

Black Jack

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



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Autumn 2016



*MSC Diana, the largest container ship to call at Southampton (to date!), arrived in the port on 10 August. She followed her sister **MSC Jade** which made her first call in July – see Andrew's Note Book page 3.*

photo Andrew McAlpine

Black Jack – Autumn 2016 No.180

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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

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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2016 Branch Meeting Programme

September 13th **Southampton's Dry-docks & Slipways** Colin Drayson

October 11th **Memories of Past WSS AGMs** Phil Simons

November 8th **Southampton Branch AGM plus 80th Anniversary of the Queen Mary** Mick Lindsay

December 13th **Island Hopping** David Oldham

Dates for your diary:

Wednesday 5th October visit to RNLi Poole – details from Adrian Tennet at aj.tennet@btinternet.com or on 07833 326618

Gravesend Meeting to take place at the St. Andrew's Art Centre, Gravesend on **Saturday 8th October**. Further details at [South East and Leslie Sargeant Quiz 2016](#)



the Vosper boys know where to look

No problem is too intricate, too delicate, to fail to surrender to the expert – eager – attention of the Vosper Boys. Their years of experience, resourcefulness and determination combine to ensure completion on time.

Tight schedules have always been the way of things in Southampton since the days of sailing ships, through the era of transatlantic passenger liners to present time ro-ro ferries, ship tankers and container carriers.

Round the clock attentions from the Vosper Boys spare the blushes of many a shipowner with pressing problems.

Know of any other shipyard as resourceful as this? Now to get your job done, contact

VO/PER THORNYCROFT
Repairs Division: Eastern Docks, Southampton SO1 1JL, England. Telephone: 20331
Telex: 47332. Northern Yard, Southampton. Telephone: 23556. Telex: 47332
Ref No 41

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 my latest notebook from Southampton. It is nice to report that the port has continued to be busy over the summer months, this is especially true of the container terminal which has seen calls from a number of new vessels and has also had six one-off calls from various box ships. This has been due to a number of the Maersk & MSC ships omitting Southampton in order to remain on schedule as they have been delayed from the Far East, so the Southampton cargo has been discharged in Antwerp and fed over using smaller vessels which have in turn loaded empties destined for Asia via continental ports usually Le Havre or Antwerp.



Sealand Guayaquil

At the time of writing sat outside the window of my office on SCT5 is **MSC Amsterdam** 15,908 TEU which is making the final scheduled call of Maersk & MSC's AE2/Swan service. From the end of August a new Maersk/MSC service will make calls every Thursday using smaller 13,000TEU vessels.



Morning Calypso

On 3 August the semi-submersible yacht carrier **Super Servant 4** arrived to load a number of yachts, she sailed early that evening heading for Ceuta and Malta.

Until next time.....

all photos by Andrew McAlpine

One-off calls have been made by the following vessels:
Maersk Northwood 17 May; **MSC Shirley** 31 May;
Sealand Guayaquil 2 June; **Frisia Kiel** 8 June;
AS Vega 2 July; **Northwood** 18 July; **MSC Alexa** 25 July

Four new ultra large containerships made their maiden calls during the summer, **MSC Jade** arrived 2 July, **CMA CGM Benjamin Franklin** & NYK's second bird class vessel **NYK Ibis** arrived 6 July whilst **MSC Diana** arrived 10 August, (see cover photo) with her visit being significant as at 19,437 TEU and with a deadweight of 202036 tonnes she is the largest container vessel to have visited the port.



NYK Ibis

In other port news on 1 July the vehicle carrier **Morning Calypso** finally sailed for Bremerhaven. She arrived in May of this year and had been alongside 40 berth while being used as a floating car park for new cars due to a lack of space on the quay.



Super Servant 4

SHIPS FROM THE PAST - WITH LOCAL CONNECTIONS

by David Hornsby

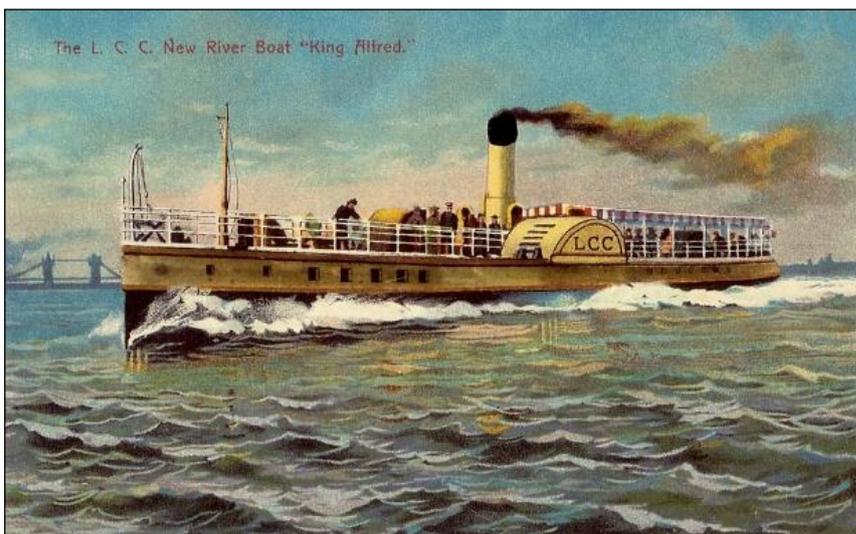
Thornycroft-built 1905 River Thames paddler steamers

In June 1904, John I Thornycroft & Co relocated their main shipbuilding yard to Woolston from Church Works in Chiswick, which was gradually run down. The move was partly due to the smoke and fumes from the new oil-fired Parsons turbines and to the increased size and draught of the "River" class destroyers, which had to have their superstructures, funnels and masts removed and refitted at Greenhithe, to enable them to pass under the Thames bridges, particularly Hammersmith.

The yard they acquired was in poor condition, having been building ships since 1876, when it was founded by Sunderland shipbuilder T.R. Oswald. Renamed Oswald, Mordaunt & Co in 1877, the company built 104 vessels up to 1889, when they moved to Milford Haven. In 1890, the yard reopened as Southampton Naval Works Ltd, building vessels until 1893, then finally being closed in 1897, when it was taken over by J.G. Fay & Co to supplement their main Northam yard. In 1900, the yard was acquired by Mordey, Carney & Company, who built 34 vessels in the next 4 years.

The first orders transferred to Woolston from Church Wharf included six steam paddle ferries and five 80ft floating pier pontoons (yd. 400-404) for the London County Council. Numerous companies had tried unsuccessfully to operate passenger ferries on the Thames and, as all had ceased trading by 1902, the Council promoted a Parliamentary Bill - approved in 1904 - to give them power to run ferry services. Almost immediately, LCC placed orders for 30 steam paddle ferries, ten each from Thames Iron Works, from John I Thornycroft at Chiswick and from Napier & Miller of Glasgow. Probably due to the yard move, condition of the new yard and tight delivery dates, only six of the Thornycroft order were constructed at Woolston, the other four being sub-contracted to G Rennie & Co at Greenwich.

The service was officially opened by HRH Prince of Wales on 17th June 1905 with a ceremonial steaming along the route on board the LCC New River Boat **KING ALFRED** (shown right) (NB: same postcard image used for several vessels - possibly all).



The following day, the fare paying ferry services started from Hammersmith to Greenwich, calling at 23 piers. They ran every 15 minutes from 7am to 6.30pm, starting 2 hours later on Sundays, and in addition, there were some early workers and late evening boats.

Each vessel had capacity for about 500 passengers was 116-125 gross tons, 130' loa x 18' beam with 6'8" depth and 2'10" draught. Machinery supplied by Scott's Engineering, Greenock (except Thames Iron Works vessels) was a 2-cyl. 350 ihp diagonal compound steam engine turning two 10'6" side-paddle wheels to give 12½ knots against the current.

The Thornycroft vessels from Woolston were initially allocated yard numbers 385-394, but the Company history does not give the individual yard numbers and only two have been identified. The *Hampshire Chronicle* for Saturday 25th March 1905, reported that at mid-day on Thursday (23rd March), the **Thomas More** - first of the Woolston vessels glided into the Itchen with no formal ceremony, followed a few minutes later by the **Gresham**, although it is interesting that these two did not have consecutive Official Numbers! The *Chronicle* reports the vessels being 130 ft bp and 134 ft loa, but the Builders records indicate 136 ft overall with 125 tons gross registered tonnage, all with 342 hp diagonal steam machinery by Scotts, but only giving 11.4 knots.

The thirty vessels were constructed for a total cost of £184,000 (well under the £210,000 initially estimated) and £70,000 was allocated for pier acquisition and improvement. However, the service was a financial disaster and during 1906, the frequency was reduced and then services above London Bridge ceased. The operation struggled on until October 1907, but debts of £162,499 over 3 years led to total closure. All the vessels were sold during 1909, for a fraction of the original building costs. The last 14 were sold to City Steamboat Company for just £393 each, some later operating an intermittent 10-minute summer service on the River Thames until 1914.

The six Woolston-built paddlers were all reported as delivered in May 1905 and their histories were as follows:

BEN JONSON (ON 120549) – sold on 20th July 1909 for £500 to the Swiss operator DVG - Dampfschiffs des Vierwaldstattersee for service on Lake Lucerne. In September 1909, towed across the North Sea to Duisburg via Rotterdam, then steamed under her own power up the Rhine to Basle, where she was landed and cut into sections that were transported by rail to Lake Lucerne. The original flush-deck profile was rebuilt with new 2-deck wheelhouse/saloons and a Swiss-style funnel, starting lake service in 1911 renamed **RHEIN**. In 1939, she was withdrawn for scrapping, the boiler was sold in 1942 and engine scrapped 1944, however, the hull was in such good condition that it was retained and used in the post-war construction of a twin-screw diesel-powered vessel **WALDSTATTER** which entered service in February 1949, carrying 550 passengers on Lake Lucerne until withdrawn in December 1995. After use as an accommodation ship, she was eventually scrapped in 2001.

FRANCIS DRAKE (ON 120551 yd 387) - sold on 6 April 1909 for £1,102 to Escaut & Rupel Steam Navigation Co, Temse, Belgium renamed **WILFORD I** for daily ferry service on River Schelde between Temse and Antwerp; 10/1914 interned in Holland; 5/1916 converted to oil and requisitioned by War Office for Royal Indian Marine use in Mesopotamia and 1917 left Southampton and renamed **T 60**, then **PT 60**, then **PT 45**.

THOMAS MORE (ON 120552 yd 385) – history as *Francis Drake*, except renamed **WILFORD II**; requisitioned for use in Mesopotamia renamed **T 61**, then **PT 61**, then **PT 47**; 1920 sold to Euphrates & Tigris SN Co, but burnt out. **WILFORD I**.

GRESHAM (ON 120550) - sold 1909 to City Steamboat for £393; resold 1910 to Mulheimer Damps, Cologne renamed **BEETHOVEN** then 1912 to Memel in East Prussia (now Klaipeda in Lithuania); 1926 renamed **HLUBOKA** as tug on River Vitava at Prague; taken over by Wehrmacht at Krakow, moved to the River Vistula and 1944 sunk by Russian troops; 1946 raised and rebuilt in Pulawy, 1948 renamed **SMIALY** ("*Bold*") as inspection steamer; 1955 reconstructed and based at Plock then Tczew; 1966 withdrawn; 1969 used as Nautical Club at Mielno on Baltic coast; 1971 ashore as holiday clubhouse at nearby Lazy, still existing in 1990's.

RALEIGH (ON 120554) - sold 1909 to City Steamboat (as above), then resold to Societe de Suc et Raf de Ponts, Belgium.

SHAKESPEARE (ON 120553) - sold 1909 to City Steamboat (as above); resold 1914 to Dumbarton & Balloch Joint Line (Caledonian and North British Railway companies) as **PRINCESS PATRICIA** on Loch Lomond, dismantled May 1938 at Balloch.

The four sub-contracted by Thornycroft (ON 12055-58) to G Rennie & Co of Greenwich were **CHRISTOPHER WREN, MARLOWE, PEPYS and RENNIE**

The ten vessels (ON 120536-45) contracted from Thames Iron Works in Canning Town were **BRUNEL, ALLEYN, BOYDELL, PURCELL, SLOANE, GIBBON, MORRIS, KING ALFRED, CARLYLE and VANBRUGH**

The ten vessels (ON 120561-70) contracted from Napier & Miller Ltd at Yoker in Glasgow were **CHARLES LAMB, CHAUCER, COLECHURCH, WHITTINGTON, OLAF, CAXTON, EARL GODWIN, TURNER, FITZAILWIN and EDMUND IRONSIDE**



Postcard showing (on left) former **FRANCIS DRAKE** now at the medieval fortress Het Steen (now Antwerp Maritime Museum)

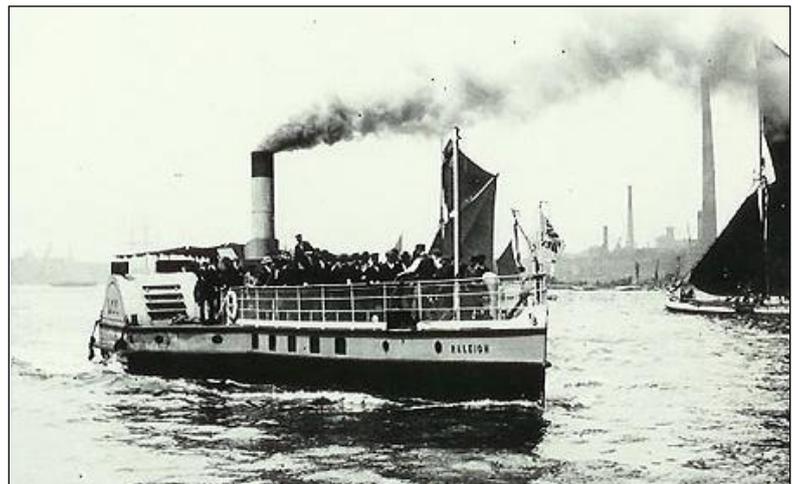


Photo: Thornycroft-built **RALEIGH** in service on River Thames

Bits and Pieces



photo Nigel Robinson

There is an interesting link to David Hornsby's article on the LCC Steamers on the previous pages, as the highly successful Thames Clippers are the modern day successors to the paddlers, which we can now perhaps view as just ahead of their time?

photo Shemara Refit

Red Funnels **Red Jet 6** was named by the Princess Royal at East Cowes on 4 July. She is seen (left) on 23 June just prior to commencing trials. Meanwhile **Red Jet 5** has been sold and has left for Italy under her new name of **Bo Hengy**.

Red Jet 6 was built by Shemara Refit who are this year refit three craft from the fleet MBNA Thames Clippers – **Storm Clipper**, **Sky Clipper** and **Star Clipper**. **Storm Clipper** was the first to be dealt with in February and is seen (below) at East Cowes. All three are FBM Hydrocats and were built at Cowes by FBM in 1991-92.



Staying at Cowes we see the new **Ali Cat** (left in the picture with **Wight Scene**) built by Manor Marine at Portland for Solent & Wight Line Cruises. She is being fitted out at West Cowes by her owners – confusingly their earlier **Ali Cat** is still working on the Clyde between Gourock and Dunoon on charter to Argyll Ferries. The picture above was taken on the Branch cruise in June on board **Ashleigh R**, which is now reportedly up for sale. photo Nigel Robinson



The **St Helena**, which since completion in 1990 has sailed to the islands of St Helena and Ascension, is coming to the end her service after the building of an airport on St Helena. She is seen here when almost new in the River Test having just left 7 Dry-dock in October 1991. We saw both she and her predecessor the first **St Helena** ex **Northland Prince** at Southampton from time to time.

photo Nigel Robinson

Colin's Southampton Memories

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

A trio of Freighters



Remsen Heights (Colin Drayson Collection)

Clan Ranald (Colin Drayson Collection)



Kaliningrad - Soton 1996



Kaliningrad (photo Colin Drayson)

A – Z of Sail

by Michael Page

For the letter “F” I have chosen FRIENDSHIP OF SALEM

The *Friendship* is a replica of a 1797 East Indiaman with the badge of a woman in classical dress offering a bouquet of flowers.

This replica was built by Scarano Brothers Shipyard, launched in 1996 and acquired by the National Park Service on 1st September 1998,

Her length overall is 171 feet (52m) with a beam of 30 foot (9.1m) and the height from keel to deck at the midship point is 20 feet(6.1m).

She has 17 square rigged sails giving her a total of 9409 square feet.

This replica usually operates as a stationary museum ship during most of the year at the Salem Maritime National Historic site established in 1938 the first such site in the United States. She is however a fully functioning United States Coast Guard certified vessel capable of passenger and crew voyages and makes special sailings at various times of the year.

The original vessel of the name was built at in 1797 by Enos Briggs. Brigg Shipyard in Salem and registered to a merchant Jerrathmiel Peirce and Barron Waite with a top speed of 12 knots and a crew of approx 20.



Friendship of Salem was one of 158 American ships that captured a total of 445 British ships in the ware of independence.

She travelled around the world some 16 times trading for exotic spices, sugar and coffee.

Her end came very dramatically when in 1812 she was captured by the British in the war with America by the sloop HMS *Rosamond* and taken back to the UK and sold.

Visitors can tour *Friendship* and watch volunteers and staff working on her at the historic wharves at Salem Maritime National Historic Site. In addition to being open for tours as part of the programme of the site,

Friendship sails as an ambassador ship for the Essex National Heritage Site.



Two views of *Friendship of Salem*