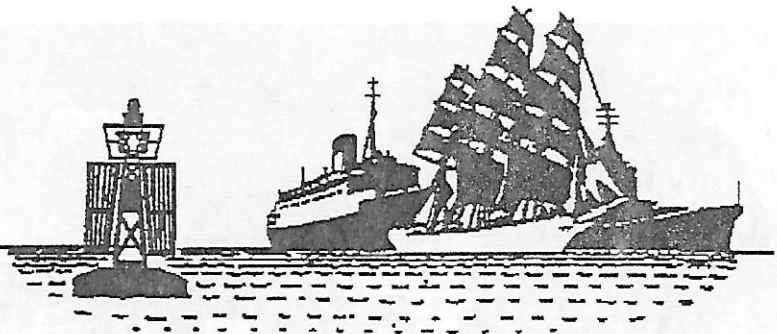


BLACK JACK

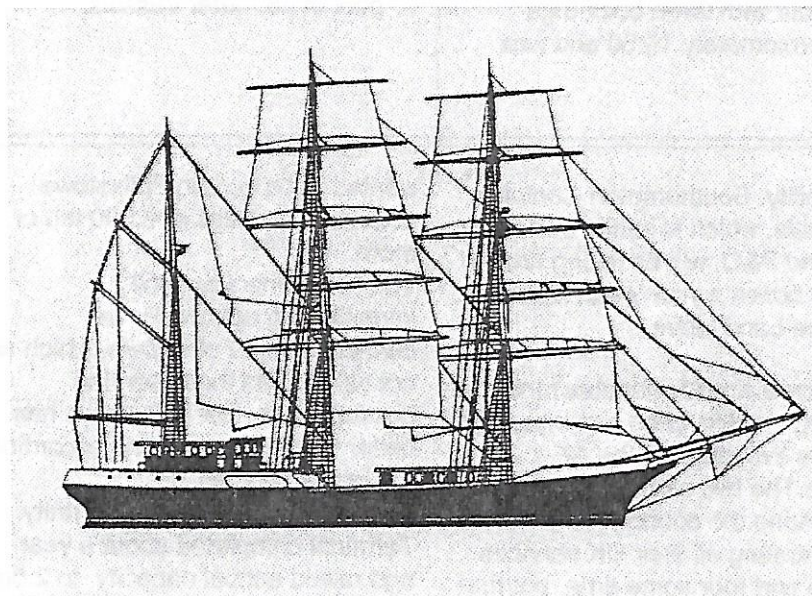
QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



Spring 1998 No.104

Features

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- * Page 5 Lawes Naval Notes Bill Lawes
- * Page 7 Monty's Notebook - Monty Beckett
- * Page 9 & 10 BJ Index for Nos 81 - 100. Bill Lawes



The Jubilee Sailing Trust's new 65m Wooden Barque

Following on the success of the S.T.S. Lord Nelson - the only purpose built sailing ship for a disabled and able bodied crew - the Jubilee Sailing Trust is building another vessel for the same purpose. She will be the worlds largest wooden ship to be built in Britain this century and is under construction at the Jubilee Yard.

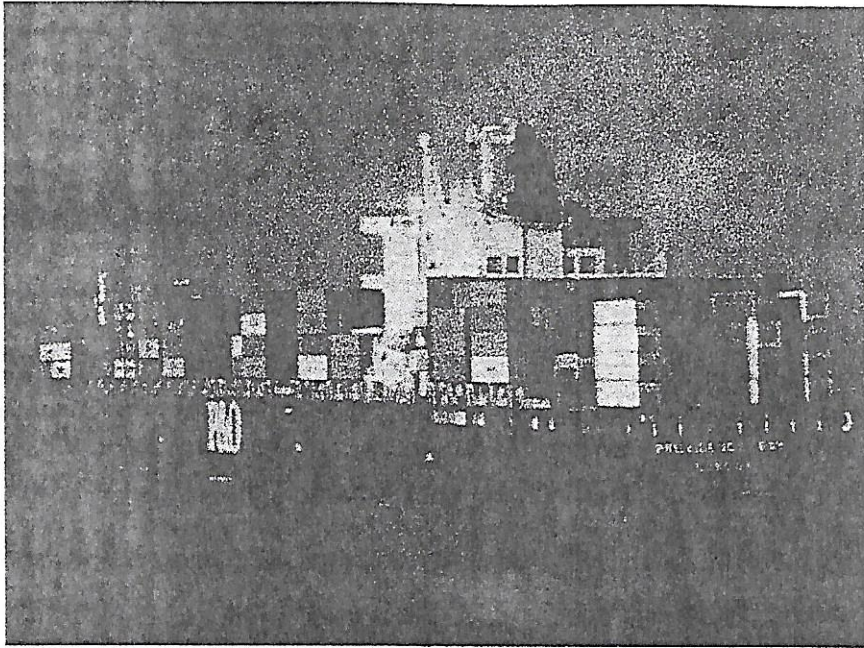
The Secretary has arranged arranged a visit to the Jubilee Yard for 19:00 in place of our usual May 12th meeting. Members are welcome to bring visitors providing the secretary has been advised of the numbers in advance i.e. at the April meeting if possible.

Access: Full disabled Access
Car Parking On Site

Bus: Southampton City Bus Nos 2,6,6a, 10,16, 17,17A & 25.

Train: Woolston Station

Location: Jubilee Yard Merlin Quay, Hazel Road, Woolston



Providence Bay 94/50350

Richard Jolliffe

Reported aground and photographed in the vicinity of the Reach buoy whilst inward bound from Rotterdam for 204 berth on 11th November. Richard reports she was aground for approximately an hour with three dock tugs standing by. The vessel refloated herself at approximately 15:30 and was alongside for 18:20.

P&O Nedlloyd pays £60m for Blue star.

P&O Nedlloyd is buying the container shipping interests of the Vestey Group's Blue Star Line but Vestey will continue to operate conventional refrigerated cargoships under the Star reefers name in partnership with Germany's Hamburg Sud. The acquisition is subject to due diligence and should be complete by late March. Blue Star owns 11 containerships ranging in size from 1300 teu to 2000 teu, the total capacity of the ships which were built between 1972 and 1981 is about 15,000teu while a further four chartered containerships amount to 7,000teu.

Both Vestey Group and the Oetker family that owns Hamburg Sud remained fully committed to Star Reefers which operated a pool of 36 reefer vessels.

The world's largest container ships are switching their UK port of call from Southampton to Felixstowe.

AE-1, the Europe/Asia service operated by jointly by Maersk and Sea-Land, will transfer to Felixstowe in March.

The 6,000 teu Kate Maersk is expected to be the first vessel of that size to be handled by Felixstowe, which has guaranteed berth

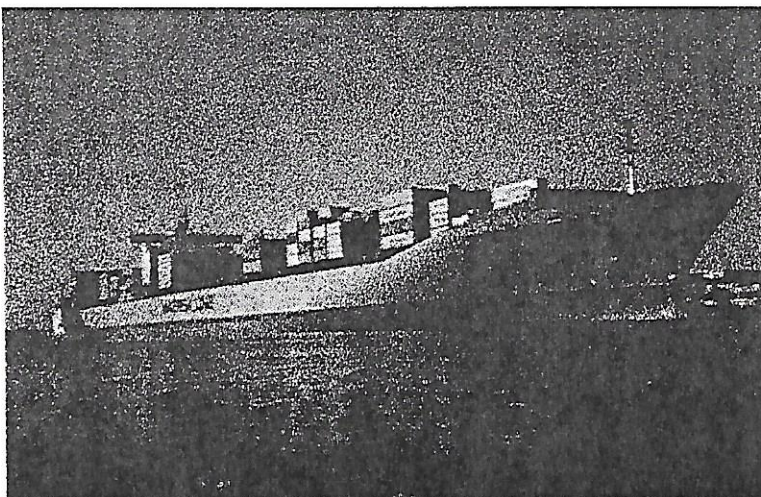
availability. Southampton Container Terminals, which is jointly owned by ABP and P&O, will be losing around 85,000 boxes a year when Maersk and Sea-Land leave.

Felixstowe already handles most Maersk and Sea-Land services, with the sole exception of the AE-1 service. The two carriers had been considering the economics of concentrating all their UK services on one port for some time, but first

wanted to be certain Felixstowe could handle ships of 6,000 teu or more.

The two carriers are still investigating options for rail connections to Felixstowe, which are not as good as those serving Southampton. But Felixstowe has better feeder connections according to Maersk sources.

Expansion of Felixstowe's Trinity Terminal completed about a year ago raised annual capacity to 2.5m teu. Southampton handles around 900,000teu annually, and will be taking all five of the Grand Alliance's Europe /Asia services and two of the three Europe/Asia to be introduced by the successor to the Global Alliance. It is also understood that Southampton is also confident of shortly securing its first transatlantic service for many year's.



Photograph: John Kennedy

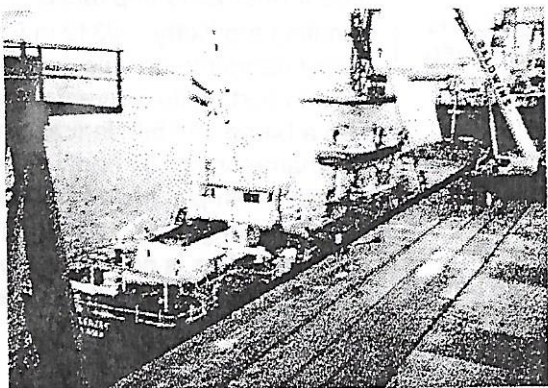
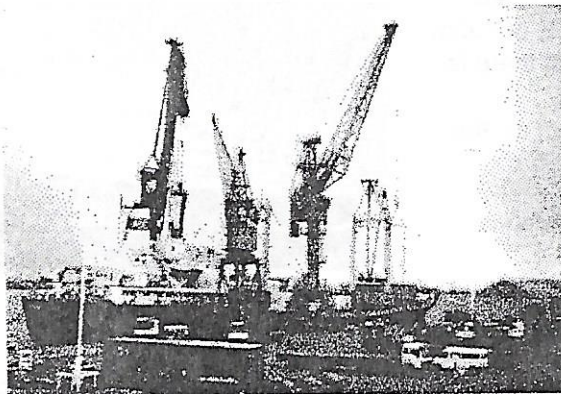
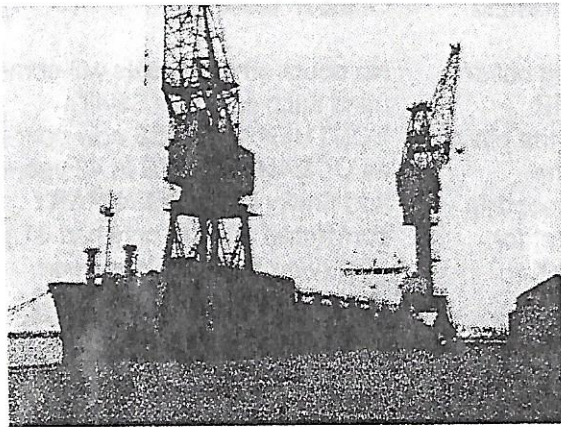
Heavy Lifts in the Eastern Docks

There has recently been a spate of heavy lift activity in the Eastern Docks, something that always adds interest to the scene there which can be rather dominated by vehicle carriers and bulkers.

On Nov. 16th the **FRIEDA**, a German registered vessel, was caught with a full deck of railway stock for various companies.

You could see two heavy lift operations on the same day on December 6th when the Turkish vessel **CEREN URKMEZ** unloaded four gas turbine generators with the aid of HLV Canute from Houston Texas destined for Southern Electric in Weymouth and Reading. On the next berth was the low air draught coaster **WADDENZEE** with a large yacht attached to her hatch covers.

Rod Baker



Vosper Minehunter

In late December one of the most extensively outfitted minehunters, with more than 80% of the outfitting completed was launched at VT Southampton. Representing the latest addition to the minehunting capabilities of the Royal Navy, **HMS Pembroke** is built of glass reinforced plastic, and is the second in a series of seven ships ordered from Vosper Thornycroft in 1994. Considerable improvements in construction of the ships has added to enhanced levels of productivity and cost benefits, including increased use of Seeman Composites Resin Infusion Moulding Process (Scrimp), where the resin is drawn into a sealed mould under vacuum instead of being applied by hand. The major benefits of the Scrimp process are said to include increased laminate strength, reduced weight and cleaner and more efficient production. Other areas where improvements have been made include mechanising the fibre cloth-cutting process, implementing just-in-time material delivery, installing resin tanks within the panel shop and building berth, and using resin guns to improve application. Further significant improvements have also been applied in modular construction techniques allowing higher levels of outfitting to be completed prior to installing a module in the ship.

This latest ship is part of a follow-on batch of Sandown class minehunters. It features several enhancements, including accommodation for female crew members, larger Voith Schneider propulsion units, enhanced air conditioning, a more powerful crane for underwater vehicle deployment and a larger improved decompression chamber for divers.

* The NOL Negan ex NOL Lageno has been sold by P&O Nedlloyd to Bangladeshi shipbreakers for a reported \$4.192m (\$160 per ldt). She was built in 1973 by Howaldtswerke-Deutch as the **Osaka Bay**.

At Fincantieri.....

Carnival Corporation subsidiary Holland America Line has placed a \$300m order with Fincantieri to build a new 61,000gt cruise vessel.

She is projected to carry 1300 passengers on double occupancy rate and will be a modified sistership to the 62,000gt **Rotterdam** delivered by Fincantieri last December. The new vessel is due for delivery after 2000.

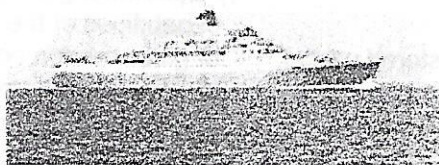
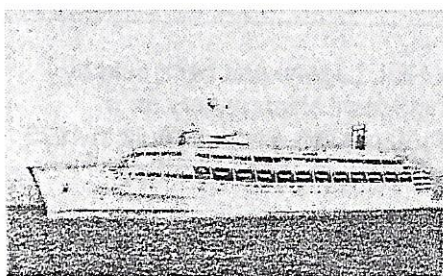
Disney Cruise Line has cancelled the maiden voyage of the 85000gt cruiseship **Disney Magic** until July 30 due to construction delays at Fincantieri. It is the second time Disney has cancelled the maiden voyage, resulting in the loss of 26 cruises.

Long Life Ships

- Bert Moody

The **CANBERRA** completed in 1961 has finally gone for scrap after 36 years of service - reasonably long life for a passenger ship, but several of her contemporaries still remain in service Holland America's **ROTTERDAM**, two year's older than Canberra has been sold to Premier cruises and renamed **REMBRANDT**. The **WINDSOR CASTLE**, completed in 1960, is still afloat, renamed **MARGARITA L** in 1977 and used as an hotel ship for several years, but now laid up at Eleusis where she arrived in June 1991. Her running partner in Union Castle days - The **S.A.VAAL** built as **TRANSVAAL CASTLE** in 1961 is now cruising under the name of **ISLAND BREEZE**

Other ships of similar age are also still afloat - Holland America's **STATENDAM** completed in 1957 was renamed **RHAPSODY** in 1982 and **REGENT STAR** in 1986 and as such she has been laid up under arrest at Eleusis since November 1995, the **EMPRESS OF BRITAIN** completed in 1956 is now operating for Epirotiki Cruises at the **OLYMPIC**.

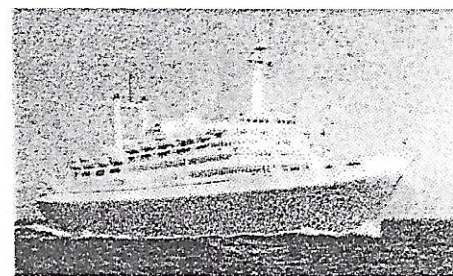


There are also four Cunarders built by John Brown during 1956 and 1957 - they are still in existence although the two Russians now under the Maltese flag **LEONID SOBINOV** (formerly **SAXONIA**) and **FEDOR SHALYAPIN** (formerly **IVERNIA**) are laid up in need of repairs at Ilichevsk, the **SYLVANIA** has called at Southampton as the **ALBATROSS**, while the **CARINTHIA** is now cruising out of Australian ports as the **FAIR PRINCESS**, having taken the place of another contemporary the **FAIRSTAR** formerly the troopship **OXFORDSHIRE** which went for scrap last year.

The **ROMANTICA** burnt out last October was built in 1939, another pre-war built ship helped in the rescue of the passengers - she was **PRINCESA VICTORIA**, originally the **DUNNOTTAR CASTLE** of 1936, although except for the hull there is not much of the original **DUNNOTTAR CASTLE** left as she was practically rebuilt in 1959.

Matson Line's **MONTEREY** built in 1932 which in 1970 became **BRITANIS** is now 65 years old - she has been laid up at Tampa since October 1995. The 1944 built American transport, **GENERAL W.P. RICHARDSON**, operating earlier last year as the **SAPPHIRE SEAS** is now laid up at Eleusis. The **STOCKHOLM** completed in 1948, now operating at **ITALIA PRIMA** is nearly fifty years old, although she has spent some time laid up including a year at Southampton. Union Castle's **KENYA CASTLE** completed in 1952 was renamed **AMERIKANIS** in 1967, but she has been laid up at Eleusis since October 1996.

No doubt other vessels will come to mind such as Shaw Savill's **SOUTHERN CROSS** now operating as **OCEAN BREEZE** is 42 years old, and finally the **QUEEN MARY** completed in 1936 only had 31 years of service but since has been stationary for nearly another 31 years.



Blaze damages ferry at A&P Tyne Yard

More than 70 firefighters attended the blaze which broke out in late January. The fire started on a new electric switch panel which had just been finished on the ship, which is being converted into an ocean going casino. Work on the **Ambassador II** began in August after the ship arrived after preparatory work in Southampton.

Wallenius Lines, the Stockholm based vehicle carrier specialist, has taken delivery of the 13 deck, 5,850-car capacity **Don Quijote** from Daewoo. It is the sixth ship in a series of nine, with further ships due in May 1998, May 1999 and October 1999. The **Don Quijote** will be employed in Wallenius' round the world service, its sistership we have already seen in Southampton **Don Juan**.

The former 2640 bhp tanker handling tug **Kelty 76/312** in Forth Tugs Grangemouth colours was seen in port on its delivery voyage with a barge on 15th January in Southampton at 102 berth. She had already been purchased by West Coast Towing (UK) for service at Swansea. She is now in service in West Coast colours with the name **SHIREEN S**



The naval movements in the Port were rather restricted over the last few months. Once again **RFA Argus** spent four weeks at Southampton for an "Assisted Maintenance Period" during the Christmas / New Year holiday. She eventually left the scene during the second week of January.

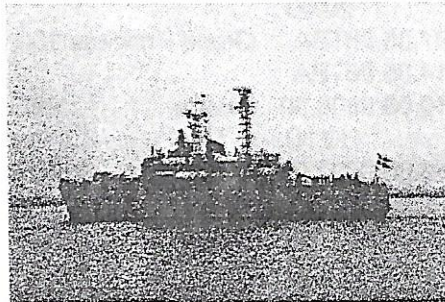
January also saw a weekend visit by a force of NATO minecounter measures vessels. The ships involved were **Narcis** (Belgium), **Harlingen** (Netherlands), **Hurworth** (U.K.), **Sulzbach - Rosenberg** (Germany) and **Falster** (Denmark).

The Belgium and Dutch ships both belonged to to "Tripartite" class of Coastal Minehunters - this design was shared by France in addition to the countries shown above. These ships which have GRP hulls displace about 600 tons full load are powered by a 1860 h.p. diesel for a speed of 15 knots, they are also fitted with two 240 h.p. motors for their active rudders and bow thrusters. For their minehunting they carry two remote control submersibles and six divers amongst their complement of 46. For increased flexibility they can carry a 5 ton container equipped for varying tasks such as; H.Q. support, research, extended diving, drone control or patrol. **Narcis** was launched in 1990, **Harlingen** in 1983.

H.M.S. Hurworth is familiar to most of our members as she was completed in 1985 by Vosper Thornycroft. She is one of the "Hunt" class MCMVs as such they were one of the pioneer designs to use GRP construction. At 750 tons full load displacement their greater size

compared to the Dutch and Belgium ships enable them to act as both mine sweepers and minehunters. For these roles they not only carry the remotely controlled drones and divers, but also towed sweeps for moored, acoustic and magnetic mines.

The German vessel **Sulzbach- Rosenberg** is a very modern ship. She was completed in Dec. 1995 by Lürssenwerft as a member of the "Frankenthal" class of minehunters which displace 650 tons full load. As with the ships listed above their minehunting is performed with remotely controlled drones. They differ from the others however in being constructed of non-magnetic steel (developed for submarine building). "Falster" below



By far the most interesting ship in the group was the Danish **Falster**. She is one of the few Minelayers in the world. She also quite a veteran, having been build by Naskov Skibsvaerft and commissioned in 1963. Her full load displacement is 1880 tons, two diesels of 4800 hp give her a speed of 17. When acting in her designed role the **Falster** can carry 400 mines. Her larger size meant that she acted as Flag Ship for the NATO squadron at the time of their visit to Southampton.

A Towage Tale !

Many of the branch members must have seen the two Leander class frigates **Hermione** and **Jupiter** and the tug **Joseph Brown** (ex Rollicker) in the docks during December, there seems to be quite a tale behind their appearance.

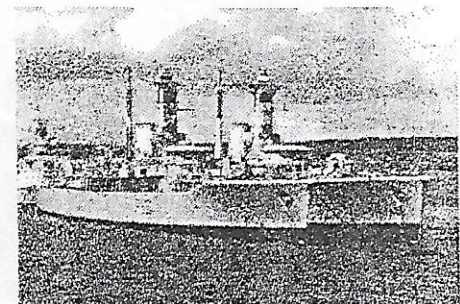
The frigates were towed out of Portsmouth on 26th Nov. on route

to Indian Ship Breakers. Once clear of the harbour the tow was adjusted to place the ships in tandem - unfortunately it was fitted so that all the strain was placed on the bollard on the fo'c'sle of the first ship. The result was that this fitting started to pull out of the ship. The trio then returned to the Solent only for the **Joseph Brown** to then report a fire onboard. Return to Portsmouth was refused, therefore after a night anchored in the Solent the ships entered Southampton.

Repairs to both frigates and the tug were completed by 12th Dec. and the vessels moved out to the Solent again prior to the deep sea tow, but whilst anchoring **Hermione** hit the tug, this needed a crane barge from Southampton to repair the hole in the frigate. The tow resumed the next day, however, before they reached the Nab **Jupiter's** tow parted and she had to be "rescued" by **Redbridge**. During these adventures **Jupiter** had been holed in the starboard side by **Hermione's** prop. guard, so it was back to Southampton by 15th Dec. for further repairs.

Dec. 19th. saw the ships off again for Christmas at sea. On New Year's Eve off Cape Trafalgar **Jupiter** broke loose again. She hit the other Frigate which left her with a 3m by 4m hole in her side and the **Hermione** with a damaged bow. The **Jupiter** was recovered by the Spanish tug **Punta Tarifa** who by 4th Jan. had her near to Gibraltar (for political reasons she couldn't enter!). On the next day **Joseph Brown** arrived with the **Hermione** and having placed her in Gibraltar went to collect the **Jupiter** again.

At the moment that is where the journey to India stops with two damaged frigates and a tug repairing her towing winch, it will be interesting to see if any get any further.



Grande America.....

The 25,000 dwt ro-ro/multipurpose car carrier **Grande America** called on 22nd December she was delivered to Grimaldi Naples from Fincantieri's Palermo shipyard. She is the first of three similar vessel's from Fincantieri's Palermo shipyard costing \$400m.

The 214mx32.25mx9.2m vessel can carry up to 3,300 cars, 1,500 lane metres of freight and 860 containers. Grimaldi claims she is the largest vessel of her type to be built in Europe. With her sisters scheduled for delivery in 1998, the Grande America will be deployed on the North Europe Brazil/Argentina service operated by Grimaldi and the Cobelfret Group.

Main ports of call are Tilbury, Southampton, Amsterdam, Hamburg, Antwerp, Le Havre, Vitoria, Rio de Janeiro, Santos, Parangua and Buenos Aires.

Grande America has a service speed of 20 knots and is powered by a GMT Sulzer 7RTA6ZU engine. She is fitted with deck cranes which give her full autonomy in handling containers. Classed by Rina and American Bureau of Shipping, the vessel has one-man bridge certification.

Grande Europa, the second of the vessels was due to be launched in December. She will enter service on Grimaldi's Euro-Med service linking 18 ports in 14 European countries.

Photographed by Monty Beckett

SCHEDULED MAJOR PASSENGER SHIP MOVEMENTS

ALONGSIDE & DEPARTURE TIMES

06.04.98	07.00	Arcadia	106
	18.30		
07.04.98	07.00	Oriana	106
	18.30		
15.04.98	07.00	QE2	38/9
	17.00		
17.04.98	15.00	Vision of Seas	38/9
	17.00		
18.04.98	06.30	Arcadia	106
	18.30		
28.04.98	06.30	Oriana	106
	18.30		
02.05.98	06.30	Arcadia	106
	18.30		
07.05.98	06.30	Oriana	106
	20.00		
07.05.98	TBA	Grand Princess	106
14.05.98	TBA		
10.05.98	06.30	Oriana	38/9
	18.30		
13.05.98	07.00	QE2	38/9
	16.00		
14.05.98	07.00	Victoria	38/9
	18.30		
17.05.98	07.00	C Columbus	38/9
	23.00		
18.05.98	06.30	Arcadia	106
	1830		
22.05.98	06.30	Oriana	106
	18.30		
26.05.98	06.30	Oriana	106
	18.30		
26.05.98	06.30	Victoria	38/9
	18.30		
28.05.98	06.30	Arcadia	106
	20.00		
29.05.98	07.00	QE2	38/9
	16.00		

31.05.98	06.30	Arcadia	106
	18.30		
09.06.98	06.30	Oriana	106
	20.00		
09.06.98	07.00	Rotterdam VI	38/9
	18.00		
10.06.98	07.00	QE2	38/9
	17.00		
11.06.98	06.30	Victoria	38/9
	18.30		

Unlike the majority of callers the Vision of the Seas is due to arrive and depart several times over the period 17th April to the 2nd May. Please check more accurate times nearer the date as these details where taken from a provisional list and of course liable to change at short notice !.

New Red Jet

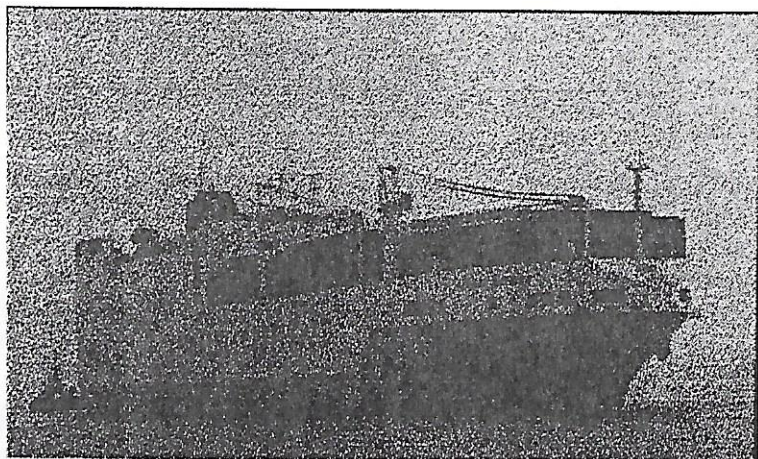
Expected to be on the service with Red Funnel by the summer season is a new £3m Red Jet currently under construction being by FBM Marine Ltd. of Cowes, she will be two metres longer than the current craft and have its passenger capacity increased from 138 seats to 190. The new vessel which follows the basic design of the Red Jet craft will have a service speed of 33 knots. The Red Jets which entered service in 1991 and the latest acquisition will signal the beginning of the end for Red Funnel's hydrofoils which have provided the company front line and standby service for more than 15 years.

Editors Note

Remember contributions whether written, on disk and or photographic with a local connection are always welcome.

Alternatively any ideas of what you would like to see in Black Jack are also welcome.

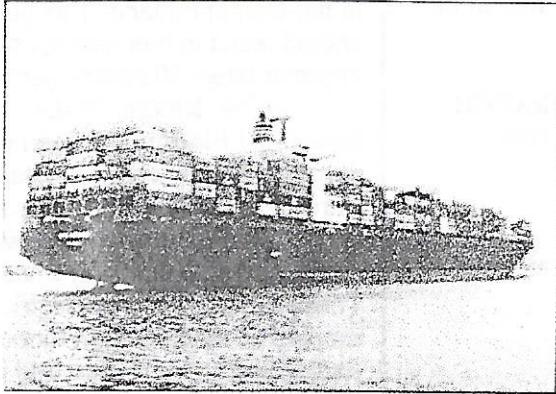
Neil



From Monty's Notebook

Eling Wharf: Brentwood 994/80

Container Berths: Akvile 3893/97, NYK Antares 75637/97, Dorian 16181/94, Selandia 9602/97, Emma Oldendorff 18220/83, Susan Maersk 91560/97, NOL Cyprine 65475/97, Rensburg 3469/91, Skogafoss 4226/79, OOCL Netherlands 66000/97, Thor Marie 1167/87, Tokyo Bay 49716/93, Hohebank 1687/78, Mercur Sky 28662/97, Shanghai Express 53800/97, NYK Andromeda 77000/98, Hamburg Express 53815.



203 Berth: Hoo Falcon 1382/91, Hoo Kestrel 1382/93.

Marchwood Bulk: Aleksandr Shotman 3041/87, Sibnec 1865/65, Wightstone 439/67, Hope 1785/82, Nimfa II 1948/91, Sormovskiy 3056 3041/86.

Husbands Shipyard: City of Portsmouth 968/73, Clare 5617/72.

RLC Marchwood: Kapitan Vaga 6030/88, Strong Virginian 16169/84, Pamela Everard 1892/84, Condoek III 6705/83.

AP Drydock: European Highway 22986/92, European Pathway 22986/92, Seafrance Cezanne.

109 Berth: Lackenby 64124/77, RFA Olna 19493/66.

107/8 Berths: Neries P 13661/74, Sola 910/88, Mikhail Dubin 2319/96, Timor 2319/79, Azur 1823/81, Tarquence 664/80, Lass Mars 1515/92, Jan Hus 16405/97, Pentland 909/80.

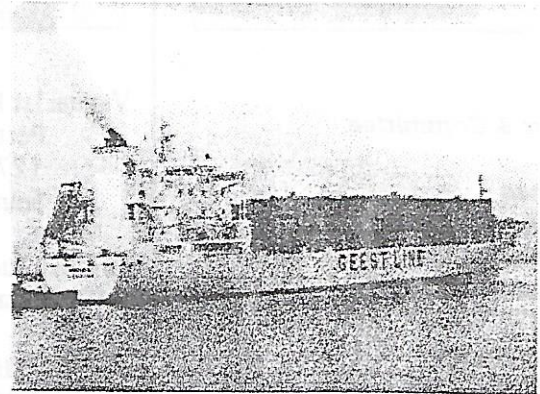
103/4 Berths: Lake Phoenix 7303/92, Haru Verdy 7316/93, Brest 7949/85, Magnific 5103/92, Pacific 5918/86, Music 5103/90.

102 Berth: Kely & Barge, Hermione-Jupiter & Joseph Brown.

102/3 Berths: Sormovskiy-3067 3043/90, Volgo-Balt 248

2516/84, Marc Trader 1301/83, Turbulance 1426/83, Victress 1095/82.

101/2 Berths: Joy 8665/94, Elke 8665/94, Jean 8665/93, Brenda 8665/93.



Ro-Ro Vessels: Golden Fan 27650/85, Don Pasquale 55600/97, Grande America 26900/97, Atlantic Spirit 47287/87, Gardenia Ace 28567/80, Undine 11854/91.

36/47 Berths: Fei Feng Shan 27235/96, Mas Venture 8885/72, Jupiter 3768/76, Evdokia Luck 4287/77 Hang Cheung 20265/77, Leonid Sobalyev 16502/85, Alfa Star 11364/83, Lady Elsie 1031/75, Mika C. 1635/72, Theo C 22465/72, Moulares 10276/76.

Berths 38/39: Arcadia 63524/89, Norwegian Crown 34242/88.

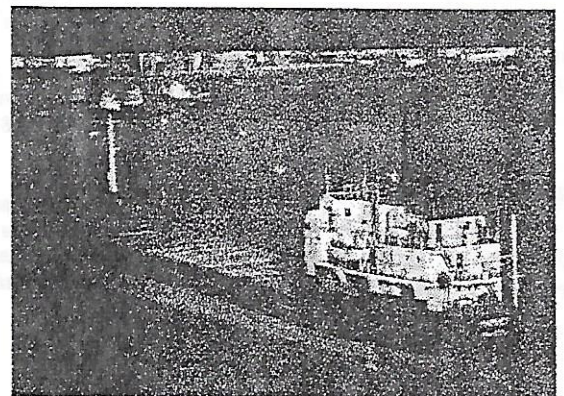
Berths 40/41: Sea Gem 6977/77, Ceren Urkmez 11221/85, Arosia 1678/77, Waddensee 1861/85.

Berth 43/4: Tina Med 2038/80.

Dibles Wharf: Dependia 1835/97, Harriet 2092/71, Hyde Park 1958/79, Lass Neptun 1512/93, Schokland 852/86, Sava star 2026/92, Dunany 1785/83, Baltiskiy-110 1926/80, Mike 1513/82.

Princes Wharf: Luno 3446/94, Sierksdorf 1963/83, Stuben 1935/76.

Dredgers: Dirk Martens + Geelvinck, Weseltje, Nijptangh, Cornelia 6053/81.



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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 1998

March 14th
Liners of the 40's to 60's
Easil Devenish-Mearns

April 14th
History of the Orient Line
Nelson French

May 8-10th
Society AGM
May 10th
Morning Port Cruise

May 12th
Visit to the Jubilee Project Yard
(Note time and Venue)

June 9th
Scandinavian Ferries
Bill Mayes

July 14th
Carriers in Naval Aviation
Bill Lawes

August 11th
Members Evening

September 8th
Photographic Competitions

October 13th
AGM & Auction

November 10th
Kiel Canal
WSS Tape Slide Show

December 8th
Camera on the Quay
Catherine & Derek Lane

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

Azipods cut costs.....

The worlds first cruiseship to be fitted with azimuthing electric Carnival Cruise Lines Elation has reportedly achieved an 8% increase in the propulsion efficiency versus the company's existing Fantasy class ships during sea trials in the Gulf of Finland. This gain should result in fuel savings of approximately 40 tonnes per week.

The \$300m, 2040-passenger Elation has been under construction at Kvaerner Masa Yards, Helsinki facility in Finland, she is fitted with two 14Megawatt (MW) Azipod propulsion Units. These replace internal electric propulsion motors, shaft tunnels, rudder and steering gear and three 1.5MW tunnel stern Thrusters found on the earlier six 70,400 gt passenger Fantasy class ships .

Azipods which, unlike conventional propulsion, pull a ship through the water rather than push it , the arrangement also occupies less overall space onboard.

Improvements in manoeuvrability are achieved and the vessels turning circle at full speed has been reduced by approximately 30% over previous Fantasy class vessels. Additionally, unlike with traditional propulsion, the ship remained steerable during a test of the vessels full stopping power which is conducted by putting the engines abruptly in reverse. A reduction in noise and vibration levels was also observed.

The ship is expected to enter service on March 20 departing on cruise from Miami through the Panama Canal to the west coast. The eighth Fantasy class vessel Paradise, also equipped with Azipod propulsion will be handed over in November this year.

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