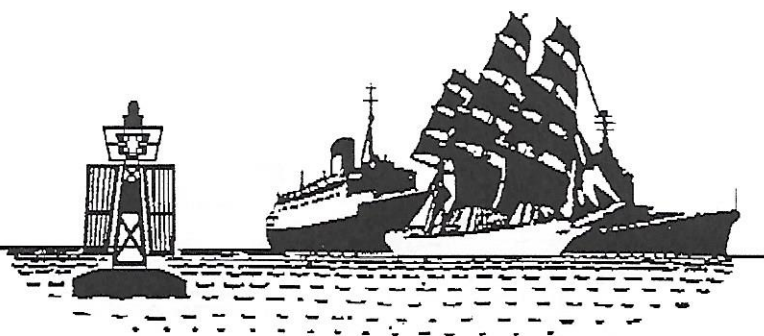


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY

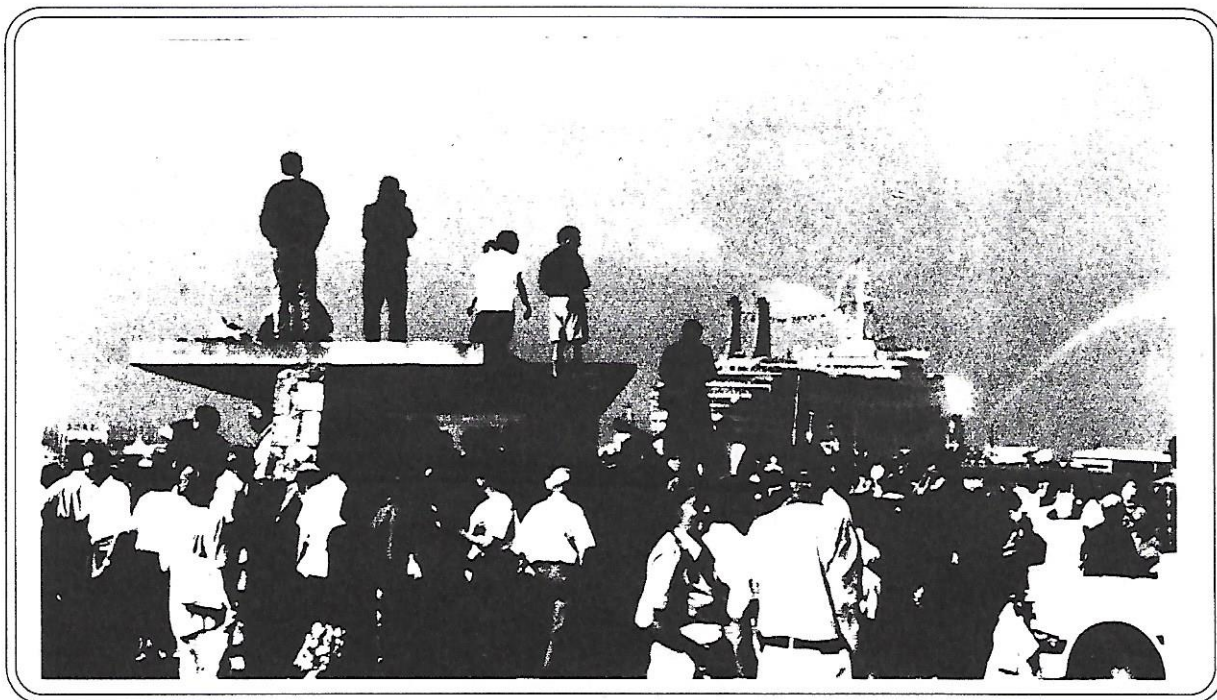


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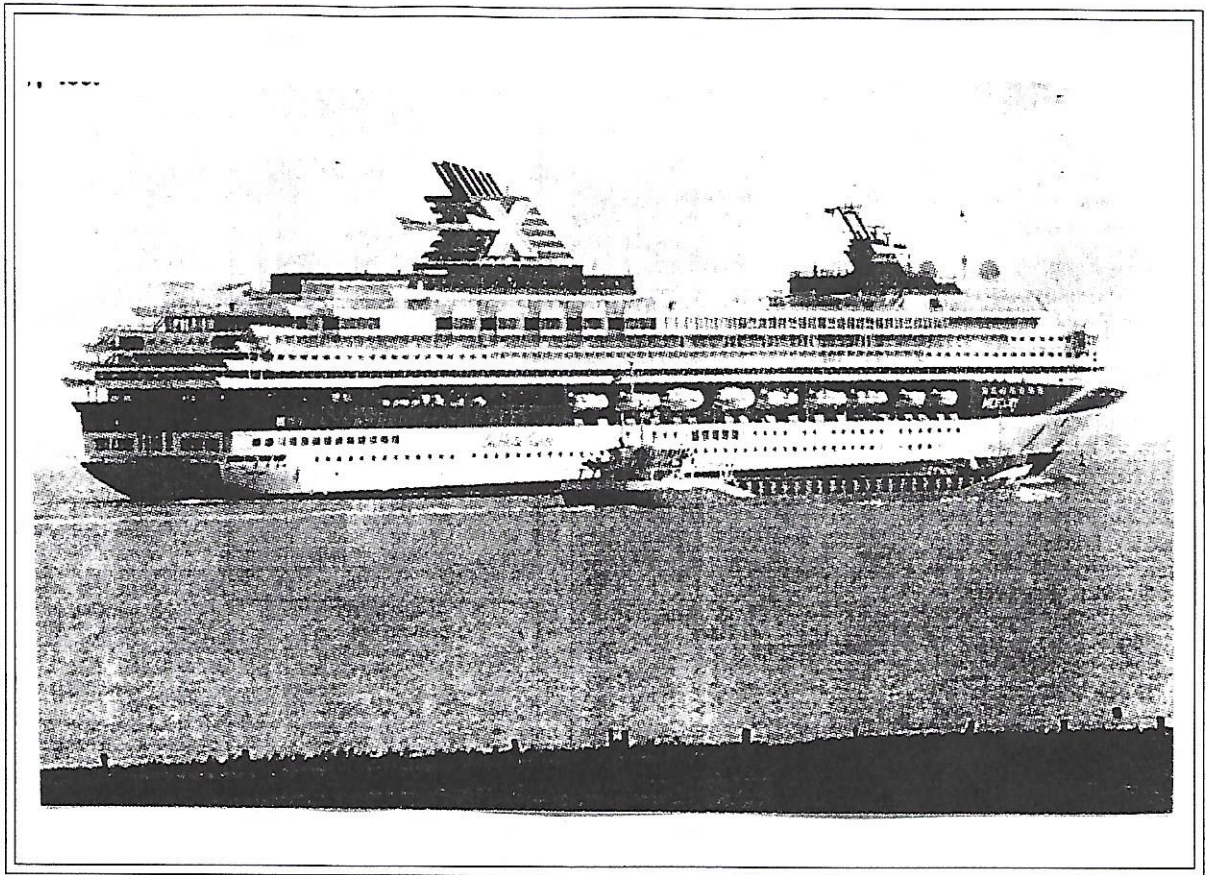
In this issue:

- * Page 2 "Mercury" cruise ship design for the next millenium
- * Page 4 Monty Beckett's Notebook - some recent callers
- * Page 6 Naval Notes - Bill Lawes
- * Page 7 WSS 51st AGM 1998
- * Page 9 Branch Finances



Canberra defies breakers ..

The former P&O cruiseship **Canberra** that sailed more than 3m miles in her 36 years at sea cannot quite complete her final voyage to the breakers yard in Pakistan. For the ship has run aground in 30ft of water just off Gadani Beach near Karachi where she is due to be broken up. As of the 10th Nov the ship has resisted attempts to drag her ashore. The company, which now owns her, shipbreaker GM Brothers says it could take several more weeks of high tides before she comes within range of its blowtorches. At least four winching machines and dozens of workers strain everyday at high tide to bring the liner ashore. But so far they have only been able to move her a few feet she arrived and ran aground. TCanberra operated as an emigrant ship and a cruise vessel and was also a veteran of the Falklands War. Since she had been sold for scrap reports have emerged that she was wanted as a floating hotel in Durban and also by an American Cruise operator specializing in vintage ships.



Celebrity Cruises new Mercury

The Meyer Werft shipyard of Papenburg, Germany has delivered the 77,713 ton 1870 passenger, **MERCURY** to Celebrity Cruises Inc. **Mercury** is 866 feet in length and is the sistership to **Century**, delivered in 1995, and **Galaxy**, delivered in 1996. Costing \$320 million the Mercury is the culmination of Celebrity's trilogy of Century class vessels and her overall design concept represents the contemporary evolution of European and American design.

Specifications:

Number of Decks 15
 Draught 25ft
 Dwt 6500t
 Tonnage 77713gt
 Speed 21.5 kts.

Mercury Design Highlights

As passengers embark through Mercury's Grand Foyer, they experience the atmosphere of the ship and streamlined effect achieved by oval shaped balconies defining the Atrium area. An armillary sphere by noted American sculptor Larry Kirkland entitled Astral Laboratory rotates on its axis and a four-story glass sculpture, aurora waterfall defines the Foyer.

Celebrity's signature Rendez Vous Lounge, a comfortable environment for socialising, gracefully directs passengers towards the dining room.

The grand Manhattan Restaurant (with seating for almost 1000 passengers) establishes Old World glamour in a New World manner.

Safety Equipment

Mercury is divided into seven fire zones and complies with the rules for a two-compartment vessel. The vessel is provided with four tenders and 14 lifeboats. In addition, the ship is equipped with 63 liferafts. Three unfoldable tender platforms are installed on deck 3, serving as landing platforms for the tenders. The tenders are designed for 110 persons.

Galleys

The restaurant areas on deck 5 and 6 are each served by the main galley on deck 5. A separate galley serves the restaurant area on deck 11; the galleys are connected by lifts with the preparation and storerooms. The onboard bakery and confectionery are integrated with the main galley. In order to enable fast food storage while the ship is docked the refrigerated rooms and storerooms are designed to provide access by electrically operated forklift trucks.

Lighting

The lights in individual public rooms are controlled by means of decentralised dimmer panels or by a computer in the TV studio. The central computer also controls day/night switching in the passenger corridors and staircases. At night, corridors are exclusively illuminated by wall mounted lamps resulting in considerable energy saving.

Fire Detection

The fire detection system is fitted with addressable detectors. For the first time aboard a ship, detectors with ionisation head and rate of rise indicator are fitted so that different types of fires can be located more rapidly. Surveillance is by monitors displaying different areas of the ship. All fire doors can be closed either individually or in-groups by monitor, or collectively by switches in the control room.

Telephone System

The digital telephone system provides 24 satellite channels for telephone calls ship shore/shore ship. All guest staterooms and public rooms are fitted with digital credit card telephones. In case of fire alarm in a stateroom, the telephones in the stateroom involved or adjacent staterooms are activated.

Bridge System

Mercury is fitted with the integrated navigation and command system NACOS 45 2, the main feature of the system is the multi pilot, which is capable of working as a radar unit and provides electronic chart display and control instruments for operating the track pilot and the integration navigation display. A repeater is fitted to each bridge wing and in addition, the Captain has repeater equipment in his office. All radar units have colour monitors in addition to three scanners on the main mast a scanner is also fitted on the forecastle. Mercury is fitted with Differential GPS.

Communications

Systems provided comply with the latest (GMDSS) regulations, separate Inmarsat M and B installations provide direct telephone, fax, telex and data facilities. In addition radio and safety communications are made through separate MF/HF systems, various DSC units, two separate Inmarsat C/EGC systems and four independent VHF systems.

Machinery:

Propulsion

Mercury has two controllable pitch propellers, three bow thrusters, two stern thrusters and two active rudders, operated by a joystick. Four non-reversible MAN B&W four stroke engines transmit its power via a gearbox to the shaft. The heavy fuel oil diesel engines are resiliently mounted and arranged to the 'Father and Son' principle. This arrangement provides great flexibility in propulsion and power generation. Each gearbox is additionally provided with a power take off for a 5.2MW shaft generator for electric power.

Automation

The following main functions are integrated in Mercury's overall automation system:

- general monitoring and alarm system
- emergency shutdown system;
- safety systems for all engines;
- diesel engine starting systems including clutch and gearbox controls and driving mode selection;
- power management system for the complete propulsion system and electrical installations;
- all temperature and pressure control systems;
- control of all major consumers including standby pump starters;
- control of remote control valves including tank gauge monitoring systems;
- draught gauge system;
- total control of the air conditioning system;
- alarm, log and manoeuvring printers.

Farewell Canberra

Getting up at five in the morning was a daunting prospect for two reasons. Firstly because of the early hour and, secondly, because I am a heavy sleeper and may not have heard either of the two alarms set.

I DID sleep through the alarms and only a "delicate" elbow to the ribs from my wife brought me round.

I was due to meet Lorraine Coulton, Royal Navy PR Officer, who arranged for the press to be onboard HMS *Cornwall*, which is a Batch 3, type 22 frigate.

Escorting *Canberra* home was a thrilling prospect, but mother nature intervened and covered the proceedings with a thick blanket of fog.

But we were in capable hands and agreed that the best option now was to retire to the officers' wardroom and drink copious amounts of Her Majesty's coffee until we reached the Nab.

As we got there, the mist lifted briefly and we had about five seconds to get a shot of the tower and *Canberra* together. It took me ten seconds and the chance was gone as the "Great White Whale" vanished into the gloom.

We circled the tower and then came in astern of *Canberra* and kept station there all the way up river. Still peering through the fog, the first officer was overheard to say that it was "an interesting exercise in navigation".

This masterpiece of understatement stayed in my mind as we kept station superbly. All in a day's work for the Navy, I'm sure, but one had to admire the expertise.

There was supposed to be a sail past of three Royal Navy warships, and it may well have happened, but in the mist it was hard to tell. I think I saw HMS *Southampton* but can't be sure if it was real or a mirage.

And so it was for some time, with ships' whistles, including our own, coming at us from all directions. Situated high up on the mast tower some 30 feet behind us, the whistles shook the ship every two minutes and self preservation kept me away from the edge at these moments. Weather reports filtering up from inside the ship were not promising initially, *continued on page 8*

Montys Notebook

A summary of new or irregular visitors to the port.

Container Berths: Lisboa 21584/82
Johanna 3125/91 Rhein Trader 3815/
91 Westwind 3639/85 Sovereign
Maersk 91560/97 OOCL Singapore
66086/97 Merchant 10258/85 NOL
Agate 65475/97 Irenes legend
36595/72 Maersk Tokyo 43325/81
Amasis 28500/97 NOL lolite 65500/
97 Castor 4178/96/ Marman 1782/85
Scotland 1888/74/ Anita B 2564/85
Thamesis 2835/97.

203 Corner: Maersk Defender 5746/
96 Peter faber 2263/82.

Marchwood Bulk: Amur 2528 3086/
89 Sormovskiy 53 2466/86 Lota
1519/73 Arklow Marsh 1524/88 Petra
F 1567/85 Baltiyskiy 110 1926/80
Arlow Valour 2827/90 Lady Rea
1954/78.

Husbands Shipyard: Spiro F 900/63
(Ex Reedness) Hallgarth (Tug)

Marchwood RLC: Tancred 48676/87
Strong Virginian 16169/84 Jolly
Indago 15863/89 Santiago 2600/97
Areti 11380/79 Dana Cimbria 12189/
86 Starbird 3351/93 Stena Nautica
19763/86 Zeran 15414/87

A&P Drydock: Channel Prosperity
38433/95 Sga Rose 25147/65
Britannia Beaver 3610/91 Ciboney
1933/78 Purbeck 6507/78.

109: Angeliki 1 67878/77.

107/8: Sylvia 13972/81 Zakynthos
1812/72 Frihav 1089/78 Falko
1512/79 Sokna 1371/70 RMS
Aldebaran 1860/96 RMS
Andromeda 1864/97 Erna 172/79
Duiveland 998/83 Redthorn 2025/
78 .

103/4: Hamburg Trader 12483/86
Cap Triunfo 8487/88 Magnific 5103/
92 Music 5103/90 Bencomo 6182/
82.

102/3: Aqua Pioneer 1499/81
Kivach 2829/85 Mineva 1672/68 .

102: American Cormorant 40685/
75.

101/2: Roman Star 10381/92
Stephanie S 1751/80.

RoRo Vessels: Hyundai No205
42247/87 Delborg 41368/81
Autopride 11500/97 Trianon 49792/
87 Yasmin car 2000/74 Princess
Arrow 47847/81.

36/47: Albatros 3576/73 Khaldoun
4287/77 Clipper Spirit 10775/85

Kustanay 3041/69 Columbialand
21892/78 Felicia 30750/74 Simeon
Ch 29729/77 Marja 2715/93
Muhiedding IV 2749/68 St Dimitros
Steamer 1 1719/83

Berths 38/9 & 106: Mercury 77713/
97 Kronprins Herald 31914/87 The
Emerald 24851/58 Antonie Junior &
Tow.

40/41 : Wadenzee 1861/85
Hatherleigh 202/61.

43/4: Grampian Explorer 390/65
Hatherleigh 202/61.

46: Magnet Elsbeth II 139/85 Rachel
(tug)

49: Rema 748/76 Anglian Prince
1641/80.

Dibles Wharf: Worthing 1938/75
Reda 1949/76 Tendo 2050/95 Lilli
Pearl 2530/68 Maxim 1975/76 Alissa
1143/96 Sandwater 1950/93
Botaviez 1543/86 Tormes 2287/82
Karina danica 1352/91 Angelburg
1939/81 Leedert SR 849/75.

Princes Wharf: Casablanca 2061/94
Sierksdorf 1963/83 Alexander 1788/
77 Fjordvang 2139/82 Laola 2275/80
Stuben 1935/76 Altea 1725/82.

In for repair.....

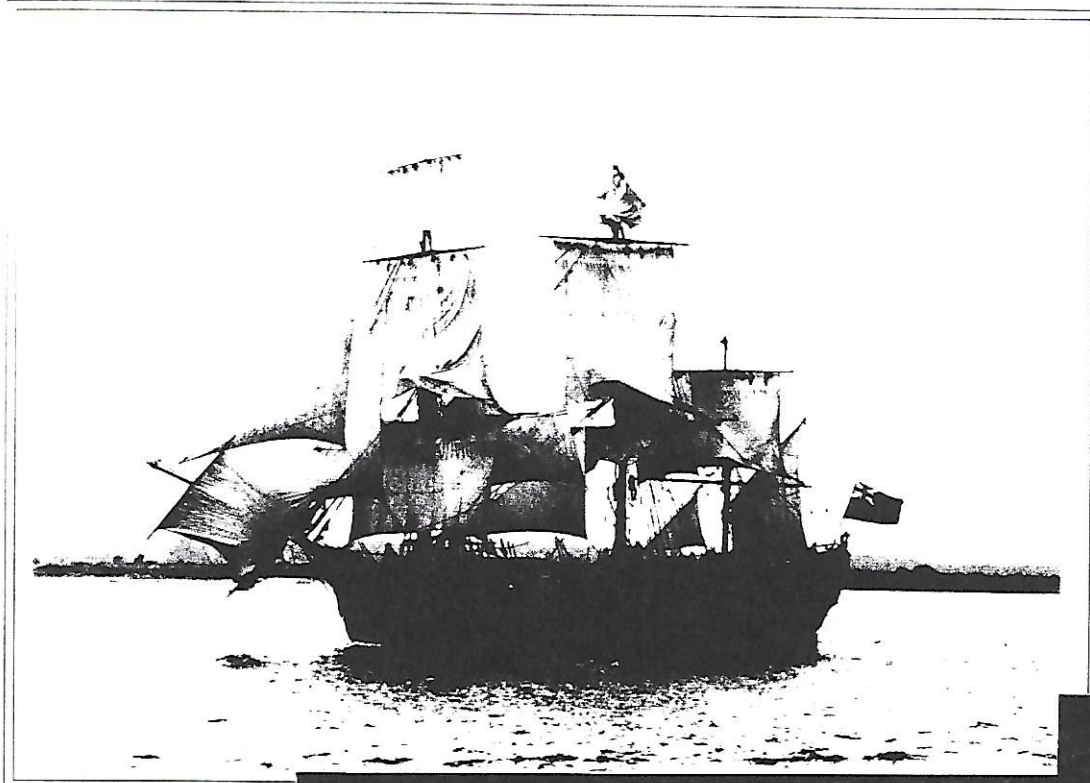
In port recently for repair at A&P drydock & 109 berth during October has been the St Vincent and Grenadines registered **Ciboney** 78/1933 . On 1st October whilst on passage from Immingham to Spain with a cargo of Grain she sustained bow and forecastle damage as a result of a collision in fog, 29 miles off the Devon coast ,with the Liberian registered motor tanker **Allegra** 86/11844 gt . The Allegra sustained damage to her No1 cargo tank and 900 tons of palm oil was spilled. Almost seven weeks later the oil which is claimed to harmless was being washed ashore on the IOW.

Grand Princess....

The new 109,000 tons Grand Princess of P&O Princess Cruises currently under construction at the Fincantieri shipyard at Monfalcone is expected to undertake sea trials before Christmas. The Liberian registered ship has a **distinctive glass walled disco pod suspended 150ft above the waterline above the stern across the width of the ship. Grand Princess** will be the largest cruiseship in service when she joins the Princess fleet next spring. She will sail from Southampton on her maiden voyage on May 14th at the start of her Mediterranean summer season. She is the third of Princess Cruise's five Grand class ships.

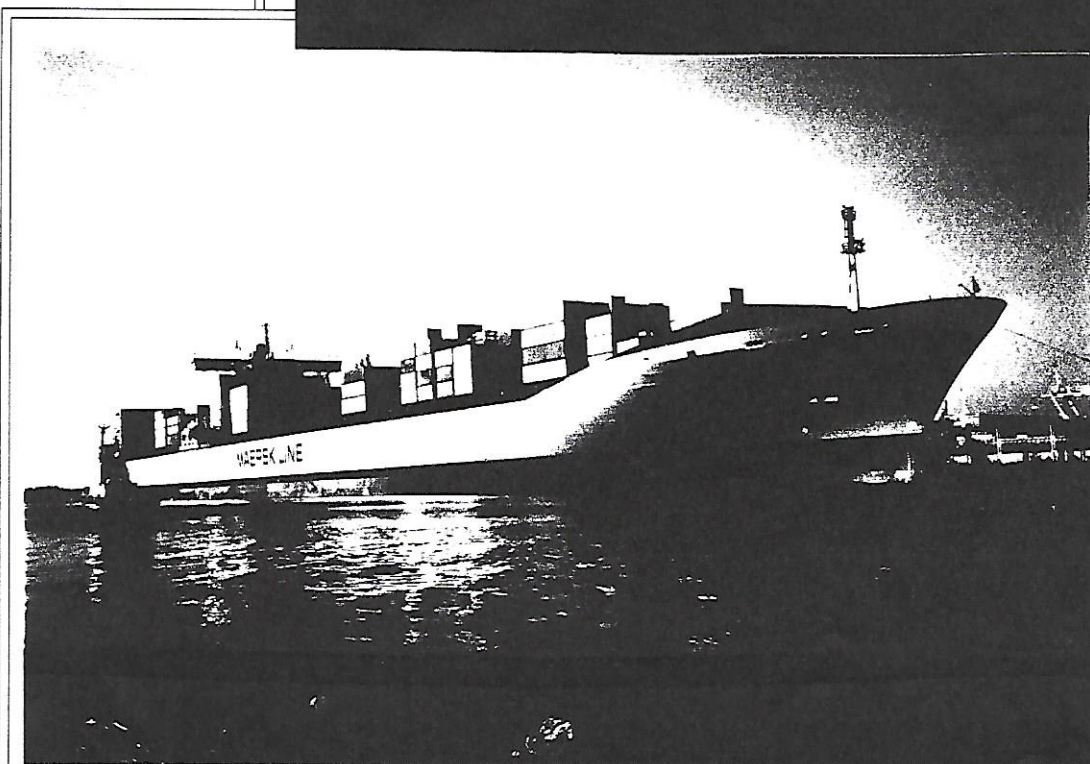
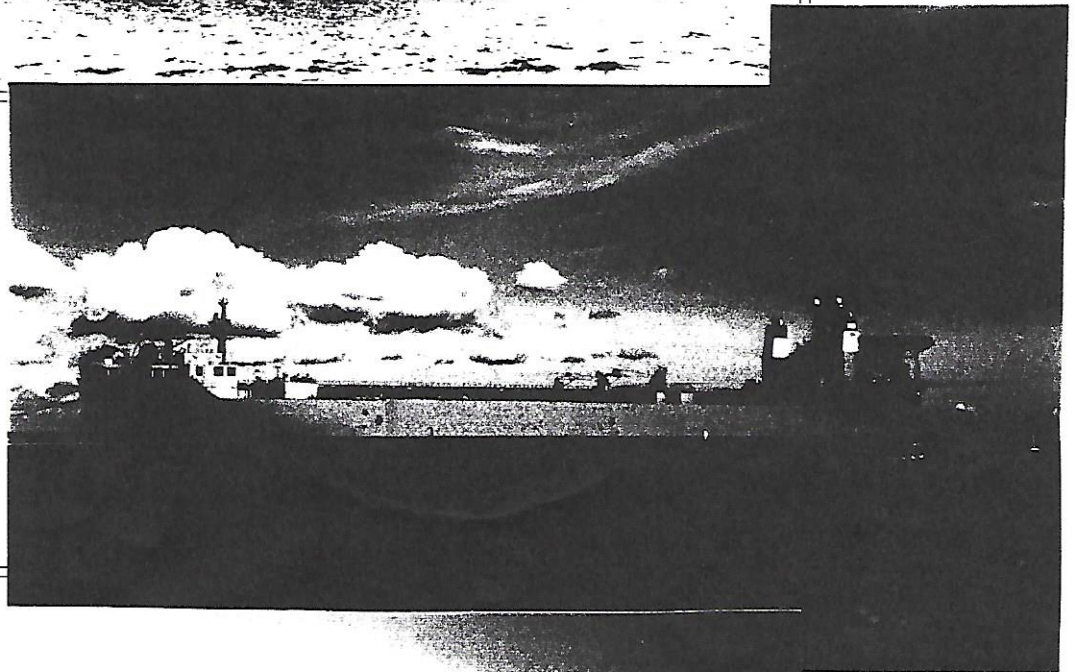
Sovereign Maersk

On Friday 5th September 1997, Her Majesty Queen Margrethe named A.P.Moller's latest newbuilding **Sovereign Maersk** at a ceremony at Odense Steel Shipyard. Sovereign Maersk which is Odense Steel Shipyard's newbuilding no 160 is the seventh in a series of 15 so called post-panamax vessels for A.P. Moller, it will be the worlds largest container vessel at 91560 Gt , some flexibility has been incorporated into the design of the Sovereign Maersk including some 10% higher cargo carrying capacity. The machinery arrangement has been updated and the vessel will have a speed of 25 knots.



During the Southampton boatshow the replica **Endeavour** slipped up Southampton water unheralded turned off Mayflower Park and departed - Rod Baker

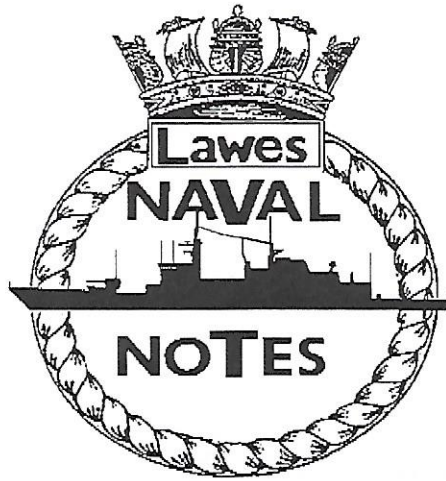
The shape of things to come ? The diesel electric North sea shuttle tanker **Berge Hugin** 66538/97 departing Fawley 26th Aug 1997 - Bill Lawes



Sovereign Maersk the worlds largest container vessel but for how long ? - John Kennedy

Most of the naval vessels seen in the port recently have been fairly regular visitors such as **HMS Southampton** and the US ships **USNS Zeus & American Cormorant**. There have however been a couple of new arrivals, the first was the ex **RMAS Magnet** a degaussing vessel that has reportedly been sold to a Portsmouth company who plan to refit her then charter her back to the Defence Research Agency under a foreign flag !. This 995 ton vessel was built by Cleland S.B. at Wallsend in 1980 and was designed to supply power to degaussing cables used to demagnetise ships and thereby reduce their effect on magnetic mines.

The second new visitor was the French destroyer **Primauguet** of the George Leygues class of anti-submarine ships. She was launched in 1984 by Brest Naval Dockyard, displaces 4490 tons at full load and is powered by gas turbines of 43000 hp and diesels of 12800hp. Her armament includes "Exocet" Surface to Surface missiles (SSM) and "Crotale" Surface to Air missiles (SAM), a Lynx helicopter and torpedoes supply her



anti-submarine capabilities. Although still carrying a "D" prefix to their pennant numbers this class were re-rated as frigates in 1988.

Farewells.....

The ex RMAS tug Roysterer which was at Marchwood for sometime during which time she was renamed **M/T Amolese** and under arrest has sailed for the Netherlands. During this year's boat trip we had close up views of the Leander class

frigates **Hermione** and **Jupiter** laid up in Fareham Creek, they have both been sold to Samsung Ltd. for breaking up in India - so when you next buy some electronic equipment it may contain metal from one of these ships. They will be towed to the breakers yard by Roysterer's former sister Rollicker now renamed **Joseph Brown** and now owned by New Zealand interests.

Also we have to say goodbye to the Royal Yacht **Britannia**. The sad end of a tradition dating back, I think, to the Stuart times. Although several locations, including Portsmouth are attempting to obtain the vessel as a tourist feature, I wonder if any such venture is feasible. The Yacht is by all accounts in an excellent condition, but this is as a result of having a dedicated complement of 250 plus tax payers money. It seems doubtful if any 'Council run scheme' could duplicate this commitment. Once the ship's appearance deteriorates she will rapidly lose her appeal to the public and become a financial liability.

A Change of ships for 101 berth.....

A change of charter ships is expected for the Geest Line weekly break-bulk and container service linking Southampton, Le Havre and the Caribbean.

The change of ships commences with the following Wednesday departure dates :

Joy - 7 th	Jan 1998
Elke- 21 st	Jan 1998
Jean - 28 th	Jan 1998
Joy - 4 th	Feb 1998
Brenda - 11 th	Feb 1998

All ships are fairly recently renamed Chiquita vessels all built 1993/4 of approximately 8665 Gt.

A new caller....

A new caller has been the **OOCL Singapore** of 4960 teu she had been christened at Mitsubishi Heavy Industries Nagasaki on the 26th August.

Festival to upgrade Southern Cross

Festival Cruises is to give its latest vessel a \$9m refurbishment and technical overhaul in Greece before she re enters service.

The 17270 gt **Southern Cross** was acquired from CTC Cruise Lines at the end of last year for a reported \$23m and brings the Festival fleet to three cruiseships.

Under Festival the 1972 built ship is being renamed **Flamenco** and will sail to the Caribbean in December for a winter charter to Canada's Regent Holidays which also seasonally charters a second vessel Festival vessel **Bolero**. Extensive changes to a number of the vessel's main lounges and entertainment centres are planned, while all passenger cabins will be upgraded and many of these completely refurbished. Another major area of investment will be to recondition and extend the ship's open deck space. The 900 berth Flamenco is scheduled to relocate to Italy next April for Mediterranean cruises but in summer will be performing Festival's first itineraries in Northern Europe. The expanding European operator earlier this year lined up a fourth ship which is now being built at Chantiers de'Atlantique in St. Nazaire and is to fly the French flag.

Subscription Notice 1998 and the UK Data Protection Act

SUBSCRIPTIONS :

There will be some changes in how subscriptions are collected for 1998, which incidentally will see an increase in the ordinary membership to 23 as agreed at the AGM in May. All ORDINARY SUBSCRIPTIONS are due on the 1st January, there no longer being a July renewal date option available.

In the past a separate subscription renewal reminder was sent out with marine News towards the end of the year , but it has been proved that not everyone receives it. Therefore for the 1998 renewal it has been decided to print the renewal reminder on the reverse of the address label which is used to send your Marine News. In this way everyone will receive it, but of course it will mean that LIFE MEMBERS will receive it as well. They should ignore the renewal part of the form but they are asked to note the clause covering the DATA protection act which now has to be included, and that they should sign and return this.

The Subscription Renewal Form will be sent out with NOVEMBERS Marine News, it will be the only form sent out as a reminder, so you are asked to retain the form until you are ready to send in your subscription.

DATA PROTECTION ACT

All membership details are maintained on a World Ship Society database and under UK Law the WSS is required to bring this fact to the attention of all members. In future the Society's Membership Application Form and Subscription Renewal Form's will include a clause bringing this fact to the attention of members. MEMBERS ARE ASKED TO SIGN AND RETURN SUCH FORMS WITH THEIR REMITTANCE. Branches and representatives are asked to obtain a signed form from every member for whom they collect subscriptions, and submit the forms to the appropriate Membership secretary to be held in the Society's records.

AT LOCAL LEVEL

The Branch Treasurer Andrew Hogg will receive the above forms and submit them en-bloc, he must be in receipt of all forms and payment's by the January meeting at the very latest. With respect to the paragraph above additionally, Southampton branch members names and addresses are held locally on a database for the purpose of Black Jack distribution and branch administration only, however a checklist of names is made available to ABP to facilitate the issuing of Photographic Passes for the Port of Southampton. Should any member problems or concerns please contact the BJ Editor without delay?.

World Ship Society 51st AGM

As most of you know, the Southampton Branch has agreed to host the Society AGM in May 1998 . The proposed programme of events is shown below :-

FRIDAY 8th May

19.30 Reception

20.00 Welcome address by Southampton Branch Hon. Chairman John Lillywhite

Finger Buffet

SATURDAY 9th May

a.m. Free Time for visitors to explore Southampton.

10.00 till 14.00 Sales tables will open in the Hotel.

13.30 till 18.00 Coach trip to Exbury Gardens For those not attending AGM - Return by

14.30 till approx. 17.00 51st. Annual General Meeting of the World Ship Society.

19.30 Assemble for Dinner. Formal Dress please

8.00 Dinner

A Guest speaker will be invited.

SUNDAY 10th May

10.00 Depart for Ocean Village

10.30 till 11.30 Docks and Southampton Water Cruise on "Blue Funnel Cruises" vessel Ocean Scene

13.45 Farewells

Prices and times are provisional.

If the AGM is to be successful it must be supported by as many members as possible - it is hosted by The Southampton Branch not just the Committee!

Your help and support is asked for the following :-

1. The Friday Buffet - to help to welcome our visitors.
2. The Saturday Dinner - we should aim to have at least one Branch member at each table.
3. The Boat Trip on the Sunday morning.
4. By being available at the Hotel on Saturday morning to advise our visitors.
5. The coach trip to Exbury.
6. The sale of Raffle tickets throughout the weekend. (Is this something the Ladies are best at ?).
7. Possible transport of visitors from the Avenue Hotel to Ocean Village for the Boat Trip on Sunday.

We hope that we can rely on your support. The AGM Committee.

To reduce member's commitments, there will be no Christmas Dinner this year and no Branch Boat trip in 1998.

Southampton Branch WSS

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The editor is always pleased to receive photographs taken in the Southampton area or an article or even a news story with a Southampton connection that could be used in a future edition of Black Jack.

Programme for 1998

January 13th: Swansea & South
Wales
WSS Tape Slide Show

February 10th: Southampton Shipping.
Bert Moody

March 10th: Liners of the 40's to 60's.
Basil Devenish-Mearns

April 14th: History of the Orient Line
Nelson French

May 8-10th: Society AGM
10th: Morning Port Cruise
12th: Visit to the Jubilee Project
Yard.
(Different time and venue - see B.J.)

June 9th: Scandinavian Ferries
Bill Mayes

July 14th: Carriers in Naval Aviation
Bill Lawes

August 11th: Members Evening

September 8th: Photographic
Competitions

October 13th: Branch AGM & Auction.

November 10th: Kiel Canal
WSS Tape Slide Show

December 8th: Camera on the Quay
Catherine & Derek Lane

but we eventually got the news that the Solent was clearing and we would get "visibility one mile". We began picking up the usual armada of little boats and then the *Waverley* came at us on the port side and tucked in astern never to be seen again. A booming whistle on the starboard side proved later to be *Shieldhall*.

It seemed to get even more gloomy briefly, and then the sun broke through (as it did on the return from the Falklands), the grey replaced by sunshine and the colourful scene of *Canberra* surrounded by increasing numbers of small craft, including the usual quota of "posers" who felt the need to put their mark on the occasion by putting others in danger. I could now see the paying-off pennant, the flags, banners and balloons that bedecked *Canberra* and some sense of the emotion on board her seemed to come across to us. Hundreds of balloons were released and smoke canisters on the after deck turned from P&O's house flag colours of red, white, blue and yellow to a dirty brown as it rose. The sludge vessel *Haweswater* was coming down river on *Canberra*'s port side and the captain (surely descended from Moses), with no intention of giving way to all the "part time seamen", maintained his course and speed with the whistle set to continuous.

My heart was briefly in my mouth, but he managed to "part the ways" and the little ships peeled off left and right (sorry, port and starboard), giving the ship a way through. Just after *Cornwall* passed Mayflower Park, she turned to starboard and kept station across the river. The crew lined the port side of the ship, ready to "cheer ship" once the *Canberra* had also turned further up. She was a mile away when it happened and I wondered if anyone on board would see this salute from the Royal Navy. It was very moving and showed the respect that the "Grey Funnel Line" had for its Merchant Navy counterparts.

All too soon, it seemed, *Canberra* was at her berth for the last time and *Cornwall*'s duties were over. And so a great career ends, but *Canberra* will be remembered as one of the great ships of all time.