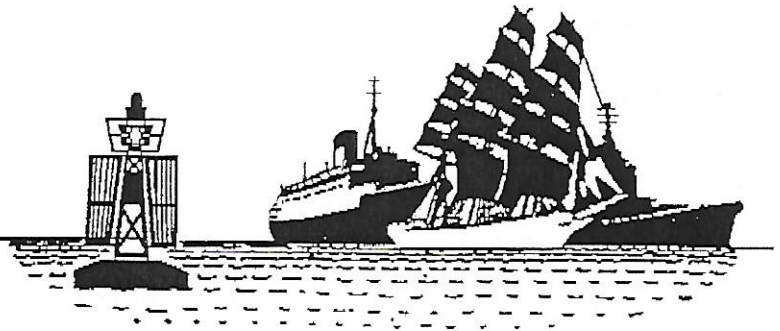


BLACK JACK

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Enchantment of the Seas, the new vessel for Royal Caribbean Cruise Line built by Kvaerner-Masa Yards, Helsinki, called on her delivery voyage at Southampton. Enchantment is the second vessel in a series: Grandeur of the Seas was delivered in November 1996. The vessels are the largest ever built in Finland and among the biggest cruise vessels in the world.

They will have the capacity to carry 2,430 passengers and have a crew of 760. With a length of 280m and 74,000 gt, the vessel is expected to reach 23kt. Enchantment is registered in Oslo.

**THE 1996 TITANIC
EXPEDITION
A "Cruise" to Coincidence
by
David F Hutchings**

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.

Soon a cry went up that the orange and black bags had surfaced and a cheer went up both for the skill of the people out there on the water, for our Captain's skill in giving us such a grand view and perhaps to relieve the tensions that had built up over the past 24 hours. The passengers were also aware of the importance of the occasion and in my area the carnival atmosphere reported in the papers was non-evident. I shared the historic moment with people around me who seemed to represent the various classes of passengers on the ill-fated ship that we were there to remember. A wealthy young surgeon from Florida, an elderly gentleman with a white stubble who had probably spent his last cent to be there, a young interior designer and restaurant owner from New York. We all stayed on deck, aware that a 100 feet in front of us and 300 feet below the surface there hung suspended a piece of history.

The weather, too, seemed to be aware that the sea was being forced to give up one of its secrets. Just before the plate began its ascent the calm conditions that had existed up until now showed signs of breaking up as small waves disturbed the water. A couple of hours later the rigid inflatable boats from the recovery craft were bobbing up and down on the steadily roughening ocean. It was, as arts student Gayle Gruber remarked, as if the plate was reluctant to come up.

But the drama was far from over. As the bags wallowed in the choppy sea one suddenly exploded sending a cloud of diesel fumes towards our ship and leaving a rainbow slick on the water. The problems facing the taxed recovery crews were not over. It appeared that two of the cables supporting the plate had become twisted and it would take some considerable time and effort to disentangle them as the depth of the suspended plate was deeper than divers could descend without proper pressurised suits. As darkness was not far away the process of disentanglement would continue on the following day.

It was on the same afternoon that Charlie, Jack and a group of other trans-shipped from the ISLAND BREEZE to the ROYAL MAJESTY on a rigid inflatable dinghy. I had a surprise later when I bumped into Claes-Goran Wetterholm in one of the stairwells and later had the pleasure of meeting Michael Findlay, another official from TI. Our visitors were marooned on our ship for several hours longer than anticipated as their dinghy was needed to assist with the major problems that had arisen with the plate lifting cables.

It was on Wednesday evening that the most moving event of the whole trip took place. It had been arranged that both ship would hold a memorial for those who lost their lives when the TITANIC went down. Accordingly, the TI people on ISLAND BREEZE would read out half the names of the people lost whilst we on ROYAL MAJESTY would read the lists of the

other half alphabetically, from H onwards. We had two Chaplains with us as, led by hard worked piper Keith Stuart from Bermuda, we walked into the Palace Theatre which was full to capacity. One retired Chaplain Sessions was a survivor of the USS WASP lost near Guadalcanal in 1942 when 193 were lost, and the other was Father Jerry Bechard, a Vietnam veteran from Michigan. Also with us was Mike Schindler, representing the Hebrew contingent onboard TITANIC, myself, Deborah D'Elena and Bob DiSogra. Dan Evans from Queens, New York, played the piano during the service that would follow.

Bob read an introduction and the Chaplains read prayers that were used when victims were recovered from the sea before re-burial at sea with due reverence back in 1912.

Deborah and I then took it in turn to read the first half of our list which included members of the crew in their different departments - Engine Room, Boiler Rooms, Stewards and so on, name by name. It made a world of difference to actually read the named aloud rather than to read them quietly and quickly from a book. After half an hour I said "... And that concludes the list of crew members lost. And now for the list of passengers." There was an audible gasp amongst the congregation, not because they had to sit through another half an hour but because the enormity of the disaster became suddenly more apparent. I was told afterwards by one or two people that they had to leave the theatre because they had been overcome by the solemnity of the whole event.

Bob took over the second half but was unable to complete his section so Father Bechard stood in to read the final names. A most moving Memorial Service that was much appreciated. So much so, that Father Bechard ask if, the next morning, he could conduct a Requiem Mass, the Catholic Mass for the Dead. This was agreed and would be the first such service ever held on the site.

At this Mass Mike Schindler again represented the Hebrew Community and read from The Old Testament whilst I read from the New. Father Bechard said he was very much aware of the responsibility and honour he had been given in being permitted to conduct the service. The few onboard who criticised the lack of representation from other Denominations at a Catholic Mass were soon enlightened.

We were due to leave the site by Thursday lunchtime, by which time it was hoped that the JIM KILABUK would have the plate onboard so we could head home for Boston. But the plate was still 300 feet below the surface and so the ISLAND BREEZE had to make her departure for New York. As she sailed past us the two ships saluted each other with their sirens. Our Captain decided to stay for another nine hours to give the recovery ship a chance to bring the plate up. As a result our planned reception in Boston was cancelled and I thought of Millvina Dean and her companion, Bruno, waiting for our return in vain.

By 9pm that evening it was evident that the plate would not be recovered whilst we were there so it was decided to depart the site.

But before we did so there was one more ceremony that had to take place, this time from the foredeck. All the children on our ship were given a yellow or a white carnation and, after Father Jerry Bechard had read a prayer, survivor Mrs Schumann threw her flower overboard and then the children cast their flowers into the sea in remembrance of the children who had died when the TITANIC went down. The remaining flowers were thrown over the side by the adults. Then, to the sound of the piper, we circled the site before blowing our siren in farewell and heading for home.

It was at this point I thought that I could have a few quiet moments to myself, but no "I have a question..." I politely asked the owner of the voice for a moment alone with my thoughts which was kindly respected.

Talking afterwards about the coincidences of the trip one man asked me if I had heard the dolphins in the water when we threw the flowers overboard? He said that they had sounded like people crying in the water.

I stayed on deck in the now cold wind for some considerable time, almost until the lights from the recovery ships disappeared over the horizon.

The weather by now was quite windy. The full moon that we had enjoyed on previous evenings rose large and orange but soon disappeared into the lowering clouds, the sea making the ship's passage through the water a little rough. I thought that if this worsening sea state reached the small remaining fleet they might experience some problems.

This proved to be the case and an attempt was made by the dedicated crew of the JIM KILABUK to tow the plate to shallower waters. A few miles had been covered when the strain proved too much, some of the cables parted and the plate sank back to the sea bed. During this operation the vessel's Captain had almost been washed overboard. When I was told next morning that the plate had been lost I was not wholly surprised, but when I was told of the time that it happened I was quite shaken. If one takes it that a plate of this size might take ten minutes or so to reach the sea bed then the plate would have come to rest at 2.20am in the morning - the time that the TITANIC herself had sunk beneath the surface! Of all the coincidences that had occurred during the trip, this was the strangest of all.

The position of the plate was recorded for a future expedition.

The ROYAL MAJESTY was a Panamanian flagged vessel and employed non-US citizens as crew so, because of the American "Jones" act, she was not permitted to trade between US ports and, as she sailed from Boston and was returning to Boston this counted as such a voyage so she had to call into a

foreign port during this trip. Originally she had been scheduled to call into Halifax, Nova Scotia, for a few minutes on the early hours of the morning. The TI crew had arranged for me, along with Buzz Aldren, to step briefly ashore as a token landing but as we were now running nine hours late we put into the wooded harbour of Shelburne (I think) around 9am in bright sunshine where a pilot vessel came out to us to stamp the ship's papers. It was strange to once again smell the scents of land and pine trees that were carried out towards us by the chill wind over the choppy waters of the bay.

After leaving the wreck site there were still some more lectures to attend. Buzz Aldren gave an informal talk about the US Space Programme, Bob DiSogra gave an excellent illustrated lecture about TITANIC collectibles - postcards, books etc., and Deborah finally gave her talk "The TITANIC's Children" and of the use of the TITANIC story in education. During Bob's final talk the slide projector suddenly ceased to function and for the showing of Deborah's very moving video that her young multi-media students had made about the Godwin family - all of whom were lost - the video projector decided that it too would "play up" by adopting a fault with the volume.

The expedition was not only an experience for the passengers, the crew were also taking an interest in the events of the week and why we were all there. One lunchtime I took a book into the dining room with me and a Filipino steward asked if he could look at the pictures of the TITANIC, "Is this big ship the reason why we are here?" Soon six other waiters, Filipino, Indian, etc., were gathered around the book all amazed that such a ship could have disappeared so tragically. A Head Waiter came up and dispersed the group but was soon leafing through the book himself!

During the preceding days everybody's mind had been on the TITANIC and the efforts of the hard-working cruise staff went largely unappreciated.

I do not know whether many people attended the stage shows in the Palace Theatre or the late night buffets that were held nightly on the top deck - ideal I imagine for the Caribbean but not really for the North Atlantic even though we were in humid waters - but the staff who dressed up as "The Flintstones", so that the passengers could have their photographs taken with them as they left the Restaurant must have had the hardest job of the week!

We arrived in Boston at around 8am on Sunday morning, 1st September. The Saturday reception that had supposedly been cancelled because of our late departure from the site had been rescheduled for 10am. After shipboard formalities had been observed we went ashore and I quickly found Millvina Dean. She was already busy signing autographs so I leant over her shoulder and said although she has asked me in the past to go to tea with her, here we were having our own "Boston Tea Party"! The reception was wonderful - ice sculptures of TITANIC (I wondered if these were appropriate!), lovely food, music and George Tulloch, President of RMS TITANIC Incorporated, and the Captain of the NADIR had got ashore and flown down to be with us. It had been hoped to have had the plate ashore for both this and the afternoon's reception in New York (which Millvina and George had to leave by 11am) but that, of course, was not to be.

Several people had to forego the dockside reception as they were anxious to get home as soon as possible as "Hurricane Edward" was making its devastating way northwards along the East coast of the USA and was affecting many domestic flights. But quite a few remained and Don, from San Francisco, sat down with me and told me that his luggage had disappeared before he had embarked but many generous passengers had donated clothing and video tape as he was an enthusiastic film maker. Indeed, quite often he could be seen dashing about the ship filming

everything, even appearing in the front row at lectures in order to record - it seemed - everything that was said!

A young man approached me and asked if I would go to his table a few yards from mine and talk to his brother, Charlie. Looking over I saw "Charlie-in-the-Wheelchair" as I had known him during the trip when we had briefly passed. Bearded, eye-patched and confined to his wheelchair I thought Charlie to be too young to be a veteran of any conflict. His obviously devoted brother quietly explained. Charlie had had two brain tumours and a stroke and this opportunity to spend eight uninterrupted days together had proved to be irresistible as they had not spent any length of time together for many years. Although Charlie's speech was impaired his smile and interest in everything was not. It was a great pleasure to have met him.

Another group came up to talk and one of the men actually lived only a few miles from my home in Hampshire, England!

After the reception I made my farewells to my new found friends and caught a limo bus to the airport where I left my luggage. Then into Boston where I spent a pleasant few hours strolling around the Faneuil and Quincy Markets. After that it was back to the airport and my long flight home.

I had heard that during the course of the voyage some people had made complaints about the lack of information and that they were getting or seeing what they been led to expect. Because the boys from TI were wearing blue sweatshirts at the beginning of the voyage and were thus easily recognisable and were assumed to be part of the expedition organising team. On many occasions they had to endure comments which should have been directed to the Suarez people. (Later, an attorney would hold a conference for the passengers in the Theatre to take and answer complaints of a general nature but insisted that individual complaints should be dealt with behind closed doors).

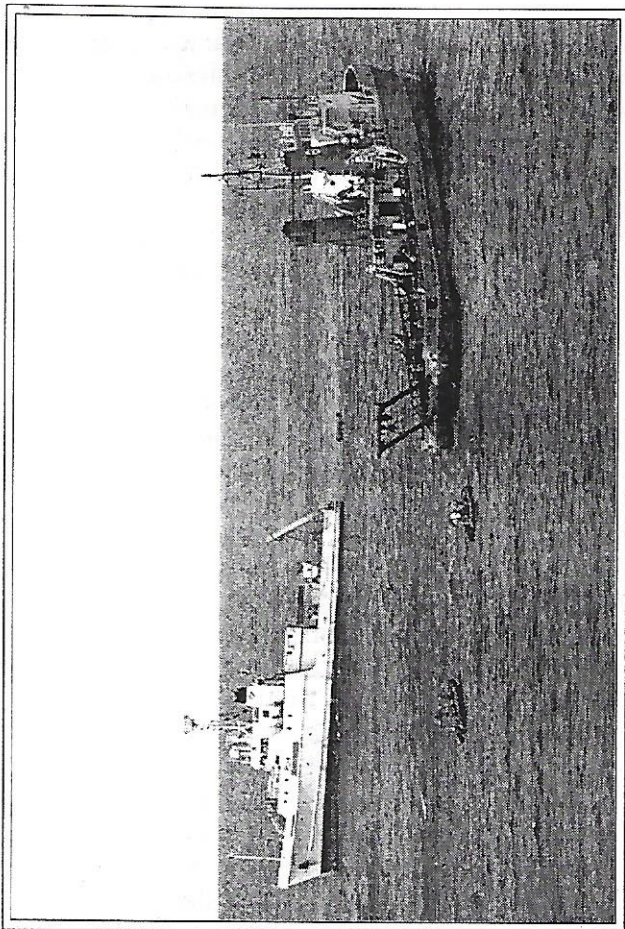
However after a couple of days the blue sweatshirts disappeared and all complainants were directed to the appropriate room on the ship! My own and only complaint was that the Expedition Shop was expensive and there was an embargo on other, such as TI, from selling their own items as souvenirs. However, I gave out leaflets from my publisher to those who requested them.

A few people had told me that they were disappointed that a lot of advertised events did not occur. I told them that, in my opinion, it was not really a cruise but an expedition and in expeditions and unexpected happened and the expected often did not. In spite of the adverse publicity that the Expedition had received from the media, I would not have missed it and I thank my friends in the UK for their encouragement and those in TITANIC International for giving me the opportunity for being with them. For me it had been an experience that I will never forget - especially for it being 'A "Cruise" of Coincidence.'

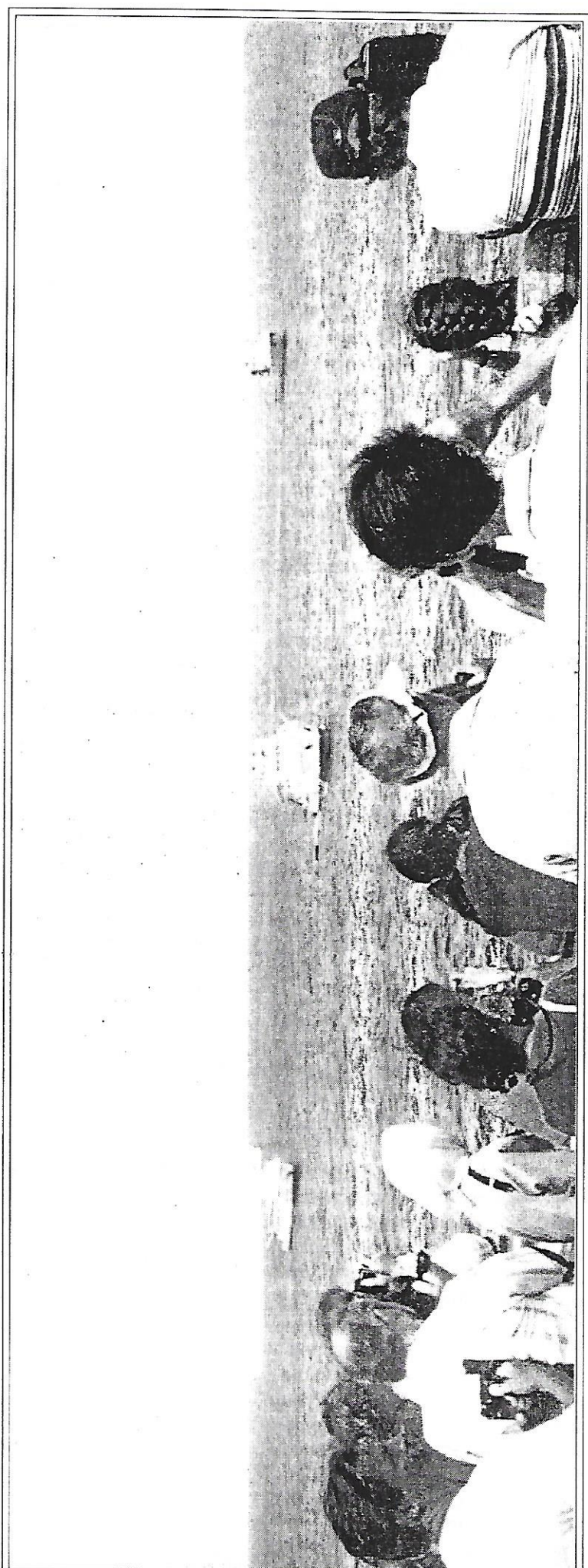
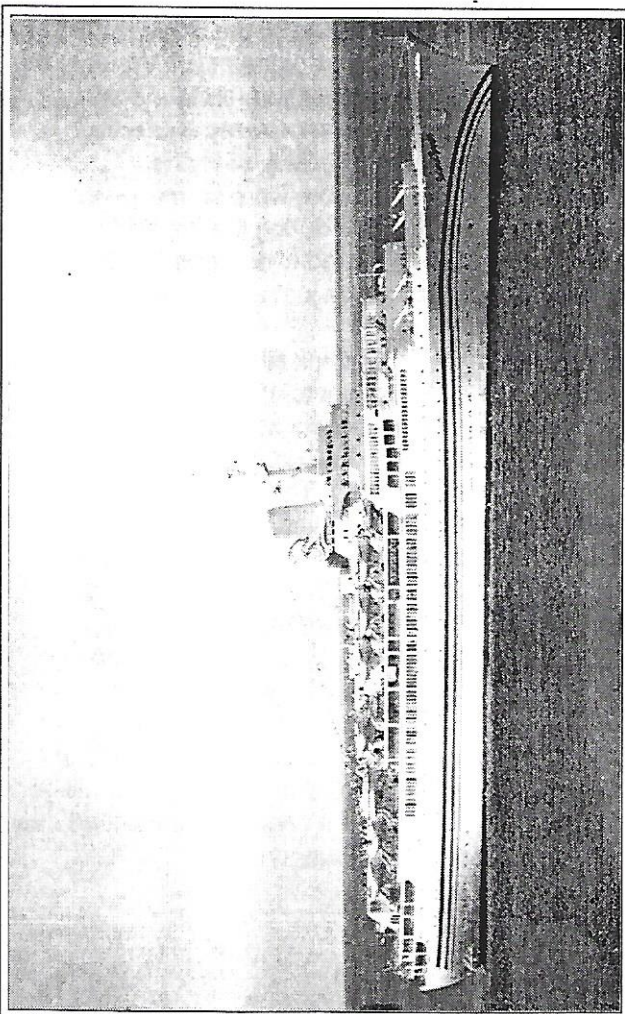
Copyright David F Hutchings

A & P Tyne is to convert the ferry **Ambassador II** to a cruise casino ship for Stirling Shipping One Florida in a deal worth \$23m. The 1970 built vessel was due to arrive on Tyne side mid August from Southampton where some preparatory work was under-taken whilst alongside 30 berth. The vessel will be dry-docked were 300 tons of steel is to be replaced by 400 tonnes to create four large casino's as well as restaurants, bars and executive suites. Electrical equipment is to be renewed on seven decks and a new ventilation and air conditioning system to be fitted. The vessel will be upgraded to meet SOLAS regulations for class rules for cruise vessels.

The work is scheduled for completion early next year.



Photographs D.Hutchings



Black Jack-5

Branch Boat Trip 1997

The longest day was chosen as the date for this year's branch trip so that there would be ample light for taking photos. The weather forecast however was far from perfect with an outlook of strong winds and frequent heavy showers. This adverse forecast may have deterred some people from taking advantage of this event. I think however that all of those who joined the **Ocean Scene** will agree that it was an excellent day out, the showers kept away from us and even if it was rather windy at times our boat proved to be remarkably steady and only a few of those onboard suffered any discomfort.

As we left Ocean Village we had a close few of the replica of the yacht **America** which was moored in the marina. We then sailed up the River Itchen, passing the new **HMS Penzance** and the Qatar Fast Attack Craft **Al-Udeid** at VT's fitting out berths. The Itchen proved to be a goldmine of vessels of all types as we passed by the Itchen Marine tugs and various ex Naval Craft on their moorings just North of the Bridge. In fact an assortment of ex Military Craft from several nations appeared in locations along the river - it followed on well from our June talk on the subject of surviving Coastal Forces Vessels and explained why our speakers had spent the day preceding their talk travelling along both banks of the river. Two vessels that were particular noticeably in the lower reaches were the two former Dutch ships **Fomalhaut** (an ex Pilot Vessel) and **Luymes** (a Surveying Ship dating back to 1951). Alongside the latter was the Pusher Tug **Esso Oslo**. Tucked into Dibbles Gut was the coaster **Ilona G** while just below the Northam Bridge we discovered the ex Tanker **Reedness** which had been converted for other duties by Dean and Dyball. As we passed the docks on returning from the Itchen we had close up views of the former ferry **Ambassador II** and the car carrier **Fidelio**.

Continuing down Southampton Water we passed **Celtic Terrier** loading at B.P.'s Hamble Terminal and the Finnish registered **Tavi** discharging at Esso.

Two other ships were observed to be anchored in Cowes Roads so the Ocean Scene's Captain took us across to give us excellent photographic shots of the freighter **Pantelis K** and Chemical Tanker **Anna Johanne**.

The next part of the voyage was Portsmouth Harbour, where we were once again fortunate to find a wide selection of ships. Naval vessels included The Type 23 Frigates **Grafton**, **Sutherland** (the newest ship in the R.N.) and **Lancaster** several of the Type 42 Destroyers, The **RFA Argus** and auxiliaries **Northella**, **Kinterbury**, **Arrochar** amongst the tugs was **Gwendoline** in her new Denholm-Serco colours of Red Hull. The Bridge of the tug **Kingston** recently arrested for Drug -Running could just be made out in one of the Dockyard Basins. The Ocean Scene passed into the Commercial Area of The dockyard to give us the rare chance to see Fyffes **Coppename** and the Channel Islands supply ship **Huelin Dispatch**.

An even rarer opportunity followed as the high tide enabled us the manoeuvre up Fareham Creek to get close-up views of the laid up vessels. These were the Leanders **Jupiter** and **Hermione** and the Former East German **Rostock** moored in one group and the former Maintenance Ship **Rame Head** (almost the same vintage as **Jeremiah O'Brien** but "preserved" only because she is used by Marines and SBS to practice techniques for boarding ships). These ships presented a rather sad picture, but we were fortunate to photograph them before they disappear for ever. Portsmouth Harbour gave us one other surprise, a Ju 52 (A WW2 German three engined transport aircraft.) overflew us. As John Havers said " I haven't seen one of those since Crete in 1941".

The return trip through the Solent offered few ships apart from the ferries but the strong wind did provide some spectacular views of

yachts, many of them intent on getting in our way. As we sailed back up Southampton Water we passed the RoRo **Cap Afrique** before we moved into the Western Docks where the most obvious vessel was the **Oriana** but there was plenty of other ships to see. The **RFA Sea Crusader** was alongside the Military Port Marchwood.

Four Cable ships were in the Port, the Danish **Peter Faber** which passed outward bound, **Cable Installer**, **C.S. Monarch** and **C.S. Sovereign**. The Container Berths gave us **Colombo Bay** (In her new funnel colours) and **Thames**.

On our return past the docks our Skipper tried to manoeuvre us into Husbands Moorings so that members could photograph the former ferry **Southsea**. This typified the Captain's attitude throughout the entire voyage, he knew that we wanted to see and photograph ships, so he always tried to position his ship so that we had both the best of views and lighting. One incident shows how helpful the crew were, as we passed the U.S. Army Base at Hythe, Bert Moody wanted to know why on the ABP Dock List it was always referred to as DARSA. By the time we returned to Southampton Water in the evening, they had found the answer - **Department of Army Reserve Storage Activity** of Hythe.

There were so many vessels to observe during the trip that I know I haven't listed everything, but have tried to give just a personal view of the day.

I think all of those on the Boat Trip thought to whole day had been a great success. Many interesting things to see and a very obliging ship's crew. The only unfortunate aspect was that it was poorly attended. When our Secretary enquired if the Branch wanted a Boat Trip this year there was a very positive response, however, no doubt for a variety of reasons, when it came to the day members did not support the branch. The Trip was surely one of the highlights of the year. It will be a shame if it cannot be continued due to lack of support.

Bill Lawes

The Dover Strait

A need for a formal navigation system in the strait was brutally confirmed over a seven-day period in 1971 when three vessels were lost off Folkestone with the loss of 51 lives. In those days, an annual average of 30 collisions was the norm. Within little more than a year, the Channel Navigation Information Service had been established to provide a 24-hour radio safety service for all shipping in the strait. Its broadcasts on VHF channel 11 every 60 minutes (every 30 minutes in poor visibility) to give warnings of navigational difficulties and unfavourable conditions. At the same time, traffic separation became compulsory for UK registered ships and was made mandatory for all vessels in 1997.

Ships are identified by themselves, by other vessels or by the coastguard aerial patrol and those contravening the collision regulations are reported to their flag states. Disciplinary action usually takes the form of a warning letter to begin with but can and often is followed by a fine or suspension of the master's ticket. The man in charge of the Channel Navigation Information Service, Eric Musson, a former chief officer with BP Tankers, sees the coastguard's role in the strait as being like a police car parked on the side of the motorway. "We are not an enforcement agency, but it is important that vessels know we are watching them. We are quite convinced that if we took the separation scheme away and turned off the radar everyone would return to their old habits and it would be disastrous," he said. The vast majority of vessels do obey the collision avoidance rules with about four a day defined as rogues travelling the wrong way in a lane or, more usually, crossing a lane at less than the 90 degrees required. Initially, the coastguard had one radar at St Margaret's Bay and all plotting was done by hand. Now, there are radars at Hastings, Dover and Margate providing automatic tracking of every vessel along a 110 nautical mile stretch of the coast.

There is full co-ordination with the French coastguard who also transmit information every hour between the broadcasts from Dover. It is estimated that there is rarely less than half-a-million tons of hazardous cargo in the strait at any time. It is not mandatory for such vessels to report to the coastguard while travelling in the south west lane on the English side of the Channel, but it is a legal requirement for those in the north east lane on the French side.

The International Maritime Organisation also recommends that any vessel over 300 gt should report when entering a traffic separation zone. This is now mandatory in the Ushant zone in the western approaches and could be extended to the strait in the near future. It is the presence of so many large vessels carrying IMO defined hazardous cargoes that make the straits such a particularly dangerous area. In addition, there are many vessels with deep draught requirements - anything over 17m - who need priority in the narrow lane. When this is put against a background of 400 movements of merchant vessels every day, the need for surveillance and reported becomes clear. In addition to the new radars, which were introduced in 1993, remote VHF aerials have given Dover MRCC greater communications power. It is currently testing and training with VHF DSD (digital selective dialling) which will enable ships to make automatic distress calls to the centre. The IMO has said that all vessels over 300 gt must be fitted with the system by 1999 and, the whole of the English south coast will be designated as Alpha One radio area by the end of the year.

DISASTERS WHICH LED TO THE SEPARATION ZONE

The incident which led to the establishment of the world's first radar-controlled separation zone began on January 11, 1971, when the Panamanian-flagged **Texaco Caribbean** (13,604 dwt), proceeding in ballast from Terneuzen to Trinidad, was in collision in thick fog the Peruvian vessel, **Paracas**, off

Folkestone. The tanker exploded and eight crew died. Initially, the wreck lay for some time with her stern afloat and her bow on the seabed, a which point she broke in two. The **Paracas**, badly damaged forward, was taken in tow to Hamburg. The following day, the West German vessel **Brandenburg** (4,749 dwt), en route from Bremen to Jamaica, hit the Texaco's Caribbean's stern. She sank five minutes later, two miles away, and only 11 of the 32 on board were rescued. Less than seven weeks later, on February 27, the Greek vessel **Niki** (3,494 dwt) en route from Dunkirk to Alexandria hit either the stern section of the tanker or the wreck of the Brandenburg. There were no survivors from the crew of 21 and wife of the chief engineer on board. Contracts for dispersal to a depth of at least 21m were placed with Risdon Beazley, Ulrich Harms of Southampton. Over the next 18 months, the three vessels were cut up where they lay with the use of very small explosive charges to avoid damage ashore.

From Lloyds List

(It was hoped for a Branch visit to Dover September to the Dover Coastguard and the Port of Dover)

Albatros was forced to return to Bremerhaven only one hour into a seventeen day cruise. The 24807 ton vessel developed engine problems shortly after leaving Columbuskaya on its first commercial voyage since running aground off the Scilly Isles in May and its dry-docking at A & P Southampton.

The vessel carries 700 passengers and is now 40 years old, formerly Cunard's **Sylvania** and jointly owned by Vlasov Ship holdings and V Ships.

Dibden Bay

Associated British Ports has revealed plans to turn Southampton into one of northwest Europe's container megahubs early next century. Port management have outlined an ambitious programme to transform a 2km stretch of reclaimed land known as Dibden Bay into Britain's longest container quay with an annual throughput well above 2m teu. ABP has pledged to set aside a third of the site for a nature reserve. Around 1,500 permanent jobs will be created if the plans get the a green light, according to ABP Southampton. Several hundred incidental jobs are also expected following increased levels of inward investment. Dibden Bay will be able to accommodate simultaneously at least five of the largest post-panamax vessels, says port manager Andrew Kent. Provision has been made for up to three independent terminal operators within the site. Southampton harbour master Captain James Chestnut will chair a meeting of the Dibden Forum, where the company's plans will be spelt out. The forum, a newly created body, comprises representatives from around 50 organisations, including parish councils,

trade unions, businesses and environmental groups. The existence of this consultative body, along with the company's plans to invest extensively in environmental mitigation, have been designed to head off resistance to expansion plans. ABP has promised to set aside a third of the Dibden Bay land for a nature conservation area, a groundbreaking sustainable tidal creek, mudflats and landscaping. A creek designed to replace the environmentally sensitive intertidal area in front of Dibden Bay will be cut into the shoreline and wind its way round the container terminal. This is thought to be the first time such a solution has been proposed. The intertidal mudflats which ABP is planning to uproot have been designated a site of special scientific interest under the European Union's Birds Directive. The Royal Society for the Protection of Birds has been in discussion with Southampton port along with the government agency English Nature in an attempt to come

to an agreement on an environmental mitigation package. Construction of the first berth is unlikely to begin before 2000. A formal planning application to the government will follow the consultative phase and is expected early next year. It is likely to be followed by a public inquiry. Subsequent berths will be built according to demand, said Mr Kent, with the last unlikely to be operating before 2010. "The British economy needs this development," he said. "There is a general acceptance that there will be a shortfall in capacity early the next century." The development will be linked by both road and rail. On the recommendation of a Government inspector, Dibden Bay will also accommodate a deepsea aggregates wharf for the use of vessels of 70,000 dwt and upwards. New Forest District Council has in the past expressed reservations over the expansion plans, which as yet have not been costed.

Montys Notebook

A summary of recent new and infrequent callers to Southampton

204/7 Berth: Kirsten Maersk 81448/97, Nol Iolite 65500/97, CMBT Challenger 3585/93, Berolin 3992/94, Blinke 2876/96, CMBT Caraval 3821/96, Cuxhaven 2245/76, Emsliner 1300/77, Julia Isabel 2440/92, Tavira 21586/82, Johanna 2606/90, Inishowen 2749/88, Saint Oran 621/81, Maersk Tokyo, Rhein Trader 3815/91.

203 Berth: Global Link 13201/90, British Viking, British Magnus, Cable Installer 2588/80, Peter Faber 2854/82, Sir Eric Sharp 6141/89

Marchwood Bulk: Resthorn 2025/78, Antina 2292/89, Dorothy Trader 1680/86, Amur 2525 3086/88, Julius 1583/68, Martynas 1583/68, Xandrina 1567/86, Solway Fisher 1597/77, Baltiyskiy-107 1926/79

Marchwood RLC: General Frank S Besson Jr. Disp. 4265/87, Chian Trader 10602/78, Danica Red 902/83, Karin Cat 1501/86, Pantelis K 9354/82, Regine 5799/96, Zeran 1544/87, Angeliki 10225/81, Jenstar 534/75, Areti 11155/73, Tancred 48676/87

A&P Drydock: CMBT Concord 18037/88

110 Berth: Fisker 1638/96

107/8 Berth: Superiority 2230/91, Pamela Everard 1892/84, Lady Clara 2351/90, Lark 1972/76, Northern Loknes 2446/96, Vedette 2033/90, Svendborg 2730/84, Lancing 1943/76, Inishfree 3222/83, Ringfjell 790/71

103/4 Berth: King 11392/80, E W Whitney 8739/90, Orion Reefer 8818/89

102/3 Grain Berth: Marek 1999/83, Irtys 2 2086/96, Sheksna

RoRo Vessels: Belvaux 6832/79, Bijin 47521/88, Trinidad 49750/87, City of Barcelona 9576/93, European Emerald 37996/84, Glorious Ace 16881/81, Maersk Tide 44219/97, Pearl Ace 45796/94, Valencia Bridge 8428/80

40 Berth: Libia 13843/88, Dina Jacoba 9871/77

36/47 Berth: Milin Kamak 16166/79, Merkur 3749/90, North Sea Trader 2230/91, A B Liverpool 2844/96, Albushra 4791/67, Scotia 1473/87, Swanland 1978/72, Basma 22679/76, Orient Star 4413/76, Afros 19326/70, Plesetsk 4562/68, Nordholm 5306/76, Cito 1596/94,

Albatros, Alsenia 1371/70

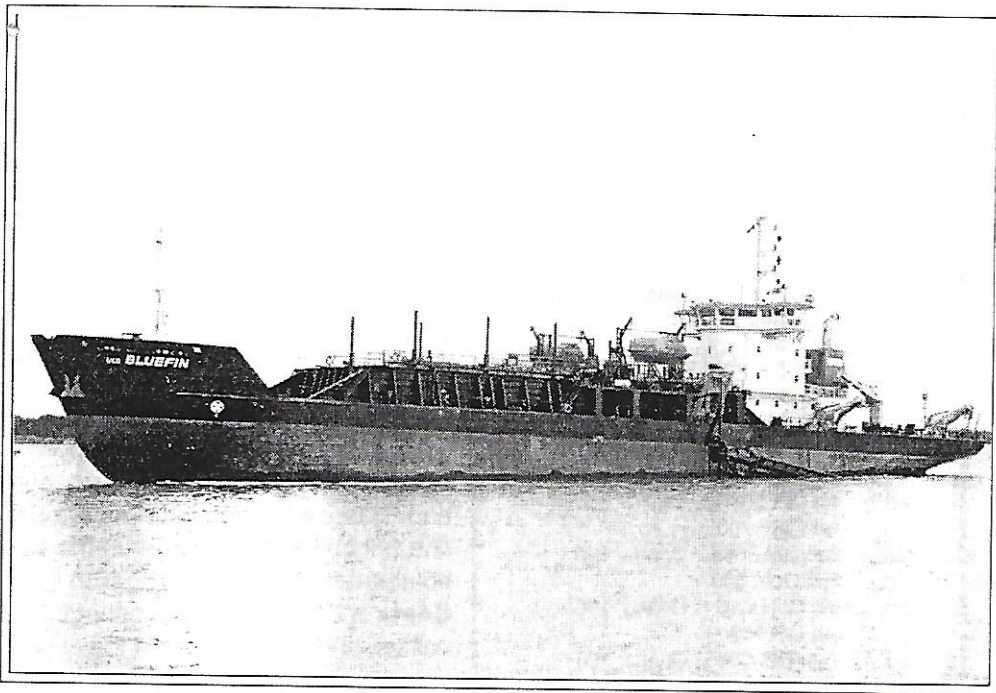
38/39 Berth: Odysseus 9821/62, Dalmacija 5619/65, Enchantment of the Seas 75000/97, Royal Viking Sun 37845/88, Europa 37012/81, Funchal 9563/61

Dibles Wharf: Emerald Pearl 2516/69, Marina Pearl 2516/69, Willy 851/86, Arklow Manor 1524/87, Silky 1961/78, Hoo Kestrel 1382/93, Irlo 1280/69, Menna 2561/96, Medway 1475/77, Fosseland 1059/79, Klaas 1 980/71, Tertius 2051/95, Baltiyskiy 107 1865/67, Norte 1514/77, Palatac-1 1544/72, Ladoga-13 1639/78, Koriangi 1598/93

P&B Wharf: Dana 1510/73, Birgit Sabban 2119/84, Marlies Sabban 2119/86, Leeswig 2561/85, Tafelberg 1939/81, Angelburg 1939/81, ZUG 2583/77, Claudia C 2818/94, Johanna 2606/90, St Anton 2300/76

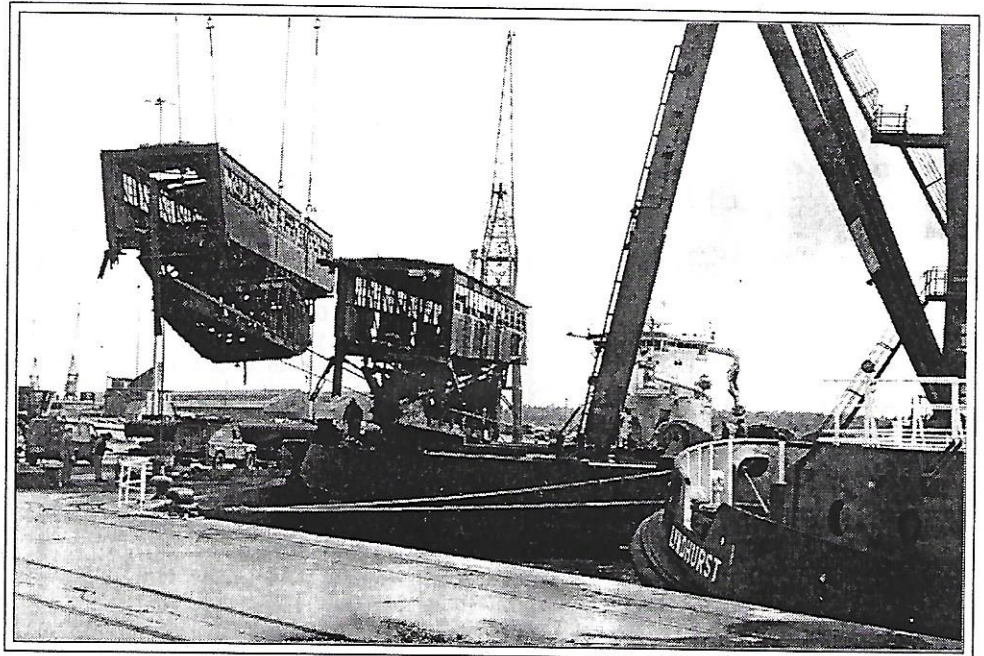
Dredgers: UKD Bluefin 4172/97, Nina 3219/95 (Now converted to a suction hopper dredger and registered in Port Louis)

Tugs: Rudokop 208/57



The new dredger UKD Bluefin currently maintenance dredging in the port. Monty Beckett

Tugs Wyeforce & Wyeгаurd towing HLV Canute and the remains of the flying boat base of 50 Berth on 9th May 1997. Rod Baker



Rudokop at 46 berth 28th June 1997. Monty Beckett

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Programme 1997

September 9th
Photographic Competition

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

PROVISIONAL PASSENGER SHIP MOVEMENTS

<u>ARR/DEP</u>	<u>TIME</u>	<u>SHIP</u>	<u>BERTH</u>
Mon	15th Sept	0700	Victoria 106
	15th Sept	1830	
Wed	17th Sept	0645	Oriana 106
	17th Sept	2000	
Sat	20th Sept	0600	Oriana 106
	20th Sept	1500	
Mon	22nd Sept	0630	QE2 38/39
	22nd Sept	1500	
Sun	28th Sept	0700	Victoria 106
	TO REFIT		
Tue	30th Sept	1200	Canberra
	TBA		
Wed	1st Oct 0930	QE2	38/39
	1st Oct 1700		
Thurs	2nd Oct 0645	Oriana	106
	2nd Oct 2000		
Sun	5th Oct 0645	Oriana	106
	5th Oct 1830		
Wed	15th Oct 0645	Oriana	106
	15th Oct 1830		
Fri	17th Oct TBA	Mercury	38/39
Sat	18th Oct TBA		
Sat	18th Oct 0800	Oriana	106
	18th Oct 1830		
Sun	19th Oct 0630	QE2	38/39
	19th Oct 1700		
Wed	22nd Oct 0700	Southern Cross	38
	22nd Oct 1700		
Wed	29th Oct 1100	Southern Cross	38
	29th Oct 1700		
Sat	1st Nov 0645	Oriana	106
	1st Nov 1830		
Fri	7th Nov 0630	QE2	38/39
	7th Nov 1700		
Thurs	13th Nov 0645	Oriana	106
	13th Nov 2000		
Sun	16th Nov 0645	Oriana	106
	16th Nov 1830		
Wed	26th Nov Ex Refit	Victoria	106
	26th Nov 1830		
Tues	2nd Dec 0645	Oriana	106
	2nd Dec 1830		
Sun	14th Dec 0645	Oriana	106
	14th Dec 1830		
Mon	15th Dec 0630	QE2	38/39
	15th Dec 1700		
Sun	21st Dec TBA	Arcadia	106
Tues	23rd Dec 1800		

1998

Sun	4th Jan 0700	Arcadia	106
Mon	5th Jan 1900		
Mon	5th Jan 0700	Oriana	106
	5th Jan 1900		
	9th May	Vision of the Seas	
	14th May	Grand Princess	

Contributions to Black Jack with a local connection are always welcome as well as comments as to its content.

Ed.

New UK Cruise Venture

A new UK cruise operation is to be launched next year using the former Italian vessel **Eugenio Costa** which is to be known as Edinburgh Castle. The new operation is being started by the Scottish-based Direct Cruises which is chartering the ship from British owner Lowline, which bought her two months ago. It is thought that the ship will operate out of Liverpool and Glasgow. In the interim period she will be used on charter in the southern hemisphere. **Eugenio Costa** is Lowline's first passenger vessel, and after purchase the company immediately sought to charter her out to a tour operator.

The new venture is further evidence of the attraction of the UK cruise market which currently stands at an annual 420,000 people and could reach 500,000 this year. This strength has brought tour operators into the cruise market with Airtours, Thomson and Saga currently running seven ships in Europe. It is also reported that Thomson, which currently has three chartered ships, will announce a fourth for operation next year. This latest ship will be known as **Topaz**, ex **Regent Sun**, and will be chartered from Maritime Cruise Holdings. The addition of this latest vessel will make Thomson the largest cruise operator among UK tour companies. But, unlike Airtours which owns its vessels, all the Thomson ships are on charter and are seasonal. Airtours also has plans for expansion and may even build a new ship. It is rumoured that First Choice, another leading tour operator, is close to chartering its first cruise ship. First Choice also looked at the **Eugenio Costa** as its first ship when it first considered a debut in the cruise market. But Sun World, which was also interested in the ship, put off a decision on entry into the cruise market until next year.

Lloyds List