

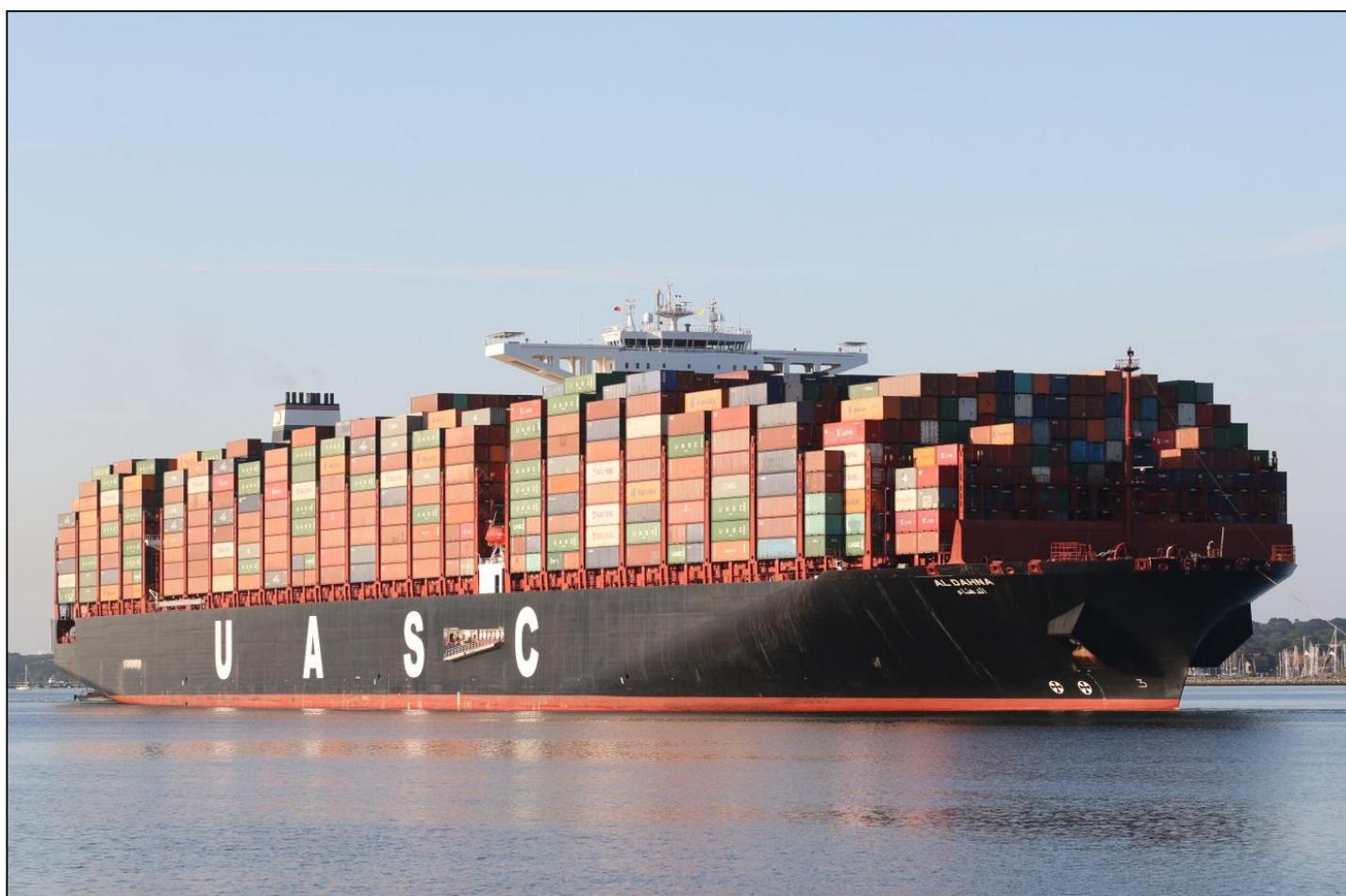
Black Jack

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



Issue No: 184

Autumn 2017



Seen arriving on 17th June is the 2016 built **Al Dahna**. At 19,870TEU she is one of six A19 class ships all of which now call Southampton. See also Andrew's Note Book on page 3.

photo Andrew McAlpine

Black Jack – Autumn 2017 No.184

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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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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September 12th **HM Coastguard** Daniel Winter

October 10th **Another 40ft View** Chris Bancroft

November 14th **Branch AGM + support programme**

December 12th **Salvage Master** Kevin Patience

Saturday 23rd September - WSS South East Autumn Meeting & Leslie Sargeant Quiz at St Andrew's Art Centre, 19 Royal Pier Road, Gravesend, DA12 2BD. Doors open 10.30 – Quiz starts 12.30. More details at wsssoutheastsocial.wordpress.com/



3000 ships are said to sail through the English Channel every week. Nearly all of them pass the Port of Southampton. Last year nearly 24000 vessels (35m NRT) entered the port.

The Vosper Boys do not look for the shipping lanes in vain. They are kept busy (24-hours round the clock if need be) looking for trouble and helping maintain those sailing schedules.

All 'lanes' may lead to Southampton – eventually! Know of any shipyard in the world with a better repair service than this? Now to get your job done, contact



VOSPER THORNYCROFT

Repairs Division: Eastern Docks, Southampton SO1 1JL, England. Tel: 20331
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Ref No 25

JANUARY 1976 SHIPPING WORLD & SHIPBUILDER 21

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 summer 2017 notebook from the port of Southampton.

Since the last notebook the shipping scene in the port of Southampton remained interesting and extremely busy. Most notably the container terminal has been dominated by the new vessels calling due to the alliance shake up which has now taken full effect. We now have regular calls from four new shipping lines COSCO Shipping, Evergreen, K Line, Yang Ming plus a large number of UASC vessels (see cover photo) which are now under Hapag-Lloyd's control.

For the second year the Seawork International event was held at Mayflower Park in June. This year over 7,600 visitors attended with over seventy different work vessels on display and 600 different exhibitors, many of which had some very nice model of their vessels on display.



Above left : Overview of Seawork International which ran from 13th – 15th June.

Above right: An interesting vessel at this year's Seawork was **Skylift 3000**, a Submersible Jackup platform built by Ravestein B.V

A number of bulk vessels have called over the last last three months although the scrap pile never seems to deminish!



Left: Seen here is the 2016 built 63,280 DWT Ultramax bulk carrier **Maina** operated by Eastern Mediterranean Maritime Limited of Greece.

Right: The KGV dock has continued to be regularly used by bulkers and small coasters loading scrap and woodchips and seen here (above right) on 20th July loading woodchips is the 2011 built small Dutch coaster **Calypso** 3,758 DWT



Until next time Andrew

all photos by Andrew McAlpine

BERT MOODY (1921-2017)

The Southampton Branch is deeply saddened to report the death on 17th June of Bert Moody, who in October 1950, was one of the instigators and founder members of our Branch, being Honorary Secretary for 18 years. He also served the WSS main committee, being General Secretary for nine years until 1962. He was a Life Member of the WSS. After stepping down from the Branch committee in 1968, Bert formed the local Solent Maritime Society in October 1969, continuing as Secretary and Society magazine editor until 2011.

Bert was born on 19th August 1921 and was brought up close to the waterfront in Old Southampton -before construction the New (Western) Docks commenced - so the sights, sounds and smells of the Port were in his blood. A railwayman for 37 years, his career spanned pre-war Southern Railway through to Freightliner. In 1945 he married Alma and, until her death in 2005, she supported Bert's involvement in no less than seven organisations; others included the Southern Counties Railway Society, Southampton Model Railway Society and railway pensioner groups.

Bert wrote many maritime and railway books, including six editions of Ocean Ships (1964-78), other Ian Allan ABC's and the definitive histories '150 Years of Southampton Docks' and 'Southampton Railways'. By his early 90's, he had given over 2000 talks – in most cases without notes - to shipping and railway groups, plus on country houses and historic buildings to his 'ladies' lunch meetings, using his vast slide collection and his amazing memory for dates, locations, and other meticulously researched facts.

In 2010, when the Branch held a 60th Anniversary luncheon on **Oceana** everyone boarded using their passport, except Bert who had never possessed one and was given special dispensation from P&O to use his photo-bus pass.

A quite remarkable and knowledgeable man, who will be greatly missed.

David Hornsby



Bits and Pieces

The Argentine training ship **Libertad** built 1963 visited Southampton at the end of July arriving on the 26th

The cruise ship **Astoria** of Cruise and Maritime Voyages is scheduled to make three cruises from Poole as well as seven from Portsmouth in late summer /autumn 2018. **Astoria** is formerly the infamous **Stockholm** of 1948 and has had a string names – she will be remembered locally for the time she spent laid up at 46 berth as the **Volker** in the late 1980s.

The first of two new catamarans for the MBNA Thames Clippers has been delivered – **Mercury Clipper** made the 200 nautical mile journey from the Wight Shipyard Co., Cowes to her east London base on 21 June. She was due to be followed in August by her sister **Jupiter Clipper**. There has been some talk of Thames Clippers setting up a water-taxi service in the Solent in the future.

Challenge on the move - it has been reported that the preserved ex-London steam-tug **Challenge**, at present lying at berth 41, is to relocate to the marina in Hull where she will be open to the public and have regular steaming days.

Red Funnel's **Red Jet 6** set a new time of 1hr 17mins 17secs for the anti-clockwise circumnavigation of the Isle of Wight on 29 June ahead of the annual Round the Island Race. The average recorded speed for the 50.78 mile course was 39.42 knots.

Thornycroft-built BLENHEIM and BRAEMAR for Fred Olsen

After World War II - as with the Great World War - many naval building contracts were cancelled, including several 'Weapons'-class destroyers and other vessels ordered from John I. Thornycroft at Woolston. The Company was forced to seek non-naval contracts, but these initially failed to materialise due to Government policy on exports and transportation. When these policies were relaxed, the Company managed to secure sub-contracts to construct the hulls for two Fred Olsen ferries from Akers M/V in Oslo (controlled by Olsen and already with a full orderbook).

The new ferries for the Oslo - Newcastle service incorporated a streamlined-design, aerodynamic combined funnel/mast and extensive use of aluminium above boat deck level, including the superstructure, funnel, masts and four 74-person lifeboats. As with all Olsen ships of the period, a figurehead was added to the bows of each ship, **BLENHEIM** having two women holding a laurel wreath and **BRAEMAR** having a replica of Braemar Castle.

BLENHEIM IMO 5046334 – named in honour of the family seat of Winston Churchill.

Hull launched 16 August 1950 by John I Thornycroft (yard no 4123), 31/8/50 left in tow of Dutch tug **GANGES** and arrived 6/9/50 at Akers Mek Verksted, Oslo (yard 490) for installation of machinery and fitting out; 10 March 1951 achieved 17 kts on trials and immediately delivered to A/S Ganger Rolf (manager: Fred Olsen & Co).
4,766 g 1,725 dwt 373'9" loa (335'bp) x 53'1" beam, depth 29' to main deck with 17'7" draught
Passengers: 101 First, 100 Second class (many interchangeable) plus 36 third class in 'group' accommodation on upper deck forward; Cargo: two holds forward including space for 40 cars lifted-on/off and refrigerated hold aft.
Machinery: Single screw, two-stroke single acting 3750 bhp 8-cylinder B&W diesel by Akers M/V, 16½ knots

Entered service 2 April 1951 on Oslo - Newcastle route via Kristiansand, alongside **BRETAGNE** (37/3,285g) and replacing **BALI** (28/1,409g), which had operated the Bergen-Newcastle service to 24 March 1951.



On 21 May 1968, **BLENHEIM** caught fire 220 miles east of Dundee (Tyne - Oslo) carrying 89 passengers, 78 crew, 60 export cars and 168 tons cargo. The fire started in dining room electrical equipment, quickly spreading to the bridge/radio room, preventing radio contact until

the fire was seen by a passing trawler. The passengers and all but 12 crew abandoned ship and were eventually picked up by her sister **BRAEMAR**, with **NEVASA** standing-by (with 1000 school children watching on deck!). One crew member suffered burns and one injured passenger was air-lifted to Esbjerg. Fire-fighting was carried out by the German salvage tugs **PACIFIC** and **HEROS**, supported by the supply ship **SMIT-LLOYD 3**, but the aluminium superstructure sustained extensive damage. Initially towed to Kristiansand for repair and refitting, but the damage was so great that she was declared a Constructive Total Loss (CTL), the hull being laid up and offered for sale in damaged condition.

In 1969, the damaged vessel was sold to A/S Uglands Rederi (manager J M Ugland) and renamed **CILAOS** (originally announced to be **CHIQUITA**) and was converted by Nymo MV at Grimstad into a side loading 7-deck car carrier. Her tonnages were now 2,404 gt and 1,950 dwt on 20'3" draught, machinery now 3680 bhp, 15 knots.



CILAOS sailing from Southampton on 22 June 1971. (DH)

In 1973, ownership was transferred to Ocean Car Carriers Pte Ltd, Singapore (manager Ugland Management Co A/S, Norway). On 16 August 1974, she ran aground on Cuba (Buenos Aires-Havana on charter to ELMA), but was refloated under her own power. During 1981, she was sold to Demolition Tonnage Ltd, London, then resold to breakers Ghulam Ali Khasim Ali at Gadani Beach, Pakistan arriving on 8 September 1981 from Tripoli in Libya, breaking commenced about 19 December 1981.

BRAEMAR IMO 5050074 – named as a tribute to British Royal family for support to Norway during WWII
Hull launched on 20 November 1952 at Woolston (yard no 4145) by Mrs Frances Farquharson of Braemar to the sound of bagpipes. After naming, the hull initially failed to move due to the use of a new type of cold-weather tallow, but when she eventually moved and then gathered speed, a drag-chain snapped and the hull ended up coming into contact with a jetty on the opposite bank, causing slight damage. Later that month, as with her earlier sister, the hull was towed to Oslo for fitting out and completion.



Details same as **BLLENHEIM** except 4,776 g 1,565 dwt (later 1,520 dwt) 277 passengers (119 First, 122 Second and 36 "Group" Third class forward), elsewhere 1970/1 reported 294 passengers. 3750 bhp 16 kts

The vessel was delivered on 1 May 1953 by Akers Mek Verksted, Oslo (yard 494) to A/S Ganger Rolf (manager: Fred Olsen & Co).and later that month entered service alongside her earlier sister on Oslo - Newcastle service via Kristiansand;

On 2 August 1975 - as the last traditional North Sea ferry - she made her final Oslo arrival from Tyne, after 23 years continuous service on the same route.

Later 1975 sold to Dashwood Finance Co Ltd, Manila and renamed **THE PHILIPPINE TOURIST**.
1976 converted at Bataan Shipyard into a floating casino for Peninsular Tourist Shipping Corp (managed by Manila Bay Enterprises). 1978 reported renamed **THE PHILIPPINE TOURIST I** and towed from Manila to Cebu City after being replaced by a new **THE PHILIPPINE TOURIST** (ex **FAIRSKY**) but after this latter ship was gutted by fire, returned as casino ship to Manila in 1979. Last mention in Lloyds Register in 1979/80.

Subsequent history and fate unknown, although one report refers to her being broken up in 1980.

(also see Black Jack 61 and 65)

*As was noted in Black Jack 183 the Hythe Ferry has been taken over by Blue Funnel Cruises and **Hythe Scene**, formerly **Great Expectations**, is seen in her new colours arriving at Town Quay.*

Photo Nigel Robinson



HMS Queen Elizabeth

Britain's new aircraft carrier HMS *Queen Elizabeth* arrived at Portsmouth for the first time early on the morning of Wednesday 16 August – here we feature photos of that historic event taken by Captain Peter Anthony.



A – Z of Sail

by Michael Page

For the letter “J” I have chosen Juan Sebastian de Elcano

The ***Juan Sebastian de Elcano*** is a four-masted top-sail schooner with a steel hull. She is a Class “A” vessel and is registered under the flag of Spain.

She was built in 1927 in Cadiz, Spain and the hull was designed by the Echevarrieta Y Larrinaga Shipyard in Cadiz.

Her plans were also used 25 years later to construct the Chilean training sister ship Esmeralda in 1952-

She is the official training ship for the Spanish Royal Navy. She is the third largest tall ship in the world.

This ship is named after the Spanish explorer Juan Sebastian de Elcano who first circumnavigated the globe in 1522 after Ferdinand Magellan had been killed during an attack on Macton in the Philippines. He finally reached Seville in 1522, and his was the only ship out the 5 that set out in 1519 that returned.

In August 2014 whilst searching the ***Juan Sebastian de Elcano*** Spain's Guardia Civil” found 127 kilos (280 lbs) of cocaine on board, stashed away in a storeroom where reserve sails are kept. The find came 3 weeks after three crew members were arrested at a port in Galicia for allegedly selling up to 20 kilos (44 lbs) of cocaine. While in New York the three arrested crew members remain in custody, each facing up to six years in jail.

Ship details:

Length - 350 feet.

Beam - 43 feet.

Draught - 23 feet.

3750 tons displacement.



Two fine views of Juan Sebastian de Elcano at sea.