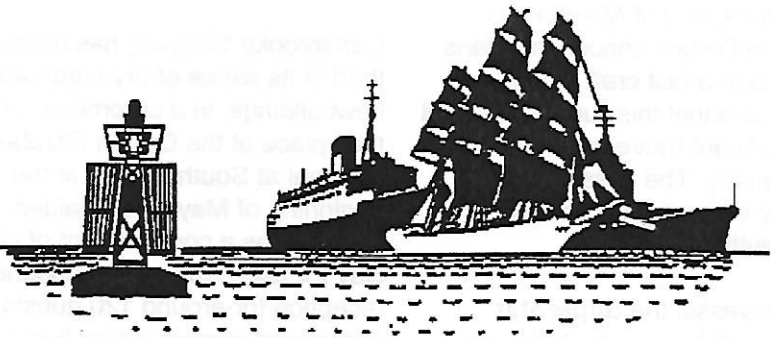


# BLACK JACK

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



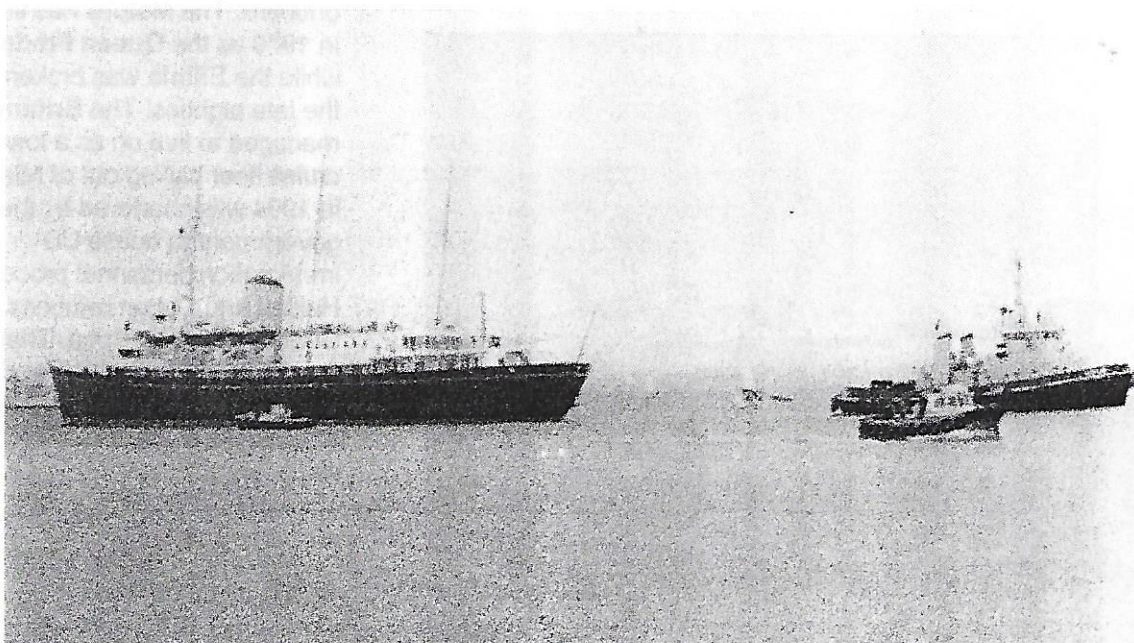
Summer 1998 No.105

Features

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- \* Page 6 Monty's Notebook
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An international armada of hundreds of ships of all types will be making the journey to Portsmouth Harbour next August Bank Holiday weekend. Staged in Bristol in 1996 the International Festival of the Sea will take place from 28th to 31st August 1998. Over 500 classic vessels and traditional vessels have so far been accepted for the event. In addition the Royal Navy is bringing 30 ships including three aircraft carriers, 13 destroyers and frigates; almost every type of naval vessel will be represented.

Two whole key sides will be berths for 30 of the worlds tall ships including the Russian tall ships Sedov, Mir and Kruzenshtern. Many of these ships will be arriving on Thursday 27 and Friday 28th August. Amongst the naval vessels so far named: HMS Brocklesby, HMS Atherstone, HMS Gloucester, HMS Sandown and HMS Endurance. Festival tickets for the day of weekend can be purchased on the day but to avoid the queus purchase tickets in advance from Portsmouth's Visitors Centre, from Tourist Information Centres twoup to two hours drive from Portsmouth and from shops and council outlets.



RY Britannia departing Portsmouth for Leith

Photograph M.Lindsay



## Fast Ferry

Towards the end of March P&O European Ferries announced plans to introduce a fast craft to the western channel this summer in what is a significant move for the fast ferry industry. The vessel arrived mid May in Southampton then to Portsmouth.

The new vessel the **SuperStar Express** will be operate between Portsmouth and Cherbourg. She will cut down the journey time from five hours to two hours 25 minutes. The initial time charter from the Malaysian-based Star Cruise is for six months. Charter market resources said P&O were paying \$24000 a day and that repositioning costs amounted to \$90,000.

The new 82m craft built by Austal in Australia last year will operate up to three round trips a day. She can take 900 passengers and 175 cars at speeds of up to 41 knots. The crew will number 30.

In separate moves, P&O said it will soon be offering a dedicated freight service to Le Havre and that charters on its two combination ferries to that port have been extended to the millenium

## Carisbrooke names third newbuilding.

Carisbrooke Shipping has named the third in its series of dry cargo vessel newbuildings, in a ceremony, which took place at the Queen Elizabeth II terminal at Southampton at the beginning of May. Her maiden voyage was a consignment of china clay for Italy. After a champagne reception for around 120 guests the vessel was named in traditional style by Janet Walker, wife of Carisbrooke Shippings Charteriong director Ian Walker.

The new vessel **Janet C**, is one of a series of 4650 dwt vessels built in the Netherlands by Damen Shipyards. The first two vessels the Damen combi freighter 4200s, **Mark C** and **Emily C** were delivered in 1996. A fourth vessel in the series is due for delivery in June with a fifth planned for later this year.

With **Janet C**, Carisbrooke now has a fleet of 16 vessels, which it either owns or manages. Although to company decided to flag outside the UK in 1990, the new vessel is Cowes registered.

## Last Matson two-stacker to go for scrap

Back in April the last survivor of Matson Navigation's famous two-stackers, the **Monterey**, was sold for scrap under the name of **Britanis** and was scheduled to be towed from Tampa Bay to India in may. The 66-year-old ship was purchased in January from her Greek owners by Belofin AG of Liechtenstein and will be towed around the Cape of Good Hope to the scrapyard at Alang as the **Belofin 1**.

Bethlehem Shipbuilding Corporation completed the **Monterey** and her two sisters, the **Mariposa** and **Lurline**, in the early 1930's to a design based on an earlier two stack Matson liner, the **Malolo**, which had been built by the Cramp yard in Philadelphia in 1927. After WW2 during which the four ships were used as transports, the **Mariposa** was sold to Italy's Home Lines as the **Homeric** while the **Monterey** was repurchased by Matson and renamed **Matsonia**, operating alongside the **Lurline**.

Both vessels were later acquired by the Chandris Group of Greece, the **Matsonia** becoming the **Britanis** while the **Lurline** was renamed the **Ellinis**. The **Homeric** was broken up for scrap in 1974 after a fire onboard. The **Malolo** was scrapped in 1979 as the **Queen Frederica** while the **Ellinis** was broken up in the late eighties. The **Britanis** managed to live on as a low-budget cruise liner sailing out of Miami but in 1994 was chartered by the US government to house US immigration personnel processing Haitian and Cuban refugees at Guatanamo Bay, Cuba. That employment came to an end in October 1995 after a fire, and the ship had been laid up at Tampa ever since.





# CRUISE SHIPS CALLING 1998

Information supplied by Associated British Ports, and subject to change. Always get confirmation if these dates and times are important. Do not rely solely on this data.

## Information:

Round the Island Yacht Race 20th June.  
Cowes Week 1st-8th August.

Arrival Date	Shipname	Sailing Date
<b>June 1998</b>		
June 9th 06.30	Oriana	June 9th 20.00
June 10th 06.30	QE2	June 10th 17.00
June 11th 06.30	Victoria	June 11th 18.30
June 11th 06.30	Arcadia	June 11th 20.00
June 12th 06.30	Oriana	June 12th 18.30
June 14th 06.30	Arcadia	June 14th 20.00
June 17th 06.30	Arcadia	June 17th 18.30
June 20th 06.30	QE2	June 20th 17.00
June 20th 06.30	Arcadia	June 20th 18.30
June 25th 06.30	Victoria	June 25th 18.30
June 26th 06.30	Oriana	June 26th 18.30
June 28th 06.30	Victoria	June 28th 18.30
<b>July 1998</b>		
July 2nd 06.30	QE2	July 2nd 17.00
July 4th 06.30	Arcadia	July 4th 18.30
July 8th 07.00	QE2	July 8th 17.00
July 10th 06.30	Oriana	July 10th 18.30
July 12th 06.30	Victoria	July 12th 18.30
July 14th 08.00	R1	July 14th 20.30
July 18th 06.30	Arcadia	July 18th 18.30
July 20th 08.00	Norway	July 20th 20.00
July 20th 06.30	QE2	July 20th 15.00
July 24th 06.30	Oriana	July 24th 18.30
July 24th 07.00	Astra II	July 24th 20.00
July 26th 06.30	Victoria	July 26th 18.30
July 31st 06.30	Arcadia	July 31st 18.30
<b>August 1998</b>		
Aug 3rd 08.00	Norway	Aug 3rd 20.00
Aug 4th 06.30	QE2	Aug 4th 17.00
Aug 9th 06.30	Oriana	Aug 9th 18.30
Aug 10th 06.30	Victoria	Aug 10th 18.30
Aug 11th 07.00	Norway	Aug 11th 17.00
Aug 17th 06.30	Arcadia	Aug 17th 18.30
Aug 21st 06.30	Oriana	Aug 21st 18.30
Aug 23rd 07.00	Norway	Aug 23rd 17.00
Aug 23rd 06.30	QE2	Aug 23rd 14.30
Aug 25th 06.30	Victoria	Aug 25th 18.30
Aug 29th 06.30	QE2	Aug 29th 17.00
Aug 29th 09.00	Delphin	Aug 29th 21.00
Aug 30th 06.30	Arcadia	Aug 30th 18.30

## September 1998

Sept 2nd 08.00	Astra II	Sept 2nd 20.00
Sept 3rd 06.30	Oriana	Sept 3rd 18.30
Sept 4th 07.00	Norway	Sept 4th 17.00
Sept 6th 06.30	Arcadia	Sept 6th 18.30
Sept 6th 09.00	BlackPrince	Sept 6th 17.00
Sept 8th 06.30	Victoria	Sept 8th 18.30
Sept 15th 06.30	QE2	Sept 15th 17.00
Sept 16th 07.00	Norway	Sept 16th TBA
Sept 19th 06.30	Oriana	Sept 19th 18.30
Sept 20th 06.30	Arcadia	Sept 20th 18.30
Sept 21st 06.30	Victoria	Sept 21st 18.30
Sept 21st TBA	Princess Danae	TBA
Sept 23rd 06.30	Oriana	Sept 23rd 20.00
Sept 25th 07.00	QE2	Sept 25th 17.00
Sept 26th 06.30	Oriana	Sept 26th 18.30

## October 1998

Oct 2nd 06.30	Arcadia	Oct 2nd 18.30
Oct 5th 06.30	Arcadia	Oct 5th 18.30
Oct 8th 06.30	Oriana	Oct 8th 20.00
Oct 11th 06.30	Oriana	Oct 11th 18.30
Oct 16th TBA	Norway	Oct 16th 17.00
Oct 16th 07.00	Oriana	Oct 16th 18.30
Oct 19th 06.30	Arcadia	Oct 19th 18.30
Oct 21st 06.30	QE2	Oct 21st 17.00
Oct 26th 06.30	Oriana	Oct 26th 18.30
Oct 29th 10.00	Rembrandt	Oct 29th 19.00
Oct 31st 06.30	Arcadia	Oct 31st 18.30

## November 1998

Nov 4th 06.30	QE2	Nov 4th 17.00
Nov 12th 06.30	Oriana	Nov 12th 20.00
Nov 12th 12.00	The Emerald	Dec 3rd 18.00
Nov 14th 06.30	Arcadia	Nov 14th 18.30
Nov 15th 06.30	Oriana	Nov 15th 18.30
Nov 27th 06.30	Oriana	Nov 27th 18.30
Nov 27th 06.30	QE2	Nov 27th 17.00

## December 1998

Dec 2nd 06.30	Arcadia	Dec 2nd 18.30
Dec 11th 07.30	QE2	Dec 11th 17.00
Dec 14th 06.30	Arcadia	Dec 14th 18.30
Dec 14th 06.30	QE2	Dec 14th 17.00
Dec 18th 06.30	Oriana	Dec 18th 18.30



# GMDSS

## Global Maritime Distress and Safety System

### Overview : Part One

In the news recently was the announcement that UK coastal radio stations would no longer be using morse code on medium frequencies. Elements of its replacement are briefly described below. The equipment now used will become more and more evident on the bridge when visiting ships .

### An Overview of the Global Maritime Distress and Safety System

Since the invention of radio at the end of the 19th Century, ships at sea have relied on Morse code, invented by Samuel Morse and first used in 1844, for distress and safety telecommunications. The need for ship and coast radio stations to have and use radiotelegraph equipment, and to listen to a common radio frequency for Morse encoded distress calls, was recognized after the sinking of the liner Titanic in the North Atlantic in 1912.

Morse encoded distress calling has saved thousands of lives since its inception almost a century ago, but its use requires skilled radio operators spending many hours listening to the radio distress frequency.

Its range on the medium frequency (MF) distress band (500 kHz) is limited, and the amount of traffic Morse signals can carry is also limited.

Over fifteen years ago the International Maritime Organization (IMO), a United Nations agency specializing in safety of shipping and preventing ships from polluting the seas, began looking at ways of improving maritime distress and safety communications.

In 1979, a group of experts drafted the International Convention on Maritime Search and Rescue, which called for development of a global search and rescue plan. This

group also passed a resolution calling for development by IMO of a Global Maritime Distress and Safety System (GMDSS) to provide the communication support needed to implement the search and rescue plan. This new system, which the world's maritime nations are implementing, is based upon a combination of satellite and terrestrial radio services, and has changed international distress communications from being primarily ship-to-ship based to ship-to-shore (Rescue Coordination Center) based. It spelled the end of Morse code communications for all but a few users, such as Amateur Radio.

The GMDSS provides for automatic distress alerting and locating in cases where a radio operator doesn't have time to send an SOS or MAYDAY call, and, for the first time, requires ships to receive broadcasts of maritime safety information which could prevent a distress from happening in the first place.

In 1988, IMO amended the Safety of Life at Sea (SOLAS) Convention, requiring ships subject to it fit GMDSS equipment. Such ships were required to carry NAVTEX and satellite EPIRBs by 1 August 1993, and must fit all other GMDSS equipment by 1 February 1999.

The GMDSS consists of several systems, some of which are new, but many of which have been in operation for many years. The system will be able to reliably perform the following functions: alerting (including position determination of the unit in distress), search and rescue coordination, locating (homing), maritime safety information broadcasts, general communications, and bridge-to-bridge communications.

Specific radio carriage requirements depend upon the ship's area of operation, rather than its tonnage. The system also provides redundant means of distress alerting, and emergency sources of power.

The GMDSS consists of many separate systems which are

being implemented in a coordinated and agreed-upon manner. Some of these systems are discussed below:

**The COSPAS-SARSAT system.** COSPAS-SARSAT is an international satellite-based search and rescue system, established by Canada, France, the U.S.A., and Russia.

These four countries jointly helped develop a 406 MHz satellite emergency position-indicating radiobeacon (EPIRB), an element of the GMDSS designed to operate with COSPAS-SARSAT system.

These automatic-activating EPIRBs, now required on SOLAS ships, commercial fishing vessels, and other ships, are designed to transmit to a rescue coordination center a vessel identification and an accurate location of the vessel from anywhere in the world.

### NAVTEX

NAVTEX is an international, automated system for instantly distributing maritime navigational warnings, weather forecasts and warnings, search and rescue notices and similar information to ships.

A self-contained "smart" printing radio receiver installed in the bridge of a ship or boat checks each incoming message to see if it has been received during an earlier transmission, or if it is of a category of no interest to the ship's master.

If it is a new and wanted message, it is printed on paper; if not, the message is ignored. A new ship coming into the area will receive many previously-broadcast messages for the first time; ships already in the area which had already received the message won't receive it again. No person needs to be present during a broadcast to receive vital information.

Edited for inclusion in BJ from an original article distributed by the USCG.

To be concluded in the next edition.



## Goodbye RY Britannia

As if it was not enough that the Royal Yacht, Britannia, was going to some backwater in Scotland, instead of her natural home in Portsmouth, the final indignity was heaped upon her when she left the port for the last time for her journey to Leith, the port for Edinburgh. Not only could she not make the final journey under her own steam, but the tug given the task of towing her half way round Britain was German!

After a final tour of Britain, including several days in the capital, next to Tower Bridge, the Royal Yacht steamed into Portsmouth in glorious sunshine, last November, escorted by HMS Southampton. She was helped to her berth at the South Railway Jetty for the last time by the Royal Maritime Auxiliary Service tugs, Powerful and Bustler.

Then came the wait and speculation about her future. Where would she go? Rumours that it would be London, next to HMS Belfast, or Glasgow, where she was built, filtered through with little mention of Portsmouth, where she would fit in perfectly with HMS Victory, HMS Warrior and the Royal Naval Museum.

But no! It was going to be a contest between Edinburgh (Leith) and the Manchester Ship Canal, of all the God-forsaken places, neither of which had any claim, whatsoever, to the ship. At least Glasgow (Clydebank) had the merit of being the place of her birth.

And so it ended up that Leith won the day, and on a grey, bitterly cold Friday afternoon last month, the Royal Yacht made a sad spectacle as she was towed, possibly for the first time in her long career, out of Portsmouth Harbour by a German tug for her journey north to Scotland.

She will be the focal point of a purpose-built development, although her exact function is still unclear at the moment, but we wish Britannia well and hope that bonny Scotland can do justice to her. If not, then they had better look over their shoulders, because the people of this region will be watching for any

## UECC class of three

A trend towards larger unit capacities in the intra-European traffic in trade vehicles is encapsulated in the latest additions to the fleet of United European Car Carriers (UECC) that have been trading to Southampton. (UECC is jointly owned by Wallenius Lines and the NYK Group.)

The 11,600 gt vessels Autopremier, Autopride and Autoprogress all offer a 1,150 car capacity. The ships were all built at the Frisian shipyard at Harlingen in the Netherlands. Their design is from a Norwegian firm Nordvestconsult. The new series is compatible with the twin screw 9,700 gt vessels Autoracer and Autorunner delivered in 1994 from Brattvaag Skipsvaerft on Norway's west coast. Cargo handling efficiency and turnaround rapidity is critical to ship productivity and the economics of shortsea vehicle distribution. The ships have MacGregor ro-ro cargo access and transfer systems; cargo is accommodated on six levels both fixed and hoistable. All access is by two doors, an axial stern ramp and a smaller quarter ramp door. The stern ramp meets the No2 main deck from which vehicles are transferred to other levels; the adjustable starboard quarter ramp allows direct access to decks 2,3 or 4. The MacGregor outfit for these 20-knot ships included the end-hinged ramp covers for deck levels 1 and 2, with access provided to deck 1 and the tanktop. Four hoistable ramps serve inter-deck transfers at the higher ro-ro levels.

## HMS Penzance

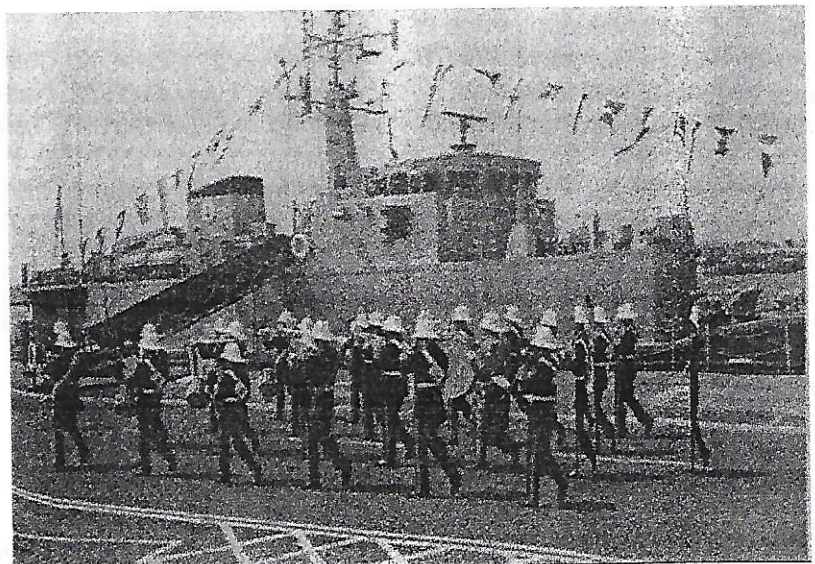
Launched at Vosper Thornycroft's Southampton yard on March 11th last year, HMS Penzance was finally commissioned on May 21st this year at Portsmouth Harbour's South Railway Jetty.

Her Royal Highness Princess Michael of Kent, the ship's sponsor, was guest of honour at the ceremony, having launched the ship and closely followed her progress since then.

HMS Penzance is the sixth in a class of twelve and the first of the second batch, which have many improvements over the earlier vessels. These include separate accommodation for the female ratings and officers, larger propulsion units, better air conditioning, a more powerful crane for deploying the ROVs and an updated compression chamber.

The ceremony was conducted by the Chaplain of the Fleet, Dr Charles Stewart, and her CO, Lt-Cdr Ashcroft, read the commissioning warrant. Hymns and prayers followed. The Band of the Royal Marines then wound up the proceedings with a march past before the princess went on board for a private tour of the ship.

The ship, and her crew of forty, is now fully integrated into the Royal Navy and from September of this year will be based at Faslane in Scotland.



HMS Penzance at South Railway Jetty

Photo M.Lindsay



# Monty's Notebook.....by Monty Beckett

Some of the new and infrequent callers to Southampton

## 204/7:

Chicago Express 30432/72, Hyundai Admiral 57536/92, NYK Castor 76805/98, Hyundai Baron 51836/92, Sally Maersk 91560/98, Acapulco 29750/96, P&O Nedlloyd Barcelona 36606/97, NOL Iris 63900/98, Hyundai Commodore 51836/92, California Zeus 39678/86, Pacheco 3992/78, APL Almandine 49716/93, Dusseldorf Express 53800/98, P&O Nedlloyd Damitta 36500/97, Connemara 4095/98, Shanghai Express 53800/97, OOCL Hope 46693/89, NYK Andromeda 76800/97, NYK Sirius /98, Koerier 1546/96, Oued Ziz.

## Marchwood Bulk:

Amur-2520 3086/87, Ladoga II 1578/78, Caspic 1600/78, Amur-2503 3086/84, Stadt Wangen 934/64, Aleksandr Kuprin 2319/96.

## Marchwood RLC:

Aleksandos 6030/89, Hornestrand 808/81, Lion 1044/85, Lanresse 534/75, Françoise 5281/76, Salmaster 1967/86, Tychy 15652/88, Ucka 11347/79.

## No7 Drydock:

Continental Spirit 35603/83, Pride of Burgundy, Huelin Despatch 1892/78, Author 27994/81, Tobias Maersk 17700/90, Caledonian Star 3095/66

## 107/110:

Yeoman Bank, Pazizhkaya Kommona 2478/71, Hoo venture 671/82, Paksu 16342/78, Walka Mlodych 20257/78

## 106/107:

Jo Spirit 4406/98

## 106:

Saga Rose 25147/65, Arcadia 63524/89.

## 103/4:

Cool Express 5471/94, Cap Triunfo 8457/88, Cap Changuinola 8487/88, Wite Sun 6268/84

## 102/3:

Hermod 2854/80, 40 Let Pobedy 2466/85, Burhou 1 674/78, Sormovskiy-121 2466/82, Waterway 1010/81, Beriys Trader 1291/85, Berit L 1307/89, Aladin 1499/82

## 101:

Sea Beach

## 46:

Superstar Express, Sand Falcon /98

## 43/4:

Janet C 2700/98

## Ro/Ro Vessels:

Green Bay 38361/87, Clementine 23986/97, CGM Rimband 37784/74, Autopremier 11591/97, Alioth Leader 51819/98, Asian Legend 55680/96, Andes Highway 24338/82, Tepozteco II 47343/85, Grand Europa 52700/98, Don Quijote 55598/98, Atlantic Highway 24335/82, Salvia Ace 41643/86, GTS Kate, Euro Spirit 46400/98, Aquarius Leader 57000/98, Yasmin Car/6656/74, RoRo Sentosa 15375/85

## 36/47 :

Rahmi Pak 22135/84, Xu Chang Hai 18074/97, Lyvia 5906/82, Natacha C 1636/82, Empire 1981/91, Tertius 2051/95, Zlatoust 15771/69, H Star 10005/68, Bekir Kalkavan 20450/75, Linaco 2900/72, Sharda 43393/76

## 38/9:

C.Columbus , Vision of the Seas 78491/98

## 30/33 :

Global Mariner

## Dibles Wharf:

Remmer 1552/90, Viktor Koryakin 1662/69, Dornum 1662/93, Leja

2736/70, Andorra 2119/84, Baltiskiy-102

## Princes Wharf:

Duernstein 2367/86, Jade 1948/85, Leeswig 2661/85, Medway 1475/77, Angelburg 1939/81, Arklow Fame 2373/82

## Yacht Conversion

Back in March Vosper Thornycroft announced plans to carry out major steelwork as part of a conversion project to transform a former Dutch pilot vessel into a luxury adventure yacht. Some members may have seen the vessel being renamed at 48 berth.

The **Intuition II** is expected to be at the company's Portchester shipyard for six months while structural work is carried out prior to the yacht undergoing an extensive refit. Once completed, she is expected to spend much of her time travelling to unusual destinations not accessible to ordinary leisure craft.

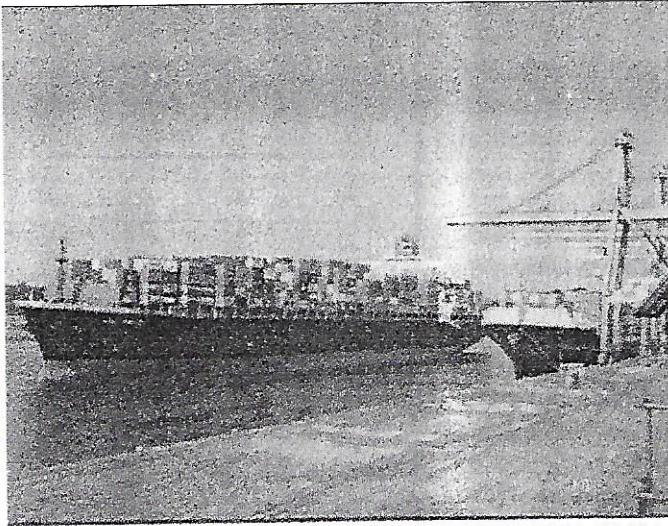
A former pilot tender built in 1973 for service in the North Sea, the **Intuition II** will have most of her steel superstructure cut away to be replaced by aluminum superstructure made by VT.

The work will be carried out under cover in the main shipbuilding shed at the Portchester shipyard. VT will also carry out hull work, replacement of generators and the installation of reverse osmosis plant.

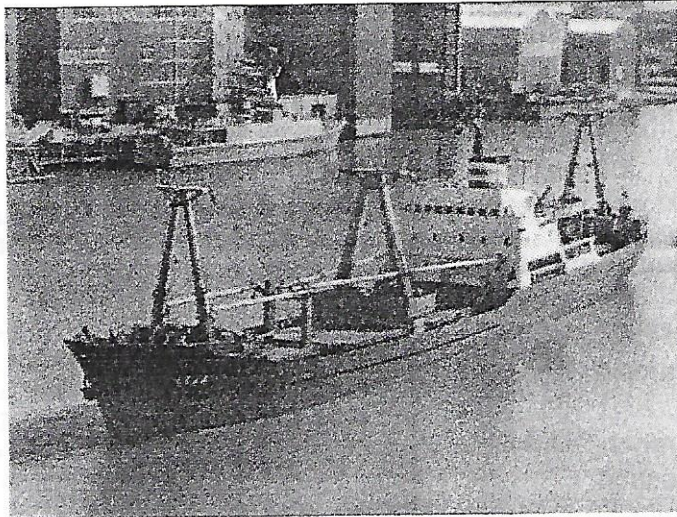
Fabrication of the aluminum superstructure will include areas for the bridge, owner's suite, dining room, lounges and other guest facilities. The scheduled work also includes modifications to existing steelwork sections of the superstructure and other emergent work is expected to increase the overall programme.



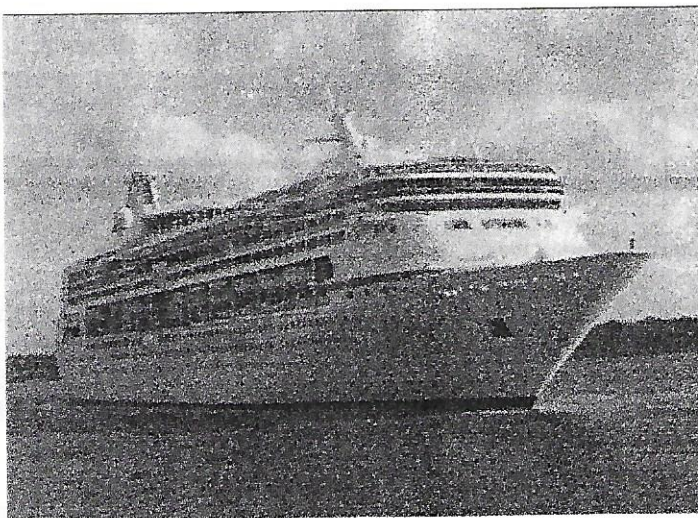
## 'Grand Princess' handed over.....



**NYK Sirius** on her maiden voyage



**Leja** approaching the Itchen Bridge inwards.



**Vision of the Seas** off 38/9 berth

The **Grand Princess**, the world's largest passenger ship was handed over to P&O Princess Cruises at the Fincantieri Monfalcone shipyard on the 3<sup>rd</sup> May. The 109,000gt **Grand Princess**, the fifth ship built by Fincantieri for Princess Cruises, is destined to become the flagship of the fleet. She is 285 meters long and can carry of 2600 passengers and a crew of 1200. She has 1,296 cabins, three theatres, four swimming pools and three restaurants with a seating capacity for 1,500 as well as a 600-seat cafeteria. As most readers will be aware from the local media P&O was forced to abandon the maiden cruise from Southampton for the \$450m ship because she was not ready for service. Passengers booked on a cruise from Southampton to Istanbul were not able travel on her again this summer because she is fully booked. The ship will now sail from the shipyard near Trieste to Istanbul where she picks up her itinerary on May 26<sup>th</sup>, 12 days late. She had been due to leave on the 5<sup>th</sup> May for Southampton but is now expected to stay at the shipyard for another week. Most of the work to be done involves carpeting, floor coverings and furnishings. Some bars were not operational.

## **Northella**

J.Marr (Shipping) is planning to convert the former deep-sea trawler to an advanced multi-purpose vessel, following the ships completion of a 16-year contract with the Royal Navy.

The company plans a 50 percent power increase for the vessel, a full duplex DP system, greatly enhanced maneuverability for close working, and a much expanded deck space.

The **Northella** was first taken up from trade in 1982 to serve with distinction in the Falkland's war.

After returning to the UK she switched to escort duties with the British nuclear submarine fleet and then, in 1986, to navigation training at Portsmouth. She is reported to have returned to her homeport of Hull.



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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

June 9<sup>th</sup>: Scandinavian Ferries  
Bill Mayes

July 14<sup>th</sup>: Carriers in Naval Aviation  
Bill Lawes

August 11<sup>th</sup>: Members Evening

September 8<sup>th</sup>: Photographic Competitions

October 13<sup>th</sup>: Branch AGM & Auction.

November 10<sup>th</sup>: Kiel Canal WSS Tape Slide Show

December 8<sup>th</sup>: 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.*

Please note that the Editor has moved house. He is always happy to receive articles with a local connection for Black Jack or comments on content. Local news from the Port is most welcome.

## Branch Notice Board

### For Sale for Branch Funds

Complete sets of Marine News, unbound, for the following years:-

1967, 1975 to 1995 inclusive.

£2 per year. Buyer collects or pays postage.

Contact Bert Moody. 01703-554316

### Surplus to Requirements ?

It is the intention of the Secretary to hold an AUCTION after the AGM in October.

Have you got any books, pictures, cards, brochures etc., that you no longer really want ?. Running out of storage place ?. Well here's your chance to do something about it and raise some money for yourself and the Branch.

Please look it out now and let the Secretary have a list (including any reserve) A.S.A.P. but not the items - you can bring them on the night or at the September meeting. It is the intention to produce a list so that you can come prepared. The Branch will take 12.5% of the selling price.

Any transport items are acceptable.

**PLEASE SUPPORT US WITH THIS-  
WHAT YOU DON'T WANT IS JUST  
WHAT SOMEONE ELSE IS LOOKING  
FOR !**  
Rod Baker

The Secretary and members of the Southampton branch would like to take this opportunity to thank the five members of the AGM Committee, Dick de Kerbrech, Dave Hutchings, Bill Lawes, Wendy Lindsay and Paul Gosling, for their wonderful efforts in making this year's event such a smooth-running success. A lot of effort and time went into making the weekend work and it is a tribute to the five that it all went so well. See next issue for pictures and a report.