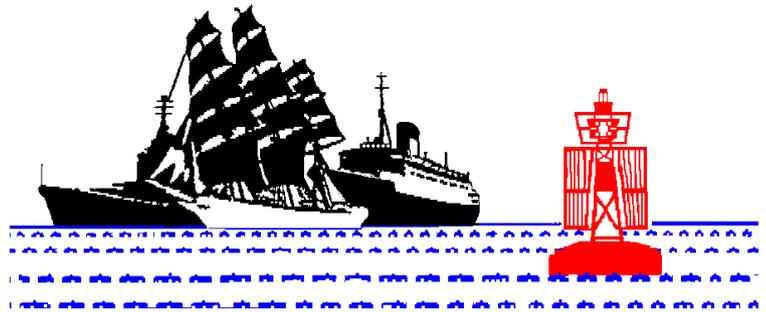


Black Jack

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Autumn 2013



*When the conditions are good at Calshot (i.e. no jet skis or yachts in the way and the sun is out), great photos can be had. Such was the case when **Norwegian Breakaway** left Southampton on her maiden voyage to New York (where she was officially named) on April 30th. She is a modern ship, and like her or not, it has to be said that she is a great improvement on the ugly duckling that is her bigger sister, the **Norwegian Epic**. A relatively small funnel only serves to accentuate the Aqua Park ahead and the climbing area behind.*

photo by Mick Lindsay

Black Jack – Autumn 2013 No. 168

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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
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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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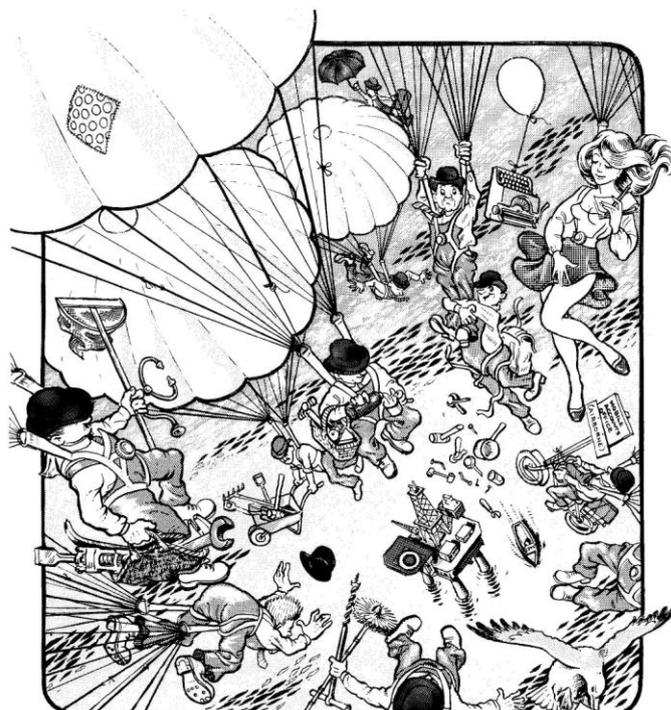
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2013 Branch Meeting Programme

October 8th **21st Century Casualties** – David Hornsby

November 12th **AGM & supporting programme**

December 10th **Convoy WS-6** – Bill Lawes



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JANUARY 1977 SHIPPING WORLD & SHIPBUILDER 25

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'.

Would members please ensure that any changes to their postal and/or email addresses are notified to the Branch as soon as possible.

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: **CMA CGM Amerigo Vespucci, BBC Mont Blanc, Crystal Symphony**

Berths 204 - 8 Container Ships:

MOL Quest 151963/13, CMA CGM Alexander von Humbolt 175343/13, CMA CGM Jules Verne 175368/13, Hyundai Global 94511/09, OOCL Berlin 141003/13, AS Cypria 28592/06, Shanghai Express 142295/13, NYK Helios 141003/13, Hyundai Loyalty 94511/08, CMA CGM Lavender 28927/07, MOL Competence 86692/08, NYK Hercules 141003/13, APL Raffles 151963/13, CMA CGM Margrit 141635/12, Hyundai Tenacity 141770/12, CMA CGM Amerigo Vespucci 152991/10

Ro-Ro Vessels:

Glovis Century 58288/12, Diосos Leader 62993/09, Morning Lisa 68701/08, Goliath leader 57792/08, Green Cove 57566/99, Hoegh London 57280/08, CSAV Rio Serrana 44219/97, Silvertone Express 43810/09, Suzuka Express 43810/10, Hyundai 106 41720/87, Glovis Courage 59060/13, Eurocargo Bari 32632/12

Berth 107 - 110, 7 Dry-dock:

Rusich-3 4970/04, Marit 6046/08, Glorious Hibiscus 49097/12, Lancer 4276/94, Bulnes 2469/01, Bornholm 4937/06, Tamara 32505/07, Hangshanhai 40215/98, UBC Longkov 31094/08, Amanda 1441/81, Donau 3995/05, Telamon 2452/09, Onego St Petersburg 5425/11, Sylvia 3999/99, Myrte 6046/08, Swegard 2997/01,

Marchwood Bulk Berth:

Fortune 2999/08, Kati 3454/98, Katrin 3170/96

Berths 24 – 5

BBC Mont Blanc 8255/11, Fehn Mirage 2061/02, Formation 9611/07

Berths 36:

Shirkan C 5629/07, Nordic Chantal 2854/94, Aristote 1426/83, Karla C 4151/10

Prince's Wharf:

Arklow Venus 2829/00, Arklow Rambler 2999/02, Arklow Fortune 2998/07, Blue dragon 2545/07, Arklow Rose 2999/02

Other cargo vessels:

Normed Antwerpen 8407/08, Schippersgracht 16641/00,

Passenger Vessels:

Caribbean Princess 112894/04, Adventure of the Seas 137276/01, MSC Opera 59058/04, Crown Princess 113561/06, Azamara Quest 30277/00, Royal Princess 142714/13, Silver Cloud 16927/94, Marina 66084/11, Nautica 30277/00, Aidastella 71304/13, Explorer 24318/01, Crystal Symphony 51044/95

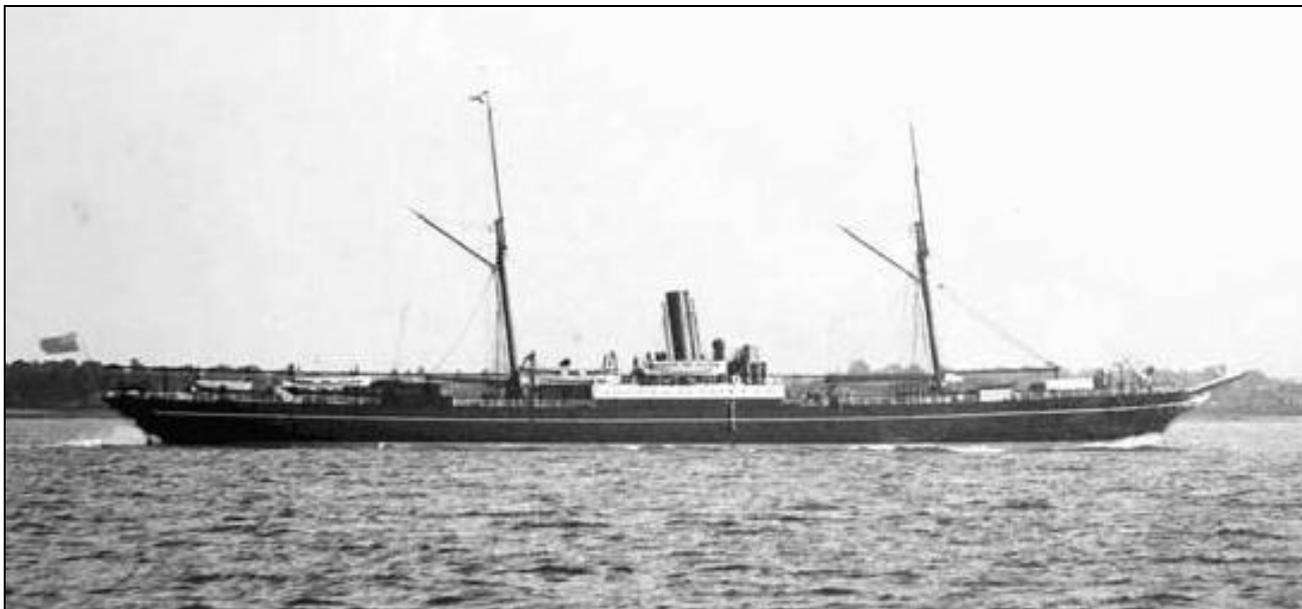


SHIPS FROM THE PAST

by David Hornsby

Royal Mail Steam Packet's SOLENT of 1878

When the visiting speaker failed to appear at the June Branch meeting, the author stepped-in with his talk on "*Cruising – The Early Years*", during the course of which mention was made of this locally-built ship.



The **Solent** was built on the River Itchen by Oswald Mordaunt & Co (Yd. No 170) for the Royal Mail Steam Packet Company's inter-island West Indies service, based at Barbados. She was the second vessel of that name owned by the Company and, according to different sources, was launched or completed in September 1878, either as a barquentine or schooner-rigged three-masted iron-hulled cargo-passenger vessel.

The ship had a tonnage of 1,908 gross, with the hull having an overall length of 321.4 feet (97.7m), a beam of 35.0 feet (10.67m) and a depth of 16.6 feet (5.05m). The single screw was powered by a 280hp 2-cylinder compound inverted steam engine by the same shipbuilder, giving a service speed of 11 knots. The ship had accommodation for 137 passengers in two classes and operated the West Indies feeder service.

In 1882 **Solent** was joined on the inter-island service by the Barrow-built sisters **Eden** and **Esk**, which in 1900 became the first RMSP vessels with white hulls and buff funnels. The inter-island vessels were joined in 1891 by the small **Tyne** (sold in 1897), and in 1892 by the even smaller **Taw**, **Tees** and **Wear**, which were sold in 1915. Other vessels added to the West Indies coastal and inter-island services around this time included the 1892 newbuilding **Spey**, in 1900 the larger new Napier-built **Tyne** (2,902 gross) and in 1901 the **Arno**, built in 1894 as **Juno** for Hutchison of Glasgow, the 1895-built **Kennet**, the 1887-built **Yare** and in 1902 the **Dee** (1,871 gross). In May 1902, **Esk** was the first RMSP vessel to arrive at Saint Pierre in Martinique, after Mount Pelée erupted, killing at least 35,000 people. Seeing no survivors, she headed for St. Lucia, following which **Solent** was dispatched with relief supplies and on arrival, the crew of the ship found one man alive in a cell in the town jail, but he died two days later.



1980 Montserrat \$1 stamp

Solent had her aft mast removed in 1900 and in August 1904, she was became Royal Mail Lines first full time cruise vessel, now with a white painted hull. Passengers who had travelled out on the new 'A' class ships transferred at Barbados to the **Solent**, which then cruised round the islands of the West Indies, without cargo, making calls at interesting places not normally visited by ordinary steamers. In 1909, she and the two 'E' class inter-island vessels were replaced by two new purpose-built cruising vessels. In the third quarter of 1909, **Solent** carried labourers to work on the Panama Canal, before being sent back to Britain for breaking up, although elsewhere she is reported being broken up "somewhere in the Caribbean".

The two Harland & Wolff newbuildings were named **Berbice** (2,379 gross) and **Balantia** (2,467 gross), being designed to offer a similar standard of accommodation and facilities on the West Indies Inter-island cruising service as the popular 'A' class mail ships. However, during World War I, both vessels were used as hospital ships, being renamed **HMS Berbice** and **St. Margarets of Scotland**. After the end of the war, they reverted to RMSP, but only lasted until 1922 when they were sold. **Berbice** was renamed **Suntemple** by Mitchell Cotts & Company of London, then in 1924 was resold to United Baltic Corp being renamed **Baltara** until wrecked at mouth of Vistula in 1929 [NB: *Duncan Haws indicates broken up in 1924*]. **Balantia** was sold to Khedivial Mail and carried the name **Boulac** until broken up in 1929.

Information from Lloyds Register, Merchant Fleets, TheShipList and other sources.

ROYAL PRINCESS

"I name this ship Royal Princess. May God speed her and all who sail in her."

Repeating the words of her husband's mother nearly 30 years previously, HRH The Duchess of Cambridge named the brand new **Royal Princess** at a lavish ceremony in Southampton on 13 June, 2013, having arrived in port on the 6th. Princess Diana had named the first **Royal Princess** on 15 November, 1984, in her first speech without her husband alongside her, making this a poignant moment for those closely involved.

Similarly, the Duchess performed the ceremony "solo", albeit with the ship's master, Captain Tony Draper, alongside her. After the Champagne bottle successfully broke on the new ship's hull, blue and white confetti was released and covered the immediate dockside.

The new ship is nearly 100,000gt bigger than her Finnish-built predecessor, but as much of a groundbreaker as the first ship and a dramatic introduction to the cruise market. **Royal Princess** was built at the Monfalcone yard of Fincantieri at Trieste and is the largest such vessel (141,000gt) to be built in Italy and 20% larger than any previous Princess ship. She can accommodate 3,600 passengers, is the company's first ship to exceed 1,000ft in length and has bucked the current trend for pod propulsion to drive the ship in favour of fixed propellers.

Although all cabins on the first **Royal Princess** were outside, only 25% of these had balconies. On the new ship this has increased to a substantial 81%, with no outside windowed cabins. On a very large ship this leads to a huge amount of interior space with no outside light coming in and leads to some very creative thinking on its use. Cabins are spread over eight decks, many of which are further forward than normal and this has led to the absence of a forward viewing area. It is possible to see forward from The Sanctuary, but it is for adults only (good) and only accessed after a payment (bad).

Comparisons have been made with NCL's **Norwegian Breakaway**, but the two ships are different in many ways. The **Breakaway** is an exciting ship with many features aimed at younger passengers, which **Royal Princess** is, perhaps, more sophisticated and understated by comparison. Nevertheless, she has many first-class facilities, including the Retreat Pool and The Sanctuary forward, where you will be pampered with some very tempting spa treatments. Aft on the same deck is the Fitness Centre, and one deck up are many facilities for sport and exercise.

Buffets are one deck below in the Horizon Bistro and Horizon Court, with a terrace right aft, and forward of this are all the places that you would expect to find poolside. The Fountain Pool is central on this deck and is the only pool (with the exception of the Retreat Pool in The Sanctuary). Adjacent, either side of the pool, is SeaWalk, a cantilevered glass-floored walkway which projects 28 feet out from the side of the ship, so a head for heights is required when looking down through the strengthened glass. Also here is the outdoor cinema, Movies Under the Stars. Forward on this deck (Lido Deck) is the top level of cabins and the next seven decks below this are virtually all cabins. The only exception is Riviera Deck which has a Concierge Lounge and Wedding Chapel (what makes you think this ship is aimed at the Americans).

Decks 5, 6 and 7 hold the main internal public rooms and the many restaurants available, some of which are bookable with a cover charge. Besides its restaurants, Deck 7 contains The Vista Lounge (aft) The Library, Wheelhouse Bar, Princess Live! and Princess Live! Café, Cruise Sales and Loyalty Desk, Crooners Bar, many shops, the Ocean Terrace seafood bar and the Art Gallery. Down on Deck 6 there are the Photo Gallery, Alfredo's Pizzeria, Bellini's Bar, the casino and Club 6. Deck 5 is the lowest in the atrium, which is called The Piazza, and includes more shops, the International Café, Gelato (ice cream), Vines wine bar, Sabatini's Italian restaurant, and Passenger Services.

Mick Lindsay



Royal Princess off Calshot on 16 June departing on her maiden voyage to the Mediterranean

photo by Mick Lindsay

Norwegian Breakaway

Much has been made in the shipping press of the two cruise ships featured in this issue of *Black Jack*, ***Norwegian Breakaway*** and ***Royal Princess***. Unfairly, I think, as the two ships are really built for different purposes and to operate in mainly different areas of the world, so it is impossible to make a direct like-for-like comparison. No question, though, that the two have raised the bar and are setting the standard for all future cruise ships.

After the introduction of the extraordinary ***Norwegian Epic***, it was interesting to see what direction NCL was going to take with future buildings. The largest cruise ship ever built in Germany, ***Norwegian Breakaway*** is a better looking, more refined, version of the Epic and takes the company's "Freestyle Cruising" to another level. She is a ship with a great on-board atmosphere and has many innovations. "The Haven" is one and this is a large complex at the very forward end of the superstructure aimed at people with enough money to afford large suites. In return for this they get a private area with their own pool (with Magrodome) and other facilities.

Interestingly, the lifeboats are stowed in a lowered outboard position in what is quite a cynical move to produce more revenue. This gives the ship a complete extra deck of balconied cabins, giving a total of 2,014. With "The Haven" off-limits to all but the wealthiest (no chance of a view forward) and the lifeboats obstructing views from the boat deck, there are very few areas which offer the chance of a clear view out to sea.

"The Waterfront" is another revolutionary development and is a 400m section of promenade deck on either side of the ship which is lined with restaurants and bars, giving passengers unrivalled choices and the ability to eat *a la fresco* on balmy evenings in the Caribbean. The Aqua Park and sports fore and aft of the small funnel offer plunge slides, swimming pool (the author was jointly the very first paying passenger to use this facility!) rock climbing, zip wires and climbing frames for kids of all ages.

She is a more sophisticated and innovative ship than ***Norwegian Epic*** and will make up lost ground for Norwegian Cruise Line, but with a more relaxed and fun atmosphere than ***Royal Princess***, which is a little more mainstream. Her sister, ***Norwegian Getaway***, will join her next January and the two will put the company at the forefront of modern cruising and many of the new ideas on board will be copied, no doubt, by other cruise lines.

Mick Lindsay



HMS Ark Royal leaving Portsmouth on 20 May for breakers in Turkey

photos by Bill Lawes

Farewell to Ark Royal – “The Mighty Ark”

Portsmouth and the country said an emotional goodbye on 20 May to what may prove to be last ship to bear the famous name **Ark Royal** for some time in the Royal Navy - she was the fifth ship to carry the name. After some considerable debate about a future role for the ship she was eventually sold for breaking up.

The aircraft carrier **Ark Royal** (pennant no R07) was laid down at the Swan Hunter Tyne and Wear yard at Wallsend on 14 December 1978 as the final vessel of the **Illustrious**-class. She was launched by HM Queen Elizabeth The Queen Mother on 2 June 1981 and commissioned on 1 November 1985. She was slightly larger than her sisters and had a steeper ski-jump ramp. She operated the famous Harrier jump-jets and Sea-King and Merlin helicopters. After faithful service including Bosnia and Iraq she was decommissioned on 11 March 2011. Her motto was *Zeal Does Not Rest*. As flagship of the fleet she was based at Portsmouth with her sisters **Illustrious** and **Invincible**. Her role as flagship has passed to HMS **Albion**.

NVR

A - Z OF SAIL

by Michael Page

“T” is for the “THOMAS W LAWSON”

I did not have so much choice with the letter “T”, but chose to talk about the “Thomas W Lawson”, the World’s only seven-masted schooner, also dubbed as “The Great White Elephant”.

She was built in 1902 in Massachusetts by the Fore River Ship and Engine Company for Captain John. G. Crowley of the Coastwise Transportation Company of Boston and was designed by the naval architect Bowdoin B Crowninshield (famous for his fast yachts) at a price of approximately \$250,000.00.

Her design and purpose was an ultimately unsuccessful bid to keep sailing ships competitive with the steam ships that were becoming more common for the transport of freight. However, the ship’s underwater hull was too large and its sail area too small for good sailing, and with a reduced load capacity the expected profits were not as good.

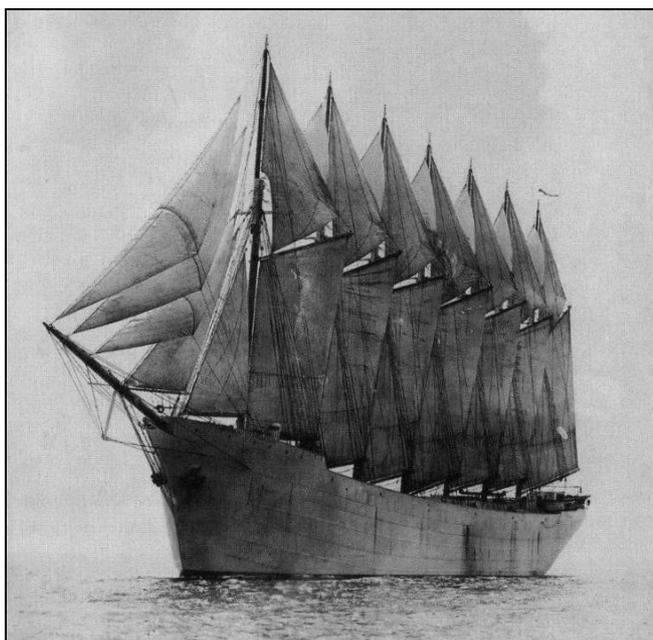
Her size and shape made her a difficult ship to handle both at sea and in port. She was originally built for the Pacific trade, but was then used as a collier along the American east coast. In 1903 she was taken out of the coal trade, altered and then chartered out as a sea-going barge for the carrying of case oil.

In 1906 she was retrofitted for sail at Newport for use as a bulk oil carrier, with a capacity of 60,000 barrels. Under charter to the Sun Oil Company she was the World’s first pure sailing tanker, carrying bulk oil from Texas to the eastern seaboard.

In 1907 she was under charter to the Anglo-American Oil Company (part of Standard Oil) known in UK as Esso – the European service of Standard Oil.

On 19 November 1907, the ship set sail with 58,000 barrels of light paraffin oil for the UK (her only trans-Atlantic voyage). Approaching the English Channel, she went the “wrong way” and in bad weather anchored north-West of the island of Annet in the Isles of Scilly. The captain wanted to trust his anchors and only very reluctantly accepted a Trinity House Pilot who came aboard from the St Agnes Lifeboat.

A tug from Falmouth was requested but could not put to sea because of the very bad conditions. In the early hours of the morning of 14 December, first the port and then the starboard anchor chains broke, so left to the mercy of the sea, the schooner was wrecked on “Shag Rock”. All seven masts broke off and fell overboard and then the stern section broke apart. In the morning the ship’s upturned hull could be seen near the reef from which it later slid off into deeper water.



18 of the crew, including the pilot who had taken refuge on the rigging for safety, were drowned. The only survivors were the captain and engineer, who probably survived by getting onto the deck from the rigging and jumping into the sea before the ship capsized and being lucky to be washed onto a rock and rescued later by the dead pilot’s son. All the bodies found were buried in a mass grave on the island of St Agnes

An interesting footnote is that her cargo of 58,000 barrels of light paraffin oil caused a tremendous oil spill on the Isles of Scilly, probably the first large oil spill from a ship in modern history.