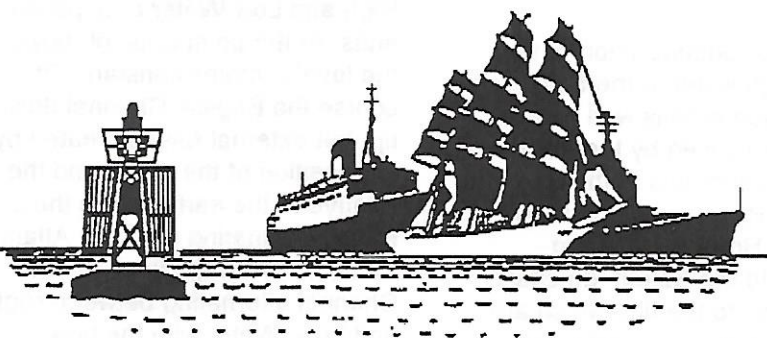


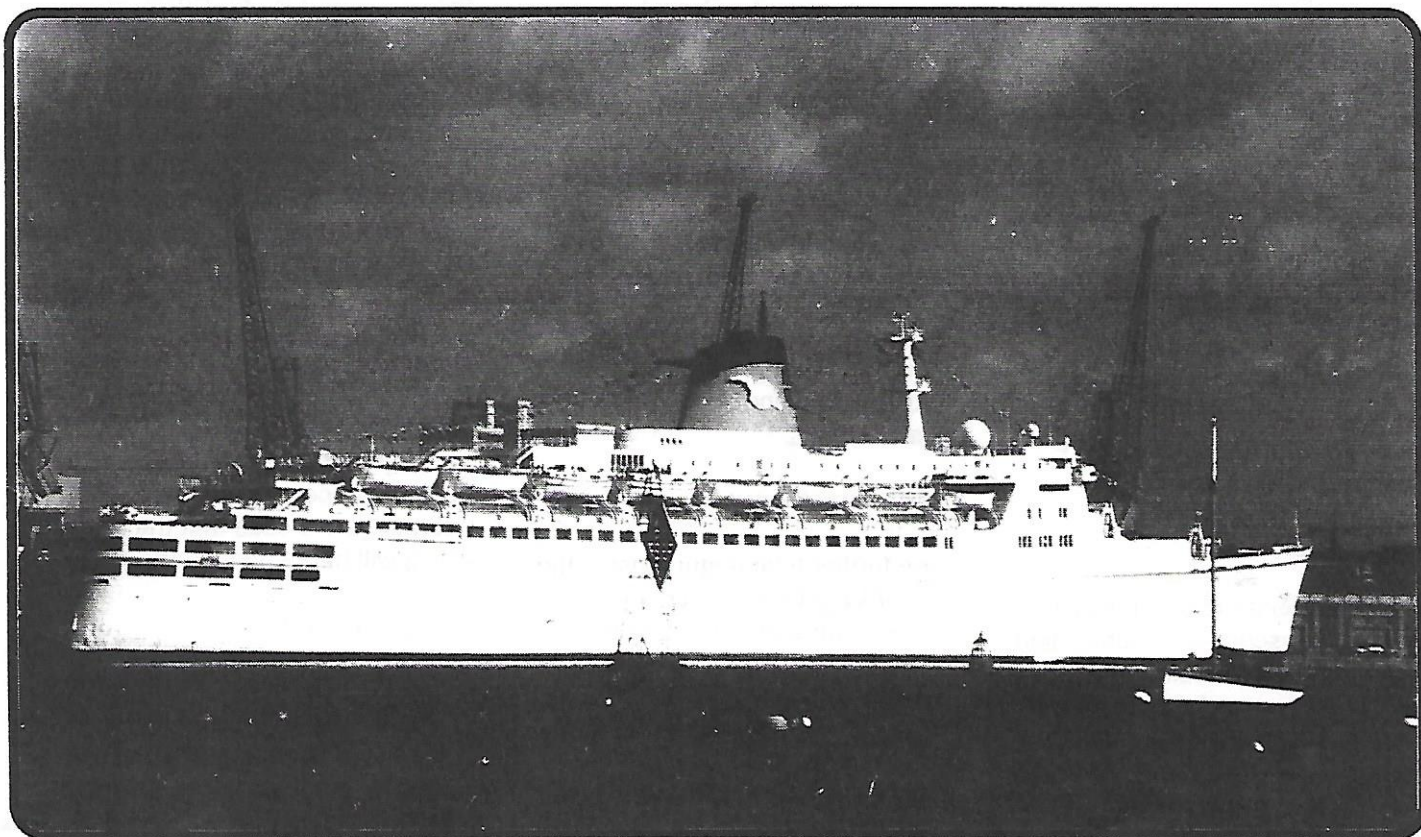
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Albatros photographed on a previous call has arrived at A&P for repairs after contacting the bottom in the vicinity of the Scilly Isles.

Photo M.Beckett

A Simple Guide to the Tides of Southampton

The unusual phenomenon of the Double High water in the Solent and Southampton area is well known, but it is not caused by the existence of the two entrances to the Solent or the Isle of Wight as is popularly supposed. However, the two entrances to the Solent do cause other effects to the tide which are not so well known, namely, the 'Young Flood Stand' and the short duration of the ebb tide which are both valuable assets to the mariner.

Young Flood Stand

The 'young flood stand' occurs two hours after Low Water and is particularly pronounced over Spring Tides, although this is evident only from the shape of the curve of the tidal trace marks on tide gauge records. During the period of Spring Tides following Low Water there is a pronounced rise in tides; two hours after Low Water the stream slackens off quite considerably for a further two hours before the final accelerated rise to High Water, which takes a further three hours. This slackening effect two hours after low water is known as the 'young flood stand'.

Short Duration of Ebb Tide

A full tidal cycle lasts approximately 12½ hours and therefore if the flood and the Double High Water period lasts nine hours, it is evident that the ebb tide runs for 3.75 hours. This short duration of the ebb tides creates a greater velocity of flow and is an uncommon feature as compared with other ports in the United Kingdom.

Double High Water

To try to understand the reasoning behind the description 'Double High Water', one has to look first at the tidal flow throughout the English Channel. When it is High Water at Dover it is Low Water at Land's End and vice versa. Imagine the English Channel as a rectangular tank 300 nautical miles in length and having a uniform depth of 36 fathoms pivoted at its mid-length. If inclined in either

direction the water flows towards the lower end, thus giving the effect of High and Low Water at opposite ends. At the point of pivot, however, the level remains constant. Of course the English Channel does not tip, but external forces created by the position of the moon and the sun relative to the earth create the same effect, originating from the Atlantic Pulse which keeps the English Channel alternating between High and Low Water with the time of High Water at one end coinciding approximately with the time of Low Water at the other, this effect is called an oscillation and occurs twice daily.

If the actual physical features conformed to this ideal pattern there would be no tidal rise or fall at mid-length, but though the tides at each end of the channel do conform approximately to this pattern, the friction, irregular depths and restriction in the width of the channel between the Isle of Wight and the Cherbourg Peninsula result in a further four oscillations daily within the area bounded by Portland, Cherbourg, Littlehampton and Le Havre. Combined with the natural twice daily oscillation this produces the 'Double High Water' curve as experienced in the Port of Southampton. In the shallower waters within the Isle of Wight and in the Port of Southampton up to thirty further oscillations of varying magnitude again vary the 'Double High Water' curve to produce the ultimate Southampton tidal curve embodying the local tidal features, namely, the short duration of the ebb tide, the 'young flood stand', and the pronounced fall between first and second High Water stands.

Additional Features

One further tidal feature inside the Isle of Wight waters occurs because the western end of the Solent is nearest to the mid-length axis of the English Channel, so that the tidal range is only about half that at the eastern end. The times of High Water and Low Water in the two places differ only by an hour or so, however, and the rising tide in the eastern end has to rise further in about the same time as the western

end. It therefore overtakes it in height about an hour or so before High Water, though in both places the tide is still rising. This difference in level causes the Solent tidal stream to turn to the westward between one or two hours before High Water, and to continue in that direction near the following Low Water, when it again turns to the Eastward.

General

This explanation and theory has come to light through continuous tidal observations since the early 1900's and although past hydrographers and research scientists have tried to discover a firm reason for this 'Double High Water' effect the remarkable tidal features shown in this tidal curve are undoubtedly due to modifications which brought about the existence of the two entrances to the Solent.

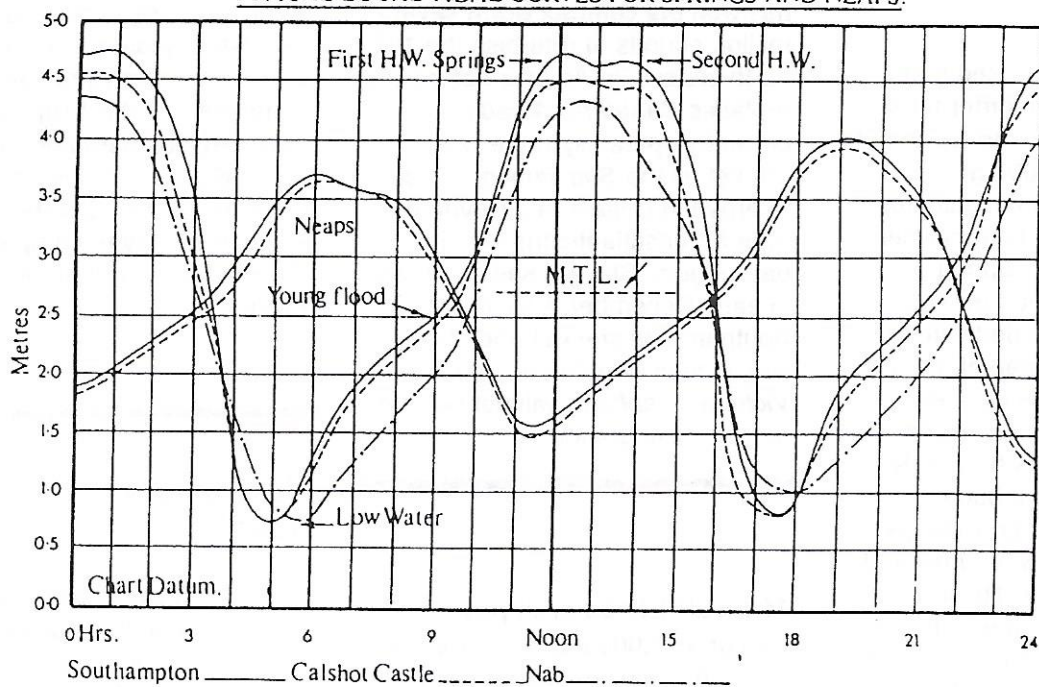
Meteorological Effects

The predictions in the tide tables have been computed by the Institute of Oceanographic Sciences, Birkenhead, and in normal circumstances these tides will behave as predicted. However, due to meteorological effects, the predictions can become unbalanced, giving rise to a higher or lower tide compared to predicted heights. This effect is mainly due to either high or low barometric pressure. Although gale force winds may 'hold back' a tide for a period of time, they can have little effect on the predicted height except when blowing from the North East direction in the Port of Southampton. These meteorological effects are local characteristics and although exceptionally high or low tides may occur in one place, it is not always the case that the same effect will happen in another.

M.J. Ridge FRICS
BTDB Southampton.

(This interesting article has been reproduced from an edition of the Southampton Port Guide from the early seventies).

TYPICAL LOCAL TIDAL CURVES FOR SPRINGS AND NEAPS.



Montys Notebook

A summary of new and infrequent callers to Southampton

Container Port: Banglar Mookh 13125/89, Pitztal 5624/95, Katrine Maersk 81488/97, Birgiot 3420/95, Berolin 3992/94, Swift 1599/76, Buxbeach 10282/85, Nova 6326/95, San Francisco 15859/96, Aquitaine Star (Ex Verena B.-97) 3958/92, Saint Oran 621/81, Zanet II 9886/73, OOCL Britain 66046/96, Rhein Master 3790/94, Karen Maersk 81488/96.

203: USNS Pathfinder

Marchwood Bulk: Baltiyskiy-32 1972/66

Marchwood RLC: Germania 8721/93, Arktis Morning 6285/96, Eurogracht 8448/95, Chian Trader 10602/78, Arktis Meridian 6200/96, Pantelis K 9354/82, Vega 14715/78, RFA Resource, Sea Crusader 23986/96, Cap Afrique 78/1583, Angeliki, Karin Cat (Ex Puma-97) 1501/86, General Frank S. Besson Jnr, Guyane 15499/80.

A & P Drydock: Unicosta 10970/80, Saga Rose 25147/65, Havelet.

109 (Cement): Kongsdal 5257/80, Anja 1474/85.

107/8: Sea Star 1223/79, Deo Volente 1513/80, Harns 1909/94, Elisabeth 1139/83, Nord Star 410/78, Lass Uranus 1515/92, Lazdijai 2740/67, Citox 1183/75, Egret 633/67, Shizhnya 2829/87, Fischland 2514/93, Roustel 892/78, Trones 7576/86, Superiority 2230/91, Rodsher 2021/77, UB Laptali M 2581/77,.

103/4: Reefer Sun 10060/75, Frio Bergen 6150/83, Ice Flake 5966/87, Pacific 5918/96, Virginia Universal 7286/86, UB Libra 9723/84, Green Freezer 5084/91.

106: Vistamar 7478/89, Maksim Gorkiy 24220/69, Victoria 2889/66.

102/3: Werder Bremen 1297/85, Carolina 851/88, Kivach 2829/85, Fjordvang 2139/82/ Sierksdorf 1963/83, Vibrence 1425/81.

Ro/Ro Vessels: Nicole 32173/76, Lyra 12817/78, Auersberg 10243/83, Maersk Tide 45400/97, Ivan 8191/96, City of Sunderland 9576/93, City of Barcelona 9576/93, Cosmos Venture 46051/

86, Takasago 49560/96, Autopremier 11500/96.

40 Berth: Carelian Reefer 7944/92.

36/47 Grain: Agia Sofia 20468/82, RMS Lagune 1059/82, Concordia 4254/85, Epos 16366/75, Heleen C 1472/74, Rolf D 996/70, Flag Supplier 36255/78, Captain Giannis 5965/77, Kapitonas Daugirdas 9965/76, Kapitonas Simkus, MYS Khako 4991/93, Caro 11368/84.

30 Berth: Ambassador II 11403/70.

38/39: Italia Prima 16144/48.

Dibles Wharf: St Malo Pearl 2516/70, Ina 697/78, Baltic Horizon 1939/77, Ina 697/78, Maitreya 1254/65, Timor 2319/79, Oostzee 815/78, Fast Ann 1740/80, Troubadour 1759/92, Poetinitz 1934/82, Zois Mermaid 1857/85, Hoocrest 794/86, Briarthorn 1576/80, Ortac, Yakob Kunder 70/1798.

Princes Wharf: Neman 2914/96, Taranto 2061/95, Buxtehude 2565/85, Sullberg 1999/94, Kaaksberg 1939/81, Wachau 2367/85, Karibu 1960/90, Sveafjord 493/72, Corona 2450/94, St Anton 2300/76.

P&O News

Sistership for 'Oriana' goes to Meyer yard.

In late April P&O disclosed that it has awarded a £200m order for a sistership of the *Oriana* to Germany's Meyer Werft. The 76000 gt cruiseship will have a capacity for more than 1,800 passengers when she is delivered in the Spring of 2000. Like *Oriana*, the new P&O Cruises vessel will be dedicated to the fast growing UK market. Only in March P&O's Princess Cruises ordered a fifth ship in the Grand Class series of vessels from Italy's Fincantieri at a price of \$300m.

P&O has four cruiseships on order for delivery between now and the turn of the century. These vessels, together with the just delivered *Dawn Princess* will result in a 50% increase in capacity. Although a sistership of *Oriana* the new vessel will incorporate notable differences. The intention is to combine the most successful features of *Oriana* with significant advances in design including five decks of cabins with private balconies, a business centre and a retractable magradome over a midships swimming pool.

In tonnage terms she is 10% larger at 76000gt compared with *Oriana* 69153gt. Although passenger capacity is similar to *Oriana* the increased tonnage will accommodate more cabins with balconies, the new vessel will offer 45% of her 414 cabins with private balconies compared with around 15% on the *Oriana*. She will have 30 top grade deluxe and suite cabins and sixteen specially designed interconnecting family cabins. twenty-two cabins some with a balcony will be designed for passengers with disabilities. Increased space will be devoted to many of the public rooms, such as restaurants, cinema and shops, although the design aims to "keep the feel of small ship intimacy". The new vessel from Meyer Werft will join *Oriana*, *Arcadia* and *Victoria* in the P&O Cruises fleet, the 1650 berth *Arcadia* (operating now as *Star Princess*) is due to come into service in December following the retirement of *Canberra*.

'Arcadia'

Belfast shipyard Harland & Wolff has won the contract worth several million pounds to refurbish the 1650 berth cruiseship *Arcadia* before she replaces *Canberra*. *Arcadia* currently operating in the US market as the *Star Princess* is due to arrive in Belfast mid November after a transatlantic trip with no passengers. She will sail as *Arcadia* in early December. Based at Southampton she will operate in conjunction with *Oriana* and *Victoria*. *Canberra* will not be sold for further operation.

Maersk Lines sixth post Panamax 6,000 teu plus capacity boxship has been named ***Kirsten Maersk***. The vessel is the latest of a 15 strong series has been named at Odense-Lindo. She arrived 2nd June at Southampton from the Nab anchorage, she will be joining Maersk's Europe Far-East service

'Resource' retires from the Royal Fleet Auxiliary in early May, she visited RLC Marchwood 28th April presumably for destoring before returning to Plymouth and disposal. She has just completed four years supporting British Forces in former Yugoslavia. The 23000 tonne supply ship has now completed 30 years service in the RFA which has seen her serve in Aden, Cyprus, the Beira Patrol and the Armilla Patrol in the Gulf. During the Falklands War she played a vital role in the resupply of the task force and won battle honours. She was also used as a magazine ship during the Gulf war carrying munitions for the 7th Armoured Division. RFA *Resource* is now up for disposal and final fate not yet known.

Lloyds List

Saga Rose Refit

The first stage of the refit of the 25147gt cruise vessel *Saga Rose* formerly Cunard's *Gripsholm* which began on April 13th was completed on the 14th May when she departed Southampton for Dover. The 1965 built ship will return to A&P Southampton on October 21st for a eight week stay to complete the refit believed to be worth in the region of £15m.

Navy may take US OFFER on board.

US warships could be drafted into Portsmouth to supplement the Royal Navy's ageing destroyer fleet, according to defence experts. The offer has apparently been made by the Americans in secret talks with the Ministry of Defence.

MoD officials flatly denied the claims and insisted they remained committed to a project between Britain, France and Italy.

But Anthony Preston, editor of the naval newsletter *Navint*, said sources have told him discussions have taken place between British and American officials about the possible help the US can give if the project collapses.

The talks have centred on buying a highly-advanced 'off -the-shelf' air defence system consisting of radar, computers and missiles from the Americans and installing it in British-made hulls.

But also said to be on offer is a solution to the problem of the ageing 12-strong Type 42 destroyer fleet, based in Portsmouth.

Navint says Britain has been offered, on a lease or loan basis, five American cruisers - the USS *Ticonderoga*, *Yorktown*, *Vincennes*, *Valley Forge* and *Thomas S Gates* - to tide over the Royal Navy.

Each of the 7,000-ton ships would fly under the white ensign and be crewed by the Royal Navy. It is thought they would be based in Portsmouth.

Portsmouth Evening News 8.5.97

THE 1996 TITANIC EXPEDITION

A "Cruise" to Coincidence by David F Hutchings

Part Two

On Tuesday the casinos on the ship were closed and would remain closed for three days as a mark of respect to the memory of those lost when the TITANIC went down. The same morning found me giving the lecture that had caused me so much worry - "The CALIFORNIAN Case - Contradictions and Inconsistencies", but mercifully it went off well without too much trouble. There was fortunately only one in the audience who belonged to a group that has become to be known as the "Anti-Lordites" and his interesting questions were answered with some later private discussions taking place when we met around the ship. The lecture would be followed one evening by a re-enactment of firing of distress rockets. After my talk a gentleman approached me and gave me his card. He was from Hollywood's Paramount Pictures Studios which, in conjunction with Twentieth Century Fox Studios, are making yet another TITANIC film, and I was asked if I, along with TI people would like to have a talk with him after dinner on the Friday evening. This we did, our talking lasting for nearly two hours. To make the talk I had to cancel what would have been an interesting dinner with surgeon and engineer brothers, Oliver and Nick, and Anne, an interior designer-cum-restaurant owner from New York.

By the afternoon of Tuesday 27th, we were approaching the rendezvous site with ISLAND BREEZE (whose arrival at the site preceded ours) and the smaller recovery ships which had been on site for weeks preparing for our arrival. The weather was sunny and warm, in the 80s, as we were in the Gulf Stream and the air was very humid as a result. The sea was extraordinarily calm as it had been

since we left Boston, and a group of dolphins gave us a spectacular display of leaping alongside the ROYAL MAJESTY, the splashes of their stunningly graceful acrobatics glinting in the sunlight. Other people reported seeing whales and there was a later report of a shark swimming alongside. Occasionally we passed through patches of a reddish-brown weed floating on the surface.

People gradually gathered on the upper decks forward, each one being eager to be the first to glimpse the small fleet that lay ahead of us. I thought that the funnel of the ISLAND BREEZE would be the first thing to be sighted so I kept my eyes peeled for a wisp of smoke. At this time a young man, Rick, an Anglophile, introduced himself and his charming wife, Rosie. He was a casino operator from Las Vegas and for the duration of the cruise we would often meet and become firm shipboard companions.

Then, a minute after 3.15pm, the ISLAND BREEZE was sighted. Firstly her funnel, then her superstructure and then her hull appeared from below the horizon. She almost looked the same as the old TRANSVAAL CASTLE that she had been, except that now she was painted all white, had a two-tone blue flash along her hull and a motif of a dolphin (she was being chartered by Dolphin Cruises) on her funnel, but her grace of line was still intact.

At 5.30pm the diving vessel NADIR was sighted with the distinctive yellow gantry hoist projecting at an angle over her stern. She was the ship of exploration from which the submersible, NAUTILE, was launched to place buoyancy bags around the hull plate that was to be recovered and to locate huge, powerful banks of lights carried by the OCEAN VOYAGER about the wreck that were intended to provide the most spectacular views of the wreck yet to be obtained.

Then at 6.25pm a minutes silence of respect fell over our ship as we realised that we had actually arrived

over the resting place of so many lives so tragically cut short eighty four years previously and over the resting place of one of the world's finest and most famous ships. The charge of emotion prevailing on our ship at that moment in time was almost tangible.

At 6.30pm a White Star flag was affixed to a halyard on the main mast by two of the ship's officers and slowly and respectfully raised. Then at 7pm the piper appeared, once more playing "Erin's Lament" and this was followed by "Amazing Grace". As the flag was brought down to half mast there followed the Evensong hymn "The Day Thou Gavest", the third of the coincidences of the trip. I had anticipated two out of the three pieces that an equally anticipated piper would play. We were still travelling through the water at a speed of perhaps 12 knots but as the flag was raised the wind generated by the ship's movement stopped. As the pipe finished playing the wind once more came up almost as if Mother Nature was again holding her breath.

Co-lecturer Deborah D'Elena was videoing much of the event for her school students and, as we were nearing our rendezvous, she interviewed a young boy and asked him of his feelings as we approached the site of a story which he had been studying for much of his life: "I feel as if I am five minutes away from my dream!" he told the camera.

By now we could see the entire fleet. The ISLAND BREEZE with oldest surviving TITANIC survivor Edith Haiseman and her daughter Dorothy, on board: fellow survivor Michel Navratil, Bill MacQuitty producer of "A Night to Remember", Phil Croucher of Rembrandt Philatelic, Charlie Haas and his indefatigable mother, Bea, Jack Eaton, the other support group from TITANIC International, Claes-Goran Wetterholm from the Swedish TITANIC Society and many others. Then there was the previously named NADIR and her submersible, NAUTILE, a second recovery vessel, the OCEAN VOYAGER, that was deploying the powerful banks of

lights for the submersible NAUTILE to position, and a third ship, the JIM KILABUK, that would do the final hoisting of the recovered plate.

For the next two days the two cruiseships would continuously circle the scene of recovery. The captain of the ROYAL MAJESTY with her more precise manoeuvring abilities was able to get within a matter of thirty metres or so of the "action" providing us with a first class grandstand view.

By now there was live coverage from NADIR and the wreck site on our cabin televisions. These excellent, informative broadcasts were also shown on large screens in the main theatre and in various lounges throughout the ship. Personalities concerned with the operation were interviewed onboard the smaller ships, stunning computer graphics kept us informed of what was happening on the sea bed and even informative TITANIC Trivia quizzes were flashed onto our screens in moments of lull. Views of the wreck itself were stunning and in one sequence the lighting gantries, lowered from the OCEAN VOYAGER, were tested and showed up not just one of the enormous forty fortyfoot high engines but both of them! One engine was seen to be slightly askew to the other. Occasionally bands of contrast would mar the images being screened from two miles below us but apparently these were due to the pixel signals passing through layers of sea water of differing temperatures and density.

Of course, it was not possible to watch every transmission as one would miss much else happening about the ship. There were still lectures to give and to listen to, people to meet and to talk to, questions to ask and to answer ("I have a question..."), a later press conference to sit in on and to join a Question and Answer team held in the Palace Theatre. Paul Mathias, a sonar expert from one of the small ships, joined us for the Q&A session, answering a myriad of question from the audience about the TITANIC, the expedition and anything else.

One morning, having missed breakfast in the restaurant, I went for a buffet breakfast on the upper deck and was invited to join a group at a table. The conversation got around to the coincidences that had been experienced during the trip so far. A young lady at the table said that she had never been on a cruise before and had only a perfunctory interest in the TITANIC story but had felt that she had wanted to take this trip. She went on to say that as soon as she stepped into the lift on embarking in Boston she felt that she had met the other people in the lift with her before.

Also onboard was Anne Lightoller, the great-granddaughter of TITANIC's Second Officer, Charles Herbert Lightoller. On Friday afternoon she would give a talk about her relative and the resultant performance was a glitzy, emotional show complete with black dress and tears at the end of the show. A gentleman in a naval officer's uniform (apparently he was with the Royal Navy Attaché in San Francisco) got the civilian audience to their feet and told them to remove any hats and to salute the memory of the Second Officer who had later become a commander in the Royal Naval Reserve! In spite of the tears, Charles Lightoller had actually survived the sinking.

Other notables onboard were Loni Anderson, film actress (Burt Reynolds was listed as sailing but had cancelled), the grandson of millionaire Benjamin Guggenheim who, on the night of 14-15th April 1912, had discarded his lifejacket and appeared on deck in evening dress with his valet - "we have dressed in our best and are prepared to go down like gentlemen."

Famed astronaut "Buzz" Aldren was onboard with his wife and Buzz would make a dive, the NAUTILE's twenty-fifth consecutive, to the wreck on the

Wednesday morning. Late Thursday evening I was having a quiet drink with Alexandra Foley (the onboard representative of RMS TITANIC Incorporated) in one of the bars when she spotted Buzz Aldren and invited him to join us. He realised my interest in the TITANIC and kindly showed me the photographs of the wreck that he had taken from the submersible the previous day.

When Buzz Aldren was in NAUTILE and she was preparing to dive, a fog bank was seen to be heading towards the small fleets of ships. A finger of fog surrounded the NADIR and the NAUTILE that was suspended from the lift gantry. A few minutes later, when the fog moved away, the NAUTILE had gone. It was, as someone commented, as if magician David Copperfield had just orchestrated one of his illusions!

At around 11.30pm that evening I finally managed to get a little to myself and went to one of the bars where a decent jazz combo was playing and quite a good jazz guitarist was joining in. Earlier that day we had been in touch with Charlie Haas on ISLAND BREEZE concerning the CALIFORNIAN/rockets re-enactment and he said it would be taking part the following night.

Not so - as at 11.45pm an announcement came over the ship's broadcast system that "The rocket re-enactment would be taking place in half-an-hours time"! I quickly left the bar and went in search of Bob DiSogra who also had been caught by surprise. I said that I hoped that he had done his homework on the subject as I was unprepared to do the commentary from the Bridge! Bob said no, that he was leaving it up to me! We found a crew member who guided us to the Bridge and Captain Flokos admitted us. The main navigation area of the Bridge was in darkness but there was a light behind a screen where the navigation chart table was located.

The Captain did not know what was required of him or his ship so we once again got in touch with Charlie, who apologised for the abrupt change of plan, and gave me a brief outline of the evening's sequence of events. The Cruise Director showed me how to operate the broadcast system for the outer decks ... and I was on!

The rockets that were going to be fired were replicas made from the original plans that had been unearthed by Jack Eaton but how accurate a replica I am still trying to ascertain. Apparently no one on the upper deck could hear any detonation from the rockets as they burst. A detonation is THE major feature of a distress signal.

However, the sequence of the evening would be that one of the recovery ships was placed eight miles away (the JIM KILABUK representing the eight miles that the 1912 Inquiry judged the CALIFORNIAN was supposed to be away from the TITANIC) and the OCEAN VOYAGER was supposed to be nineteen miles away which was the distance Captain Lord always maintained that his ship, the CALIFORNIAN, was actually away from the TITANIC. (It later appears that the OCEAN VOYAGER may have been only sixteen miles away, but this too has to be confirmed). ISLAND BREEZE stayed within a mile of us.

Bob afterwards said it was like a Marx Brothers' movie as I gave our patient Captain instructions on how to head his ship, dashed out onto the Bridge to see what was happening through my binoculars, disappeared behind the screen to read the scanty notes dictated by Charlie, then once more dashed out onto the Bridge to see what was happening whilst all the time trying to keep up an informative commentary for the people on the upper decks! The JIM KILABUK sent her rockets up first and these were clearly seen but, according to those on the outer decks, not heard other than

for an insignificant pop as they were sent up into the warm midnight sky. The rockets, eight in number, were all sent up within five minutes whereas on TITANIC they were sent up with at least five minutes in between each. The OCEAN VOYAGER then sent up her rockets from just over the horizon and they were clearly seen. Her masthead lights could just be seen but that was due to her probably not being the correct distance away.

In spite of my talk during the day on the subject many people said afterwards that they could clearly see both sets of rockets, which were set to rise to a height of 750 feet. I replied that of course they could see them but they could not HEAR them. After the rocket demonstration each cruiseship, the ISLAND BREEZE first, took it in turns to extinguish their upper lights to show the other what a small steamer would look like at night. The lights were again switched on to show the contrast in the appearance of an ocean liner at night. This demonstrated quite forcefully that it would be impossible to confuse one with the other as was the apparent case on the night of 14-15th April 1912.

A much more detailed paper could be written about this experiment once all the mentioned unknowns are written into the equation. But it was a very interesting event and one that I was privileged to have witnessed.

Bob was pleased about the way the event had progressed and we finished about 1.15am in the morning.

It was Wednesday morning that the plate was due to be lifted. Bags full of diesel fuel (lighter than water) had already been sunk down to the sea bed using bundles of chain as weights and the bags in turn had been attached to the plate with cable. At a given signal transducers would be activated and the bundles of chain would fall away from the bags leaving them free to rise to the surface with the plate attached 300 feet beneath them. A problem then occurred. Only two of the transducers activated leaving the other

two retaining their chains. The plate was now suspended vertically, with one edge on the seabed.

The NAUTILE was immediately sent down to release the chains but somehow only released one before accidentally cutting through the cable of the other, sending the attached diesel bag rushing to the surface. On Thursday morning after a tense night, the NAUTILE took another bag down and connected its cable to the plate. All this took the best part of the morning and just after lunch word soon went round the ship: "It's coming up!" We all assembled on deck scanning the sea for the first sign of the diesel bags as they broke surface. Alex Foley was in radio contact with NADIR and gave those of us with her what information she could. The Captain of ROYAL MAJESTY manoeuvred his ship as close to the anticipated surfacing area as he safely could whilst the ISLAND BREEZE circled around us at about a mile distance. We certainly had the best advantage.

To be continued in the next edition.....

Contributions to Black Jack are always welcome. If you have a photograph of an interesting or unique event, or perhaps an article to go with it the editors would be pleased to receive it for publication.

Ed.

VERSATILE 'TAKASAGO' DESIGN

from Lloyd's List

Versatility is the watchword **TAKASAGO**, one of the world's largest vessels purpose-designed for the inter-continental transportation of new vehicles.

TAKASAGO is the first of two \$60m sisters contracted from Sumitomo Heavy Industries in February and March 1995 by Norwegian America Line (NAL), taken over in the closing stages of 1995 by Wilh Wilhelmsen (WWL).

As an expression of pure functionality, the design is remarkable for its scale, built to paramax beam and with an exceptionally high structure garaging vehicles on a total 13 deck levels. Second-of-class **TAKAMINE** is scheduled for handover in March from Sumitomo's Oppama yard south of Yokohama.

Dimensionally, the vessels are similar to the Nosac Star trio delivered to NAL in 1987 by another Japanese yard, Tsuneishi Shipbuilding. Length, beam and depth, deck area, number of car decks and car capacity are approximately the same as those of the earlier class. But the latest tonnage has substantially greater deadweight and propulsive power, and increased strengthened deck space and capacity for trucks.

TAKASAGO and **TAKAMINE** were ordered for operation in Nosac's round-the-world service. The newbuildings are compatible with the existing fleet of vehicle carriers, spanning the 5,500-6,000 unit capacity range. They embody a design which enshrines

the two major goals of cargo handling efficiency and transportation flexibility, given an increasingly diverse range of cargo types in the market.

The new class has been arranged to carry up to 5,930 cars on 12 decks plus the weather deck garage. Maximum truck capacity is 760 units, while clear deck heights and hoistable deck arrangements enable the vessel to stow vans on eight of the decks and in the upper garage, such that 74% of the ro-ro area is suitable for van transportation, compared with 62% on the Nosac Star class.

Designed and supplied by MacGregor, the cargo handling outfit features a long stern ramp on the starboard quarter and a midship ramp/door on the starboard side. Hinged ramps service intra-deck transfers.

TAKASAGO incorporates five liftable car decks and, consequently, five decks able to accommodate high and heavy vehicles plus sto-ro freight with heights up to a maximum 4.66m. The strengthened deck area, at 20,040 sq m, constitutes an increase of 31% over the Nosac Star (now the Trianon) class.

Additional provision has been made for the increasing trade in vans and light commercial vehicles. Thus, up to nine of the decks, accounting for 74% of the total revenue-earning deck area, and 19% more square metreage than the preceding class, are suitable for vans.

The 120-tonne capacity rating of the quarter ramp is akin to that of other Nosac vessels. The loading strength of the heavy decks, ranging from 0.75 to 3.00 t/sq m, as well as the deadweight of nearly 20,000 tonnes, is similar to that of the South Korean-built, E-class vessels of 1985. In this respect, earning potential is greater than that afforded by the 1987 generation.

TAKASAGO is powered by a Sulzer two-stroke engine of the RTA62U type, manufactured at Aioi by licensee Diesel United. The six-cylinder unit has a rating of 17,400 bhp at 109 rev/min, and is expected to ensure a sustainable, laden speed of 19 knots.

Sumitomo's Oppama yard has a track record in vehicle carrier construction, and is no stranger to Norwegian principals. Prior to **TAKASAGO**, and since 1987, it has delivered four vessels to WWL and NAL for use in Nosac, including Wilhelmsen's 5,930 unit capacity **NOSAC TANABATA** (now **TANABATA**) in 1994.

MAIN PARTICULARS TAKASAGO

| | |
|-----------------------|--------------------|
| Length overall | 190.09m |
| Length bp | 180.00m |
| Breadth, moulded | 32.26m |
| Depth to upper deck | 31.40m |
| Design draught | 8.75m |
| Maximum deadweight | 19,800t. |
| Gross measurement abt | 49,900 tons |
| Car capacity | 5,930 |
| Propulsive power | 17,400 bhp |
| Service speed | 19.4 knots |
| Class | Det Norske Veritas |



Branch visit to RMS ST HELENA in Cardiff May 5th 1997

Sixteen members were met at the gangway by Mr Mark Vincent the Sales Manager for Curnow Shipping Limited managing agents for the vessel.

Firstly the group went up to the main lounge on "A" Deck, where over coffee Mark explained a bit about the ship and her route. The group then toured the vessel, including the working areas.

The "RMS", as she is known, is the only regular scheduled link to St Helena. The island has an area of 47 square miles and is approximately four days steaming for the RMS from Cape Town. It is a British Dependant territory and was originally served by Union Castle Line on the way to Cape Town.

The service run by Curnow Shipping has been operating for the past 20

years, and the RMS takes a full load of anything and everything for life on the Island and is operated with a subsidy from the Government. The ship itself is a passenger/cargo vessel and was built in 1989 especially for the service, she is owned by the St Helena Government and was built with a grant from The Overseas Development Agency to a total of £33 million.

However a new service has been started so a trip can now be made from Cardiff to the Tenerife, Ascension Island, Cape Town, St Helena, Tristan de Cunha and Banjul northbound. The RMS makes four round trips a year.

On our tour of the ship we saw the public areas including the accommodation for the 128 passengers. There are 3 main public decks also there is a Steward Service. An open ship policy is used where passengers can make tea and coffee at any time.

The Bridge has all the latest equipment, a Radio Officer is carried because the ship is class one passenger listed. There is also a fully equipped hospital and a doctor is carried.

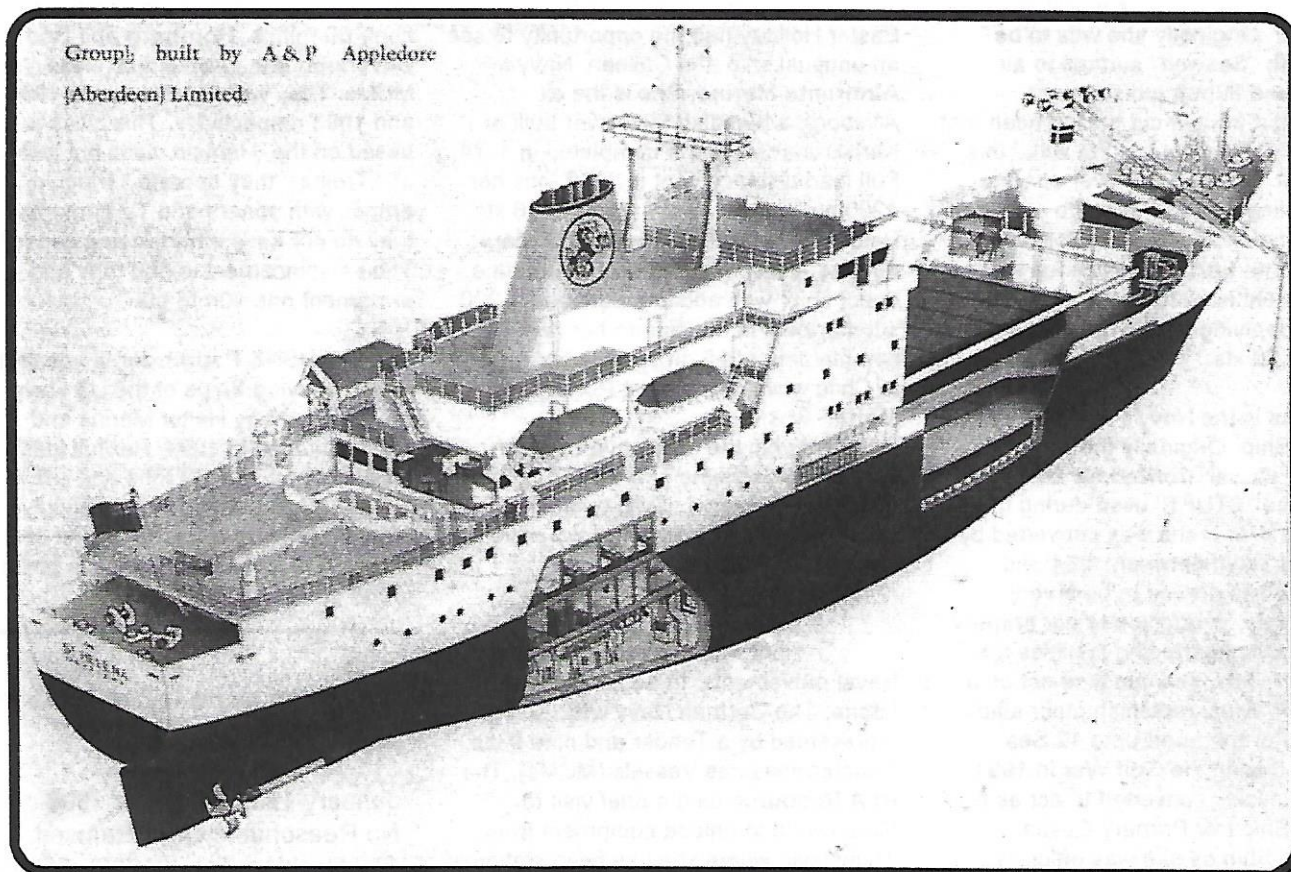
The Engine Room is always manned, again because of the passenger Class 1 listing but it can be unmanned for long periods.

Cardiff is the UK port because it is cost effective, has good road and rail links, also it is a non-listed port so it can import non EU cargoes - it is also an explosives cleared port.

Length 105m
Beam 19m
Draught 6m

Gross Tonnage 6767 tonnes

Propulsion 2 x Mirrlees 6cyl to twin screws





These notes cover several months, partly due to the shortage of naval movements during the first part of the year, but also because our editors have been busy producing the special 100th. Edition of Black Jack. The lack of Naval vessels has been rectified towards the end of the period covered which has seen a wide variety of visitors to Southampton.

Southampton hosted two RFA's over the Christmas and New Year Holidays. These were the **Fort Victoria** and **Argus**. The first of these, on I think her first visit to our local Port, is a "One Stop" replenishment ship designed for the simultaneous transfer of fuels and solid supplies. **Fort Victoria** was laid down by Harland and Wolff in 1988 but not completed until 1992, due partly to damage caused by a fire whilst she was being built. Originally she was to be armed with "Seawolf" surface to air missiles and 30mm guns for self defence, but budget cut backs mean that she is now 'fitted for but not with' this armament. She can however operate upto 3 helicopters and provide emergency landing facilities for Sea Harriers. The **Fort Victoria's** full load displacement is 32300 tons, two 2 diesels supplying 24000 hp. give her a speed of 20 kts.

The **Argus** is the Navy's Aviation Training Ship. Originally the ro-ro container vessel **Contender Bezant** (one of the "STUFT" used during the Falklands War), she was converted by Harland & Wolff between 1984 and 1988. She has proved to be a very versatile ship, in addition to her primary duty of providing training facilities for helicopter pilots, she can also act as a Command Ship, replenish other ships underway or transport upto 12 Sea Harriers. During the Gulf War in 1991 she was quickly converted to act as a Hospital Ship (or Primary Casualty Receiving Ship as she was officially called) for this task her hanger was converted into hospital accommodation -

using experience gained from the Falklands Campaign when ships had to carry out similar duties.

March 11th saw the launch of **HMS Penzance** by Vosper Thornycroft. She is the first of the Batch 2 Sandown class Single Role Minehunter (SRMH). This ship differs from the original design by being capable of operating in tropical conditions and of carrying female crew members, both telling features of the changing role of the navy! V.T. are contracted to build seven of these vessels.

In April Southampton was visited by **U.S.S. Inchon**, she is one of 7 ships of the Iwo Jima class of Amphibious Assault Ships, the first vessels specifically designed to operate helicopters. They have a full load displacement of 18300 tons and carry between 11 and 20 helicopters (depending on the type), or 4 AV-8 Harriers (USA version of the Sea Harrier). They can also carry a Marine battalion with all its equipment. Vessels of this vintage are obviously powered by Steam turbines which produce 23000 hp. for a speed of 23 kts. The **Inchon** was Laid down by Ingalls Shipbuilding Corp. in 1968 and completed two years later. At times the **Inchon** has acted as an airborne minesweeping platform, in this role she carries large helicopters that can tow the sweeping equipment.

Visitors to Portsmouth over the Easter Holiday had the opportunity to see an unusual ship the Chilean Navy's **Almirante Merino**. She is the ex **Ålvsborg**, a Swedish Minelayer built at Karlskronavarvet and completed in 1971. Full load displacement is 2660 tons her 4200 hp. diesels give a speed of 16 kts. Before being decommissioned 2 years ago the **Ålvsborg** acted as a submarine depot ship, with accommodation for 200 submariners in addition to her own complement of 95. In spite of her transfer to Chile whilst she was at Portsmouth the **Merino** was still painted in the distinctive Swedish camouflage scheme of irregular patches of green and brown. It will be interesting to see what function she will have within the Chilean Navy.

April was the peak month for Naval movements. In addition to the Intone, The German Navy was represented by a Tender and nine Mine Countermeasures Vessels (MCMs), The **RFA Resource** paid a brief visit to Marchwood to unload equipment from Yugoslavia where she has been stationed in the port of Split acting as a base ship for the troops operating the peace

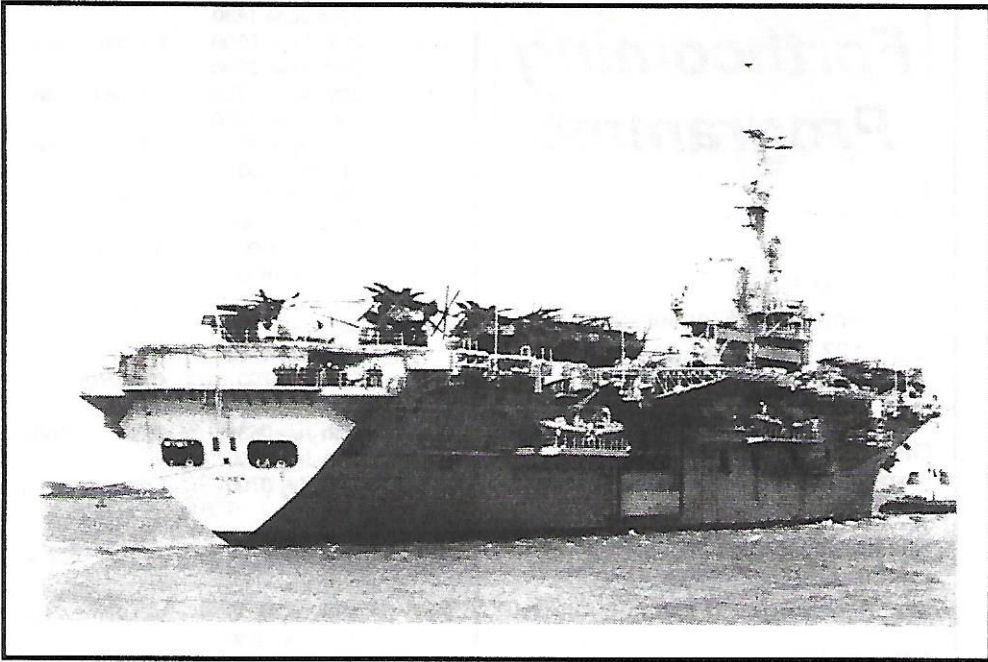
keeping duties in that country. She is now " For Sale " at Devonport. (Did anyone photograph her arrival or departure for this last visit ? If so a copy would be appreciated.). The United States also sent a second vessel, the **USNS Pathfinder** to the Port at the beginning of May.

The German ships were the **Mosel** an Elbe class tender completed in 1993 by Bremer Vulkan. The ships of this class carry containers for the maintenance, supply, and repair of MCMs or Fast Attack Craft, they also have a helicopter platform. For defence they carry "Stinger" SAMs. The **Mosel** has a full load displacement of 3586 tons and is powered by a 3335 hp. diesel to give a speed of 15 kts. Her normal complement is 40 but in addition to this she carries upto 50 maintenance staff and 12 squadron staff. The MCMs were of three different classes :- **Minden**, **Göttingen** and **Düren** of the Lindau class were described when they visited the Port in September 1996. **Siegburg**, **Überherrn**, **Pegnitz** and **Kulmbach** are of the Hameln class coastal minesweepers. The 10 ships of this class were completed between 1989 and 1991. They are constructed from a non-magnetic steel developed from submarine designs and are equipped to operate as " Troika " control ships (as outlined in the earlier Black Jack). Their displacement is 635 tons and they are armed with two 40mm guns, they can also act as minelayers in which role they carry 60 mines. **Homburg** and **Bad Bevensen** are Frankenthal class MCMs. They were completed in 1995 and 1993 respectively. This class is based on the Hameln class but instead of " Troika " they operate " Pinguin " drones with sonars and TV cameras, they do not have a minelaying capacity. Their displacement is 650 tons and armament one 40mm gun.

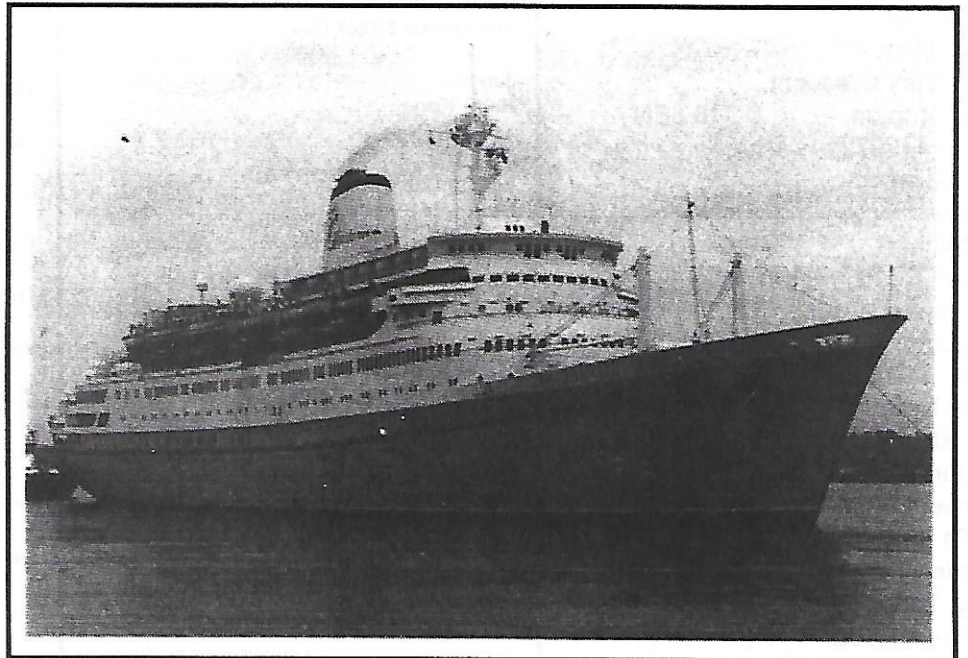
USNS Pathfinder is one of the new Surveying Ships of the US Navy. She was built by Halter Marine and commissioned in 1994. Her full load displacement is 4762 tons and she has diesel - electric machinery to supply 6000 hp for a speed of 16 kts. At her economical speed of 12 kts she has a range of 12000 miles.

***** For Sale *****
SHIPS MONTHLY

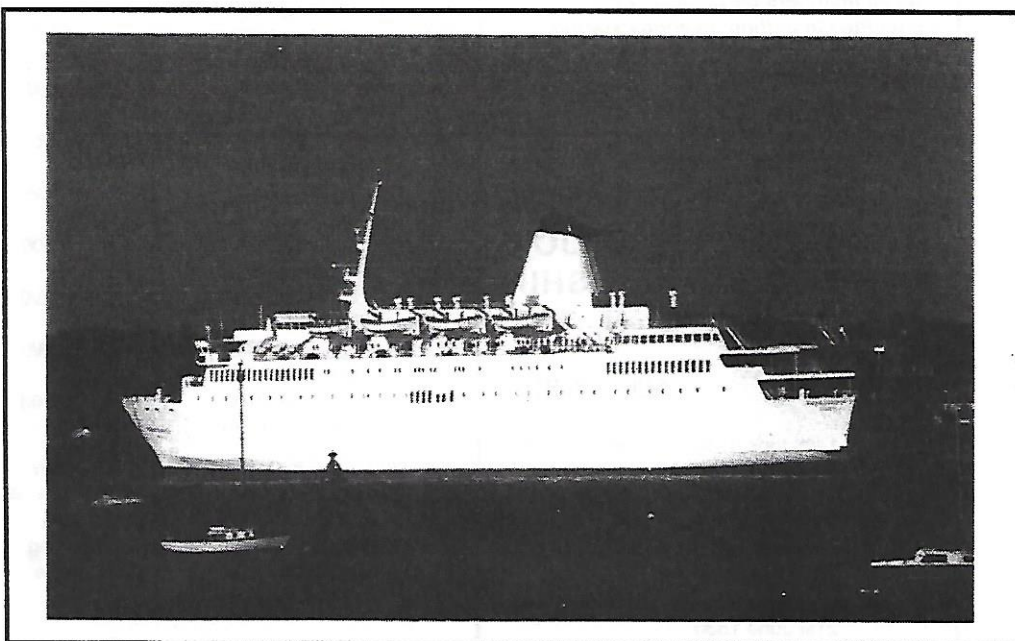
January 1983 - October 1996
 No Reasonable Offer Refused
 Phil Hoskins Tel: (01962) 851656



USS INCHON



SAGA ROSE



Ambassador II

Recent callers to
Southampton
Photographs- Monty Beckett

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Forthcoming Programme

Venue: 1st Floor
Portswood Conservative Club
127 Highfield Lane
Southampton

On 2nd Tuesday of each month for
a 19.30 start.

SOUTHAMPTON BRANCH PROGRAMME 1997

June 10th
Coastal Forces Craft (Survivors)
Phil Simons & Nick Hall

July 8th
Hong Kong
Jimmy Poole

August 12th
Members Evening

September 9th
Photographic Competitions

October 14th
AGM & The Vindicatrix
Yourselves & Mr R Derham

November 11th
An Evening with Coasters
David Oldham

December 9th
Mini Talks of Many Things !.....
A Membership Event

*Can all members please assist the
committee in getting meetings started
promptly and showing all speakers
courtesy during their presentation.*

SCHEDULED MAJOR PASSENGER SHIP MOVEMENTS

| ARR/DEP | TIME | SHIP | BERTH |
|---------|----------------|----------|-------|
| Sat | 14th June 0730 | Funchal | 38/9 |
| | 14th June 1930 | | |
| Sun | 15th June 0700 | Canberra | 106 |
| | 15th June 1830 | | |
| Wed | 18th June 0630 | QE2 | 38/9 |
| | 18th June 1700 | | |
| Sat | 21st June 0645 | Oriana | 106 |
| | 21st June 1830 | | |

| | | | |
|-----|----------------|----------------------------|------|
| Sun | 22nd June 0700 | Victoria | 106 |
| | 22nd June 1830 | | |
| Tue | 24th June 0800 | Europa | 38/9 |
| | 24th June 2200 | | |
| Sat | 28th June 0700 | Canberra | 38/9 |
| | 28th June 1830 | | |
| Tue | 1st July 0630 | QE2 | 38/9 |
| | 1st July 1700 | | |
| Fri | 4th July 0645 | Oriana | 106 |
| | 4th July 1830 | | |
| Sun | 6th July 0800 | Victoria | 106 |
| | 6th July 1830 | | |
| Tue | 8th July 0800 | Enchantment of the Seas | 38/9 |
| | 12th July 1700 | | |
| Tue | 8th July 0700 | Canberra | 106 |
| | 8th July 1830 | | |
| Sun | 13th July 0630 | QE2 | 38/9 |
| | 13th July 1500 | | |
| Sun | 13th July 0700 | Enchantment of the Seas | 106 |
| | 13th July 1700 | | |
| Fri | 18th July 0645 | Oriana | 106 |
| | 18th July 1830 | | |
| Sun | 20th July 0700 | Victoria | 106 |
| | 20th July 1830 | | |
| Mon | 21st July 0700 | Canberra | 106 |
| | 21st July 1830 | | |
| Sun | 27th July 0630 | QE2 | 38/9 |
| | 27th July 1700 | | |
| Thu | 31st July 0645 | Oriana | 106 |
| | 31st July 1830 | | |
| Sat | 2nd Aug 0700 | Canberra | 106 |
| | 2nd Aug 1830 | | |
| Sun | 3rd Aug 0700 | Victoria | 106 |
| | 3rd Aug 1830 | | |
| Thu | 7th Aug 0630 | QE2 | 38/9 |
| | 7th Aug 1600 | | |
| Thu | 14th Aug 0800 | Odysseus | 38/9 |
| | 14th Aug 1800 | | |
| Sat | 16th Aug 0700 | Canberra | 38/9 |
| | 16th Aug 1830 | | |
| Sat | 16th Aug 0645 | Oriana | 106 |
| | 16th Aug 1830 | | |
| Sun | 17th Aug 0700 | Victoria | 106 |
| | 17th Aug 1830 | | |
| Thu | 21st Aug 0700 | Dalmacija | 38/9 |
| | 21st Aug 1800 | | |
| Sat | 23rd Aug 0800 | R' Vkg Sun | 38/9 |
| | 23rd Aug 1600 | | |
| Sun | 24th Aug 0630 | QE2 | 38/9 |
| | 24th Aug 1700 | | |
| Fri | 29th Aug 0645 | Oriana | 106 |
| | 29th Aug 1830 | | |
| Sat | 30th Aug 0800 | Norway | 38/9 |
| | 30th Aug 2000 | | |
| Sun | 31st Aug 0700 | Canberra | 106 |
| | 31st Aug 1830 | | |
| Mon | 1st Sept 0700 | Victoria | 106 |
| | 1st Sept 1830 | | |
| Tue | 2nd Sept 0800 | Norway | 38/9 |
| | 2nd Sept 2000 | | |
| Tue | 2nd Sept 0645 | Oriana | 106 |
| | 2nd Sept 1830 | | |
| Fri | 5th Sept 0600 | Albatross | 38/9 |
| | 5th Sept 1800 | | |
| Wed | 10th Sept 0630 | QE2 | 38/9 |
| | 20th Sept 1700 | | |
| Wed | 10th Sept 0700 | Canberra | 106 |
| | 10th Sept 1830 | | |

The information above was kindly supplied by
ABP Southampton. Please be aware that this is
a provisional list Issue 1 - January 1997 and
may be subject to change so before grabbing
for your camera at the crack of dawn please
check the accuracy of this information.