



# SCANNER

## NEWSLETTER of the SOLENT MARITIME SOCIETY

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### FUTURE MEETINGS

Feb. 28<sup>th</sup> Chas Betts - A Little More Nostalgia.....  
March 27<sup>th</sup> David Hornsby - Great Liners of the 20<sup>th</sup> Century  
April 24<sup>th</sup> Andy Skarstein - Hurtigruten, the Northern bus

### IN THE NEWS :

Gales of up to 80mph on 3<sup>rd</sup> brought small vessels sheltering to St. Helens Anchorage, *Independent*, *Union Gem and Sormovskiy-3057* all took shelter, all Red Funnel Isle of Wight services were cancelled for a while and Southampton bound vessels were forced to steam off the Nab presumably as the pilot boats could not get to them. Further similar disruption was seen on the 5<sup>th</sup>.

BAE Systems has signed a £133m deal to supply the Brazilian Navy with three ocean patrol ships. These will be the trio built for Trinidad and Tobago whose government cancelled the deal when the vessels were all but complete.

Having cancelled her last cruise from Venice to Southampton, *Adonia* entered dry-dock in Falmouth early on 8<sup>th</sup> for unscheduled propshaft seal repairs. The yard were given 4 days to complete repairs and she duly arrived at Southampton early on 13<sup>th</sup> from where she sailed on an 87-night World cruise later that day.

The writing has been on the wall for several years and on 9<sup>th</sup> January SeaFrance was liquidated and put out of its financial misery. Services had been suspended for 48hrs on 15<sup>th</sup> November pending a court decision the following day, but although the company was given leave to continue operations until 28<sup>th</sup> January 2012, in practice the administrators precluded further trading essentially on safety grounds. Making losses estimated at €3m/month since October 2008, the company was put into receivership in at the end of 2009, several restructuring plans and take overs were all rejected either by its parent company SNCF, or the CFDT union and with any further subsidies or grants deemed illegal under EU law, the company was officially liquidated by the *Tribunal de Commerce de Paris* with the loss of some 1,000 jobs in France and 130 in UK.



SeaFrance Moliere

ARO

*Adieu, SeaFrance*

You may have noticed the absence of *Huelin Endeavour* recently. She last sailed to the Channel Islands from Southampton from 21<sup>st</sup> December and has now found her way to a lay-by berth on the Parkade in Rotterdam. I spoke with Huelin who told me they had terminated the charter for the winter months and would now be running a one ship service. It is believed the vessel will resume Huelin service in the Spring.

Friday 13<sup>th</sup> brought a maritime disaster off the Italian coast when a show-boating captain went off course, hit rocks and sank his ship. The vessel's captain, Francesco Schettino, then further covered himself in glory by abandoning the ship before his passengers! Tragically, a number of passengers and crew lost their lives through his recklessness. The name *Costa Concordia* will remain in maritime memory for all the wrong reasons. It should also be remembered that this was one of those ships where the champagne bottle did not break during the naming ceremony in June 2006 and in November 2008 she hit the dock side whilst entering the port of Palermo in bad weather. Superstitious ? Not me !!

The redevelopment of berths 201/2 was the subject of parliamentary discussion on 18<sup>th</sup> January and it is hoped that dredging work will commence in September after the salmon have arrived in their River Test spawning grounds.

**Watch out** for the new generation CMA CGM box boats over the next few months, *Christophe Colomb* 26<sup>th</sup> March, *Laperouse* 2<sup>nd</sup> April, *Magellan* 9<sup>th</sup> April, *Amerigo Vespucci* 30<sup>th</sup> April, *Corte Real* 14<sup>th</sup> May and *MSC Capella* 28<sup>th</sup> May - a brand new ship scheduled for delivery during March 2012. And for cruise ship enthusiasts the *Star Clipper* will be in the area carrying out cruises from Southampton and Portsmouth in early May and September.

### NAVAL COMMUNICATIONS in the PORTSMOUTH AREA - part 3 : Doug Toogood/ARO

In 1836, Samuel Morse, Joseph Henry and Alfred Vail developed an electrical telegraph system which worked by sending pulses of electric current along wires which operated an electromagnet, later developed to make a series of indentations in paper tape. A year later a similar system was developed in England by William Cooke and Charles Wheatstone using a system whereby the receiving electromagnet had a pointer that moved to the relevant letter. This system, however, never took off. But in the US, Vail developed the American system and introduced a code of long and short pulses to describe originally numbers, but later also letters. It was this system that became known as the Morse code. Developments were later made in Germany by Friederich Gerke and in 1848 this system became known as the European Morse code. Standardisation became necessary and in 1865 at the International Telegraphy Congress in Paris, the International Morse Code was adopted and the original American system fell out of use.

Electronic telegraphy and the Morse Code were to revolutionise communications in the Royal Navy and indeed all over the world. Royal Navy trials were first carried out by Captain Philip Colomb in 1865 using the Electro Magnetic Recording Telegraph as devised by Samuel Morse.

For use at night, The Royal Navy adapted a flashing lamp system to transmit morse code communications but still used the shutter and flag system by day. Development responsibility within the Royal Navy was given to the former frigate, HMS Vernon, by then a floating hulk moored at Fountain Lake in Portsmouth Harbour. By 1872 it also became the testing area for the new self propelled torpedo. The Vernon was commanded Cdr. Jackie Fisher, later to become Lord Fisher, Admiral of the Fleet.

At around the same time, the British scientist, James Clerk Maxwell, predicted the possibility of producing radio waves that would travel at the speed of light and some 20 years later the German physicist Heinrich Hertz demonstrated this radiation when he made sparks jump between two metal spheres. Later experimenters managed to increase the distance these Hertzian waves could be transmitted and in 1894 a British scientist, Oliver Lodge, sent Morse code signals over a distance of half a mile.

Research into electromagnetic waves reached new levels when the Russian physicist Aleksandr Popov built a receiver to detect electromagnetism in the atmosphere and a year later in an experiment at the University of St. Petersburg, managed to send and receive signals from different points. Independent work was being carried out in Italy at the same time by a young scientist Guglielmo Marconi. He worked on developing the ideas of Hertz and found that by using an insulated aerial he could increase the distance a signal could be transmitted. After patenting his system, in 1896 he established Marconi's Wireless Telegraph Company in London. In 1898, he made the first successful transmission across the channel and three years later bridged the Atlantic with signals sent from Poldhu in Cornwall to St. Johns, Newfoundland.

The use of radio transmissions was rapidly embraced by the Royal Navy and by 1907, plans were made to establish telegraph stations at Gibraltar, Cleethorpes for the North Sea and Horsea Island, Portsmouth. More of Horsea Island in part 4.

**ECHOES of the PAST : February 1967 : Bert Moody**

During the early part of 1967, the U.S. Navy Reserve Fleet at Hythe was being built up with various items brought in from France. Dutch tugs were utilised for the towage operations, OCEAAN, MAASBANK and SCHELDE brought in barges and tugs and later in the month OCEAAN and SCHELDE returned each towing a floating crane with a further crane towed in by NEPTUNIA.

On 1<sup>st</sup> February, Lykes Line's Bethlehem Steel built C3-S standard LESLIE LYKES 62/9,891 arrived and ORANJE NASSAU called homeward bound from the West Indies. Next day, Royal Mail Lines ARAGON called homeward bound from South America to London, the cargo vessel BLACK PRINCE was at 36 berth, AUSTRALIS arrived from Sydney and QUEEN MARY came out of dry-dock after her annual refit.



Oranje Nassau

ARO

On 3<sup>rd</sup> PENDENNIS CASTLE left for South Africa, CARINTHIA arrived from New York, 77 passengers had disembarked at Cobh, a further 117 at Le Havre whilst 487 remained on the ship to Southampton where 4,982 bags of mail were unloaded. NEVASA sailed on a 16-day cruise to West Africa with British and Swiss passengers, and AUSTRALIS returned to Australia. Next day, Johnson Line's PORTLAND 52/7,115 arrived to load cargo on the way to Los Angeles. P&O's CHITRAL ex Jadotville - 61, arrived from London to embark 200 passengers, 900t of cargo and 4,500 bags of mail and sailed for the Far East on 6th February. ARTEMIS ex - HMS Sluys came out of No.5 dry-dock and was berthed at 45 berth in the Ocean Dock.

On 5<sup>th</sup> Cunard's cargo vessel PARTHIA 63/5,149 *en route* from London to New York called to load 5,000 bags of mail, HAMBURG homeward bound from Japan was served by tender and ELEKTRA was back with more cars. Next day, S.A. ORANJE arrived from South Africa, IRPINIA arrived from the West Indies returning the next day, FLAVIA called *en route* from Sydney to Bremerhaven and FAIRSKY arrived from Sydney and after disembarking passengers also sailed for Bremerhaven.

On 7<sup>th</sup> CARINTHIA left on a cruise to the Atlantic Isles, Gibraltar and Lisbon, the ferry SHANKLIN arrived from Portsmouth for refit. Next day, ORIANA sailed to Australia with 1,800 passengers, 39 cars and 150t of cargo and ELEKTRA returned with more cars.

On 9<sup>th</sup> ANGELINA LAURO called *en route* from Australia to Bremerhaven, 400 passengers disembarked and 354 bags of mail were unloaded. FLANDRE called homeward bound from the West Indies, 53 passengers

disembarked, and LANCASTRIAN PRINCE 60/4,800 was at 36 berth. Next day, QUEEN MARY sailed for New York with 555 passengers, embarking a further 89 at Cherbourg. GOOD HOPE CASTLE sailed for South Africa, BENMHOR 49,7,731 ex Penrith Castle - 52, called to load cargo and sailed for the Far East the following day. On that day, RANDFONTEIN called homeward bound from East Africa, JAGERSFONTEIN called outward bound for East Africa and ORANJE NASSAU called *en route* to the West Indies.

On 12<sup>th</sup> FLAVIA called on the way to Australia, GOLFITO arrived from the West Indies with 40 passengers, 40,365 stems and 39,420 cartons of bananas and 600 boxes of molasses. The small reefer BISMILLAH brought in fruit from Casablanca and US Lines C4-S standard AMERICAN CHAMPION 63/11,185 arrived. Next day, WINDSOR CASTLE arrived from South Africa with 480 passengers and PORT VINDEX 43/10,480 was at the Cold Store berth. She was laid down on 2<sup>nd</sup> July 1942 as the *Port Sydney*, but completed as the *Nairana* class escort carrier *HMS Vindex (R-319) D-15*, commissioned on 3<sup>rd</sup> December 1943. Her war service saw her operate mainly in the Atlantic and Arctic Oceans, but in 1945, she was operating as a replenishment carrier with the British Pacific Fleet, She was de-commissioned and sold on 2<sup>nd</sup> October 1947. Re-converted to a refrigerated cargo ship at Wallsend, she was renamed *Port Vindex* and operated as such for Port Line until broken up at Kaohsiung where she arrived in August 1971. FRANKFURT homeward bound from Japan was served by tender, BESS arrived at 49 berth with another load of cars and the US Govt. operated C2 type AFRICAN LAKE 42/6,508 arrived. HMS WHITBY F36, a Cammell Laird built type 12 anti-submarine frigate, entered No.5 dry-dock.

On 14<sup>th</sup> CAPETOWN CASTLE arrived from Cape Town with 345 passengers, FLANDRE called en route to the West Indies, BEGOÑA came in from Vigo and later sailed for the West Indies. Next day, PARAGUAY STAR called *en route* from South America to London, FAIRSEA arrived from Australia with 670 passengers and after disembarkation entered No.7 dry-dock for routine maintenance. GOLFITO sailed for the West Indies and DINTEL DYKE was served by tender.

On 16<sup>th</sup> Cunard's cargo vessel SAXONIA called en route from New York to London and the 1944-built C2-S type HELEN LYKES arrived. Next day FAIRSEA sailed for Australia with 1,250 emigrants and FAIRSKY arrived from Bremerhaven and after embarking 1,400 emigrants also sailed for Australia. On 18<sup>th</sup> SYLVANIA completed her West Indies cruise, disembarking 440 passengers and PRINS DER NEDERLAND called on her way to the West Indies. Next day, ANGELINA LAURO called en route from Bremerhaven to Sydney, NEVASA completed a cruise and the 1963-built United States Line's C4-S type AMERICAN CORSAIR arrived.

On 20<sup>th</sup> CARINTHIA completed her cruise, NEVASA departed on a cruise to the Mediterranean with 1,080 students and 73 leaders. It was scheduled to terminate in Venice with the passengers returning to the UK by air. SOUTHAMPTON CASTLE arrived from South Africa with 8,483t of cargo, 3,520 bales of skins and wool and 1,834 bags of mail. TUCURINCA 62/6,738 arrived from Jamaica with 97,465 stems and 68,386 boxes of bananas and 1,400 cartons of fruit. After discharge, she entered No.6 dry-dock. Next day, UNITED STATES called on the way to Bremerhaven, 287 passengers disembarked and 3,733 bags of mail were unloaded and CARINTHIA sailed for New York. During the week, Cunard office staff were relocated from Maritime Chambers to South Western House.

On 22<sup>nd</sup> SYLVANIA sailed on a cruise to the Atlantic Isles with 470 passengers and Royal Mail Lines ARLANZA called *en route* South America for London. Next day, BESS was back with more cars from Rouen. On 24<sup>th</sup> WINDSOR CASTLE sailed for South Africa, Johnson Line's aged 6,017gt freighter PERU called on the way to San Juan. She was completed by Gøteverken in August 1938. Next day UNITED STATES called on her return voyage to New York and the HEXRIVIER 67/6,351, delivered a few weeks earlier on 14<sup>th</sup> January, arrived from South Africa with 352,274 boxes of pears and grapes. VIKING I was back in port from charter, but sailed for Oslo for her annual refit.



Peru

Johnson Line

On 26<sup>th</sup> BENNACHIE 49/6,491 arrived from London and after loading cargo sailed for the Far East and US Lines C4-S type AMERICAN COURIER 63/11,185 arrived. Next day, EDINBURGH CASTLE arrived from South Africa, ANTILLES called homeward bound from the West Indies, HOBART STAR 56/8,398 arrived at the Cold Store berth in the Western Docks from Australasia with a very large cargo comprising, 66,494 lamb carcasses, 19,954 cartons of butter, 694 crates of cheese, 2,000 bags of milk powder and 243 cartons of lamb livers. REINA DEL MAR arrived from South Africa after carrying out several cruises and the American built C2-S standard PIONEER COVE 46/8,266 arrived. On the last day of the month the small Norwegian reefer BRAQUE 58/3,647 arrived with more fruit from Casablanca.

## SOUTHAMPTON MOVEMENTS : January 2012

### Significant arrivals during January 2012

As promised, the first pair of APL's new larger box boats duly arrived, *APL Chongqing* on 5<sup>th</sup> and *APL Gwangyang* on 19<sup>th</sup>. The smaller 4,250 teu Chinese built *APL Shanghai* arrived on a first visit on 26<sup>th</sup>. *CMA CGM Alaska* duly returned on 6<sup>th</sup>. The month also saw first calls for four vehicle carriers, *Atlas Leader*, *Daedalus Leader*, *Hercules Leader* and *Morning Crystal*.

*Smit Dee*, 03/140 one of a class of six aircrew training vessels made a brief call at Portsmouth on 5<sup>th</sup> before leaving for Brighton Marina. On 11<sup>th</sup>, the attractive Norwegian 3-masted barque *Statsraad Lehmkuhl* visited 46 berth. She was built in 1914 by Tecklenborg Schiffswerft und Maschinen as the *Grossherzog Friedrich August* as a training ship for the German merchant navy. Taken by the British as a war prize, she was sold to Norway in 1921. In 1967 she was bought by the Norwegian shipping tycoon Hilmar Reksen to prevent her falling into foreign hands and in 1978 she was donated to the newly formed *Statsraad Lehmkuhl* Foundation who still own and operate the vessel. During the month, *Shoalway* 10/4,088 was carrying out dredging operations off the Esso terminal.

A further load of contaminated soil from the Ukraine arrived at No.7 drydock on 21<sup>st</sup> aboard the *Burak N* which later moved to 20 berth where she remained until sailing for Bermeo in Northern Spain on 29<sup>th</sup>. *Abis Belfast* made a first visit to the port to load a couple of wind turbine blades at 25 berth which she took to Ayr and the grain terminal supported 13 small vessels during the month.

### Cruise Ships

AURORA [4] : QUEEN ELIZABETH [5] : ORIANA [5] : BOUDICCA [5, 19] : BALMORAL [5] : SAGA PEARL II [6] : SAGA RUBY [6] : OCEANA [8] : ARCADIA [9] : INDEPENDENCE OF THE SEAS [10, 22] : QUEEN MARY 2 [10] : BLACK WATCH [11] : ADONIA [13]

### DPW SCT

CMA CGM STRAUSS 04/65,247 (Tangier [1] 206 [1] Rotterdam) : OOCL HAMBURG 04/89,097 (Suez [1] 204/5 [2] Bremerhaven) : CAP STEPHENS 05/54,809 {NA9 [1] 207 [2] New York} : KYOTO EXPRESS 05/93,750 (Antwerp [2] 206 [3] Jeddah) : APL OREGON 10/71,787 (Le Havre / NA(s) [3] 204/5 [4] Antwerp) : **APL CHONGQING** 10/113,735 (Tangier / NA(s) [5] 206 [6] Hamburg) : CMA CGM ALASKA 11/140,259 (Tangier [7] 204/5 [8] Hamburg) : NYK OLYMPUS 08/98,799 (Hamburg [7] 207 [8] Le Havre) : CMA CGM BUTTERFLY 08/111,249 ex : Santa Lorena - L (Zeebrugge [7] 205/6 [8] Beirut) : SOFIA EXPRESS 10/93,750 (Antwerp / NA9 [8] 207 [9] Jeddah) : CMA CGM WAGNER 04/65,247 (Tangier [8] NA10 [9] 206 [9] Rotterdam) : OOCL NAGOYA 09/40,168 (Le Havre [8] 204/5 [8] New York) : OOCL SOUTHAMPTON 07/89,097 (Singapore [8] NA14 [9] 204/5 [10] Bremerhaven) : APL NEW JERSEY 08/67,009 (Le Havre [9] 206 [10] Antwerp) : MOL CELEBRATION 08/86,692 (Tangier [11] 206 [12] Hamburg) : NYK OCEANUS 07/98,799 (Hamburg [12] 207 [13] Le Havre) : CMA CGM CENTAURUS 10/131,322 (Zeebrugge [13] 206 [14] Beirut) : CMA CGM ANDROMEDA 09/131,332 (Tangier [13] 205 [14] Hamburg) : TSINGTAO EXPRESS 07/97,350 (Antwerp [13] 207 [15] Port Said) : ZIM RIO GRANDE 08/40,030 (Le Havre [14] 204/5 [15] New York) : CMA CGM CHOPIN 04/69,022 (Tangier [15] 206 [15] Rotterdam) : OOCL WASHINGTON 10/89,097 (Port Klang [15] 205 [16] Bremerhaven) : APL ZEEBRUGGE 10/87,679 (Le Havre [16] 207 [17] Antwerp) : NYK ARCADIA 11/105,644 (Hamburg [17] 206 [18] Le Havre) : CMA CGM TITAN 11/131,332 (Zeebrugge [18] 204/5 [19] Beirut) : **APL GWANGYANG** 11/113,735 (Tangier [19] 206 [20] Hamburg) : CMA CGM LIBRA 09/131,322 (Tangier [19] 205 [20] Hamburg) : OOCL NORFOLK 09/40,168 (Le Havre [21] 207 [22] New York) : OOCL SEOUL 10/89,097 (Suez [22] 204/5 [23] Bremerhaven) : CMA CGM PUCCINI 04/65,247 (Tangier [22] 207 [23] Rotterdam) : VIENNA EXPRESS 10/93,750 (Antwerp [22] 206 [23] Jeddah) : NYK VEGA 06/97,825 (Hamburg [25] 204/5 [25] Le Havre) : CMA CGM CASSIOPEIA 11/131,322 (Zeebrugge [25] 206 [26] Beirut) : **APL SHANGHAI** 10/40,541 (Le Havre [26] 207 [27] Antwerp) : APL FINLAND 88/88,089 ex : MOL Courage - L (Tangier [26] 206 [27] Hamburg) : CMA CGM MUSCA 09/128,600 (Tangier

[28] 205 [29] Hamburg) CAP STEPHENS 05/54,809 ex : Maersk Durham - 10, P&O Nedlloyd Dover - 05 (Le Havre [28] 207 [29] New York) : FRANKFURT EXPRESS 10/93,750 (Antwerp [29] 206 [30] Jeddah) : CMA CGM BELLINI 04/69,22 (Tangier [29] 207 [30] Rotterdam) : OOCL ROTTERDAM 04/89,078 (Suez [29] 204/5 [31] Bremerhaven) : CMA CGM RIGOLETTO 06/107,711 (Zeebrugge [30] 206) : HYUNDAI VANCOUVER 10/71,861 (Le Havre [30] 207) : NYK VESTA 07/97,825 (Hamburg [31] 204/5)

### DPW SCT - Feeder Services

PIRITA [2, 10, 14, 26] : GERD SIBUM [5, 12, 15, 21, 28] : ENSEMBLE [5, 19, 26] : ENFORCER [8, 16, 23, 30]

### PCTC

MORNING CELESTA 08/57,541 (Antwerp [1] 40 [1] Barcelona) : FLORIDA HIGHWAY 08/59,493 (Bremerhaven [1] 44 [1] Baltimore) : GRANDE EUROPA 98/51,714 (Antwerp [1] 102 [3] Valencia) : TIJUCA 09/71,693 (Zeebrugge [1] 35 [1] Port Elizabeth) : BRAVERY ACE 00/52,276 (Bremerhaven [1] 40 [2] Port Said) : MORNING COMPOSER 08/57,542 (Bremerhaven/NA(s) [3] 35 [4] Zeebrugge) : TUGELA 11/72,295 (Bremerhaven / NA(s) [5] 35 [6] Baltimore) : **ATLAS LEADER** (Bremerhaven / NA(s) [5] 40 [6] Savona) : GRANDE DETROIT 05/38,651 (Gemlik [6] 104 [6] Vlissingen) : CHESAPEAKE HIGHWAY 10/58,535 (Zeebrugge [7] 44 [7] Livorno) : DON JUAN 95/55,598 (Zeebrugge [7] 35 [8] Halifax) : GRANDE COLONIA 07/38,651 (Valencia [9] 201 [9] Emden) : ASIAN BREEZE 83/29,874 (Cuxhaven [9] 31 / 102 [9] Zeebrugge) : GRANDE NAPOLI 03/44,408 (Valencia [7] 102 [9] Emden) : **DAEDALUS LEADER** 09/62,993 (Emden [10][10] Manzanillo) : MAERSK WAVE 01/51,770 (Hamburg [10] 44 [11] Le Havre) : GRANDE ELLADE 01/52,485 (Antwerp [12] 102 [13] Salerno) : ASIAN PARADE 96/67,180 (Wallhamn [13] 35 [14] Bremerhaven) : CALIFORNIA HIGHWAY 10/60,320 (Bremerhaven [14] 44 [14] Baltimore) : HOEGH TREASURE 99/58,684 ex : Hual Treasure - 06, Hual Carolita - 00 (Le Havre [14] 40 [15] Santander) : GAIA LEADER 11/62,838 (Bremerhaven [15] 40 [16] Setubal) : TONSBERG 11/74,622 (Le Havre [16] 35 [16] Baltimore) : TURANDOT 94/55,598 (Zeebrugge [16] 44 [16] Halifax) : BOSPORUS HIGHWAY 09/59,440 (Bremerhaven [16] 44 [17] Galveston) : GRAND MERCURY 02/58,947 (Bremerhaven [16] NA3 [17] 35 [17] Port Elizabeth) : ARABIAN BREEZE 83/28,116 (Cuxhaven [16] NA(s) [17] 31/105 [17] Zeebrugge) : ASIAN VISION 97/55,680 (Zeebrugge [17] 44 [18] Manzanillo) : INDEPENDENCE II 94/55,598 ex : Titus - 08 (Bremerhaven [18] 38/9 [18] Baltimore) : GRANDE ITALIA 01/37,726 (Antwerp [18] 105 [19] Portbury) : TRISTAN 85/51,071 (Zeebrugge [19] 35 [20] Santander) : GRANDE MEDITERRANEO 98/51,714 (Antwerp [19] 102 [19] Salerno) : MORNING CHORUS 07/57,536 (Antwerp [19] 44 [20] Barcelona) : BISHU HIGHWAY 09/56,978 (Bremerhaven [20] 40 [20] Baltimore) : **MORNING CRYSTAL** 11/59,525 (Bremerhaven [21] 35 [21] Singapore) : TORTUGAS 06/61,321 (Zeebrugge [21] 44 [22] Halifax) : VIKING CHANCE 99/33,863 (Zeebrugge [21] 105 [21] Portbury) : FAUST 07/71,583 (Zeebrugge [22] 35 [22] Port Elizabeth) : APHRODITE LEADER 07/62,571 (Bremerhaven [23] 35 [23] Cristobal, PAN) : ASIAN BREEZE (Cuxhaven [23] 31/105 [23] Zeebrugge) : MORNING CROWN 05/57,692 (Antwerp [24] 35 [24] Port Said) : HOEGH TROOPER 95/56,56,164 ex : Hual Trooper - 05 (Le Havre [25] 40 [25] Santander) : GRANDE SICILIA 08/38,651 (Salerno [25] 102 [25] Vlissingen) : GRAND BENELUX 01/37,712 (Valencia [25] 105 [25] Vlissingen) : HOEGH ASIA 00/56,835 ex : Hual Asia - 06 (Le Havre [25] 44 [26] Santander) : HOEGH TROVE 00/58,684 ex : Hual Trove - 05, Hual Maritita - 00 (Antwerp [25] 44 [26] Port Said Roads) : CASSIOPEIA LEADER 99/57,455 (Antwerp [27] 40 [27] Barcelona) : INTEGRITY 92/52,479 ex : Otello - 05 (Bremerhaven [27] 38/9 [29] Baltimore) : FLORIDA HIGHWAY 08/59,493 (Bremerhaven [28] 44 [28] Baltimore) : ENDURANCE 96/72,708 ex : Taronga - 09 (Zeebrugge [28] 35 [28] Baltimore) : MORNING LYNN 09/68,701 (Antwerp [28] 44 [31] Djibouti) : HOEGH OSLO 08/51,964 (Hamburg [29] 35 [29] Le Havre) : **HERCULES LEADER** 11/63,083 (Bremerhaven [29] 40 [29] Setubal) : ARABIAN BREEZE 83/28,116 (Cuxhaven [29] 31/201 [30] Zeebrugge) : QUEEN SAPPHIRE 09/60,213 (Zeebrugge [30] 35 [30] Halifax) : UNDINE 04/67,378 (Le Havre [31] 35 [31] Port Elizabeth)

### PCTC - European Services

AUTOSTAR [5, 14, 21, 28] : GRAN CANARIA CAR [10, 17, 27] : AUTOPROGRESS [12, 19, 26] : AUTOPRESTIGE [15, 22, 29]

### EASTERN DOCKS

**20** BURAK N 87/1,829 ex : Golden Bridge - 06, Arktis Sky - 02, P&O Nedlloyd Coral - 98, P&O Nedlloyd Eritrea - 97, Arktis Sky - 97 (7DD [25][29] Bermeo, ESP)

**25** **ABIS BELFAST** 10/2,968 (Esbjerg / Harlingen [24][24] Ayr)

**36** VEDETTE 00/2,545 ex Petra - 10 { [4] YA [6] Belfast) : **BRATISLAVA** 94/2,446 (Greenore [7][9] Halmstad) : KELLY C 10/3,875 (Leixoes / SMA [9][11] Belfast) : VERITY 01/2,601 ex : Union Mercury - 08, Estime - 04 (Cowes [10] [12] Belfast) : ISLAY TRADER 92/1,512 ex : Lass Moon - 07, Moon - 92 (Elbeuf [10] SHA [11][11] Belfast) : BEAUMARE

08/2,545 (Bayonne [8] SMA [12][13] Antwerp) : **SORMOVSKIY-3057** 87/3,041 (Sharpness [12] SMA [13][17] Eemshaven) : VEDETTE 00/2,545 ex : Petra - 10 (Cowes / SMA[17][17] Antwerp) : LAUREN C. 07/2,999 (New Holland [18][19] Antwerp) : SOLVI A 99/2,999 Claudia-C - 08, Claudia - 08 (Waterford / SMA [19][20] Aveiro) : PAULA C. 08/2,990 (Tilbury [23][25] Aveiro) : WILSON GHENT 96/2,446 ex : Northern Loknes - 04 (Sharpness [26][26] Eemshaven) : EILEEN C. 07/2,990 (Sharpness [29][30] Lisbon)

**46** STATSRAAD LEHMKUHL 14/1,516 ex : Grossherzog Friedrich August - 21 (Bergen [10] SHA [11][13] La Corunna)

## WESTERN DOCKS

**101** SCL ELISE 09/5,599 ex : Transitorius - 09, SCL Elise - L (Brunsbüttel [23][25] Las Palmas)

**102/3** EEMS SKY 08/1,862 (Limay [5][6] Ijmuiden) : HELEN 81/1,425 (Bonnières [22][24] Rouen)

**104** NAGATO REEFER 00/7,367 (Rotterdam [2][3] Tenerife) (Las Palmas [11][11] Rotterdam) (Las Palmas [22][22] Rotterdam) : MOGAMI REEFER 99/7,367 (Tenerife [4][4] Rotterdam) (Tenerife [15][15] Rotterdam) (Tenerife [25][25] Rotterdam) : HUMBOLDT REX 98/7,637 (Las Palmas [8][8] Rotterdam) (Las Palmas [17][18] Rotterdam) (Las Palmas [29] [29] Rotterdam)

**104W** TRUEMAN 87/182 ex : Tai Tam - 03 { [6] Cardiff }

**105** THV PATRICIA 82/2,541 (SMA [2][3] Nab area) (Nab area [4][5] St. Helens Roads) (Selsey [10][13] Bognor area)

**106** ENFORCER 04/7,642 ex - X-press Matterhorn - 11, Enforcer - 09, Beluga Seduction - KL { [1] 201 }

**107** FRI SEA 01/2,601 ex : Union Mars - 01, Esprit - 04 (Bilbao [7][10] Rostock) : BALTIC CARRIER 97/2,280 (Teignmouth [11][13] Rotterdam) : VITA 90/2,497 ex : Emja - 04 (Briton Ferry [14][17] Vierow) : SORMOVSKIY-3058 87/3,041 (St. Malo [17][20] SHA / Leipaja) : BEAUMONT 05/2,545 (Brest [21][25] Ipswich) : OLZA 90/2,292 ex : Sun Leader -11, Fairdeal - 09, Christopher - 05 (St. Malo [31] }

**108** CFL PATRON 08/4,106 (Garrucha [23][24] Tilbury)

**109** MAPLE ISLAND 10/31,243 (Montoir [2][6] Eregli, TUR) : FRI OCEAN 00/2,218 ex : Vera - 06 (Wicklow [30] [30] Dieppe)

**7DD** VIGOROSO 07/4,244 ex : Kar Cengizhan - 07 (Amsterdam [7][8] Norrköping) : BLANKENESE 84/2,882 ex : Eembaltic - 99, Blankenese - 99 (New Ross, IRL [15][16] Västerås ) : TRENLAND 89/3,826 ex : Trenden - 11 (Santander [15] SHA [17][18] Oxelosund) : FINGARD 00/2,997 ex : Transitorius - 07 (Fecamp [18][20] Oxelosund) : CHRISTINA G. 08/2,545 (St. Malo [19][20] Figuera da Foz) : BURAK N 87/1,829 ex : Golden Bridge - 06, Arktis Sky - 02, P&O Nedlloyd Coral - 98, P&O Nedlloyd Eritrea - 97, Arktis Sky - 97 (Oktyabrsk, UKR [21][25] 20) : NORDSTRAND 91/1,970 ex : Nicole - 93 (Cowes, IoW [26][27] Ruisbroek) : ONEGO ARKHANGELSK 11/5,425 (Immingham [26][27] Port Everglades) : HEINRICH G 97/2,446 ex : Northern Land - 01 (Brake [28][29] Figuera da Foz) : CAPTAIN V. LIVANOS 11/33,194 (Brake [30] }

**201** ENFORCER 04/7,642 ex - X-press Matterhorn -11, Enforcer - 09, Beluga Seduction - KL (106 [2][8] 204)

**202** MTS VENGEANCE 88/156 ex : Fairplay X - 07 (Poole [+ Deep Diver I] [31] }

## MARCHWOOD MILITARY PORT

HURST POINT {RLC4 [4] Port Stanley) : HMS DARING (Portsmouth [3] RLC3 [9] Portsmouth) : HMS DAUNTLESS (Portsmouth [8] RLC4 [10] Plymouth) : HARTLAND POINT 02/23,235 (Las Palmas [12] RLC3 [16] Port Said Roads) : EDDYSTONE 02/23,235 (Leith [16] RLC4 [17] Belfast) (Emden [26] RLC4) : HMS BULWARK (Plymouth [24] RLC3 [25] Plymouth)

## MARCHWOOD QUAY

LADY NORA 01/1,978 ex : Nora - 11 (Honfleur [10][11] Södertälje) : LADY NONA 02/1,978 ex : Nona - 09 (St. Malo [19][20] Södertälje) : KARELIA 10/2,997 (Rochefort, FRA / SMA [22][23] Hallstavik) : LADY MENNA 96/2,561 ex : Menna - 09 (St. Malo [27][28] Södertälje)

## HUSBANDS SHIP YARD

POLMEAR 04/? (Poole [+ barge SHM5][27])

## ITCHEN QUAYS AW = American Wharf

**BURGTOR** 89/2,351 ex : Lady Linda - 04, Mellum - 94, Port Lima - 93 (Lisbon [10 PW [12] Tilbury) : **SEA HAWK** 89/1,959 ex : Christa K - 06, Mindful - 99, I/a Christian (Ridham Dock [10] DW [13] DG [27] Belfast) : **FALCON** 91/1,382 ex : Hoo Falcon - 06 (Montrose [14] DW [18] Dublin) : **SHOREHAM** 92/1,785 ex : Sea Eagle - 09, Hope - 00, Shoreham - 93, Ballygarvey - 90 (Falmouth [18] SMA [19] DW [19] Falmouth) : **MERLE** 94/2,456 ex : Lys Clipper - 06 (Pasaia, ESP [23][25] Tilbury) : **OHLAU** 07/2,452 (Vlissingen [26] PW [27] Tilbury) : **CHRISTINE** (xtg) (Thamesport [30] AW [30] Immingham)

## ESSO MARINE TERMINAL, Fawley

### crude oil tankers

**PACIFIC SKY** 09/115,395 (Hound Point [2] E5 [3] Skagen) : **DEEP BLUE** 05/111,808 (Primorsk [3] NA12/NA(s) [4] E5 [6] Primorsk) : **NAVION OCEANIA** 99/126,355 (Statfjord Oil Field [4] NA12 [6] E5 [7] Statfjord Oil Field) : **RIO GENOA** 07/159,395 (Le Havre [4] NA9 [7][9] Gibraltar) : **LIVOVSKY PROSPECT** 03/114,640 (Primorsk [7] NA12 [9] E5 [10] Primorsk) : **HILDEGAARD** 99/99,122 (Hound Point [9] NA11 [11] E5 [12] NA10 [20] BPJ Hamble) : **STENA NATALITA** 01/108,073 (Sture [11] NA 12 [12] E5 [14] Sullom Voe) : **SKS SEGURA** 07/159,999 (Rotterdam [13] NA9 [14] E5 [15] NA5 [17] Rotterdam) : **NANSEN SPIRIT** 10/109,239 (Feistein Oil Field [17] E5 [19] Feistein Oil Field) : **NAVION SCANDIA** (Alvheim FPSO [19][21] Alvheim FPSO) : **NAVION BRITANNIA** 98/124,821 (Asgard Oil Field [18] NA9 [21] E5 [22] BA [23] Draugen Oil Field) : **ALFA BRITANNIA** 98/99,280 (Hound Point [23] NA9 [24] E5 [25] Tees) : **STENA ALEXITA** 98/127,466 (Asgard Oil Field [23] NA12 [25] E5 [27] Sture) : **BONITA** 06/108,386 (Primorsk [26] NA12 [27] E5 [29] Vlissingen) : **VASILY DINKOV** 08/71,254 (Murmansk [31] E5) : **PEARY SPIRIT** 11/109,325 (off Frazerborough [31] NA10) : **HS TOSCA** 04/114,635 (Hound Point [31] NA12)

### products tankers :

**AYRTON II** 09/51,260 {E2 [1] Dakar) : **NEW BREEZE** 10/48,064 (Antwerp [3] E4 [6] New York) : **COLORADO STAR** 10/12,984 {SHA [4] E2 [6] Rotterdam) : **BIT OKTANIA** 04/9,490 (Brofjorden [5] NA4 [6] E3 [7] Brofjorden) : **ALESSANDRA BOTTIGLIERI** 02/40,165 ex : Ugo di Carlini - 05 (Algeiras [3] NA(s)/NA1 [6] E4 [9] Lomé) : **PATRAS** 07/16,744 ex : Gan Sword - 10 (Kaliningrad [1] E1 [3] SHA [6] St. Petersburg) : **MARIKA** 08/74,996 (BPJ [9] E4 /BA [11] Klaipeda) : **PACIFIC SOLARELLE** 06/45,811 ex : Salvia Express - 10 (Hamburg [7] NA4 [9] E3 [11] Boston) : **MARIDA MALLOW** 08/13,160 (Antwerp [8] SHA [10] E1 [11] Le Havre) : **MAERSK NORDENHAM** 04/16,716 ex : Patrona - L (Slagen [9] NA4 [11] E2 [12] SHA [14] E1 [15] Antwerp) : **LUDOVICA** 98/47,198 (Bilbao [11] NA3 [12] E2 [14] BA [15] Dakar) : **BALTIC MERCHANT** 06/37,311 (Tallinn [2] NA2 [13] E4 [16] Rotterdam) : **BOW SEA** 06/49,592 (Le Havre [12] NA7 [13] E3 [14] Durban) : **BREGEN** 94/13,941 (Kaliningrad [15] E2 [16] Port Jerome) : **FREJA ATLANTIC** 04/45,697 ex : Crozon - L (Bilbao [14] NA4 [16] E2 [18] Providence) : **LIBELLE** 99/13,050 (Rouen [13] SHA [16] E1 [18] La Pallice) : **STEN FJELL** 10/18,562 (Gonfreville [14] NA7 [19] E4 [21] Rotterdam) : **UGALE** 07/52,642 (Amsterdam [19] NA4 [20] E2 [22] Dakar) : **BRO ANTON** 99/16,750 (Kaliningrad [21] E1 [22] Stanlow) : **HARBOUR FEATURE** 11/16,909 (Castellon [15] SHA [22] E3 [23] SHA [27] E3 [29] Pulau Bukom) : **CONTI BENGUELA** 08/37,599 (Rotterdam [20] NA3 [21] E4 [24] Rotterdam) : **SICHEM ONOMICHI** 08/13,104 (Rotterdam [21] SHA [22] E2 [23] La Pallice) : **CITRUS** 08/46,934 (Amsterdam [24] NA4 [25] E2 [27] Lomé) : **ADRIATIC WAVE** 09/51,476 (Falmouth/NA4 [25] E3 [27] Boston) : **BW DANUBE** 76,543 (Sitra [26] E4 [29] Southwold anchorage) : **SCF AMUR** 07/47,095 (Tallinn [8] NA8 [26] E1 [28] NA7 [30] E1 [31] NA6) : **BALTIC SEA I** 03/37,248 ex : Glacier Point - 09, Baltic Sea - 03 (Algeiras [23] NA3 [27] E2 [29] Tenerife) : **LIBELLE** 99/13,050 (Pauillac [27] NA4 [28] E1 [29] Amsterdam) : **BRO SINCERO** 02/18,008 (Le Havre [28] NA4 [29] E2 [30] Port Jerome) : **NAVIG8 GERAKAS** 09/50,543 (Gibraltar [26] NA6 [30] E2) : **HORIZON DIANA** 07/73,672 (Port Said [29] NA9) : **STEN AURORA** 06/16,596 (Kaliningrad [31] NA4) : **FREJA SELANDIA** 07/53,815 (Antwerp [31] NA3)

### chemical/products tankers - coastal :

**MONTAUK** [1, 3] : **STOLT GANNET** [1, 18, 25, 30] : **MARY WONSILD** [2, 7, 11, 16, 26] : **CLIPPER SOLA** [2] : **JANNE WONSILD** [4, 17] : **GALWAY FISHER** [4, 11] : **COSTANZA WONSILD** [4, 22] : **MILFORD FISHER** [5, 24] : **LS ANNE** [7, 16] : **CLIPPER SAGA** [8, 12] : **CLIPPER CUILLIN** [8, 14, 21, 29] : **FRANCES WONSILD** [10, 20, 24, 28] : **ASPERITY** [10, 19, 29] : **STOLT TEAL** [11, 16] : **TREFIN LEADER** [11] : **SARAH WONSILD** [14] : **NORDIC INGE** 05/6,203 ex : Clipper Inge - 10, Inge Wonsild - 07 [15] : **SENIORITY** [16] : **CANSU-Y** 09/3,356 [18] : **ATLANTIS ALDABRA** 05/3,503 ex : Summit - 10, Atlantis Aldabra - 05 [18] : **VARKAN EGE** 08/3,548 [19, 29] : **CAROLINE ESSBERGER** 09/8,400 [20] : **SUPERIORITY** [22] : **CLIPPER BOURGOGNE** [23] : **RHONE** [23] : **STOLT SKUA** [24] : **LEDASTERN** [25] : **LS EVA** [30]

## LPG tankers

MAYFAIR 07/8,200 (Bissau [5] NA4 [7] E2 [9][10] Jorf Lasfar) : **MAERSK HUMBER** 98/23,293 ex : Burgos - 05, Maersk Humber - 00 (Houston [15] NA6 [18] E1 [20] NA4 [23] E1 [25] SMA [29] E1 [30] Jorf Lasfar)

## LPG – coastal

STURGEON [1, 3, 8, 12, 18, 21, 28] : SAARGAS [2] : TEMPEST [2] : GAS LEGACY 98/3,318 ex : Arago - 05, Regulus Gas - 02 [5] : TYPHOON [6, 24, 27] : VENERE [9, 16] : B GAS CRUSADER [11] : B GAS LAURA [12] : B GAS COMMANDER [13] : TWAITE [15] : B GAS CHAMPION [16, 22] : TWISTER [17, 22, 30] : LADY STEPHANIE [31]

## BP JETTY, Hamble

**MARIKA** 08/74,996 (Sitra [6] NA11 [7][9] E4) : JANA 05/1,340 (Rotterdam [11] SHA [12][12] Inverness) (Inverness [15] SHA [16] : **MAGURO** 10/73,719 (Fujairah/BA [14][15] Rotterdam) : **HILDEGAARD** 99/99,122 (NA10 [20][21] Le Havre) **CLIPPER SAGA** 07/4,053 (Bayonne [26][26] Saltend)

## PORTSMOUTH movements :

MAERSK RAPIER 00/34,985 [7, 17]

KLIPPER STREAM [2, 30] : CMA CGM MEKNÈS [3, 17, 31] : ELVIRA [5] : STAR PRIMA [5] : SMIT DEE 03/140 [5] : STAR PRIDE [7] : AGULHAS STREAM [9] : TAURUS J. [9, 24] : STAR QUALITY [12] : ESMERALDA [12] : STAR ENDEAVOUR I [13] : BENGUELA STREAM [15] : ANDALUCIA STAR 91/11,658 ex : Tundra Princess - 05, Del Monte Spirit - 91 [17] : STAR STRATOS [19] : FRIO ADRIATIC 95/6,964 [22] : TIMOR STREAM [22] : STAR CARE [23] : SOUTHERN BAY 97/8,879 ex : Southern Express - 05 [23] : STAR BEST [25] : STAR LEADER [28] : FRIO HELLENIC 99/9,997 [29]

## COWES movements : KW = Kingston Wharf, MW = Medina Wharf

KREMPERTOR 90/2,351 ex : Lady Lisa - 05, Rottum - 93, Port Foz - 93 (Llandulais [1] MW [4] Liverpool) : VERITY 01/2,601 ex : Union Mercury - 08, Estime - 04 (Plymouth / SMA [8] MW [10] Southampton) : VEDETTE 00/2,545 ex : Petra - 10 (Belfast [13] SMA [14] MW [17] SMA [17] Southampton) : NORDSTRAND 91/1,970 ex : Nicole - 93 (Plymouth [23] MW [25] Southampton) :

## PORTLAND major movements

all tanker tonnages are dwt :

bbu = bulker, urr = ro/ro, tcr = crude oil tanker, tco = tanker for oil products, ocl = cable layer

ST. ANDREW 10/20,809 (bbu) [3] : ICE BASE 08/63,605 (tco) [4] : SCF PLYMOUTH 11/74,606 (tcr) [8] : TORM AGNETE 10/50,247 (tco) [10] : MAERSK KATARINA 11/39,724 (tco) [11] : ANGISTRI 00/76,002 (tcr) [12] : SEYCHELLES PATRIOT 08/45,680 (tco) [13] : TORM LENE 08/53,160 (tco) [13] : SPIRIT OF RIO 87/38,576 (bbu) [15] : LEON THEVENIN 83/5,887 (ocl) [16] : VIA MARE 76/8,023 (urr) [18] : CABLE INNOVATOR 95/14,277 (ocl) [20] : CN JUMBOS 95/16,418 (bbu) [20] : MARE BALTIC 08/38,402 (tco) [21] : TYCO RESPONDER 01/12,184 (ocl) [22] : ERMINE 83/16,502 (bbu) [23] : WAVE SENTINEL 95/12,330 (ocl) [24] : RENE DESCARTES 02/13,864 (ocl) [25] : STEFANIA I 85/16,755 (bbu) [25] : JUTLANDIA SWAN 08/17,998 (tco) [25] : TORM CECILIE 01/46,414 (tco) [26] : EL CONDOR PAS 01/20,157 (bbu) [29] : TORM CAROLINE 02/46,414 (tco) [29]

The Mongolian registered tanker GLOBAL STAR 89/4,959/8,192 arrived at Portland from Helsingborg on the 11<sup>th</sup> with near empty fuel tanks for bunkers for her journey to Indian breakers. Having bunkered, the ship crewed by 14 Russians, promptly left without paying for the fuel. She was originally built at Shin Kurushima Dockyard as the *Bow Gongonilla*, and renamed *Gongonilla* in July 2007. She took the name *Global Star* as recently as December 2011 and was re-registered in Mongolia, her managers being listed as Ocean Link International of Odessa, Ukraine.

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The aged *Hamnfjord*, 1905/140gt, ex : Sirius - 45, a long term resident on the River Itchen, has recently been shuttled between Smith's Quay and Hythe Park Marina. The 29m vessel, originally a steam powered herring drifter, was built in 1905 by J. S. Figeo Jr. at Vlaardingen. She was lengthened in 1934, and converted to a general cargo ship. Some years later she was further converted to a salvage vessel. She was also fitted with diesel propulsion in the late 1920's. Southampton VTS have her listed as sailing for den Helder in the Netherlands on 2<sup>nd</sup> February, but whether she sails under her own power or under tow remains to be seen.

The month has again seen its fair share of first time callers to Esso Marine Terminal. Three new crude oil tankers, fourteen products tankers and one LPG tanker put in first appearances. In addition, two small chemical tankers made their first calls under new names.

Two of these first time callers are pictured below. *SKS Segura* was delivered in September in 2007 by Hyundai Samho Heavy Industries in Korea to SKS Obo and Tankers AS, a subsidiary of Kristian Gerhard Jebsen Skipsrederi AS. A crude oil carrier, she is 274 x 48m and comes in at 81,380gt and 158,784dwt. She arrived on 14<sup>th</sup> from Rotterdam anchorage, so had clearly been waiting for a port at which to discharge her cargo of crude oil. After discharge, she laid up at Nab Anchorage 5 for two days before again returning to Rotterdam.



SKS Segura

Andy McAlpine



BW Danube

ARO

*BW Danube* is one of 12 standard 76,000dwt products tanker from Dalian Shipbuilding Industry, designated type PC760 operated by the BW Shipping Group. She is the 8<sup>th</sup> vessel of the class to be built and was delivered on 20<sup>th</sup> March 2007. Her dimensions are 229 x 32m giving a gross tonnage of 43,797 and a deadweight of 76,543. She arrived at Fawley offload a cargo of aviation spirit from the Bahrain Petroleum Company in Bahrain. Although the Esso refinery at Fawley produces Avgas, it does not produce sufficient to meet demand, so regular imports are necessary. She departed on 28<sup>th</sup> for Southwold Anchorage to await further work. Clearly a successful design for the Dalian Shipyard. The lead vessel was built in 2005, and they are now building numbers 19 - 22 of the series.