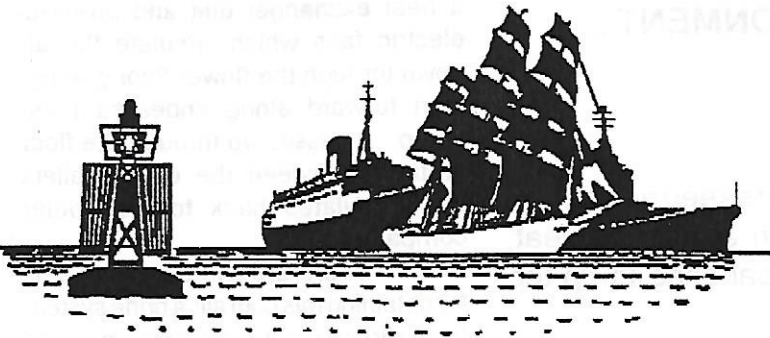


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY

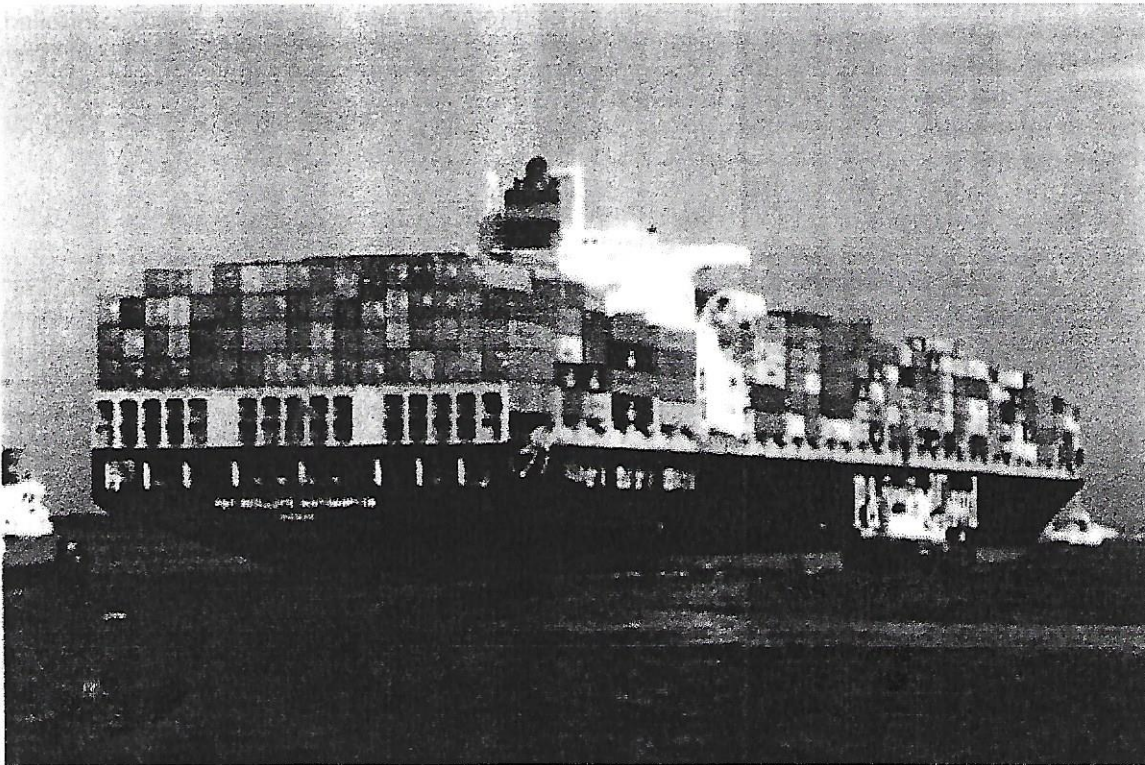


Autumn 1998 No.106

Features

- * Page 1
- * Page 2
- * Page 3
- * Page 4
- * Page 5
- * Page 6
- * Page 8

Largest in the world ?
Keeping Cool
Cruise Ship Programme
GMDSS Part 2
Thanks from The WSS President
The International Festival of the Sea
Branch Information



The *P&O Nedlloyd Southampton* photographed by John Kennedy in July on its maiden voyage. The vessel is due to be officially named by Mrs Barry Williams in Southampton on the 4th September. The vessel is the first of four ships that mark the birth of a new class of container vessels known as the "Southampton class" named after the first vessel to be introduced into the Europe - Asia service earlier this year. The P&O Nedlloyd Rotterdam is already in service to be followed by P&O Nedlloyd Kobe and P&O Nedlloyd Kowloon.

CONTROLLED ENVIRONMENT.....

How do reefers keep a variety of produce such as frozen meat, apples and bananas in tip-top shape?

Refrigerated cargo ships (reefers) are built to carry perishable produce, such as fish, meat, fruit and vegetables, long distances around the globe in a controlled environment which keeps the cargo in peak condition.

But this is no rudimentary floating thermos flask. Its systems are most often specified accurate to 0.15 of a degree Centigrade. How does it do it?

Cargo is packed in cardboard boxes. These are sometimes still loaded and discharged box by box using elevators (breakbulk). More commonly the boxes are loaded onto wooden pallets at the terminal and then lifted on board by dock crane or by the ship's own crane. To speed up the cargo operation, pallets may be combined in twos, fours or even sixes into cages. Forklift trucks position the cargo in the ships' hold.

A typical larger reefer vessel has four cargo holds, insulated externally against the hull and internally between holds with glass wool or polyurethane foam behind a plywood or aluminium lining.

Each hold commonly contains four decks. One of the middle decks often has a steel and/or wooden floor which may or may not be insulated, while the rest have grating floors to allow the circulation of cool air. This configuration gives the ship four or eight different temperature zones.

Each zone has its own cooler compartment situated across the aft or fore bulkhead, and can be run at a different temperature, usually between -25 degrees Centigrade and +15 degrees Centigrade. The lower temperatures are for frozen cargoes such as fish, the middle range for chilled cargoes such as meat, the upper ranges for fruit and vegetables with bananas right at the top around 13/14 degrees Centigrade.

Each cooler compartment has a heat exchanger unit and powerful electric fans which circulate the air down through the floor floor grating, then forward along underneath the cargo. It passes up through the floor gratings, between the cargo pallets and circulates back to the cooler compartment.

There are two basic systems for obtaining this cool air: a brine system or a direct expansion system using freon gas. Both use cooling machinery (compressors/condensers/coolers) usually situated in the engine room.

In a brine system, about two tons of sodium bicarbonate and caustic soda is added to every 18 tons of cooling water to stop it from freezing. This mixture is then cooled to 5 or 10 degrees Centigrade below the desired hold temperature and pumped around the ship to each cooler compartment where it passes through the heat exchanger and is piped back to the engine room.

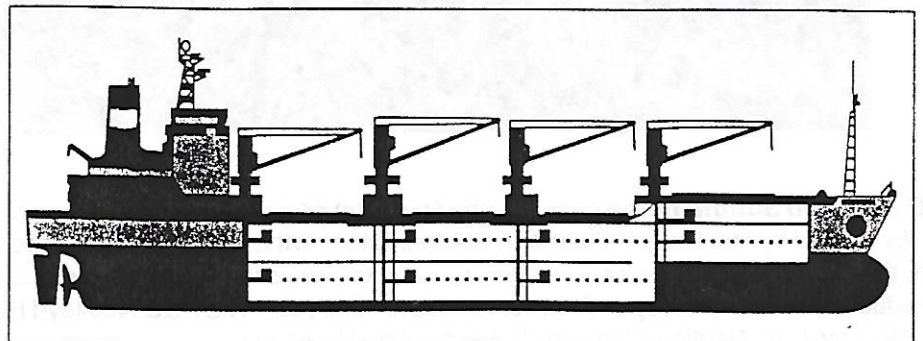
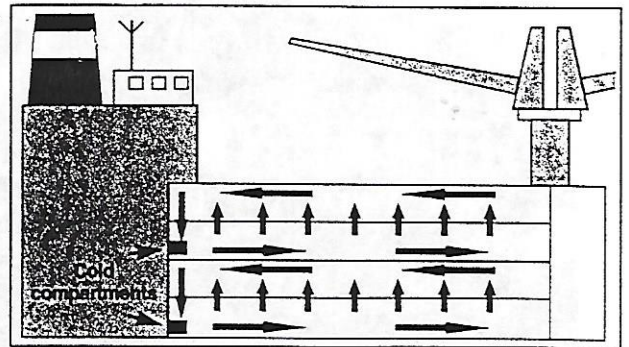
In a direct expansion system, freon is compressed and cooled. It is then piped as a liquid to each cooler compartment where it passes through the heat exchanger, evaporates and is piped back to the engine room as a gas.

Direct expansion systems started to replace brine in the 1980s as the clean, corrosion-free solution. But ecological pressure for non-ozone-depleting refrigeration means that brine is making a comeback. Brine is environmentally-friendly, and leaks are less costly and easier to detect. But it costs more to install (the piping is bigger).

To control the temperature, monitors are placed all round the holds. Each cooler compartment has delivery air sensors measuring air temperature on the way into the hold, and return air sensors measuring the air temperature as it comes back from the hold.

Each ship guarantees its ability to reduce the temperature of warm cargo to chilled temperature, by specifying the time it takes (24-36 hours) to reduce the temperature difference between air into and out of the cooler compartment to a maximum of two degrees. It must also specify the number of air changes per hour it can achieve - in most cases not less than 90.

Humidity is maintained, and the carbon dioxide (emitted as fruit and vegetables ripen) controlled, by blowing a small quantity of fresh air into the holds - perhaps two or four changes per hour, depending on the type of cargo.



CRUISE SHIPS CALLING 1998

Information is 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.

Arrival Date	Shipname	Sailing Date
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 TBA	Superstar Leo	Sept 26th TBA
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

The World Ship Society 51st AGM

The AGM weekend seemed to be extremely successful. This was mainly due to the outstanding support from **YOU** the branch members. A good number of you attended the Friday evening reception so that you were on hand to talk with our guests, which was very handy as most of the committee members were busy with various "admin" tasks. It was also pleasing to see those who gave up time on Saturday to help in the Polygon during the sales sessions and the AGM.

For the AGM dinner we had hoped that each table would have at least one branch member to act as host. The committee was very grateful that your response was such that all fourteen tables had two more Southampton members. This was real support for the major social event of the weekend.

The Sunday boat trip was also very well supported by the Branch. We are sure our visitors appreciated the local knowledge you could pass on. We would also like to thank those who offered transport to and from Ocean Village on Sunday.

Very many Thanks

The AGM Committee.

The Dutch shipbulder Van der-Giessen de Noord has captured a \$45m order for a new ferry from Commodore Shipping. Commodore's ship will be delivered in the third quarter of 1999 and will be deployed between the UK mainland and the Channel Islands of Guernsey and Jersey.

Comanov, the Moroccan National Shipping Line, has upgraded its Southampton/Casablanca service with the introduction of the 500 teu **Oeud Ziz**. The ship will increase capacity of the Comanov service and offer a transit time of three to four days.

The **R One**, the first of Renaissance Cruises larger vessel was in July undertaking a series of shakedown cruises before heading to Pireaus in Greece. She called at Southampton and Dover in mid-July. The 350-cabin ship is the first of six ordered from Chantiers de l'Atlantique in France and was delivered in the beginning of July. To date, the owners have concentrated on small 114 berth yacht like cruiseships.

Also in July James Fisher Tankships officially named its latest clean products carrier **Solent Fisher** in Southampton. The double hulled former P&O tankship was built in the Chinese shipyard of Qui Ziin in 1997. The naming ceremony was performed by Helen Forrester, the wife of Richard Forrester, James Fisher's technical director. The 3627 dwt vessel is equipped with MaK M32 engines and has a speed of 12 knots. The British flagged Solent Fisher joins the rest of the company's fleet of 42 vessels, 25 of which are clean petroleum product carriers.

GMDSS

Global Maritime Distress and Safety System

Overview: Part Two

Inmarsat.

Satellite systems operated by the International Mobile Satellite Organization (Inmarsat), are also important elements of the GMDSS. Three types of Inmarsat ship earth station terminals are recognized by the GMDSS: the Inmarsat A, B and C. The Inmarsat A and B, an updated version of the A, provide ship/shore, ship/ship and shore/ship telephone, telex and high-speed data services, including a distress priority telephone and telex service to and from rescue coordination centres. The Inmarsat C provides ship/shore, shore/ship and ship/ship store-and-forward data and telex messaging, the capability for sending preformatted distress messages to a rescue coordination centre, and the SafetyNET service. The Inmarsat C SafetyNET service is a satellite-based worldwide maritime safety information broadcast service of high seas weather warnings, NAVAREA navigational warnings, radionavigation warnings, ice reports and warnings generated by the USCG-conducted International Ice Patrol, and other similar information not provided by NAVTEX. SafetyNET works similarly to NAVTEX in areas outside NAVTEX coverage. Inmarsat C equipment is relatively small and lightweight, and costs much less than an Inmarsat A or B. Inmarsat A and B ship earth stations require relatively large gyro-stabilized antennas; the antenna size of the Inmarsat C is much smaller. Inmarsat also operates an EPIRB system, the Inmarsat L, which is similar to that operated by COSPAS-SARSAT. Inmarsat C equipment should have an integral satellite navigation receiver, or be externally connected to a satellite navigation receiver. That connection will ensure accurate location information to be sent to a rescue coordination centre if a distress alert is ever transmitted.

High Frequency

The GMDSS includes HF

radiotelephone and radiotelex (narrow-band direct printing) equipment, with calls initiated by digital selective calling.

Worldwide broadcasts of maritime safety information are also made on HF narrow-band direct printing channels.

To meet these GMDSS requirements, some administrations have begun to improve high frequency (HF) ship-shore radio safety services from communication stations.

Search and Rescue Radar Transponders (SARTs).

The GMDSS installation on ships include one or more search and rescue radar transponders, devices which are used to locate survival craft or distressed vessels by creating a series of dots on a rescuing ship's 3 cm radar display.

The detection range between these devices and ships, dependent upon the height of the ship's radar mast and the height of the SART, is normally less than about ten miles.

Digital Selective Calling

The IMO also introduced digital selective calling (DSC) on VHF, MF and HF maritime radios as part of the GMDSS system. DSC is primarily intended to initiate ship/ship, ship/shore, and shore/ship radiotelephone and MF/HF radiotelex calls. DSC calls can also be made to individual ships or groups of ships. DSC distress alerts, which consist of a preformatted distress message, are used initiate emergency communications with ships and rescue coordination centres. When fully implemented, DSC will eliminate the need for persons on a ship's bridge or on shore to continuously guard radio receivers on voice radio channels, including VHF channel 16 (156.8 MHz) and 2182 kHz now used for distress, safety and calling. A listening watch aboard GMDSS-equipped ships is scheduled to end on 2182 kHz on 1 February 1999, and on VHF channel 16 sometime after that date. DSC-equipped VHF and MF/HF radios can be externally connected to a satellite navigation receiver. That connection will ensure

accurate location information is sent to a rescue coordination centre if a distress alert is ever transmitted. Once SOLAS ships are allowed to disband watchkeeping on VHF and MF radiotelephone channels, other ships are going to need DSC-equipped radios to contact these ships, particularly in a passing situation, especially when in international waters. VHF, MF and HF radiotelephone equipment carried on ships should include a DSC capability as a matter of safety. VHF digital selective calling also has other capabilities beyond those required for the GMDSS. The US Coast Guard uses this system to track vessels in Prince William Sound, Alaska, Vessel Traffic Service, and is considering doing so in the Great Lakes and major US ports. IMO is also considering using this system for ship-to-ship identification and tracking. However, a DSC-equipped radio cannot be interrogated and tracked unless that option was included by the manufacturer, and unless the user configures it to allow tracking.

Use of GMDSS for Routine Telecommunications GMDSS telecommunications equipment should not be reserved for emergency use only. The International Maritime Organization encourages mariners to use that equipment for routine as well as safety telecommunications.

Who has to Comply with the GMDSS?

SOLAS Ships

Ships subject to the Chapter IV of the Safety of Life at Sea (SOLAS) Convention have to fit GMDSS equipment. These include all ships engaged on international voyages but the interpretation of of regulations for all types of vessel is beyond the scope of this article.

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

Reproduced below is a letter of thanks from the Society President. The most appropriate way that we can all thank our committee is to join our national President in his sentiments and praise.

From: Rear-Admiral R.O. MORRIS, C.B.

Orchard House
12 Quantock View
Bishops Lydeard,
TAUNTON
Somerset TA4 3AW
Tel: 01823 432480

13th May 1998

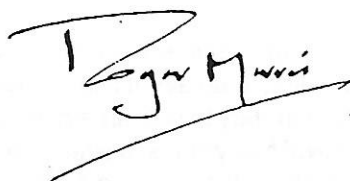
Dear Rod,

I foolishly failed to get John Lillywhite's address before I left Southampton, so am writing to you as Branch Secretary to thank you and the Branch for organizing such a very successful AGM last weekend. I would ask you to pass on my thanks and congratulations to all those concerned.

Had we not been told of the problems in the early stages with the need to change the venue no-one attending would have guessed that there had been any difficulty. All the events went without a single hitch, and made a most enjoyable weekend. I know how much work goes into arranging such a meeting, and in smoothing the wheels when it is in progress. The Southampton Branch did us proud, and I thank you on behalf of the whole Society.

With best wishes,

Yours sincerely,



INTERNATIONAL FESTIVAL OF THE SEAS

Two years ago, the city of Bristol staged the very first International Festival of the Seas and around 350,000 people visited the four-day event and while it was a success it was not perfect, some of the world's Tall Ships not making it because of height restrictions.

Portsmouth was therefore chosen as the site for the second festival, held last weekend. It had several advantages over Bristol, including Royal Navy ships on site, no restrictions on ship size or height and, of course, the ships and museum of the Historic Dockyard.

Well, it is all history now, until the next time, and if you decided not to go, for whatever reason, cost, transport etc, then it must be said that an opportunity was missed.

An estimated 300,000 plus visitors would have the opportunity to be part of what was billed as the biggest maritime event this country has seen and to enjoy a myriad of events and entertainment.

It was not even necessary to like the sea or ships as the event had a carnival atmosphere to it and people of all ages could be seen enjoying themselves throughout the fourteen hours it was open each day.

The ships were the whole reason for the staging the event, but in addition there were 800 musicians playing everything from sea shanties to hard rock, street theatre across the whole of the 300-acre site with actors and actresses dressed for the period (1798) and demonstrations of crafts from a bygone era.

A variety of air displays involved Sea Harriers, Lynx helicopters, Sea Kings and the Fleet Air Arm's Historic Flight as well as the static displays aboard the carriers.

Warships staged everything from war games, fire fighting and damage control, mine countermeasures to life in the Antarctic.

Some of the naval ships had their own individual static displays on board. *HMS Liverpool*, for instance, showed how it helped the islanders of

Montserrat last year when its volcano erupted.

One particularly impressive display combined all the different branches of the navy working together to intercept a trawler which was carrying drugs.

A sail from Nelson's flagship, *HMS Victory*, had been restored and was on display, hoisted to show its full size, there were radio-controlled and static models, diving demonstrations, an 18th century street market, 250 exhibitors across the site demonstrating every conceivable connection with the sea.

The four days were brought to a close with a gala concert, featuring up to 1000 performers in *The Myths and Legends of the Seas*, and a huge firework display.

A packed arena saw a variety of groups and musicians, headed by the British group, Imagination, and American singer, Edwin Starr, perform to a backdrop of huge screens, spectacular light shows and lasers.

The finale featured £50,000 worth of fireworks in one of the biggest displays ever seen in this country.

The weather was wonderful, people turned up in their thousands to for a weekend that was brilliantly conceived and put together. First Sea Lord, Admiral Sir Jock Slater, the sponsors, GEC, and the hundreds of people who contributed to the success of the festival must be feeling very pleased with themselves today.

So what now; when is the next one to be staged and will it be Portsmouth? Nothing has been finalised but the year 2000 beckons and an even more spectacular event, if that were possible, would be the perfect backdrop to Portsmouth's ambitious plans for the new millennium.

THE SHIPS

For most people, the initial reason for coming to an event like this will be the opportunity to see large numbers of Royal Navy ships, a selection of the world's Tall Ships and a whole host of other craft such as Southampton's *Shieldhall* and Scott Paine's high speed launch, 102 (RAF launch), a preserved motor torpedo boat, as well as free access to all the ships at

Portsmouth's historic dockyard.

Ships and boats, in other words, and they were there in abundance, with 800 craft of all types, in total.

Almost thirty Royal Navy ships were in port (not all were open to the public), plus the Turkish frigate, *Gazantier*, the Belgian frigate, *BNN Wandelaar*, the French minehunter, *FS Saeittaire*, and the German submarine, *U26-5175*.

The Royal Navy contingent open to the public were the aircraft carrier, *Invincible*; type 42 destroyers, *Birmingham*, *Liverpool*, *Manchester* and *Nottingham*; the type 23 frigates *Iron Duke* (of James Bond fame) and *Marlborough*; the assault ship, *Fearless*; mine countermeasures vessels *Berkeley*, *Ledbury*, *Bridport* and *Sandown*; fishery protection vessel *Alderney*; the ice patrol ship *Endurance* and the recently rebuilt RFA, *Sir Bedivere*.

Now, if all of those were not enough for you, you would have to be a masochist, as well as needing the whole weekend to see them all.

If naval ships conjure up thoughts of national pride and strength, then the Tall Ships evoke a more romantic image altogether.

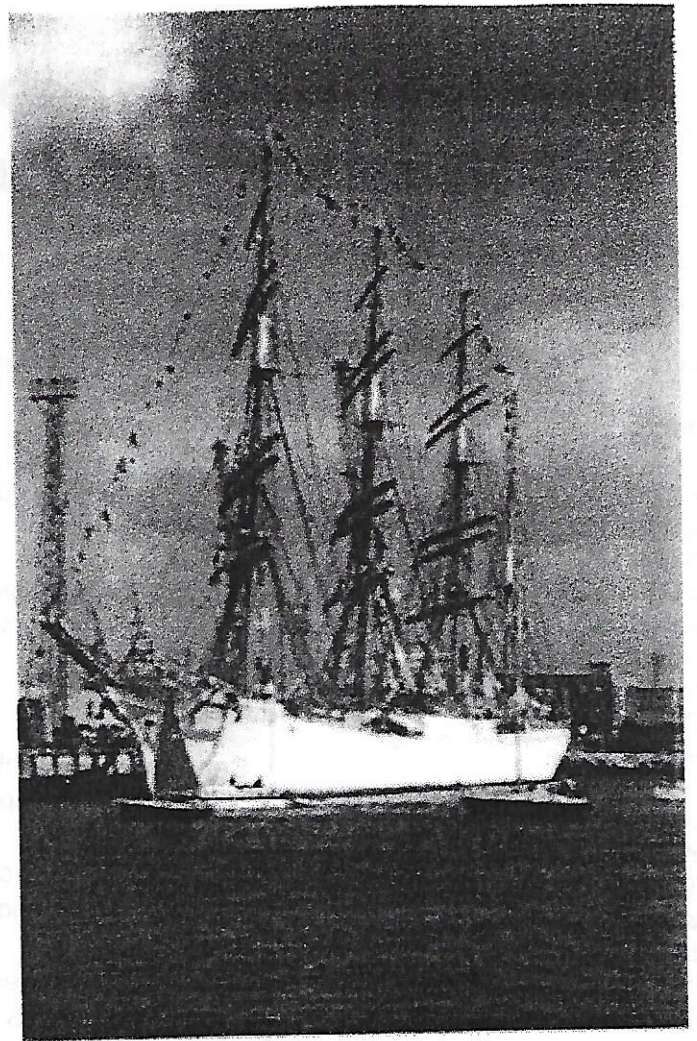
The largest full-rigged ship in the world, the German-built Russian *Sedov*, was there, as was the superb *Kruzenshtern* and the smaller, but newer, *Mir*, also both Russian.

This country had the *Royalist*, *Sir Winston Churchill* and the Turkish-built *Grand Turk* (a replica 18th century frigate), soon to feature in the *Hornblower* series on television, as well as everyone's favourite, the Bristol-built replica of John Cabot's *Matthew*.

Others such as the *Astrid*, *Pogoria*, *Hebe*, *Kaskelot*, *Argentina's Libertad*, the Dutch *Oosterschelde*, several Thames barges, Gaff ketches and a whole host of other smaller craft all contributed to the event.

Although not officially invited to the festivities, the constant arrival and departure of ferries and cargo ships from Portsmouth's commercial port gave the weekend a welcome merchant shipping backdrop to the four days.

Article and photographs by Mick Lindsay.



From the largest square rigger in the world *Sedov* to the *HMS Liverpool*. Two contrasting images from the International Festival of the Sea



An unusual visitor photographed by Rod Baker passing dockhead on 22nd June the 1969 built Canadian icebreaker *Louis S St Laurent*.

About the Branch

Officers & Committee

Chairman

John Lillywhite,
1 Thornleigh Road,
Woolston. SO199DH
01703432181

Vice Chairman

Bill Lawes,
25 Rolleston Road,
Holbury. SO454QD
01703894234

Secretary

Rod Baker,
29 Milbury Crescent,
Southampton. SO185EN
01703449972

Treasurer

Andrew Hogg,
"Debankar",
Lynburn Road,
Hampworth,
Salisbury. SP52DR
01794390502

Black Jack Editor

Neil Richardson,
9 Cornfield Close,
Chandlers Ford. SO534HD
01703276423

Projectionist

Alan Trafford,
85 Dunvegan Drive,
Lordswood. SO18DB

Visits Organiser

Adrian Tennet
34 New Road
Fair Oak. SO508EN
01703600197

Reprographics

Mike Lindsay
7 Elland Close
Fair Oak. SO157JY
01703694558

Copyright Southampton Branch
World Ship Society. No part of Black
Jack to be reproduced without prior
permission from the Editor .

Forthcoming Programme

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

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

SOUTHAMPTON BRANCH PROGRAMME 1998

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

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

Branch Notice Board

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 3/98

**The Editor is always happy to
receive articles with a local
connection for Black Jack or
comments its on content. Local
news and photographs from the
Port are most welcome.**



Views from the 51st AGM by Rod Baker