

Black Jack

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



Issue No: 214

Spring 2025



CMA CGM RIVOLI making the final FAL3 visit on 22nd February.

Photo Andrew McAlpine

Black Jack – Spring 2025 No.214

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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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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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2025 Branch Meeting Programme

March 11th	Floating Bridges of Hampshire, Dorset and the Isle of Wight	Jim Beckett
April 8th	TBA	
May 13th	Antwerp & Rotterdam	Paul Gosling
June 10th	Slides from the 1960s	Sid Balham
July 8th	Tugs, Tugs, Tugs!	Maurice Napier
August 12th	The Life & Times of (HCMM)	John Hoar
	Capt Peter Callaghan (Gosport Sailor) 1870-1907	
September 9th	Union Castle Line	Capt Roy Plumley MBE
October 14th	Competition on the North Atlantic	Dr Mervyn Rowlinson
November 11th	AGM & Photo Competition	
December 9th	TBA	

Branch Cruise 2025

**Saturday 26th July – from Town Quay departing 11.15
returning at 6.15 cost £40**

Articles please!!

Your editor would as always be delighted to receive any articles for inclusion in Black Jack and also any snippets and photos for possible inclusion,

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.

As the first notebook of 2025 it's a good opportunity to highlight the changes to the major container alliances that will lead to changes in the vessels visiting the port.

The changes were initiated by Hapag-Lloyd and Maersk Line joining forces to become the "Gemini Cooperation".

Maersk Line was previously in an alliance with MSC known as (2M), while Hapag-Lloyd was the largest member of (The Alliance) together with Ocean Network Express, HMM and Yang Ming.

The only alliance that hasn't seen any changes is the Ocean Alliance comprising of CMA CGM, COSCO, Evergreen and OOCL.

The new alliance line up is now as follows:

MSC	Gemini	Ocean Alliance	Premier Alliance
	 MAERSK  Hapag-Lloyd	  CMA CGM  COSCO  EVERGREEN LINE	 ONE  HMM  YANG MING

Originally Gemini announced it would be using the port of Felixstowe for UK calls but late last year this was changed and the two lines announced they would both Southampton and London Gateway.

Ocean Alliance	CMA CGM / COSCO / EVERGREEN/ OOCL	Asia - Europe	FAL1	1
Ocean Alliance	CMA CGM / COSCO / EVERGREEN/ OOCL	India Sub Con	EPIC	1
Premier Alliance	ONE / HMM / YANG MING & MSC	Asia - Europe	FN2 / GRIFFEN	1
Premier Alliance	ONE / HMM / YANG MING & MSC	Asia - Europe	FE3 / CONDOR	1
ONE	ONE / HMM / YANG MING	Europe-Med	AEX / NEA	1
ONE	ONE / HMM / YANG MING	Europe-Med	LEX / NEL	1
VSA	CMA CGM / COSCO / EVERGREEN/ OOCL/ONE/HMM	Trans Atlantic	CALIFORNIAB / AL5 / TA1	1
VSA	CMA CGM / COSCO / EVERGREEN/ OOCL/ONE	Trans Atlantic	LIBERTYB / AT1	1
VSA	CMA CGM / COSCO / EVERGREEN/ OOCL/ONE	Mexico/US GULF	VICTORYB / AT3	1
GEMINI	Hapag-Lloyd / Maersk Line	Trans Atlantic	AL1 / TA3	1
GEMINI	Hapag-Lloyd / Maersk Line	Trans Atlantic	AL3 / TA2	1
GEMINI	Hapag-Lloyd / Maersk Line	Trans Atlantic	AL4 / TA4	1
HAPAG-LLOYD	Hapag-Lloyd	Trans Atlantic	AT2	1
MAERSK LINE	MAERSK LINE	South America	COLEX	1
MAERSK LINE	MAERSK LINE	South America	CRX	1
ICL	ICL	Trans Atlantic	ICL	1
BG FREIGHT	BG FREIGHT	Irish Feeder	BGLP3N	1
HAPAG-LLOYD	Hapag-Lloyd	Asia-Europe	CGX	1 * Until end of Feb
MSC	MSC	NE Feeder	BPEN	1 * will drop when MSC co-load with premier

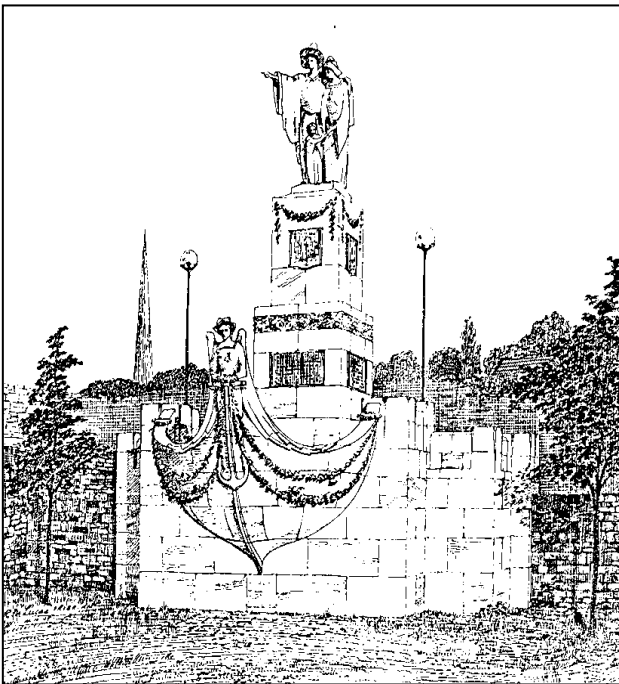
until next time wishing you Happy ship spotting
Andrew

MARITIME MEMORIALS ON SOUTHAMPTON WATERFRONT

PILGRIM FATHERS' (OR MAYFLOWER) MEMORIAL

The Memorial, stands on Southampton's Town Quay looking out towards Mayflower Park and the Royal Pier. It was built in 1913 to commemorate the approaching 300th anniversary of the sailing of the Pilgrim Father's on the ships *Mayflower* and *Speedwell* from Southampton to America and the New World in 1620, where they set up the first permanent colony at New Plymouth in New England..

The original 1909 design (*below left*) suggested by Fossey John Cobb Hearnshaw, a Professor of History at Southampton's University College, was a more elaborate design than the final version (*below right*) by local architect R.M. Lewis. The 50 ft high stone Portland column was erected in 1913 by local stonemasons and builders Garret and Haysom. With its domed copula top surmounted by a copper model representing *Mayflower*, the column is now a Grade II Listed structure.



Above Original 1909 Memorial design
Right Final 1913 design, as built



It had been planned that the two ships carrying what would become known as 'Pilgrims' would meet at Southampton. The English Puritans, arrived in Southampton in late July 1620, aboard the *Mayflower* from Rotherhithe. Several days later they were joined by English Separatists from Leiden in The Netherlands, where they had lived for 12 years after escaping religious persecution in England. The Dutch group comprising 16 men, 11 women and 19 children left Delfshaven near Rotterdam on 22nd July aboard the *Speedwell*, which had been purchased after selling their possessions. Their intention was to prepare both vessels and sail in company directly to America, but there were already concerns about the *Speedwell*, which was found to be leaking and it was thought to have had too large a mast and sail area for the Atlantic weather conditions.

Southampton was chosen as it was a thriving seaport offering all the facilities to provision and equip for the long sea voyage with established trading links with Virginia and Newfoundland. The Town also had an experienced pool of seamen who had previously made the dangerous Atlantic crossing. Amongst those to join *Mayflower* at Southampton were John Alden, a cooper, George Alden (possibly his father) and Stephen Hopkins, the only *Mayflower* passenger known to have New World experience, having been shipwrecked in Bermuda in 1609. Also joining were a group known as Strangers, people who wanted to join the voyage for a fresh start in America, and William Brewster, who slipped aboard, when hiding after publishing material that angered King James. Hopkins, some other pilgrims and the US WW2 port activity are recorded on plaques attached to the memorial.

They spent a few days in Southampton, preparing for the long voyage to America, storing and readying both ships to sail together. On Saturday 15 August 1620, the two ships weighed anchor just off West Quay and headed to the New World. However, the *Speedwell* again started leaking off Cornwall and the two ships put into Plymouth for repairs. When this proved impossible, it was decided to continue the voyage with all 102 'Pilgrims' aboard *Mayflower*.

THE STELLA (OR MARY ANN ROGERS) MEMORIAL FOUNTAIN

The steamship *Stella*, was the last of 3 sister-ships built in 1890 by Thompson at Clydebank for the London & South Western Railway express services to the Channel Islands and Le Havre. She was 1,059 gross tons, 253 ft overall with a 35 ft beam and twin triple-expansion machinery giving 5,700 ihp and a 19 knot max service speed. She could carry up to 712 passengers with 199 berthed and 42 crew.



On 39th March 1899 (Maundy Thursday), she left Southampton for Guernsey with about 174 passengers and 43 crew on the first day crossing of the summer season. Despite foggy weather, she continued at full speed with the distance covered being calculated by the engine revolution counter. With a following wind, the ship was 6 miles ahead of her predicted position before they heard the Casquets lighthouse fog horn, too late to avoid hitting the reef which ripped her bottom out and she sank in deep water in 8 minutes. The *Stella* had lifeboat capacity for only 148 and although five lifeboats were launched, one capsized and a total of 112 passengers and 23 crew were saved, but over 100 were lost, including the Captain William Reeks, who remained on his bridge, 'standing steadfast at the rail of his ship'.

The Southampton memorial, unveiled in 1901, commemorates the extreme bravery of Stewardess Mary Ann Rogers (nee Foxwell), who lived in Clovelly Road at Southampton, as one of the heroes of the sinking, when she refused a seat in a lifeboat and handed her lifebelt to a passenger. Her husband had previously drowned in 1880, when a crew member of L&SW's *Honfleur*. Her body was never found, but her name is included in a family grave in Southampton Old Cemetery. She is also remembered on St Peter Port harbour wall, in London by a plaque in Postman's Park at St Pauls and in a stained glass window in Liverpool's Anglican Cathedral, alongside Grace Darling.



Owned by the London and South Western Railway, *Stella's* last voyage was a special Easter excursion to Guernsey, operating in competition with the rival Great Western Railway with a similar trip out of Weymouth. Both ships were intended to dock at the same time, so the race was on. After the tragedy, both companies agreed to operate their ferries on alternate days. The conclusion of the Board of Trade Inquiry into the shipwreck decided that Captain Reeks was to blame for his "rashly excessive" speed during fog, when he should have stopped or only proceeded "dead slow" as he approached the Casquets and that the *Stella* was not navigated with proper and seamanlike care. This ruling prompted many of the bereaved families to sue the company for compensation. It was initially refused, but despite the company's vigorous attempts to avoid paying out, it was over-ruled by the Court of Appeal, although many widows and orphans were left destitute.

BREAKING NEWS, AS WE GO TO PRESS

World's First ammonia-powered dual-fuelled ship was due to arrive at 49 berth on 1st March 2025 from Singapore anchorage via Gibraltar, currently with no departure date shown. The twin-screw 6,920hp offshore support vessel GREEN PIONEER is reported as managed by Australian green technology, energy and metals Group, Fortescue Future Industries, and was completed in 2010 by Batamec Shipyard at Batam in Indonesia as POWER DISCOVERER. After three subsequent name changes, she was acquired in 2022 for \$7.75m and renamed. That year, Fortescue tested an ammonia land-based diesel conversion at Perth in Australia, before two of the ships 4-stroke Cummins diesel engines were subsequently converted to operate on liquid ammonia dual-fuel combined with diesel and second-generation biofuel. The ship measures 2,874 gross, 3,100 dwt on hull 74.87 loa x 16.4m beam.

Photographed on post-conversion trials at Singapore in March 2024, courtesy of Singapore Port.





HMM Le Havre at the container terminal on 28th August 2024

photo Nigel Robinson

New Cranes

DP World is making a £60m investment in the UK's trading capacity with an order of four new quay cranes for its Southampton container terminal.

The new cranes will be the largest quay cranes in Europe and can perform quad lifts, moving two 40ft containers together from ship to yard in a single move, reducing the time taken to load and unload large container vessels. The quay cranes, which stand taller than Big Ben and each weigh more than 2,000 tonnes, are scheduled to arrive from mid-2026. Designed to service the largest ships currently in operation, including 24,000 TEU megaships, the cranes have an operational lifespan of approximately 25 years and are a key investment to future-proof DP World Southampton's trading capabilities.

Aart Hille Ris Lambers, Vice President – Commercial, Ports & Terminals at DP World in the UK, said: "Our order for these new large quay cranes comes at a crucial time for DP World Southampton. We are continually innovating and investing to enhance our operations to give our customers, who operate the world's largest container vessels, a smooth and efficient service.

"As our productivity and handling rates at Southampton continue to grow year-on-year, and we develop our nationwide end-to-end supply chain network, we're always looking for ways to improve our infrastructure and our offer to customers, while serving the national interest."

The order of the new quay cranes follows the announcement that DP World Southampton was presented with a 'Productivity Improvement Award' from global shipping giant ONE (Ocean Network Express), recognising the logistics hubs efforts to significantly increase handling rates between 2022 and 2023, further demonstrating the growth and innovation across DP World's UK terminals.

