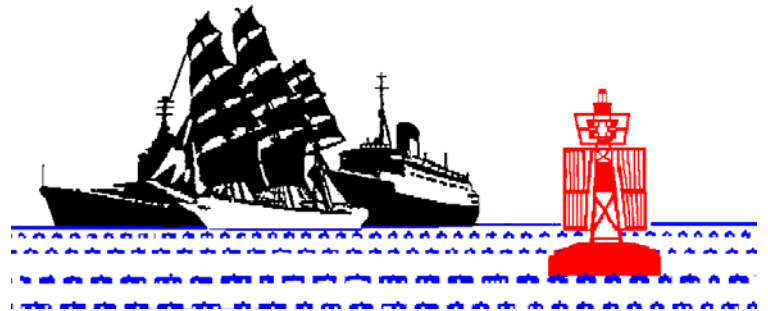


# Black Jack

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

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Autumn 2011



Princess Cruises' **Grand Princess** seen at 38/9 berth on 21 May 2011 after her transatlantic crossing following her refit during which the "shopping trolley handle", more officially known as the elevated Skywalkers Nighclub, was removed from her stern. This feature will remain on her two sisterships **Star Princess** and **Golden Princess** as it is a much lighter structure on these later ships.

*Photo by Nigel V Robinson*

## Black Jack – Autumn 2011 No. 160

Editorial team

Mick Lindsay, Nigel Robinson and Editorial Assistant Michael Page. Website – Neil Richardson

**Black Jack is the quarterly newsletter for the Southampton Branch of the World Ship Society.**  
Four editions available for £5 inclusive of postage.

### 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.

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## 2011 Branch Meeting Programme

September 13<sup>th</sup> **The 50<sup>th</sup> Anniversary of Fawley Refinery** – Neil, Andrew & Mick

October 11<sup>th</sup> **Salvage** – Vincent Williams

November 8<sup>th</sup> **A.G.M.** – plus short programme

December 13<sup>th</sup> **Then & Now** – David Oldham

All contributions to *BJ* either by post, email, floppy disk or CD are most welcome. Any article with a connection to the Solent area would be much appreciated. The BJ Editors could reproduce magazine or newspaper articles but preference is given to articles ‘by the branch – for the branch’. Any member who would prefer to receive the Branch Magazine *Black Jack* by email please contact the Editor. Colour printing costs are relatively high so all recent *Black Jacks* can be viewed in full colour via the Branch website in pdf format.

[www.sotonwss.org.uk](http://www.sotonwss.org.uk)



No problem with berths (alongside or in three dry docks for ships up to 100,000 tons). No lack of facilities. No shortage of skills. No day or hour when the job can't be done. (Ships are often in and out in 24 hours!) No problem with repairs at sea. We will do that too. No waiting for invoices (sail with it in your pocket if it's a help). Know of any other shipyard in the world with a better repair service than this? Now to get your job done contact



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## MONTY'S NOTEBOOK

A round-up of new or infrequent recent callers to Southampton Docks. Details and photographs supplied by Monty Beckett. Photos top to bottom: **Arklow Rogue, Conti Peridot, Amadea**

### Berths 204 - 7 Container Ships:

CMA CGM Vela 128600/08, Jork Rider 7052/06, Jork Rover 1987/05, NYK Olympus 98799/08, CMA CGM Gemini 131332/11, India 7579/03, CMA CGM Lyra 131332/11, CMA CGM Centaurus 131332/11, Wega 7550/96, Pirita 7946/95, CMA CGM Titan 131332/11, Budapest Express 93750/10

### Ro-Ro Vessels:

Tiapan 57692/06, Hoegh America 57718/03, Grande Roma 15950/03, Selene Leader 59637/10, Florida Highway 59493/08, Asian King 55729/98, Grand Legacy 59217/09, Bess 58750/10, Bravery Ace 52276/00, California Highway 59447/10, Morning Lena 70687/10, Georgia Highway 56973/07, Tiger 74255/11, Cosco Shangshi 51671/11, Virgo Leader 61554/04

### Berth 107 - 109 & No 7 Dry-dock:

Sudkap 6170/00, Atalanta 43024/10, Rubicone 9664/91, Thor Achiever 32957/10, Spar Lynx 32474/05, Begonia G 8837/07, Beauforce 5160/10, CFL Proud 4106/09, Conti Peridot 33036/11, Artania 44348/84, Furioso 4244/07, Ebroborg 7196/10, Arklow Resolve 2999/04, Emsmoon 4563/00, Fokko Ukena 2451/07, Global Hezai 5164/06, Krempertor 2352/90

### Berth 102/3:

Jerome H 1297/85

### Marchwood Bulk Berth:

Nemuna 2863/98, Swan Diana 2113/83, Magdalena 2317/90

### Berths 36:

Ufa 2914/97, Wilson Duina 2481/92, Verity 2601/01, Paula C 2990/08, Solvi A 2999/99

### Dibles Wharf:

Eems Sprinter 1562/07, Marinda 2056/99

### Prince's Wharf:

Arklow Rogue 2999/07, Arklow Sea 2316/98, Arklow Raven 2999/06, Arklow Future 2998/07

### Passenger Vessels:

Silver Spirit 36009/09, Adonia 30277/01, Seven seas Voyager 41500/03, MSC Opera 59058/04, Rotterdam 59652/97, Europa 28890/00, Amadea 28856/91

### Other Cargo vessels:

Edamgracht 8448/95, CEC Century 6714/02, Amstelgracht 7949/90, Spigelgracht 16641/00, Suomigracht 18321/04, Elandsgracht 8448/95



# FAVERSHAM SHIPS LTD

## *Part One*

by David Hornsby

The Company was founded in 1994, when Mr Chris Cook purchased the **Conformity** from F. T. Everard & Sons Ltd, who were 'selling' some of their ships to Master Owners and other interested parties for a minimum down payment, in return for maintaining the Commercial Management, chartering and insurances, which gave Everards a return on vessels they would otherwise have found uneconomical. Mr Cook grew up around the family engineering business, spending time as an engineer on coasters trading on the East Coast.

Some 18 months later, after sharing "a beer or two" at the Ship Inn in Faversham, Mr Cook was joined by Mr Nick Sice, who advised on the restructuring of the loan, management and other terms with Everards, who were co-operative and supportive. Up to that time, Mr Sice was the Fleet Manager of Thomas Watson Shipping and formerly a coaster Master and Operations Manager of Carisbrooke Shipping. Today, they are the only shareholders in the Company.

The Everard ship name was retained for sentimental reasons, as they were still chartering the ship under a commercial management agreement and it gave the impression of the new owners being part of a larger company. Everard's continued to carry out chartering until 2002, when Faversham moved with their charterers to Max Heinemann's Union Transport, who took over Everard's dry cargo and chartering operations.

Faversham do not have separate joint venture companies or single ship owning companies, and have no backing or funding from other partners or ship-owners, other than direct partners with traditional 64<sup>th</sup> shares available under their own or Company names. This arrangement with supportive parties has been fundamental to the growth of the Company. The shareholdings in individual ships have varied to suit the partners, but all vessels are wholly or at least 33% part owned by Faversham Ships. A 'hands on' approach to the operation of the ships is undertaken by ex-seafarers with specific experience of this kind of vessel and trade.

In 1999, the Company jointly acquired the **Conformity** with Casu Investment, a trading Company of the Tudball family, Peter Tudball having been MD of Craig Shipping and a former chairman of the Baltic Exchange. Early in 2000, a 50% share in **Cornet** was acquired from Franco British Chartering Agency - the other 50% already being owned by Casu - with the vessel being almost immediately resold, when her sister ship was jointly acquired from Franco British. However, following the tragic death of Peter Tudball in July 2000, his daughter introduced Faversham to close friends Vogt & Maguire with their trading companies Windle Shipping and Atlas Navigation Co Ltd. The Tudball family shares in **Conformity** were immediately bought by Vogt & Maguire and a very successful flourishing relationship was set up, continuing to this day with the trading companies holding shares in all but one of the current Faversham vessels.

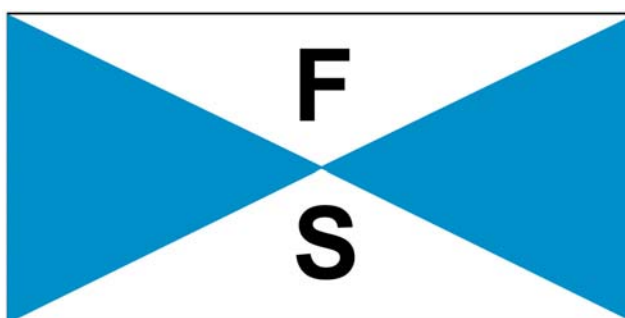
The first **Shetland Trader** was acquired in 2002 from John Fleming & Co, managed by Hay & Co, and with it the trade. As the history of this name goes back 103 years, for commercial and historic reasons, the name was maintained. The sister vessel was acquired the following year and was renamed **Islay Trader** on the malting barley runs to Port Ellen for Diageo, a service Faversham have carried out since 1997 and which continues with the present Islay Trader.

In 2003, Faversham acquired two ships from Beck's Scheepvaartkantoor BV. The **Triton** was acquired directly from Beck's just before Carisbrooke Shipping bought the whole fleet. The **Victress** was obtained on the day of the handover from Beck's to Carisbooke (Faversham paid Mr Beck, but obtained a Bill of Sale from a Carisbrooke company). They were followed later by the **Velox** and **Vedette** from Carisbrooke, again continuing the trend of using the names of a larger company with a good reputation.

In September 2004, Mr Sice's wife was appointed head-teacher on Wight and they moved back to the Island where they both grew up. As a direct consequence, the Company office moved from the garage of Mr Sice's house in London Road at Faversham to the garage of his house at Wootton Creek on the Isle of Wight. In fact, the move helped Faversham establish a close relationship with Carisbrooke Shipping with 4 ships subsequently bought from or through them and the Carisbrooke subsidiary - Soetemeer Fekkes of Rotterdam - becoming Faversham's charterers. With the continuing growth, the Company outgrew the converted garage at Wootton Bridge and so, in March 2011, Faversham moved to offices in Ferry Road at East Cowes.

In August 2007, Faversham acquired the **Lass Mars**, which was renamed **Shetland Trader**. The initial intention had been to purchase one vessel to replace the previous **Shetland Trader**, however the ship proved so immediately successful and reliable that the Company charters wanted more. The German owners of Walter Lass 'adopted' Faversham and stated they wanted only the Company to buy their other ships and they would wait until Faversham were ready to buy each one individually – the deal was very good and they insisted on handing over each vessel with full new class and painted up in Faversham colours at no extra charge. Through various partnerships and the Bank of Scotland, Faversham purchased all five within a year. (NB: The sixth of the series **Lass Sun** capsized in December 1997 after colliding with **Valentin Pikul** in the Skagerrak. Subsequently declared a total loss, the wreck was righted, repaired and resold to CJ Shipping renamed **Nyholm**).

A slow but steady approach to development has been undertaken and the company now operates nine cargo vessels ranging from 2350 to 3850mt dwt. This fleet comprises conventional and low air draft coastal vessels (suitable for dangerous cargoes, loading/discharging aground, highly manoeuvrable), providing a flexible range of ships types and sizes. Obtaining vessels tailored to the smaller niche markets has always been the company's policy (and remains to this day). High maintenance standards and quality crew have allowed good long term relationships to build up with charterers and return customers - steady employment over prolonged periods has followed. Following the sale of **Viscount**, the Company are actively seeking a replacement and with Charterers breathing heavily down their necks with a specific charter requirement, the vessel being sourced will most likely be Dutch-built, slightly smaller than the existing and will be called **Verona**.



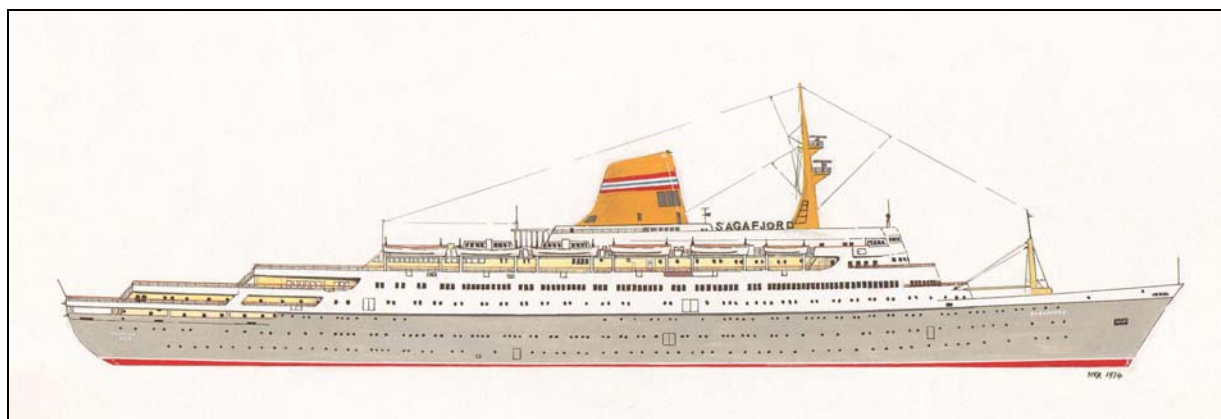
To be continued with further parts featuring fleet lists of Faversham Ships' past and present vessels.

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### **SAGAFJORD – SAGA ROSE**

It seems appropriate now that this beautiful ship has gone to the breakers to feature her in BJ. A familiar caller at Southampton as **Sagafjord** both with her original owners Norwegian America Line, for whom she was completed in 1965 by Société Nouvelle des Forges et Chantiers de la Méditerranée, and later with Cunard and Saga Cruises. A highly successful ship she became one of the top cruise ships in the world and in 1983 when she passed to Cunard along with her British-built running-mate **Vistafjord** she carried on in the same vein.

In 1996-97 **Sagafjord** was chartered to Transocean Tours as part of a 6 month deal during which she was renamed **Gripsholm**. During this time she was damaged by fire. She was sold to Saga Shipping in 1997 and was renamed **Saga Rose** – she entered service after a major refit and again became highly successful and was joined by her near sister **Caronia** (ex-**Vistafjord**) as **Saga Ruby** until the new Solas 2010 Regulations caught up with her. After some talk of work as an accommodation ship she ended her days at a shipbreakers in Jiangyin on the Yangtze River, China arriving in May 2010. NVR



*drawing by Nigel V Robinson*



## Green ships for Isle of Wight owners

After tank and other tests to confirm fuel savings and other benefits Cowes, Isle of Wight based, Carisbrooke Shipping have placed orders with their partner shipyard Jiangsu Yangzijiang Shipbuilding Co Ltd, China for four 8 500 dwt and four 10 000 dwt vessels of the Groot Super Green design; the first of these vessels should be in service by the end of this year the remainder following in 2012.

The 8500 tonners will be named ***Vectis Osprey, Vectis Harrier, Vectis Falcon and Vectis Eagle*** – the 10000 tonners will appear as ***Vectis Castle, Vectis Isle, Vectis Progress and Vectis Pride***

The design incorporates streamlining the hull to reduce water resistance, a cross bow design which will prevent slamming forward; pitching will also be reduced so less water will be shipped on deck and thus the vessel will be able to maintain a higher speed in heavy weather. Large controllable pitch propellers inside a fixed nozzle will help achieving greater thrust in rough conditions. Many other features are included to make the ships extremely environmentally friendly – no oil or fuel tanks are situated next to the outer hull, low environmental impact Freon in all cooling units which have leak detection and a gas recycling system, a de-rated main engine to reduce exhaust emissions, fully electric 80 mt cargo cranes (by Macgregor), electric windlasses and winches, gantry crane filled with biodegradable oil.

*With acknowledgement to Carisbrooke Shipping's house magazine and website.*

# A - Z OF SAIL

by Michael Page

## “L” is for the “Lightning”

When you see a picture of a 19<sup>th</sup> century tall ship under full sail, racing before the wind, you might imagine yourself standing on the deck with the wind blowing through your hair as this mighty living ship speeds along leaving all other vessels far behind.

One such vessel was the **Lightning** which was built for the gold rush in Australia when it was discovered there in 1850. For this trade, speed became the essence, with the resultant birth of a generation of fast emigrant clippers.

In June 1853 Donald McKay, the renowned ship designer and builder from East Boston, crossed the Atlantic to Liverpool on his famous own-built ship **Sovereign of the Seas**. The visit caused much speculation in shipping circles and resulted in an order from James Baines, the owner of the Black Ball Line, to build four large clippers for the Australian run.

The first and smallest of the quartet was the **Lightning**, 2084 tons and launched in 1854, the following three were the **Champion of the Seas** and **James Baines**, each of 2447 and 2515 tons respectively, and both launched in 1854, and finally the **Donald McKay** of 2595 tons, launched in 1855. The estimated cost of the four ships was £30,000 each.

The **Lightning** was the first American ship designed and built for British owners since the War of Independence, and only the finest timber was used, all home grown in New England, and fastenings were of the best iron and copper.

**Lightning** started her maiden voyage from USA to U K on the 18<sup>th</sup> February 1854, under the command of Captain James Nicol (Bully) Forbes, who had crossed to Boston to supervise her fitting out. A strong gale on the 1<sup>st</sup> March removed the fore topsail and jib, but otherwise, under more or less full sail, **Lightning** still managed to cover 436 miles in 24 hours, an average speed of just over 18 knots with a maximum of 18 ½ knots. Hard driving in such conditions was known in the trade as “carrying on”, but by comparison the fastest day’s run logged by a steamer, regardless of weather, was then about 340 miles.

Before sailing for Australia she was furnished and decorated at a cost of £2000. The accommodation was luxurious for the time. In addition she carried 36,000 gallons of fresh water in iron tanks (weighing over 160 tons) an innovation to overcome a logistical problem owing to large numbers of passengers and many weeks at sea.

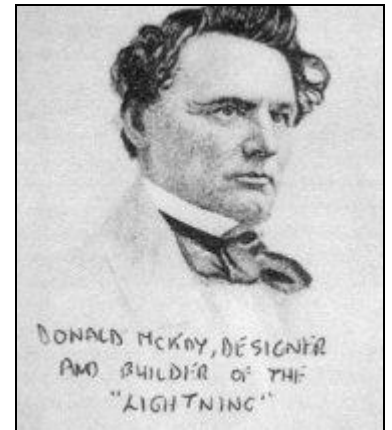
On her first outward voyage she reached Melbourne in 78 days, but on the return she did it in 64 days. On the way to Cape Horn she reportedly covered a daily average of 372 miles for 10 days, the highest known continuous speed for a sailing ship.

**Lightning** made three more round voyages to Australia, each with around 700 passengers out and returning with considerable quantities of gold.

The ship was then chartered to carry troops to quell the Indian Mutiny. Upon her return she resumed her Australian trips until 1866 (with 4 different masters) when she was sold to Thomas Harrison of Liverpool. While loading wool at Geelong across the harbour from Melbourne, she caught fire on the 31<sup>st</sup> October 1869 and was scuttled in 24 feet of water, later being destroyed as a shipping hazard. The cause of the fire was agreed as spontaneous combustion.

**Lightning** at a glance:-

Designer and builder....Donald McKay, East Boston.  
Launched.....1854.  
Length.....243 ft(74.1m)  
Breadth.....43 ft(13.1m)  
Depth of hold.....23 ft(7m)  
Gross tonnage.....2,084  
Demise: 1869 caught fire and sunk at Geelong, Australia.



*Lightning* under full-sail from a watercolour by Jack Spurling (1870 - 1933)..... ..and her designer and builder Donald McKay

## QE2 anchor finds new home in Southampton

An anchor from **Queen Elizabeth 2** has been placed on the footpath in front of Holy Rood Church.

The 13 tonne anchor, given to Southampton City Council as a gift from Cunard was lifted into place in July and its name plaque was unveiled on 1<sup>st</sup> September at Holy Rood Place by Southampton's Mayor Cllr Terry Matthews, Leader of the council Cllr Royston Smith and Cunard President and Managing Director Peter Shanks.

Councillor Royston Smith, Leader of Southampton City Council, said:  
"Cunard's generous gift has finally been given an appropriate home in Southampton".

"Not only will it add an important heritage site to the city, it will also raise the profile of the QE2 Mile and ultimately attract more people to Southampton's Old Town".

Peter Shanks, Cunard President and Managing Director, added:  
"**QE2** called at her home port of Southampton more times than any other port during her long and illustrious career so it is entirely fitting for there to be such a tribute to her in her home city".

"The anchor and the designated 'QE2 Mile' will ensure that her legacy in Southampton will endure for many years to come