

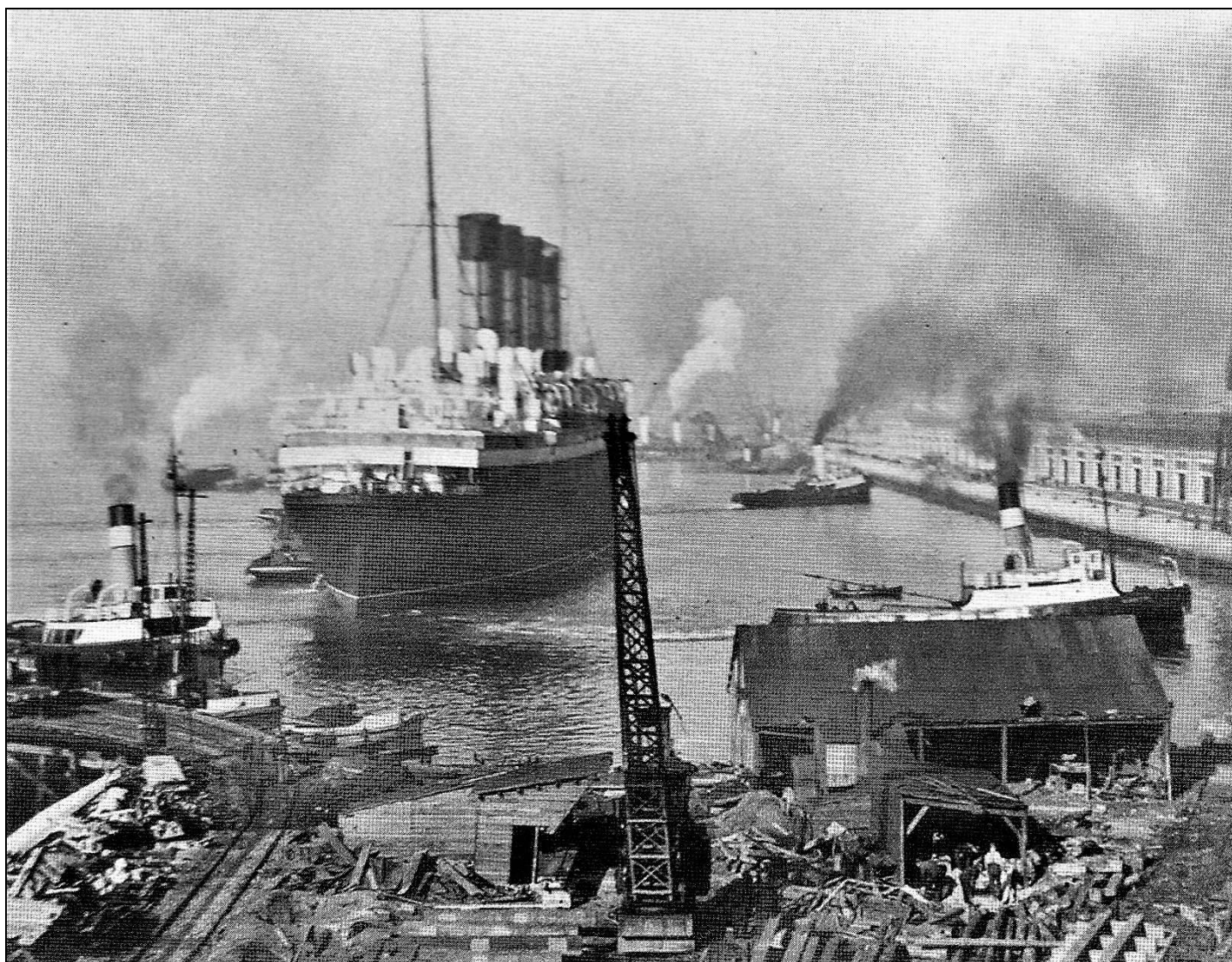
Black Jack

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



Issue No: 204

Autumn 2022



Our feature article this quarter is about the building of the New (Western) Docks extension. The first passenger liner to use the new quayside was Cunard's Mauretania of 1907 which arrived, as related in the article, on Wednesday 19th October 1932. Here is another picture of her taken from a viewpoint above what is now Mayflower Park.

photo: Nigel Robinson collection

Black Jack – Autumn 2022 No.204

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

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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2022 Branch Meeting Programme

September 13th ***A Personal Voyage Through the 1970's, Part 1*** Andy Skartein

October 11th ***Ten Days on the Bosphorus***

David Hornsby

November 8th ***AGM & Image Competition***

December 13th ***John Havers Tribute***

Neil Richardson

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 notebook from the port of Southampton, here are some updates on the comings and goings and other news from around the port.

Summer is here and the cruise season is well under way with all the Southampton based ships back in service. Princess Cruises have had four ships based in Southampton for the first time this year, one of them being **Island Princess**, which made arrived for the first time 13th June.



Island Princess (built 2003 seen arriving early on 13th June)

On 24th June the luxury yacht **Scenic Eclipse** made a one off visit and she anchored off Cowes; she was en-route to Norway and made a brief stop so travel agents could visit.



Scenic Eclipse (built 2019) seen from Lepe early 24th June

At the beginning of August Maersk Line's newly transferred Costa Rica Express (CRX) reefer service began calling. This is the second reefer service to be transferred to Southampton in recent years and both services primary import product is bananas. The main customer is Fyffes and 100% of Fyffes bananas now come through Southampton.



The second vessel to visit was the 3800TEU **Polar Colombia** (built 2017) seen here 12th August.



MSC Adelaide (built 2013) seen alongside SCT5 on 16th August

On 14th August, **MSC Adelaide** arrived, she is deployed on the IPAK India/Pakistan service. On 15th August, she sailed however, after losing her engines twice she ran aground off Netley. Once she was freed, she was turned around off Fawley and returned to her berth. Following an inspection and repairs, she eventually sailed 19th August.



Left: Seen on 18th July during this year's Branch Solent boat trip is **Arklow Ace** (built 2020) loading grain for Seville.

until next time stay safe and
happy ship spotting
Andrew

all photos by Andrew McAlpine

SOUTHAMPTON “NEW DOCK” EXTENSION

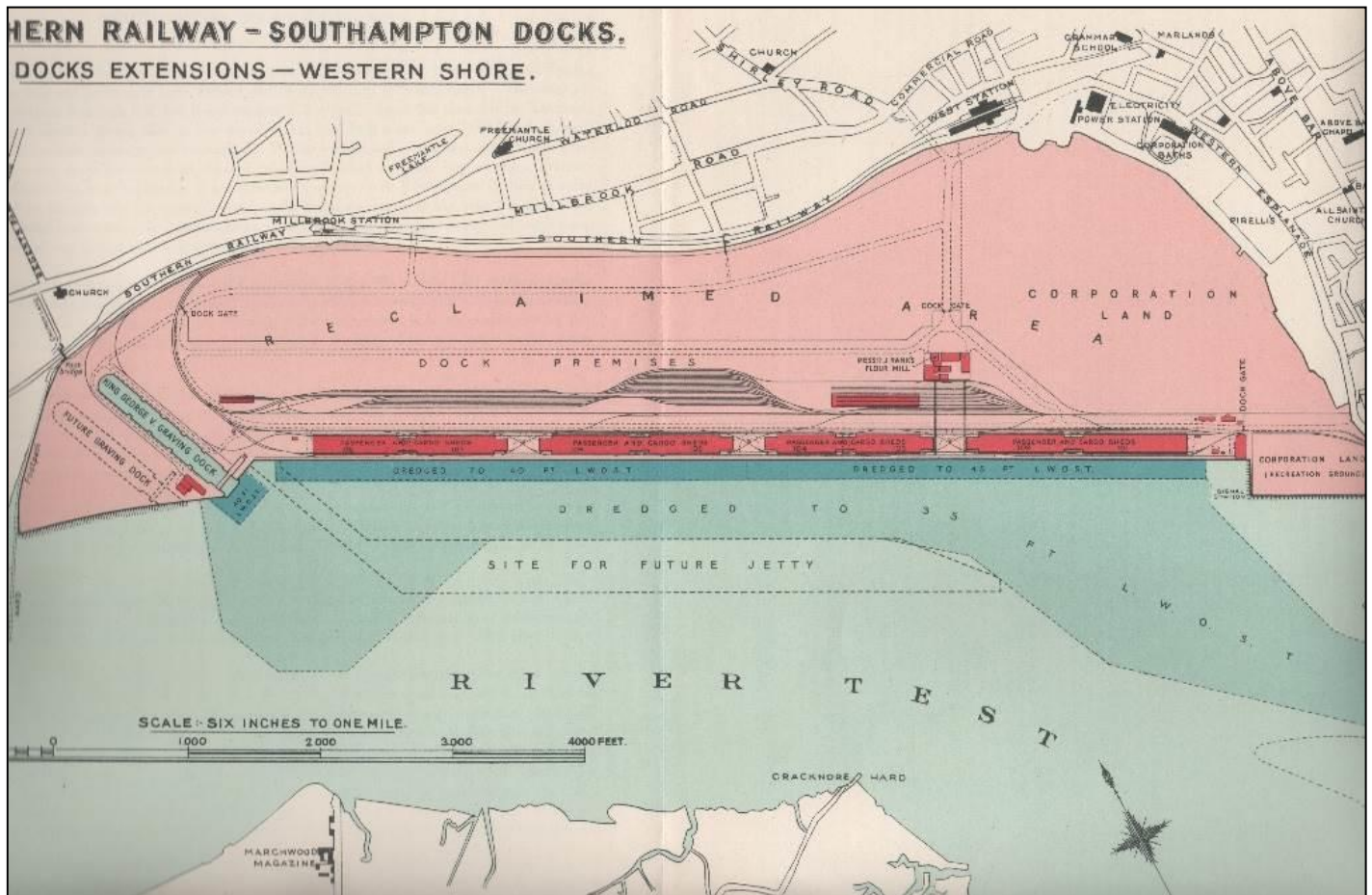
by David Hornsby

100 Years Ago

In the early 1920's, the L&SWR had been planning further expansion of the Port to accommodate increased traffic. The Docks Engineer, Wentworth Shields, proposing new echelon dock basins, but after consulting Sir Frederick Palmer, one-time PLA engineer, it was decided to plan a single 7,000ft linear quay. In 1923, as a result of the railway amalgamations, ownership of Southampton Docks transferred from the London & South Western Railway to the Southern Railway.

On 23rd November 1923, the *London Gazette* reported that the Southern Railway were submitting an application to Parliament “empowering the Company to “make and maintain embankments, reclamation walls, jetties, graving docks, railways and roads forming a Dock Extension Scheme on the bed and north shore of the River Test between Millbrook Point and Town Quay”.

The final plans (shown below) showing the position of the two new graving docks, the double-sided jetty in mid-river for future expansion, provision for a new road link south of the railway mainline and land for future commercial/ industrial development by Southern Railway and the Southampton Corporation.



95 Years Ago

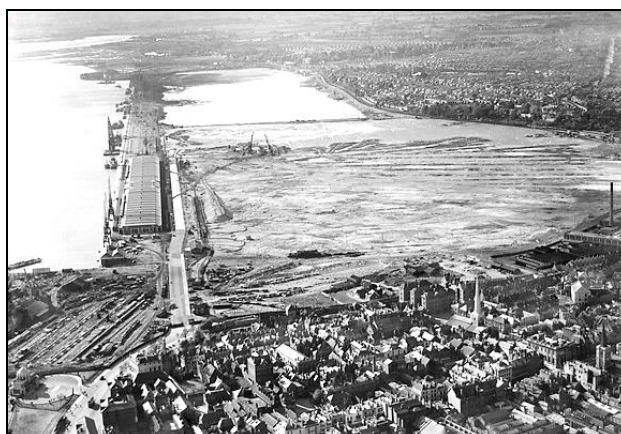
The Act received Parliamentary approval and in January 1927, and shortly afterwards contractors on behalf of Southern Railway began construction work on this mammoth New Dock Extension on a 2½ mile stretch of River Test tidal mudland between the Royal Pier in the east, Millbrook Point in the west and Southampton West station. The original planned cost was £10 million, but this eventually rose to £13 million.

At the time, it was the largest reclamation project undertaken in Britain, reclaiming 400 acres and involved the dredging of 20 million tons of spoil, 13 million tons of which was reused in building embankments, reclamation and building works. The initial construction involved building a 167ft wide gravel embankment ready for the quay wall, which comprised 146 concrete and steel monoliths each 45 ft square weighing about 7,000 tons and sunk to about 100 ft. The depth of water alongside was 45ft at low water springs for half the length and 40ft for the remainder

Two early views of the reclamation works, showing the construction sidings in what is now Mayflower Park and the quaywall for Berths 101-104, with water between the new quay and Southampton West station.



Later views (below) left the quayline extended almost to Millbrook Point and (below right) the infilled area, with construction started on Rank's Mill and Berth 101/2 sheds well advanced.



Behind the quays are eight large passenger/cargo sheds between 600ft and 900ft long and 150ft wide built in pairs. On the landward side, all the sheds were served by a 40ft roadway and rail connections to a rail marshalling siding linked to the Southern railway main line at Millbrook Station and to the eastern part of the existing Docks Estate. The two mile long 600ft wide approach channel from the existing Ocean Dock turning basin to the end of the new quay was dredged to at least 35ft at low water with wide turning basins at each end. The scheme also included provision for two dry docks, the first being the 1,200ft long King George V dock opened by the King in 1933 and "capable of accommodation a ship up to 100,000 tons, if ships of such size should ever be brought into commission". The second graving dock was never built, neither was the planned 4,500ft long, 400ft wide jetty parallel to and 600ft off berths 103-109, which would have provided an additional 8,500ft of berthing.

90 Years Ago

By 1932, the first ships were berthing at the eastern end of the new 7,000 ft long quay and the first passenger/ cargo sheds were completed.

On Wednesday 19th October 1932, **Mauretania** became the first passenger liner to be berthed in the Southern Railway's New Docks Extension. The ship still had a black hull, which was repainted white in March 1933 ready for cruising from the same berths.

(photo right – Southern Railway)





By 1934, all the quays and sheds were in use, while the majority of the reclaimed area had been filled ready for development, partly by the Port and partly by Southampton Corporation (*photo above*)

Apart from general cargo traffic, one early use of the new quays was to cater for the increasing number of cruise ships. In 1928, the Port handled 18,200 cruise passengers, but by 1933 this had increased to about 75,000. Cruises ranged from a five-month World Tour to the more normal two weeks, or even just a few days to the Continent, operated by – to quote the Port – the “ocean leviathans” of Blue Star, Canadian Pacific, Cunard, Orient Line, P&O, Royal Mail and White Star Line.

My guided tour over the aircraft-carrier HMS *Queen Elizabeth*

by Michael Page

As well as belonging to our own ship society, I belong to another one, and it was through this one that I had my guided tour over the carrier HMS ***Queen Elizabeth*** at the beginning of March 2020 - just before *Lockdown*.

How it came about was that at my January meeting 2020 I heard about this visit, so I made enquiries and was put on the reserve list. At our February I was told I had a place, and to meet outside the main gate of Portsmouth Harbour about midday on the day in first week of March. We then walked up the road in the docks to the first gate, there we were checked and then we followed our guide up the dock road, round Victory and “there she was in all her glory”.

We first went into a single-storey building and told to leave anything we did not want to take on board. Then a short talk on the “do’s and don’ts” Then we lined up and our leader led us across the jetty and up the gangway and into ***Queen Elizabeth*** - then through many twisting narrow passage ways and suddenly we were in the hanger.

It was massive, maybe 60-100 metres across, and so long we could not see the other end. Then we saw that every bit of space was crammed with items planes, tractors, crates, bundles, bags etc. At this point we were left on our own to have a wander around. Once we had all returned we were led to the other side of the hanger, up many flights of stairs and we were there on the massive flight deck.



*HMS **Queen Elizabeth** with sister HMS **Prince of Wales** beyond at Portsmouth seen during our Branch Cruise on 18th July..*
Photo Nigel Robinson

When we were finally re-assembled, the guide took us to the base of the forward Tower, "the one that steers the ship," in a door, up many stairs and into the main control room, glass round two sides plus 10-15 computer screens and chairs for the operators work from. Above us was a smaller semi-circle of screens and chairs, where presumably the senior staff sit.

When we were settled in we had a detailed talk about what they did, and how everything worked. Once all questions were answered we made our way down and out onto the flight deck. We then walked back to the other tower, again through doorway, up the stairs, and when all settled down they told us all about the things they controlled, then it was back down to the main deck.

Then it seemed we had "free time" and people wandered to look around. After awhile, about 10-12 of us decided to walk forward, and suddenly we were walking up the "ski-ramp" (lucky no planes) until we were right at the top of the ramp, and standing right on the edge, with flight deck one side and the water of the harbour below us on other side...All I can say is "WOW" what a fantastic experience

After 10-15 minutes we made our way back down to where our party was assembling. Once all there our guide took us back the same way through the ship-down the gangway-and into the building to collect any of our belongings and then said our good byes and made our way along and out of the dockyard and home, in my case a train from Portsmouth Harbour station...A truly incredible wonderful guided tour- and what came over as we wandered around the **Queen Elizabeth** seemed we could go where we like as no one appeared to be checking. our little group of 20-30.

A – Z of Sail

by Michael Page

For the letter “E” I have chosen the EDWIN FOX

Details;- Length 157 ft. Beam 30 ft. Depth 22 ft. Registered tonnage 836..

The Edwin Fox was built in Calcutta, India in 1853. She was one of the last East Indiamen to be constructed - made principally of teak. She was built by William Henry Foster at Sulkeath, Calcutta on the River Hooghly nearly 100 miles from the sea in the state of West Bengal.

In 1854 she was sold to the British Government for £30,000 to take Troops to the Crimea. However in 1853 she was chartered to Shaw Savill & Co. London and employed in the emigrant trade, and also in the convict trade in 1B5B. In 1862 she was sold to Edward Gellatly, London for £7,600.

In 1897 she was towed into the Queen Charlotte sound of the Marlborough Sound area of the South Island of New Zealand, to be used as a floating freeze hold for the growing mutton trade for a few years, and then shifted across the bay and used as a landing Site, barracks and coal hulk for a packing plant.

In 1965 she was offered to a group of local business men as a Museum piece for restoration. However the Picton Council refused to allow the ship to berth in Picton Harbour. So she was towed around the point to Shakespeare Bay and beached, In 1986 the Council finally gave permission, and so the ship was refloated and moved to the foreshore for ultimate preservation and restoration.

So this wonderful sailing vessel is now available as a museum and Tourist attraction

