Dumb Ammunition Lighter 70 ft with 100 ton capacity. built 1957 by Fairmile Construction, Berwick-on-Tweed; acquired 9/2003, 2009 still on moorings
- 345(A)** (2003-2010) sister of above acquired 9/2003; 2010 sold and converted to houseboat **ELLBY** at Hayling Island
- C.649** (1973-??) completed 11/1946 by D Badcock Ltd, London 100’ x 22’ x 9’1”; acquired 5/5/1973;
- 140 (A)** (1990-2004) ex-Admiralty Dumb Ammunition Lighter **NS140**; built 1940 by James Harker at Knottingly (yn 116); 70’6” x 18’6” x 4’6” 100 ton capacity; acquired 9/1990; later sold to Phil Whipp and May 2004 arrived in tow at Shoreham for conversion to houseboat renamed **JALNA II**.

In addition, over the years, at least 8 other non-powered lighters have been seen or photographed on the River Itchen moorings opposite American Wharf, but it has not been confirmed if these have any ownership connection.

With many smaller vessels, it is often difficult to find accurate dates/details. Wherever possible, ownership dates and details are given for all vessels, but in some cases full history or dates have not been confirmed.

As with Part One, researched and written by David Hornsby, with contributions and assistance from Phil Simons (South Coast), Shaun Wyeth (Itchen Marine) and photographs from Colin Drayson collection.

Bits and Pieces

P&O have announced the name of their second Excel-class 5,200 passenger, LNG powered cruise ship due to join the P&O Cruises UK six-ship fleet in December 2022. She will be named **Arvia** which means “from the Seashore”. She will follow on from **Iona** completed last year, which is still to make her maiden voyage.

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 nigelvrobinson@gmail.com or 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 “Y” I have chosen the YANKEE CLIPPER

Built in 1927 Keil, Germany in 1927 by German industrialist and manufacturer Alfred Krupp as the ***Cressida***, she was one of the few armoured plated private yachts in the world. Confiscated by U.S. Coast Guard after World War 11 as a war prize, she was later acquired by the Vanderbilts and renamed ***Pioneer***.

Racing off Newport Beach, California ***Pioneer*** was considered one of the fastest tall ships on the West Coast. Windjammer founder Capt Mike Burke acquired her in 1965 she joined the Windjammer fleet and was christened ***Yankee Clipper***.

In 1984 she was completely restored to her former majesty and beauty, with refurbishments costing a total of 4 million dollars that included a new design of 3 masts, a new engine room with custom designed navigation, communications and weather monitoring devices. After extensive renovations in 1987, she is still the fastest of the Windjammer fleet, making an impressive 14 knots (about 16 miles per hour) under sail. And one of the fastest tall ships at sea.

At 197 feet, this 3-masted schooner draws 17 feet with a 30 foot beam. She accommodates 64 shipmates in 32 cabins and carries a crew of 24.

For tall ship aficionados who love the feel of a fast, powerful ship under full sail Windjammers S/V ***Yankee Clipper*** is made to order.



Two views of Yankee Clipper under full sail

