

# Black Jack

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



Issue No: 192

Autumn 2019



Saga's first ever new-build **Spirit of Discovery** (58 250gt) made her first call at the port on July 22nd in the course of her maiden voyage which was a round-Britain cruise from Dover commencing on 10th July. She arrived in Southampton, as seen here, from St Peter Port and later in the day left for Dover. She will be joined in August 2020 by a sister **Spirit of Adventure**.

*photo Andrew McAlpine*

## Black Jack – Autumn 2019 No. 192

### Editorial team

Nigel Robinson, Michael Page & Andrew McAlpine.  
Website – Neil Richardson

**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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## 2019 Branch Meeting Programme

September 10th **Southampton Docklands**

*Colin Drayson*

October 8th      **John Havers Collection memories**

*Neil Richardson*

November 12th **Southampton Branch AGM**

**& Digital Photo Competition**

December 10th **Bert Moody Collection Miscellany**

*Paul Gosling*

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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.



On 11th July, a new tug joined the Kotug Smit fleet. The 2014 built **Adventure** (photo left) is the first Damen 2810 hybrid tug. In August, the sale of Kotug Smit to Boluda was concluded so we may start to see new livery on the tugs over the next few months.

On 17th July, the Sandbanks chain ferry **Bramble Bush Bay** (photo below) arrived at Hythe for repairs and is expected to return to service in October.



In June Independent Container Line (ICL) announced that it was moving its container service from Liverpool where it has called for the last 20 years to Southampton. The weekly service is being moved to ensure schedule reliability due to increased winter weather disruption in the North Atlantic. The first vessel to call was the 2,546TEU Independent Spirit, which arrived 25th July.



*Independent Spirit seen sailing 2nd July 2018*



On 16<sup>th</sup> August, the former **Oriana** sailed from Southampton under her new name **Piano Land**. She is seen here passing Town Quay. Prior to this on 12th August Astro Ocean, her new Chinese operators officially took her over and work started to remove the hull livery and name. She is due to arrive in Hong Kong late September following a stopover in Piraeus where a new livery and logo will be applied.

Happy spotting  
until next time  
Andrew

all photos Andrew McAlpine

**SOMEWHERE  
NAUTICAL  
TO VISIT**

**THE FERRY RESTAURANT AT BURSLEDON**

by David Hornsby

Lying on the River Hamble banks, at the Elephant Shipyard below Bursledon Station and just upstream from the *Jolly Sailor* public house, sits the **The Ferry Restaurant**, which started life more than a century ago as steam **FLOATING BRIDGE No.8** and was the longest serving and is last known surviving Woolston floating bridge.

Completed in 1896 by the local shipbuilders Day, Summers & Co Ltd. at their Northam Iron Works Yard, the vessel displaced 202 tons, had a hull length of 92' and a hull width of 38' plus 4'6" wide pedestrian 'galleries' on each side and a draft of just 2'1". As a 'floating bridge' between the Town and Woolston sides of the River Itchen, the vessel hauled itself along a steel cable powered by a 1890 Day, Summers-built twin overhead beam grasshopper engine. The compound machinery had 2 cylinders with 9.25" & 16" dia x 3' 3" stroke with the boiler on one side of the vehicle deck and the engine on the other. She was capable of 55 double crossings daily on 37 cwt of coal.

In June 1961, the Floating Bridge was declared unsafe for further service following a survey and she was sold to Kemp's yard at Bitterne Manor, where she arrived on 25<sup>th</sup> August 1961 for use as a fuelling pontoon at the marina. The engine was initially offered to the City Museum in March 1962, but this did not go ahead and it was not until 1973 that it was preserved at Wendon Forge near Helston in Cornwall, which later became the Poldark Mine tourist attraction. When subsequent rationalisation took place at Poldark, the machinery was returned to Southampton City Council and placed in the museum stores, along with those from **FLOATING BRIDGE No.9**, which was withdrawn in 1964 and later sank in 1974 off Selsey, while under tow to the Medway.

In February 1995, the vessel was towed from Kemp's Yard to the current resting place at the Elephant Boatyard, which is probably best remembered by many as the fictional *Mermaid Shipyard* run by *Jack Rolfe* in the BBC drama "*Howards Way*". Although the central vehicle deck has now been roofed-over and the lifting ramps at each end have been removed, a number of features of the old bridge are still recognisable, even the remains of the ramp cable supports and the wheel housings for the propulsion cables.



The Restaurant is a pleasant place to visit – particularly at high-water – with outside and inside eating areas and a side bar area where 'gallery' pedestrian passengers would once queue to disembark. For a starter or light snack, the Seafood sharing platter is recommended, while the mains were excellent with friendly service.

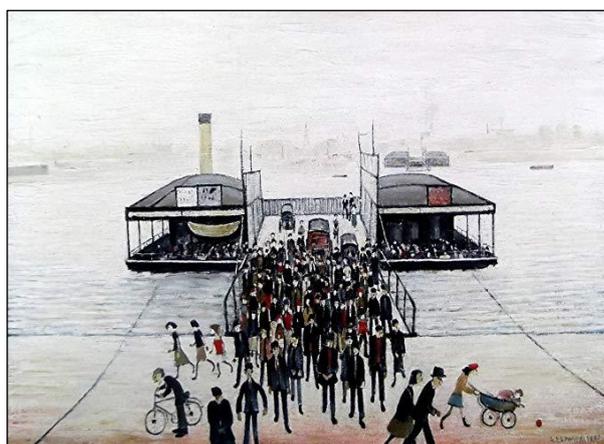
Located off Lands End Road, the restaurant is accessed by a very steeply dropping driveway (cars controlled by one-way lights) immediately after the road bridge crossing over the Portsmouth railway line, alternatively, walk up from the free station car park.

Historically, 13 vessels operated the Woolston crossing between 1836 and the opening of the Itchen Toll Bridge in 1977. Ten of the vessels were 'floating vehicle bridges' (1-3, 7-12 and 14), there were two 'foot-bridges' (5 & 6), while the fourth vessel was a pedestrian launch called **WOOLSTON**.

The 1977 folk song "*Woolston Ferry*" includes the lyrics:

*If you are ever up in Sholing and you want to go to town,  
Don't go via Bitterne, that's the long way round,  
Take a trip across the ferry, take a trip across the sea  
and if you're pedestrian you can go for free.  
Oh, the Woolston ferry, it doesn't travel very fast,  
it was never built for comfort, it was built to last.*

*Floating Bridge, Southampton (1954)  
L.S.Lowry*



## Bits and Pieces



The D-Day Anniversary celebrations in June saw a number of ships involved including Fred Olsen's **Boudicca** and the Canadian frigate **St Johns**.

left: **Boudicca** on charter to the Royal British Legion leaving Portsmouth on June 5th with veterans aboard.  
photo Peter Anthony

below HMCS **St Johns** arriving at Portsmouth 1st June in readiness for the celebrations  
photo Nigel Robinson



In their bright and impressive livery **Lady D** and **Lady A**, two new Catamarans, are seen below on 25th June ready for delivery from the Wight Shipyard at East Cowes to Ultramar which operates various services to the islands of Cozumel and Isla Mujeres in Mexico - they eventually left on 22nd July for Cancun, Mexico on board the **SE Potentia** from Portsmouth.

photo Nigel Robinson.



# Colin's Southampton Memories

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

as we approach the end of the holiday season Colin moves a little further afield in his photo selection.

## Two Ferries and an excursion steamer



*Stena Hollandica (2010/63600g) in the New Waterway sailing for Harwich*

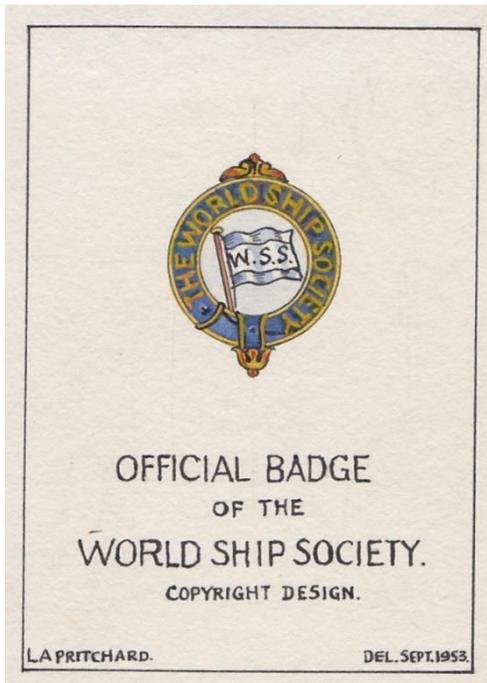
*Delft Seaways (2006/35923g) sailing from Dunkerque*



*ps Waverley (1947/693g) in the River Thames passing Gravesend. As is now known she will not be sailing this year whilst she awaits new boilers.*

all photos by Colin Drayson

## More Bits and Pieces



### a WSS Lapel Badge

Amongst items which came to light during sorting out Bert Moody's effects was a design for a WSS lapel badge. The artwork produced in 1953 was by Laurence Pritchard who was involved in WSS from its earliest days – Laurence Pritchard was a naval architect by profession and lived in Southampton in Gordon Avenue, Portswood. He and his wife Eileen were both supporters of WSS and the Paddle Steamer Preservation Society, Eileen continuing her involvement with PSPS after Laurence's death.



*far left: the original artwork for the badge*

*left a production lapel badge*



**Vasco de Gama** arrived in port for the first time on 27th August – now sailing for Cruise and Maritime Voyages she is the former **Pacific Eden** of P&O Australia and originally Holland America's **Statendam** of 1993.

*photo David Oldham*



*Containerships in-bound off Calshot on 5th August:  
above **Le Havre** ex **CSCL Le Havre***

*right **Lila London**  
ex **Vecchio Bridge***

*photos by David Oldham*



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](mailto:gillrobinson@freenetname.co.uk) or [nigelvrobinson@gmail.com](mailto:nigelvrobinson@gmail.com) 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 “R” I have chosen the REGINA MARIS***

The Sailing ship **Regina Maris** (Queen of the Sea) was originally built as a three-masted topsail schooner called the **Regina**. She was completely wood with a length of 43.90 metres). She could reach a speed of up to 12 knots, especially on a half wind course or with a fresh back-stay breeze. Her original port of registry was Amsterdam.

The **Regina** was built to ply the Iceland to the Baltic Sea codfish trade. The original wooden hull was completed in 1908. On 15th February 1920 the **Regina** was discovered abandoned in the North Sea, her crew having been rescued by the Swedish Steamer **Fritiof**. The **Regina** was then towed back to IJmuiden in the Netherlands by the Dutch fishing trawler **Eendracht II**. At one time it was believed that she was involved in the rescue of Danish Jews during WWII, but this was later disproved.

After a severe fire in 1963, she was purchased by Norwegian shipping magnates Siegfried and John Aage Wilson and converted to serve as the latter's private yacht. The rig was changed to a very tall three-masted barquentine for this purpose and name changed to **Regina Maris**.

Then for many years she was docked in Boston, Mass and owned by the Ocean Research and Education Society. When the society ran out of money she was sold to Anthony Athanas of Boston's Pier Four Restaurant. Then she was purchased by a group from Long Island hoping to sail her again. Later she went through various hands and companies, but there were never enough funds to restore her. In the end she was chronically leaky and sank at the dock in 2002. Efforts to raise her in 2003 damaged her beyond repair, so in the end her deck, gunwhales, deckhouse, bowsprit, masts and rigging were preserved and set in concrete on nearby esplanade.

*Two views of Regina Maris:*

*right: as built and below in her later years*

