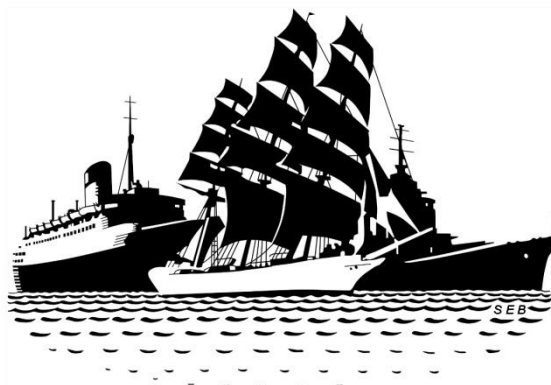


# Black Jack

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



Issue No: 201

Winter 2021-22

*@ Happy Christmas and a peaceful New Year to all our Readers*



January 2022 sees the 60th Anniversary of the first appearance of the French Line's **France** in the port when she carried out berthing trials at the Ocean Terminal (berth 43-4). She is seen here leaving on 7th January 1962 following the trials. She made an inaugural cruise to the Canary Islands on 19th January and her maiden trans-atlantic crossing to New York on 3rd February both commencing at Le Havre. After extensive research the "flat-top" warship seen top right at 40 berth has been identified as the USNS **Croatan** (T-AKV 43) a C3-S-A1 type completed in 1943 as a Boque class escort carrier - in reserve fleet 1946-58 then re-activated as an aircraft transport for MSTs and finally scrapped in 1971.

## Black Jack – Winter 2021-22 No.201

### 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

January 11th	<b>Cruising in 2020 - what he did and didn't do and the return to cruising in 2021</b>	Bill Mayes
February 8th	<b>Oz to Japan</b>	Jimmy Poole
March 8th	<b>Ten Days in the Bosphorus</b>	David Hornsby
April 12th	<b>TBA</b>	Krispen Atkinson
May 10th	<b>Every Picture Tells a Story</b>	Richard Joliffe
June 14th	<b>Ships on Sea Travels</b>	David Hawkins
July 12th	<b>Mini Talks</b>	Paul Gosling & John Davidson
August 9th	<b>London Docks – Part 3 1972</b>	Ian Wells
September 13th	<b>TBC</b>	
October 11th	<b>TBC</b>	
November 8th	<b>AGM &amp; Image Competition</b>	
December 13th	<b>John Havers Tribute</b>	Neil Richardson

### Meetings

**Please note that our branch meetings have now resumed. We are in our new venue Room 7. Enter the church building from the car park at the back – our room is up the stairs, then turn right and Room 7 is at the end of the corridor.**

### WSS Subscriptions 2022

**Please refer to the Andrew's email sent on 24th November outlining the procedure for this year. If you haven't already done so please send your cheque to Andrew by 14th December. £22 for digital Marine News; £79 for the printed version – no local Branch subscription again this year, but £5 if you would like a printed Black Jack.**

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. The port has continued to be very busy last few months. Most of the non-UK based cruise ships have now returned overseas to continue their winter seasons. We have seen a number of visits from Fred Olsen's two new ships *Spirit of Discovery* and *Spirit of Adventure* as they continue their UK coastal itinerates.



left: ***Spirit of Discovery*** seen sailing 24th September.

On 18th September **MSC Ellen** made her first visit. Deployed on MSC IPAK service she was built in 1999 as **Soroe Maersk**. Despite the MSC name, she has retained her Maersk Line livery. (photo below is of her arriving)



Throughout this year, there have been unprecedented cargo volumes from Asia to Europe and the intra-Asia carrier CU Lines cashed in by extended its short term Europe-Asia service with additional visits to the UK between September and December we saw a handful of calls.

**Ren Jian 15** built in 2010 as **Stadt Freiburg** seen alongside 8th October 2021.(below)

What will become a regular visitor is the LNG bunkering vessel **New Frontier1**. Built in 2017 as **Cardissa**, the vessel is designed to bunker the growing number of LNGships visiting European ports.



**New Frontier1** seen arriving 13<sup>th</sup> November heading to berth alongside **Iona**.

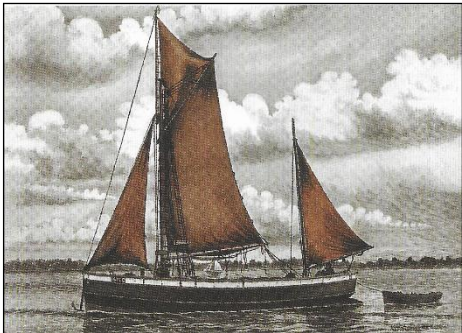



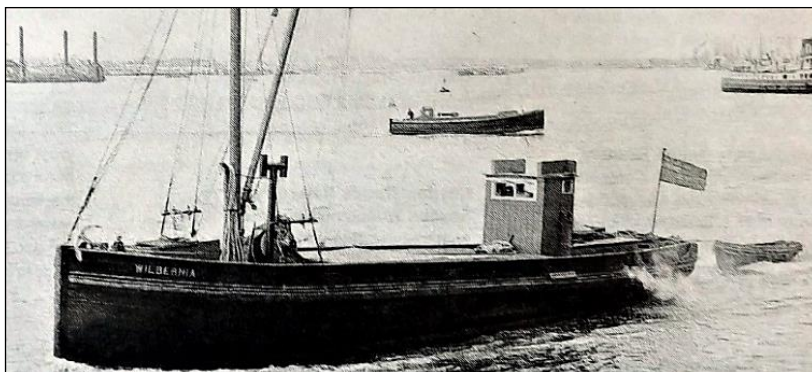
all photos by Andrew McAlpine

until next time stay safe and happy ship spotting  
Andrew



**PART TWO – Former sailing and motor barges, tugs and launches acquired between 1893 and 1981**

<b>Spec</b>	(1893-1918) ex-Admiralty open boat acquired at Portsmouth auction in 1893 by George Williams and John West (Hythe Shipyard) and over the next year converted into sailing barge about 20 tons capacity; sold about 1918. Never appears to be listed in <i>Mercantile Navy List</i> . (artist impression right)	
<b>Mary Emily</b>	(c.1912-1915) Thames spritsail barge believed built c.1884 by W Read at Burnham for John Auger of Canewden, Essex; by 1891 managed by William M Meeson of Battlesbridge, Essex and by 1892 managed by Silas M Burroughs, Phoenix Mill, Dartford. 14 tons registered, 43.8' x 11.4' x 4ft; 1898 register closed, but about 1912 acquired by James Williams from Tom Godden; about 1919 sold, hulked at Ware Creek, Cowes and by 1960 in pieces. (UK official number 87286)	
<b>Ellen</b>	(c.1918-c.1920) Ketch ('Dandy') built 1869 at unknown yard for Chas. Prince of Newport, IOW; 18 tons registered; by 1883 managed by Frank Dallimore of Newport IOW (possibly for Isle of Wight Farmers Trading Society); by 1895 managed by William Thos. Arnett of Home Mills, Newport, IOW; c. 1918 acquired from Shepard Bros, Newport, IOW and sold about 1920 (o.n.55827)	
<b>Nancy Bell</b>	(1919 -1920) acquired 1919; first vessel in fleet converted from sail to motor power with 25hp 2-cylinder Kelvin oil engine, work carried out by Bishop Shipyard, Newport, IOW; used for light towing jobs into and out of Ashlett Creek, but was not powerful enough, so was soon sold.	
<b>Exchange</b>	(1920-1969) wooden-hulled ketch converted to motor barge; built 1902 at Emsworth and managed by Edward Knapton of Emsworth; 22 tons reg, 47.8' x 14' with 30hp engine; by 1906 owned by Dittman, Malpas & Harris, Portsmouth; by 1916 owned by William E Dittman, Southsea managed by William T Arnett of Horne Mills (sic), Newport IOW; 1919 owned by James Thomas & Co, Ryde IOW; 1920 acquired by James Williams & Son of Mount Cottage, Fawley and in 1924 registration moved from Portsmouth to Cowes; in MNL register owned by Williams Shipping Co. (Fawley) Ltd of Fernlea, Fawley until 1969 (o.n.116182) (photo passing AGWI oil jetty, Fawley)	
<b>Wilbernia</b>	(1938-1971) wood motor barge built 1923 at Portsmouth (registered Portsmouth); 29 gross tons, 56'1" x 13'5" with 60hp Kromhout oil engine; to 1935 managed by Arthur E Beechener, London; 1936 owners Chaplins Ltd, London (same address); 1938 transferred to Pickfords (who in 1936 had acquired the Shepard, Croucher and Chaplins businesses), later 1938 acquired; 1940 requisitioned by Admiralty; 1971 sold (o.n.147979)	



*Wilbernia off Town Quay*



*J.J.C. at Ashlett Creek*

- J.J.C.** (1944-1958) steel motor barge built 1910 in Amsterdam; 36 gross tons, 56.8' x 15.1'; by 1924 owned by John J C Stevens, Portsmouth (registered at Portsmouth from 1923); 6/1944 acquired and 44hp (30ihp) engine installed; by 1958 owned by Jack Alford, Sholing, Southampton and fate unknown. (o.n. 147984)
- William Burnyeat** (1945-1957) wood motor cargo, built 1930 at Southampton and registered 1931; 15 gross tons, 40.1' x 12' with 53 bhp engine; 1932 owned by Bell Bros. & Thomson Ltd, Liverpool (manager William Bradshaw, Southampton); acquired late 1945 and delivered early 1946 (nicknamed '**The Chad**'); 10/1953 badly damaged by 'great storm', but repaired; by 1957 sold to Belsize Boat Yard Ltd, Priory Road, Southampton (Thomas W Smith) and still owned by them in 1976. (o.n.161720)
- Medina** (1947-70) Thames spritsail barge built 1905 by J Dible & Sons, Southampton (registered Cowes); 42 gross tons, 70ft x 17ft x 4'6"; 1916 operated by The Associated Portland Cement Manufacturers (1900) Ltd (APCM); 2/1947 acquired; 1970 ran onto wooden pile, pile sawn off and vessel dragged into Ashlett Creek and hulked; by 1985 part buried. (o.n.120413)
- Wileful** (1948-1959) motor launch built 1943 on Swanwick Shore, River Hamble; 10 gross tons; 36.4' x 10.1' with 45 ihp engine; 1/1948 acquired; 10/1953 badly damaged by 'great storm', but repaired; by 1959 sold to Kemps Shipyard, Bitterne Manor (manager James Williams); by 1961 sold to Marples, Ridgway & Partners, London without change of name; by 1980 again owned by Kemps Shipyard, Bitterne Manor. (o.n.182342)
- Tim** (1948-1960) built 1903 for Government as dumb barge for use on Thames; 72.2' x 17.5'; by 1945 converted into ammunition barge and sank off Dock Head at Southampton; raised and converted to 54 gross tons motor barge with 44hp engine; by 1947 owned by Philip J Underwood, Bitterne Manor; 1948 acquired; by 1965 sold to P Russell (Marine Services Ltd, Hythe) and converted into floating chandlery and moved to Bucklers Hard; by 1973 owned by Timothy Moon of Portsmouth and sometime converted to houseboat at Salterns Marina, Bursledon; March 2006 deemed derelict and moved to western bank for controlled demolition. (o.n.167881)
- Wilanne** (1949-76) wooden tug built 1932 as **Allen** by Pike Bros Ltd, Wareham (Ball Clay Co.) for own account at their Ridge Wharf yard; 38 gross tons; 62.9' x 15' with two 184hp Kromhout engines; 2/6/41-27/7/45 requisitioned by Admiralty for port service; 1945-49 unused; 10/1949 acquired by Williams Shipping Co (Fawley) Ltd, renamed and 1950 registered at Southampton, later being re-engined with two Lister diesels; 1976 sold to D K Steven and November 1977 opened as floating chandlery shop '**The Ship Shape Shop**' in Exeter City Basin, opposite the Maritime Museum; 1997 sold for restoration renamed **Allen**; 199X at Wootton Creek converted to houseboat owned by Osborne House gardener; September 2014 broken up. (o.n.183590) (photo: June 2011 at Wootton Creek – Derek Sands)
- Wilflo** (1950-80+) sailing barge, 67 registered tons, no other details known; 1950 acquired; 1980 still listed as owned by Williams Shipping (o.n.183630)
- Wil J** (c.1953-60/68) steel motor cargo, built 1912 in Holland possibly as **Onderneming**, then **Wave** (Dutch); 1937 renamed **Brue** (converted to dredger registered at Kings Lynn); 48 gross tons 69.8' x 13.4', 30 bhp engine; c.1953 acquired from Dredging & Construction Co Ltd of Kings Lynn and converted; 1960 sold to Payne's Marine Transport Co Ltd, Queenborough, Kent with Williams continuing as managers; 1968 Williams' interest sold and vessel became owned by William A Burnett, Welling, Kent. (o.n.165191)



*NB: The sale of **Wil J** to Payne's Marine Transport was on the basis that Williams Shipping took a shareholding in Payne's Marine; **Wil J** was followed on a similar basis by **Wildora** in 1966 and by **Wilray** in 1967 (see below).*

- Wilray** (pr.1950-1967/68) wood launch built as Admiralty 52½ft HL(D) and converted to towing support vessel; 23 gross tons; 52.8' x 12.4' with 3hp engine; acquired pre-1950, registered Southampton from 1952; 1967 sold to by Payne's Marine Transport, Queenborough, retaining management (see note above); 1968 sold. (o.n.185248)
- Wilbette** (1952-pr.1957) wooden-hulled launch built 1952, 14 gross tons; 45.3' x 9.7' with 2hp engine; 10/1953 badly damaged by 'great storm', not repaired and prior to 1957 sold to Thomas W Smith (Belsize Boat Yard, St Denys). Subsequent fate unknown (o.n.185246)
- Willyn** (pr.1953-53) no details known, not listed in Mercantile Navy Index; acquired pr.10/1953, when badly damaged by 'great storm' and not repaired.
- Wilgwen** (pr.1953-80+) sailing lighter, 54 ton; no other details known and not listed in MNL; acquired pr.10/1953; 1980 still owned by Williams Shipping; fate unknown (o.n.185247)



- Wilwyn** (1953-c.1980) wooden-hulled 12-passenger launch built 1941 by Groves & Gutteridge, Cowes (463) as Royal Army Service Corps (RASC) "Shakespeare" Class General Service Launch (GSL) **Celia**; 21 gross tons, 46.7' x 11.7' beam with 40bhp 4-cylinder Gardner diesel, 8 kts; used as towing support vessel; acquired 1953 and 10/1953 battered by 'great storm', but repaired; by 1980 owned Hocking, Taplow, Ramsgate, by 12/92-09 at Canvey Island; [Class designed by G&G with 14 of 24 being built at their Vectis Works] (o.n.186414)
- Wilmiranda** (pr.1953-c.1972) wooden-hulled 12-passenger cargo/launch built 1945 at Cowes, original name unknown; 21 gross tons, 46.7' x 11.7' beam with 40bhp Gardner diesel, 8 kts; acquired pr.10/1953 registered at Cowes; 1972 sold to owner at Belfast (o.n.186419) - *the second of the three Groves & Gutteridge-built 'Shakespeare' design.*

*NB: For 27 years, Williams operated a daily 'Tug Run' carrying the 12-man changeover crews to/from Red Funnel tugs at Fawley Jetty. From January 1962, the above two each had a certificate "not outside Calshot to Hook" for 40 passengers and 2 crew, until later replaced by **Wilventure** and **Wilfreedom**.*

- Wiltern** (1953-??) no details known, but probably the third 45ft RASC "Shakespeare" class GSL acquired in 1953.
- Wildora** (1953-1966/68) wood motor cargo built 1934 by Stephenson's at Macduff, Scotland as 'semi-zulu' fishing vessel **INS24 Veronica**; 33 gross tons; 55.5' x 16.3' with 5' draft and 66 bhp engine; 1937 renamed **INS24 Planet**; WW2 believed requisitioned by RN Patrol Service and may have been operated to Dunkirk/Le Panne area prior to/during evacuation, but not currently listed; 1944 sold to NAAFI; 16/12/1953 acquired as **Planet** from G.E. Stoner, Portsmouth and renamed; 1955 registered at Southampton; 1966 sold to Payne's Marine Transport, Sheerness retaining management (see above); 1968 sold to D A Hopker, Dartmouth; by 1980 listed owned Sunderland Borough Council; by 2000 at Hendon Dock, Sunderland and currently being refitted at Leibherr Cranes yard, Sunderland. (o.n.186455)
- Wilmay** (c.1957-c.1966) wooden-hulled 12-passenger yacht/launch built 1939 by William Weatherhead & Son, Cockenzie, East Lothian, Scotland as yacht **Ro-Beda** for Robert Ingram of Sheffield (reg. Hull); 28 gross tons; 47.3' x 14.7'; twin screw with two 4-cyl Gardner diesels; 1947 to K. Gregson, Holyhead (reg. South Shields), later renamed **Tyneholme**; c.1957 acquired, renamed and registered at Southampton; by 1966 owned by Edwin R Davison of Bursledon, later to RG O'Connell, High Denham, Bucks, then to Swiss owner (o.n.167062)
- Wilbetty** (1958-??) wooden-hulled motor cargo, built 1926 by John Tyrrell & Sons, Arklow, Ireland as motor ketch fishing vessel **D230 Nabro**; 67 gross tons, 61' x 16'; 1941 used as towing support vessel (reg. Liverpool); 1951 reg; Dublin; 1958 acquired as **Nabro** from Kemps Shipyard, Bitterne Manor, renamed and registered at Southampton; 1980 still owned, but later fate unknown. (o.n.146424) *(photo right)*
- Wilmere** (1959-76) motor cargo barge built 1930/1 by Cochrane & Sons, Selby (yn.1101) for WD Army as **Henry Cadell**; 108 gross tons, 134 tons dwt 27m x 5.8m with two 2-cyl Newbury diesels (total 160bhp); 5/1/1959 acquired by Williams Shipping Co (Fawley) Ltd and renamed; 1976 sold to Troon-owner Gordon D McCallum of Law Carluke, Lanarkshire and converted to a salvage vessel; 13/8/76 while working on wreck of **Byron Darnton** sank on reef off Island of Sanda (Firth of Clyde). (o.n.3000653)



above: **Wilclair** off Town Quay  
left: **Henry Cadell** on arrival at Town Quay

- Wilclair** (1962-pr.1982) steel cargo barge completed 2/1935 by Chas. Hill & Sons, Bristol (yn.215) as **Severn Industry** for Severn & Canal Carrying Co Ltd, Bristol; 124 gross tons, 140 tons dwt 91'2" x 19'6" with 7.4' draft, single screw with 45nhp 4-cyl Petters engine; 1950 re-engined with 136bhp 4-cyl Ruston & Hornsby diesel; 1959 sold to British Transport Commission, Gloucester; 1962 acquired by Williams Shipping Co (Fawley) Ltd, renamed and registered at Southampton; by 1982 sold and by 1986-96 a floating restaurant at Nutts Landing, Bristol; 1996 laid up at Chepstow. (o.n.163857, IMO 5389475)
- Wilit** (pr 1965-pr.1980) swim-head barge, but no build or other details known; acquired prior to 1965, when Husbands Shipyard installed a deck mounted engine with outboard drive; by 1980 owned by J.B. Caswithen Richardson, Elephant Boatyard, Bursledon. (o.n.186454) *(photo right off Town Quay)*
- Wilwren (i)** (1967-8) wooden-hulled motor passenger launch, built 1940 by Groves & Gutteridge, Cowes as Admiralty 52½ft **HL(D) 3971**; 21 gross, 15.85m loa x 3.96m; 1967 acquired from ASCD; 4/68 for sale, by 4/90 owned Belsize Boatyard; by 1995/6 at Paglesham, 2005-10 at Wallasea Bay Marina; 2010 sold in derelict state and restored/ converted to houseboat at Tollesbury, Essex (26 gross tons) (o.n.3353390) **Vessel 2717 on National Historic Ships Register**
- Wilwren (ii)** (1968-1981) built 1945 by Admiralty at Portsmouth as Admiralty launch; 16.12 x 3.59m; 27/2/1961 sold out of service to Williams Shipping (Fawley) Ltd and registered Southampton from 1968; 10/3/1981 sold to Belsize Boatyard Ltd, Priory Road, Southampton; 8/9/1982 to Glen Leonard Meddick of Bitterne, Southampton; 1984 resold; 1999 re-engined with 1952-built 126hp 6-cyl Foden, 9 knots; whereabouts unknown. **Vessel 1564 on National Historic Ships Register.**
- Wilbonnie** (1971-88) multi-purpose cargo/survey/passenger vessel (Company's last wooden-hulled vessel); built 1956 by Rossie Island Shipbuilding Co., Montrose as 70ft wood motor fishing seiner **A86 Semnos II** for John Walker, Aberdeen; 48 gross tons, 73' loa with 152bhp Gardner diesel, 8.5kts; 16/12/1966 ran aground in heavy seas on sandbank south of Peterhead; 1967 to The Seiners Fishing Co, Aberdeen; 1971 acquired at auction in Aberdeen, renamed and rebuilt with new wheelhouse and derrick at Holdens Yard, Southampton, now 71 grt, 67.4' x 19.5' (reg. Guernsey); 1/1988 sold to Roderick Cunningham (Scalpay) Ltd, Scalpay (of Harris), Outer Hebrides; (o.n.341952) *(photo right in May 1974 – Colin Drayson)*
- Wilbernia** (1971-88) steel motor barge completed 5/1960 by Richard Dunston Ltd, Thorne, Yorks (yn.T1043) as lighter **Cowes** for British Road Services Ltd. 93.46 gt, 140 dwt, 80'4" loa x 16'6" with 4' draft, twin screw with two 4-cyl Kelvin diesels (total 176bhp), 8 kts; 18/11/1971 delivered to Williams at Newport, IOW, now 125 grt; 1978 re-engined with two 6-cyl Ford diesels; 5/8/1988 sold to Electricity Supply Board-Fisheries Division (ESB Fisheries), Dublin, Ireland. (o.n. 302010).
- Wilventure** (1975-2005) The company's first newbuilding, a GRP 40ft Keith Nelson 40 fast launch, ordered from Auto Marine Engineering, IOW, which ceased trading during construction; the vessel parts were collected by lorry, brought to Company yard before completed 1976 by Halmatic, Havant; 17.6 gt, 11.81 x 3.41m, twin screw with two Perkins Sabre diesels (total 430bhp), 20 kts; 18 passengers; 12/7/2005 sold to Marine Services (Grimsby)
- Murius** (1981-2006) steel cargo lighter, completed 7/1962 by Richard Dunston Ltd, Thorne, Yorks (yn.T1112) for Vectis Transport Ltd, Cowes; 125.4 grt, 213 dwt, 97'8" x 20'6" with 6'6" draft, twin screw with two 3-cyl Bergius-Kelvin diesels (total 132bhp), 7.5 kts; 9/1981 acquired by Williams, now 190 dwt, 91.1' x 20.5' (27.76 x 6.11m) with 7.5' draft; 21/2/1989 transferred to subsidiary Midspec Ltd and at some stage re-engined with two Ford Mermaid diesels (230bhp); 10/7/2006 sold to Landsbreach Ltd, Maldon, Essex and by 2009 shortened at Maldon to under 24m. (o.n. 303770, IMO 5243970) *(photo right),*





# A – Z of Sail

by Michael Page

## *For the letter “B” I have chosen the BATAVIA*

**Batavia** is a replica of 17<sup>th</sup> Century wooden sailing ship of the same name. She was built at Lelystad in Holland between 1985 and 1995 under the direction of master shipbuilder Willem Vos using traditional methods and replica tools of the 1600s and materials such as Dutch oak and hemp, and pinewood from the Baltic. She had a 19 metre bowsprit. Once completed she was left on 25th September 1999 on a barge bound for Australia and was moored at the National Maritime Museum in Sydney for the 2000 Olympics; she was the flagship of the Dutch Olympic Team.

Once the Olympics were over, on the 12th June 2001 she returned to the Batavia Wharf in Lelystad where she remains now open to visitors.

The original **Batavia** was a ship of the Dutch EastIndia Company (VOC) and was built in Amsterdam in 1628. She had 24 cannons, and was shipwrecked on her maiden voyage and was made famous by the subsequent mutiny and massacre that took place among the survivors. Various artifacts are on display at the museum in Fremantle - her remains are Australia's second oldest known shipwreck.

The original mutiny in 1628 was the master mind of Jeronimus Cornelisz, a crew member. during this outward voyage in 1628 the mutineers of Adriaen Jacobsz and Jeronimus Cornelisz planned to shipwreck the vessel somewhere where they could settle down to a new life. The plan went very wrong and in the end 125 passengers (men, women and children) were murdered by their followers.

They did not escape capture and punishment and those who did the dirty work were punished by flogging, keelhauling and being dropped from the yard arm. Cornelisz, second in command was broken on the wheel and, despite being tortured, Jakobsz did not confess to his part in planning the mutiny so probably died in prison in Batavia. Of the original 341 on board **Batavia** only 68 made it to the port of Batavia its final destination.



*Two views of the replica **Batavia***