

# Black Jack

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



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Spring 2016



Seen against a dramatic sky on the morning of 2 February is the Antigua and Barbuda flagged **Daniella** (2010, 12810g) which had just arrived at 101 berth and was preparing to load a project cargo for the Middle East.

Photo by David Oldham

## Black Jack – Spring 2016 No.178

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.

#### Honorary Branch Secretary

##### Colin Drayson

57 The Drove Commercial St  
Bitterne  
Southampton, SO18 6LY 023 8049 0290

#### Chairman

##### Neil Richardson

109 Stubbington Lane  
Stubbington  
Fareham, Hants  
PO14 2PB 01329 663450

#### Treasurer

##### Andrew Hogg

“Debanker”  
Lyburn Road  
Hamptworth  
Salisbury  
SP5 2DP 01794 390502

#### Visits Organiser

##### Adrian Tennet

34 New Road  
Fair Oak  
SO50 8EN 023 8060 0197

Full details of all committee members can be found on the Southampton WSS website at

[www.sotonwss.org.uk](http://www.sotonwss.org.uk)

#### Editorial contact:

Nigel Robinson  
2 Glencarron Way  
Bassett  
Southampton  
SO16 7EF 023 8079 0876  
email: [gillrobinson@freenetname.co.uk](mailto:gillrobinson@freenetname.co.uk)

## 2016 Branch Meeting Programme

March 8th	<i>A Forty Foot View</i>	<i>Chris Bancroft</i>
April 12th	<i>Cornish Shipping Part 3</i>	<i>Krispen Atkinson</i>
May 10th	<i>South Georgia – Shackleton and Forgotten Men</i>	<i>Bill Lawes</i>
June 14th	<i>Teignmouth and Devon shipping</i>	<i>David Walker</i>
July 12th	<i>British India Line – part 1</i>	<i>Trevor Cox</i>
August 9th	<i>Southampton Branch Digital Photo Image Competition</i>	
September 13th	<i>Southampton's Dry-docks &amp; Slipways</i>	<i>Colin Drayson</i>
October 11th	<i>Memories of Past WSS AGMs</i>	<i>Phil Simons</i>
November 8th	<i>Southampton Branch AGM plus 80<sup>th</sup> Anniversary of the Queen Mary</i>	<i>Mick Lindsay</i>
December 13th	<i>Island Hopping</i>	<i>David Oldham</i>

*Plus the Annual Branch Cruise on Saturday 25th June, 11am – 6pm departing from Ocean Village. £20 payable to Treasurer Andrew Hogg at Branch meetings or by post - see address opposite.*

#### More dates for your diary:

##### Isle of Wight Branch Social Day

*The social day is being held on Wednesday 8th June 2016 from 11am at the RNLI Lifeboat Centre, Clarence Road, East Cowes. If any member is not familiar with the location please ask if further details are required.*

##### Gravesend Meeting

*Krispen Atkinson has started to make preparations for this year's South East Social to take place at the St. Andrew's Art Centre, Gravesend on **Saturday 8th October**. Further details to follow on -*

<https://wsssoutheastsocial.wordpress.com>

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

It's good to note that the port has continued to be busy since my last Note Book. We continue to get regular calls from bulker's to load grain and scrap, although the amount of stored scrap never seems to decrease! Along with a number of European ports we have been slightly affected by the continued procession of Atlantic storms that have hit the UK since Christmas, these have delayed a number of container ships and pushed them off slot with many of the large MSC/Maersk vessels omitting Southampton during February in order to head straight to Antwerp to remain on schedule. This has meant a number of adhoc calls from smaller vessels transhipping cargo while others have called to load empties. The first vessel **Maersk Elgin** (built 2013) arrived 31 January, with **E.R Los Angeles** (built 2001) on 18th and the smaller **MSC Ishyka** arriving 20 February.



Left - **MSC Ishyka** (built 1997) alongside SCT1 20 February to load empties for Antwerp.

2016 is looking to be an interesting year for cruise ships and once again a number of new vessels due to call, currently **Ovation of the Seas** is now due a week earlier than initially planned on 14 April, the much delayed **AIDAprima** now due 2 May following further delays due to a third fire at the Mitsubishi shipyard, and the world's largest cruise ship **Harmony of the Seas** 22 May.

In 2015 Fred Olsen announced it would be changing its livery, the new colour scheme has a grey hull and has a 'Cartier red' stripe which gives a nod to the heritage of the company. **Boudicca** was the first of the fleet to be repainted and on the 19 January the second vessel to receive the new livery **Balmoral** arrived for the first time in her new colours. I personally think the refreshing livery looks very nice and bang up to date.



Right - **Balmoral** alongside on 19 January

We have also seen the usual visits from a number of small coaster's including:



**Marietje Nora** 25 January

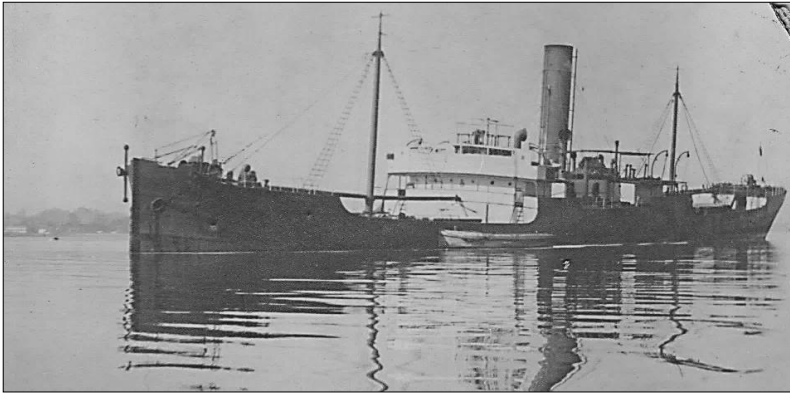


**Wilson Avonmouth** 19 January

All photos by Andrew McAlpine

## ss BLUE JACKET - a victim of German U-boats in two World Wars

While sorting through some odds and ends in a box from Rod Baker's Estate, I came across the remains of an old faded photograph, mounted on damaged heavy cardboard, with just part of a caption visible. After scanning and 'sharpening' what was left of the photograph and caption, these indicated that the photograph (below) was taken while the ship was undergoing temporary repairs at Netley anchorage, after being torpedoed off Beachy Head.



Left: **Blue Jacket** anchored off Netley in 1915

Lloyds Register shows that she was completed in August 1904 by Joseph L. Thompson & Sons Ltd at North Sands yard, Sunderland (yard no. 420) for George Hallett of Cardiff

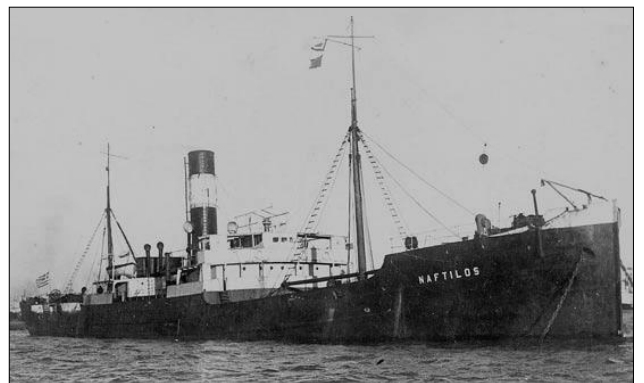
3,515 grt 336' x 49.2' beam, 22'6½" draft

Single screw steamer with 300 nhp triple expansion engine by John Dickinson & Sons, Sunderland, 9 knots

Further research confirmed that the damage to **BlueJacket** occurred when she was attacked on 18 March 1915 by submarine **U.34** (Capt. Claus Rucker), 15 miles east of the Owers Light Vessel, during a voyage from La Plata to London with a cargo of maize, under Capt I W Palmer of Cardiff, who later received a gold watch and cheque for saving the steamer.

Later in 1915, she was renamed **Tynmede** after being sold to Canute Steam Ship Co Ltd, managed by D & T G Adams of Newcastle (The Mede Line) - then operating two other vessels **Adams** (1887/2,223 grt) and **Thamesmede** (1907/3,619 grt). Sold In 1921, she was renamed **Leamington** by Anglo-European S.S. Co Ltd, managed by James Bell & Co Ltd of Hull.

In 1925, she was again sold, this time to D J Goulandris of Athens and renamed **Naftilos** (right). On 17 July 1940, still under this name and ownership (but now 3,531 grt) she was sunk by gunfire from German 1935-built submarine **U.34** (Capt Wilhelm Rollmann) in the North Atlantic west of Ushant (48.05N 10.25W). At the time she was on a voyage from San Nicolas to Dublin with a cargo of 5,801 tons of grain. One member of the crew of 28 was lost. (NB: later submarine with same number, an amazing coincidence) The submarine had an unusual end, sinking on 5 August 1943 off Memel in the Baltic with the loss of 4 crew, after colliding with the U-Boat tender **Lech**.



The Owner's previous **BlueJacket** became a Total Loss on rocks within 30 yards of the Longships Lighthouse on 9 November 1898 on a ballast voyage from Plymouth to Cardiff, remaining perched on the rocks under the lighthouse for more than a year. She was an iron steamer with schooner rig and had been completed in 1883 – the year the Company was formed - for Blue Jacket Steamship Co. Ltd of Cardiff (managed by George Hallett of Cardiff) by L. Thompson & Sons at Sunderland (Yard no. 190) with a tonnage of 2,090 grt (originally 2,205 grt) on dimensions 282.7' by 36.6' and with 200hp condensing steam engines to a single screw.



Another local connection is that Cardiff tramp-owner, George Hallett (left), was born at Fareham in Hampshire on 3 February 1847 to George Hallett and Frances Mountjoy Pince. He married Marion Ritson (born 11/1/1853) of Sunderland on 20 March 1874 and records indicate that they had five children, born between 1875 and 1882.

The shipping company was founded in 1883 and it lasted until 1917, just after the founder's death on 3 September 1916, aged 69, at West Malvern in Worcestershire. His wife, daughter of Thomas Ritson and Anne Thompson, (was she related to shipping company Ritson Branch Line and Thompson shipbuilding families?) continued living in West Malvern until her death on 25 July 1938, aged 85. From Cardiff, at the start of the Great War, George Hallett also managed three other Thompson-built vessels with similar names, in order of build **White Jacket** (yd no.248 1889/2,172 grt), **Red Jacket** (yd.282 1891/2,088 grt) and **Green Jacket** (yd.356 1898/2,824 grt).

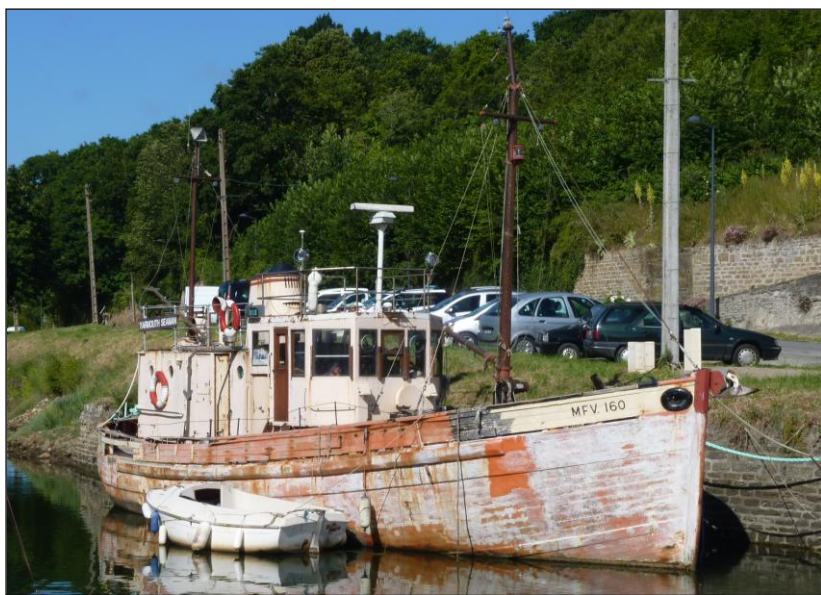
### MFV 160

All of the vessels covered in this series of articles were seen during a cruise on *Minerva*, the main interest being to visit the Normandy area to witness the 70th Anniversary of the Normandy landings. The cruise did also include a number of other locations. It was during her call to Belle Isle, off Lorient, Brittany that we saw **MFV 160**. In many ways she was the most interesting & surprising vessel we came across. *Minerva* anchored off the island and we walked around the town and along its inner harbour area where we saw the vessel moored. Fortunately it showed both its pennant number **MFV 160** and its name **Yarmouth Seaman** both of which seemed to be familiar. Why was this vessel, in spite of its not very important appearance of particular importance? Its number & name seemed to be familiar as many years ago I met and maintained in contact with the Husband family that operated the shipyard at Marchwood. During the war they completed nearly 20 of these vessels and this would be one of them. It is also of interest, that when the Husband's business closed down, their facilities at Marchwood were taken over for a number of years by the British Military Powerboat Trust as the ideal area for their work to preserve such vessels. Unfortunately the site was then purchased for other uses.

The MFVs, by definition, were based on Seine net fishing craft. They were intended to be used as tenders and store carriers where ever they might be useful. It was also considered that after the war they would be converted into fishing craft. They were of obviously of wooden construction and powered by a diesel engine to give them a speed of 8 or 9 knots. The class were referred to as the Admiralty 61½ ft Class MFV with a gross tonnage of 48 tons and round bilge wooden hull.

**MFV 160** was ordered, together with **MFV 159**, on 27th April 1943 and completed by Husband Yacht Yard in May 1944. She was then operated by the RN at Portsmouth. In December 1946 she was allocated to the War Department for use in the Far East, but this did not seem to be put into operation as she remained in use by the Army, but she was based at Yarmouth on the Isle of Wight. In about 1958 she was given the name **Yarmouth Seaman**, another MFV, of the larger 90ft type also operated by the Army's RASC, was given the name **Yarmouth Navigator**.

At this time the Army manpower was being reduced so these two craft were being used to train civilians to carry out the duties the Army wanted the vessels to do. In 1962 the Army base at Yarmouth closed so the MFVs were transferred to Gunwharf Quay at Portsmouth. In about 1992 or 93 **MFV 160** was sold to a private owner. Over the years she was seen in several ports around the British Isles, it was therefore quite a surprise to see her in a French Port. However it does go to show how well she must have been constructed in 1944 if she is still at sea after 70 years afloat.



I would like to thank Philip Simons for giving me much of the information about this vessel's service. Unfortunately, just after we returned from this cruise, and before we had a chance to tell her that one of her husband's wartime craft was still in use, Mrs Husband died. We did however pass on the details to their son.

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### Bits and Pieces

Containership **APL Vanda** (151963/13) arriving from Le Havre lost power and undertook a controlled grounding on Bramble Bank on the evening of Saturday 13 February – she refloated with help from 8 tugs and arrived at SCT 2 at 02.43 14 February. No major damage was sustained. She left port at 14.35 on Tuesday 16 February for Hamburg.

Norwegian Cruise Line has announced that it will be returning to the port in 2017 with **Norwegian Jade** again being based here from May until October. Following an extensive dry dock in spring 2017 she is scheduled to arrive in Southampton on May 14 with sailings until October 9 on a series Western Europe cruises; nine- and ten-day Norwegian fjords, Norway and North Cape sailings, as well as a 14-day Norway, Iceland and UK cruise

Scot Ferries who had operated foot passenger services between Lymington and Yarmouth, as well as Portsmouth and Cowes went into administration in December. Sailings had started in August.

Red Funnel has secured planning permission for its new terminal on the No 6 (Trafalgar) Dry-dock site. Work may start later this year.

# A Cruise from Tilbury on the MARCO POLO

by Richard Jolliffe

We regularly see cruise ships in the Solent. But there are also many cruises from Tilbury.

I saw an advert for a 6 day European Rivers and Cities cruise on the **Marco Polo**. It just seemed exactly the sort of cruise I would love. Seeing European ports, deep sea and local shipping, travelling on an interesting ship and with entertainment based on TV comedies of yesteryear. I booked up.

I was not expecting miracles as the voyage was starting Saturday 24th October. The weather should have broken by then and of course it was dark right until about 0730. Well I need not have worried. The cruise was really excellent. The weather stayed warm, calm and generally sunny. And the ship was superb.

I first saw the **Marco Polo** as the **Aleksandr Pushkin** in the late 1960s at Tilbury when it was a new passenger liner. She received a major refit in 1992 which is why she has survived.

I was contacted to say the ship was late so I need book in 3 hours later than planned. This was good for me as it meant I could see the **Marco Polo** arrive. I sat in the free car park on Tilbury landing stage at 1300 waiting for her to dock. Then the first shock - no tugs. She has bow thrusters. That I did not expect on such an old ship.

I took my car to the well organised cruise car park about a mile from the ship, which costs about £11 a day. As I parked a van pulled up alongside to take suitcases and a bus was right by my car for me. I was dropped off right outside the main terminal entrance and then waited for the boarding.

As soon as I boarded I went to explore. I was pleasantly surprised. The public rooms were very comfortable and luxurious. The ship did not look 50 years old. The furnishings were good and I only saw one slightly damaged area of carpet tread. She was extremely well maintained. Looking aft it reminded me of the **Vistafjord** with tiers of decks.

I believe my cabin was new in the 1992 refit. It was right above the stern capstans etc. It was a bit noisy during sailings but otherwise good. The TV showed the view forward and my square window looked aft. I began to think this was one of the nicest ships I had been on.

The arrival had been 5 hours late but they managed to sail only 2 hours late and catch the tide. This meant arrival in Amsterdam would be delayed until 11am. Most people would have been unhappy with that but I knew it meant we would be transiting the North Sea Canal mostly in daylight. We arrived in the Spui lock at 0700. I missed the first mile or so due to breakfast and darkness but then the sun came up on a beautiful cloudless day just after we left the lock. After passing miles of shipping we docked about 10.15 at Amsterdam's cruise terminal and were allowed straight off. I walked to the Central Station to get on the 11am harbour tour. The port was busy with three big bulkers in and the dry-docks full.

I then walked round an area where hundreds of old canal barges and tugs are used as houseboats then went to the Maritime Museum. This included a replica sailing ship, **Amsterdam** and an old vessel the **Christiaan Brunnings** built



The last Belgian steam tug **Amical** in the Car Park at Antwerp.

for the maintenance department. Models such as the **Oranje Nassau** were on display but not as many as I had hoped for. We sailed a little early at 1750 and it was soon dark.

Next day we docked at night right in the Centre of Antwerp. It was quite foggy so I went shopping in the morning. After lunch I walked towards the port in brilliant sunshine to the few viewpoints. I only managed the first few docks as it was such a distance. The museums are closed on a Monday but there was an old minesweeper and 1914 steam tug **Amical** in the car park near the cruise terminal as part of the exhibits and other vessels in a dock nearby. We left on time with the tug **Fairplay III** in attendance just as it got dark.

Tuesday we were supposed to transit up the Seine to Rouen in the afternoon. We were all looking forward to that. However we were delayed by traffic in the Scheldt and missed the tide for Rouen so had a hasty change of plan and docked at Honfleur picking up the pilot off Le Havre after going through the various anchorages. They ran local coaches from Honfleur Port to the town.



**Marco Polo** docked at Honfleur.

We went up to Rouen at night to stay the whole day and over the next night. I woke to find rain. By 10 am it was sunny and hot - short sleeve weather in fact. In the morning I walked along the River bank imagining what it would have been like in the 50s and 60s. Now all the warehouses have either been demolished or converted into restaurants. It is similar to Bristol today. There were plenty of river craft around. In the afternoon I went to the town then the excellent Maritime Museum which had many ship models and actual vessels such as a tug and a barge. Unfortunately a display of marine radio was closed for a refurbishment.

We were then told our departure of 5 am was being brought forward to 4 am at the request of the pilots. This did not go down well with the many people who wanted to see the Seine in

daylight. Anyway at first light I was up for the transit which proved extremely interesting.

At midday we docked at Le Havre, again having to pass Honfleur and go through the anchorages. We left at 1700 back for Tilbury where we arrived on time.

The entertainment on board was superb. The guest speakers were Sue Hodge (Mimi from Allo Allo ), Jeffrey Holland (Spike from Hi de Hi), Sue Holderness (Marlene) and John Challis (Boycie) from Only Fools and Horses. They had us in stitches.

The food was really good except for the two steaks I tried which were like old boots. Before docking I applied for express disembarkation as I only had hand luggage. We docked at 08:16 at Tilbury and I was in my car at 08:42. It then took me two weeks to sort through the 2,100 pictures I took!

Cruise and Maritime Voyages run the **Marco Polo**. They do not hide the fact that the ship is 50. All the passengers got free badges to commemorate her anniversary. They also run the **Azores**, **Astor** and **Magellan**. **Marco Polo** is a very popular ship. On this trip she was full. There are no plans to retire her. In fact she was leaving for a 6 week refit in Belgium to allow her to last many more years.

Overall an excellent cruise the only problems being that the timings and itinerary kept getting changed at a moment's notice.

CMV's ships do a real mix of cruises from the UK. They do cruises round the UK, Europe and to further afield. As they do short cruises to Amsterdam and Ghent regularly I feel I will be back.

Right : **Marco Polo** view aft in the Seine showing the wooden decking.

Below: The rounded front of the bridge



All photos by Richard Jolliffe

# A – Z of Sail

by Michael Page

## For the letter “D” I have chosen the KRI *DEWARUCI*

Sometimes her name is apparently spelt *Dewarutji* ,,,

The KRI *Dewaruci* is a Class “A” tall ship, and is the only barquentine owned and operated by the Indonesian Navy as a sail training vessel for their Naval Cadets.

She was built in Germany by H.C. Stulcken Sohn at Steinwerder, Hamburg. Construction started in 1932, but was suspended due to the outbreak of World War 11, which caused heavy damage to the shipyard where she was being constructed. She was eventually launched on 24 January 1953 and completed on 9 July that year. Since then, she has been based at Surabaya on the Java Sea.

Her name and figurehead represent and display the mythological Javanese/Indonesian god of truth and courage. In the political world the “Dewaruci” also serves as a goodwill ambassador for Indonesia to the rest of the World.

The three masts are named after three of the sons of Pandu from the Pandava.

“Bima ” ..... Foremast

“Arjuna”..... Mainmast

“Yudhistira”..... Mizzen mast.

Since the Tsunami disaster of 2004 she has been adopted by the City of Waterford. This vessel was also used in the making of the “Anna and the King” movie starring Jodie Foster. Due to her age *Dewaruci* is to be decommissioned and displayed at a naval museum. The Indonesian Parliament agreed to buy a new tall ship of the same name and it will cost \$80 million (Rp 720 billion) However to date I can find no trace of this new build.

Type:	Barquentine
Displacement:	847 tons
Length:	58.3 metres (191 ft)
Beam:	9.5 metres (31 ft)
Height:	36.5 metres (120 ft)
Draught:	4.05 metres (13.3 ft)
Propulsion:	1 x 986hp diesel driving 4 bladed propeller
Sail plan:	16 sails – 1,091 square Metres (11,740 sq ft)
Speed:	10.5 knots with engine 9 knots under sail
Complement:	81 crew and 75 cadets



*KRI Dewaruci* in New York Harbor



*The ship's figurehead.*



*The ship's bell looking a little worse for wear!*