

Black Jack

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



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With David Hornsby's article on page 4 it is appropriate to feature **Viking III** as built. She and her sisters **Viking I** and **Viking II** were designed by the leading Danish naval architect Knud E Hansen and were very stylish and unlike present day vessels retained a nice sheer with a lovely curved raked stem all set off by the quite startling, for its time, orange, white and green livery.

Drawing by Nigel Robinson 1973

Black Jack – Autumn 2018 No.188

Editorial team
Nigel Robinson, Michael Page & Andrew McAlpine.
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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

St James Road
Shirley
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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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2018 Branch Meeting Programme

September 11th Ipswich & River Orwell Derek Sands

October 9th *British India Line – part 1* Trevor Cox

November 13th *Southampton Branch AGM and
Southampton Digital Photo Competition*

December 11th *Krispen’s Travels* Krispen Atkinson

South East Autumn Meeting & Leslie Sargeant Quiz

The 2018 event will be held at Clarendon Royal Hotel, Gravesend on Saturday 29th September 2017.

Doors will open at 11:00 – Quiz will run between 12:30-16:00. We will be asking for a small donation of £2 for attending the day, to help with room costs. The day is open to all; you do not have to be a member of the World Ship Society to attend.

High water at Gravesend is around 16:00, therefore there should be some shipping movements through the afternoon.

<https://wsssoutheastsocial.wordpress.com> for further details.

Southampton Branch Cruise

We had 90 people on the July Solent cruise, so the day was a financial success as well as, hopefully, another very enjoyable branch cruise (and the raffle also raised £300 on the day). I’ve now been organising the cruise for 20 years, and this was my last one (as the organiser). This item will come up at the AGM in November, but I want people to be aware of this now, so that hopefully we will have a new person in charge by then; I will of course help my successor with all the arrangements that are necessary - I normally make the booking in December. If anyone is interested in taking this on please contact me.

Andrew Hogg

General Data Protection Regulations

The Southampton Branch of the World Ship Society holds members details for the purposes of the committee and editor in administering the Branch, dealing with subscriptions both for the Branch and the main World Ship Society, informing members of events, etc and distributing the Branch magazine Black Jack. All emailed information is sent under the blind copy facility so no email addresses are visible. No members’ details are ever passed on to third parties

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 spring/summer notebook from the port of Southampton.



A lot has been happening around the port since the last notebook, we have seen a vessel fire, a number of adhoc vessel calls, new cranes installed and a visit by Cunard's three Queens.

On 26th May more than 60 firefighters attended a fire which had broken out in one of the holds onboard the 50,170dwt bulker SIRINA. The ship was loading 50,000 tonnes of scrap in the KGV dock when the fire broke out in a hold containing around 10,000tonnes. No one was hurt and the firefighters stayed with the vessel until late the following day.

left: Sirina (built 2001) seen in the KGV dock the day before the incident.

At the beginning of July there were two additions made to Southampton's skyline when the two new Liebherr cranes were moved from their building area to the quay. These two new quay crane have a 24 wide outreach and are the around 7 meters taller that the existing cranes on the terminal.

right: The two new cranes were moved onto the quayside over two days.



Throughout July the port saw a number of adhoc calls from Maersk Line & Hamburg Sud vessels. They were diverted from Felixstowe, which was experiencing major delays following the implementation of a new operating system that dropped handling rates down to around eight moves per hour.

left: Maersk Nijmegen and Rio Blanco both (built 2009) seen alongside 20th July 2018.

On 10th August, all three Cunard Queens were in the port on the same day. The first time this event has happened since 2016. To mark the event, which also coincided with the end of Cowes week, the Red Arrows performed a spectacular display over the Solent, culminating in an iconic smoke fly past as the three ships held a chevron formation while off Portsmouth.



above: Cunard's three Queens seen sailing from Southampton

left: Red Arrows perform over Shieldhall while off Cowes on the evening of Friday 10th August.



All photos by Andrew McAlpine

Happy spotting - until next time Andrew

GOLDEN OLDIES – still working in the Aegean

by David Hornsby

During a May 2018 cruise in the Aegean, two immediately recognisable vessels were seen within hours, both more than 50 years after each had entered service at Southampton and later operating from Portsmouth.

The last light of the day was fading as we sailed from the port of Brindisi, just above the heel of Italy, when an old ro-ro ferry approached heading into the port from Vlore in Albania and was very obviously an ex-Thoresen 'Viking', but which one?

Quick research showed **RED STAR 1** (IMO 6511128) to be the former **VIKING III**, completed in 1965 for Thoresen Car Ferries Southampton-Le Havre/Cherbourg service from the then Outer Dock, later Princess Alexandra Dock and now Ocean Village. These were the first drive-through vessels on the Channel routes, and although her two 1964 sisters had been built by Kaldnes MV at Tonsberg in Norway, the third sister was built by Orenstein-Koppel & Luebecker at Lubeck in Germany (yard 618), making her maiden voyage to France on 25th June 1965.

Her original tonnages were 3,824 gross, 1,199 dwt on an overall length of 99.5m overall, 18.32m beam and draft of just 4.42m. She carried up to 940 passengers including 172 berthed and 300 cars. Two 12-cyl Lindholmens-Pielstick diesels totalling 10,200bhp gave a 20 knot service speed, enabling two round crossings to be completed each day.

Apart from Winter and other seasonal charters, mainly in the Baltic, she operated on the cross channel routes from Southampton and later Portsmouth until 1982, when she was sold to Da-No Linjen and renamed **TERJE VIGAN**, then to other Scandinavian

owners/operators as **SCANDINAVIA** (KG Line), **FENNO STAR** (Jakob Line), **SANDEFJORD** (Scandi Line), **SAGAFJORD** (Saga Line) and finally **GABRIEL SCOTT**. She took her current name in 2007 (initially with I rather than 1) and now has a tonnage 5,762 gross, still 940 passengers (264 berthed) and 200 cars. During 2011, she was chartered by the International Organisation for Migration to carry Libyan refugees to Egypt, but otherwise she operates principally from Brindisi to Albania, with occasional voyages to Greece.



What of the earlier sisters?

VIKING I was renamed **VIKING VICTORY** in 1976, then in 1983 became **SUN BOAT**, then eight other names before being broken up at Aliaga in Turkey during 2008.

VIKING II became **EARL WILLIAM** (Sealink) from 1976-92, then seven other names before being converted to a floating hotel, eventually sinking and becoming a Total Loss after a collision in 2011.



Less than 12 hours later, now berthed at the Greek island of Corfu, two 3-masted sailing vessels arrived on the opposite side of the jetty, one being the familiar former Sail Training Association schooner **SIR WINSTON CHURCHILL** (IMO 1003968) still carrying her original name, but now operated as a charter yacht.

Built by Richard Dunston at Hessel to a Camper & Nicholson design, she was laid down on 24th November 1964, launched on 5th February 1966 and delivered on 3rd March 1966. As built, she measured 218 tons gross and 333 tonnes displacement, with an overall length of 150'3", a hull length of 134'9" and a beam of 24'9". Her three masts carried all types of sails with 8,738 sq ft sail area. Under power she originally had two 270hp Ford Mermaid diesels, but since 2002 she now has 360hp Iveco diesels giving 12 knots. Originally she carried a permanent crew and up to 36 trainees, but since becoming a charter yacht, this is now 9 crew and 13 passengers.

Despite a couple of groundings, she operated for the Tall Ships Youth Trust until sold to Isle of Mann owners in December 1980, when she was replaced by **PRINCE WILLIAM**.

The later near-sister **MALCOLM MILLER** is now the charter yacht **HELENA C**, operating in Australian waters.

Michael A Lindsay 1946 - 2018

It is very sad to have to record the untimely passing on 23rd July of Mick Lindsay. Mick was a long-time member of the Southampton Branch and will be remembered for many things but especially his slide shows which he gave regularly displaying his talents as a photographer and his knowledge/research and his unforgettable wit. Mick was born in Southampton and spent most of his working life in the local printing industry including working for the Hampshire Chronicle and Southern Evening Echo. An early highlight however was time he spent as a printer on board the Chandris Liner **Australis** formerly the United States Line's **America** – understandably she became for him a much loved favourite ship. Mick served the Branch on the committee and later as Secretary 2008-10 and also as Editor of Black Jack – for a while he and I edited the magazine together and I was always grateful for his eagle-eyed proof-reading, something he brought from his printing days! I will miss him as friend and he will be greatly missed by many people and in particular our thoughts go out to Wendy, Katie and Steve.

Nigel Robinson



More on Sophie

Following on from the article "When Sophie met Laura" in BJ No 185 Winter 2017-18 our old friend Monty Beckett sent a couple more photos of the incident in April 1910 showing the damage to the **Sophie**.



Monty also sent this picture of the ss **Josephina** at Southampton following a collision in the Channel with the ss **Drobrogger** just over a year later on 5th June 1911.

Josephina 1899/1295g was built by Robert Duncan, Glasgow for Dutch owners - after repairs she had a long career - sold in 1915 she then had numerous owners and eight subsequent names and was finally broken up in 1946 in Hong Kong.

No details have been found for **Drobrogger**

Bits and Pieces

Red Funnel's new freight-only ferry is to be named **Red Kestrel**. Meanwhile the new catamaran **Red Jet 7** was named on 24th July at Trinity Parade, West Cowes by the Duchess of Cornwall.



We have a new vessel on the Hythe ferry in addition to the **Hythe Scene** – this is **Jenny Blue** a vessel built on the Isle of Wight in 1993 as **Ossian of Staffa** (13.7m 70 pass) for service around Iona, Staffa and the Treshnish Isles. *photo Nigel V Robinson*

Talking of Iona this is to be the name of the new P&O cruise ship due in 2020. Also P&O have announced that **Oriana** will be withdrawn from service in August 2019 reportedly sold to Chinese interests.

Following her refit **Azamara Pursuit**, ex **Adonia**, ex **Royal Princess**, ex **Minerva II**, ex **R Eight** made her first call at the port on 28th July and was formerly renamed in Southampton on 28th August by Ellen Asmodeo-Giglio, chief revenue officer of AFAR Media, and Lucy Huxley, editor-in-chief of Travel Weekly UK. Your editor was able to photograph her (right) in Belfast in June during her refit at the Harland & Wolff yard.



Princess Cruises has signed an agreement with the Fincantieri yard in Monfalcone for two new dual-fuel ships. The vessels are due for delivery in late 2023 and spring 2025. Princess Cruises' first ships to be dual-fuel powered - primarily by Liquefied Natural Gas (LNG) - they will be 175,000 gross tonnes and accommodate approximately 4,300 guests, making them the largest in the Princess fleet.

The steam tug **Challenge** is not going to Hull after all, but is reported to be now moving to the River Thames and the Trinity Buoy Wharf near Greenwich, much more appropriate for an ex-London Tug.



On a grey and wet 10th August Wightlink's new flagship **Victoria of Wight** 8,041/18 arrived in Portsmouth from the Cemre Shipyard in Yalova, Turkey under tow of the Maltese flagged offshore tug/supply ship **Amber II**. **Victoria of Wight** entered service on the 26th August. Incidentally the **Amber II** is the tug that towed the Falklands veteran HMS **Plymouth** from Birkenhead to Turkish breakers a few years ago.

photo Peter Anthony

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.

Colin's Southampton Memories

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

Three Coasters

Berthing at 107--Aug 1996



Turbulence 1983/1,426g berthing at 107 August 1996

Galatea 1985/998g working cargo at 107 berth in 1996.



107 berth in 1996

Kivach--off 108 berth--Sept 1995



Kivach 1985/2,829g berthing at 108 in Sept 1995.

all photos by Colin Drayson

A – Z of Sail

by Michael Page

For the letter “M” I have chosen MAYFLOWER

*In fact it covers **Mayflower (I)** and **Mayflower (II)***

The name **Mayflower** is so historical and evokes incredible thoughts and memories of the wonderful voyage in 1620 to found the new Puritan colony in what is now North America.

She made her maiden voyage before 1609 and was out of service about 1622-4, and mostly taken apart by Rotherhithe shipbreakers c.1624.

Her class was of Dutch cargo fluyt, about 180 tons length on deck 80-90 ft. 100-110 ft overall. With a breadth of about 25 ft and draught of about 12 ft it was estimated that she had cargo capacity of 180 tons and surviving records show that she could carry 180 casks, holding hundreds of gallons each.

The ship had 3 masts (mizzen aft) main (amidships) and fore, she also had a spritsail in the bow.. She had 3 main decks, One Main deck, gun deck, and cargo hold. There was also a poop-deck above the aft castle. During the famous voyage all the passengers lived on the gun deck, so if they had been attacked a serious loss of life could have taken place. She had a minion cannon, a saker cannon and two base cannons and in addition at least another 10 pieces of ordnance on port and starboard sides.

The outward voyage took over two months as she was sailing against the winds, but the return trip was half that time as wind was in their favour. On her famous voyage to found the Plymouth Colony she carried 102 passengers and a crew of about 30. Before the Pilgrims left the ship in America they signed the “Mayflower Compact” which formed a basis of a democracy and America’s constitutional tradition.

So fast forward about 300 years to a man called Warwick Charlton in the UK who began to dream in August 1954 of building a replica of the **Mayflower**. He found Harry Hornblower who also had been working on same dream in USA. So they met, discussed their dream, made a deal and signed it, and the project started.

She was built in Upham Shipyard, Brixham, Devon - keel laid 27th July 1955 and she was launched on 22nd September 1956. On 20th April 1957 being fully ready and kitted out she sailed under Captain Allan Villiers and safely arrived at Plymouth, Massachusetts. She was going to be put into special dry dock, but plans changed and she started doing trips from the Plymouth Rock, the celebrated land stage of the pilgrims.

In the 1980’s maintenance costs started to increase, but she carried on until 2007 when they no longer had a proper trained crew. After eventually forming a crew they did a final 11 week voyage, before she was I believe moored at the State Pier, Plymouth, Massachusetts and is now a floating museum.

The dimensions of the **Mayflower** replica were 90ft x 26ft. Keel 64ft. Tonnage 236, she had 6 sails. Owner now is Plimoth Plantation.

(There was yet another ship called **Mayflower** that made several Plymouth, UK to Plymouth, Mass. but I have details of her)

The original **Mayflower** was a Harwich ship and Captain Christopher Jones her master was also from Harwicjh - she sailed from Rotherhithe and put into Southampton briefly and then had to turn back to Plymouth before finally crossing the Atlantic - Ed

