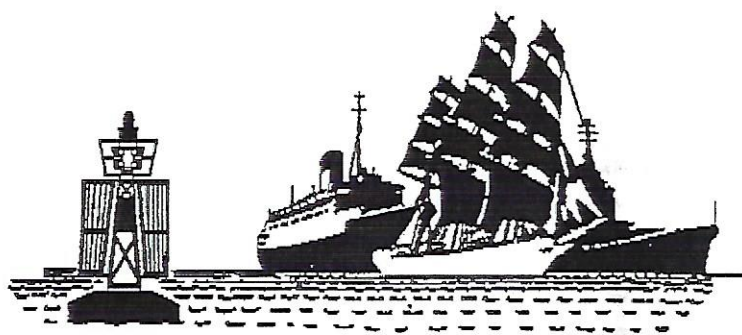


# Black Jack

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
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Photograph: David Hutchings

The Queen Elizabeth 2 departing Southampton escorted by tugs Brightwell and Redbridge.

## QE2's 30<sup>th</sup> BIRTHDAY

It was publicised as a birthday celebration, and for us humans that usually means cards, presents, balloons and a party with a cake. So why should a ship not have the same privileges.

In fact QE2 had two parties. The first of these was on April 14<sup>th</sup> when 450 guests were invited to a special lunch held in the Caronia Restaurant (the second was a mid-voyage bun-fight in the Queen's Room). Among the guests were all living ex-captains of the ship and celebrities included Leslie Thomas, Michael Buerk, Michael Brunson, Angela Rippon, Lorraine Kelly, Carol Thatcher, Coronation Street actor David Neilson (Roy) and Michael Aspel. More than a few of these stars were casting nervous looks his way in case the "big red book" suddenly appeared.

Sir Jimmy Saville captured the mood with a thoughtful after-dinner speech and toast to the ship. This was followed by a reception in the Grand Lounge where Cunard President, Larry Pimentel, introduced all the ex-captains, who lined up on stage behind the two current masters, Captain Ron Warwick and Captain Roland Hasell and it was these two who did the honours and jointly cut the cake.

A tribute then followed to the late Commodore W. E. (Bil) Warwick, the very first master of the ship (and the only man to captain all three Queens), who died recently. It his son who is the current captain. They did actually serve together once, but only for a day.

And then it was time for QE2's birthday present, the announcement of a £19.5 million refit to be carried out later this year, hopefully by Southampton's A&P Shiprepairers, but two German yards are also on the shortlist of three.

The celebrations were soon over and it was time for the ship to leave for New York. I was one member of a press party invited for the six-day voyage and found myself in a very privileged position on the bridge high above the hundreds of people who were waiting to see the ship off.

Across at Hythe I could see a solid line of people on the marina promenade and dozens more on the end of the pier. Excursion boats were out in force (including one lunatic in a white boat who kept cutting in on QE2!) giving a grandstand view of the ship as she left. The streamers connecting the ship to the terminal building were severed, the 1159 balloons (one for each completed voyage) were released to quickly disappear in the strong wind, and the ship's whistle gave the promised 30 blasts as she moved off.

Dozens of people braved the bitter cold to wave from Calshot beach after which the ship made a few twists and turns to get round the Brambles sandbank before passing Ryde on her starboard side, with Gosport and Portsmouth over on the port side. It's not quite open sea from here on, as land is visible for some time, the familiar shape of Portland Bill being the last that I saw.

Empty stomachs were starting to rumble at this point so the first of several visits to the Britannia Restaurant was made and the first of several incomparable meals was consumed.

The food was wonderful, of course, but as the night wore on it became apparent that it was to come back up far quicker than it went down for some people! Not helped, it has to be said, by a bit of a "session" in the Yacht Club, aft on Upper Deck.

The ship's doctor and his team were kept very busy the following day, administering to a long queue of green-faced sufferers of *mal de mer*. The sick-bay is well placed on Deck 6, Stairwell C (C6).

The weather at this point (and for the next four days) was Force 7 and the seas officially classed as rough. At a question and answer session conducted by Captain Warwick a couple of days later in the Grand Lounge, he answered a passenger's question about rough seas by stating that, for him, this was not rough, only what was to be expected on the North Atlantic at this time of year.

Rough is when you are consistently ploughing through 50 foot waves (the ship has seen off 90 foot waves in the past) and these were 10 to 15 feet.

The weather was also gloomy and overcast with a bitterly cold wind never letting up for a moment. Venturing out on deck was a brief sortie for most people, though there were those lunatics who felt the need to jog the famous mile (four times round the boat deck) and a few who took advantage of the empty golf range and paddle tennis court.

It was possible to spend a very pleasant hour or so in a deck chair, wrapped in a blanket against the elements, in the sheltered confines of the lido area on One Deck aft, but the air-conditioned comfort of the ship's interiors soon beckoned these hardy souls back inside.

Here the time could be passed in totally relaxed fashion by writing a letter, reading a book or having a drink in one of the many bars (not me readers, honestly). There were regular lectures and talent shows or karaoke sessions to fill in time. There is no rush to do anything because you have five days to kill and you quickly fall into the pace of life on board. It sounds a bit boring but one of the most popular pastimes was to find a comfortable chair by a window and simply watch the ocean pass by, enlivened by the sight of an occasional whale.

An added bonus to this was that one could fall asleep quite easily, thereby making up any shortfall from the previous night.

People-watching was a must, with some real characters on board. One elderly couple dressed for dinner each night in Victorian costume, the gentleman complete with top hat and tails, monocle and cane; his wife, or partner, in neck-to-floor cream lace, complete with bonnet and a parasol hanging from her arm.

Another couple, American of course, dressed in typically flamboyant fashion and paraded around the ship a couple hours before dinner simply to show off their finery to all and sundry.

Afternoon tea at four o'clock was very popular and a throwback to the grand days of liner travel. Waiters and waitresses came out from the kitchens, immaculately dressed in their white coats and gloves, dispensing tea, coffee and a wicked selection of waist-expanding sticky buns and cakes.

I happily indulged in the sure knowledge that a quick jog around the deck would soon burn off the excess calories. And I would have done it, but for the bitter cold!

The pace picked up a bit during the evenings when an early session in the Chart Room Bar or the Golden Lion pub would preclude another wonderful culinary extravaganza in the Britannia Grill.

This could be followed, if so desired, by another drink or three in one of the bars or by taking in a show in the Grand Lounge, formal dancing to the Tommy Dorsey Band in the Queen's Room or really letting your hair down in the Yacht Club disco.

The Queen's Room was the setting, on Saturday April 17<sup>th</sup>, for the 30<sup>th</sup> Anniversary Ball, the second party. This was the occasion for everyone to turn on their sartorial style and a very elegant occasion it turned out to be. The highlight was when Captain Ron Warwick and his delightful wife, Kim, were given the task of cutting the QE2 cake for a second time. They seemed to thoroughly enjoy it all and it was a relaxed diversion from the usual formality of the master's job.

Now, all of this may lead to some of you thinking "easy life", but no, it was very hard work and someone had to do it!

All too soon the time passed and a calm last day at sea, complete with blue skies, bode well for the arrival at New York the following morning.

And so it proved. I was back up on the bridge for this at 5.45am next day, just before we sailed under the Verrazano Narrows Bridge, which connects Staten Island with Long Island.

A low sliver of yellow light silhouetted the distant Manhattan skyline and as we gradually eased closer this developed into the most glorious sunrise imaginable. I had been concerned that we would arrive in fog or pouring rain and not be able to appreciate the spectacle of a New York arrival.

Just for a change the Gods were kind to us and the Statue of Liberty, Ellis Island and downtown Manhattan were bathed in a golden glow that made my first visit to the "Big Apple" something to be remembered for a long time to come.

The famous Brooklyn Bridge was easily picked out, just in from the entrance of the East River on the starboard side of the ship. QE2, however, was headed for the other side of Manhattan with a slow crawl up the Hudson River to her berth at pier 90.

Passing Battery Park and the first of the apartment blocks was a strange experience. The size of the buildings became almost too large to comprehend and for a while it seemed like walking past a large-scale model in a museum.

Until, that is, the first signs of life were spotted. Vehicles were moving and people could be seen waving flags from apartment windows, mostly the Stars and Stripes, but one or two Union Jacks were seen as well, giving a feeling of great pride in this British-built institution.

Eventually the great ship was nudged into her berth further up-river after some tricky manoeuvring against a strong tide. The American pilot, a great bear of a man reminiscent of W. C. Fields, dealt with the problems with a casual aplomb and Captain Warwick reassured the assembled press that it was quite normal for the ship to be touching one of the piers while appearing to ram another.

We eventually tied up, with no mishaps, and then it was off to our hotel for an overnight stop before flying back.

It was raining by now and this was a surprise to me as I had previously thought that it only rained in Britain. All the photographs I have seen of New York show it bathed in brilliant sunshine with people in shirtsleeves. But, no, they do have umbrellas over there.

I did get to see one or two of the sights, the Chrysler Building, Grand Central Station (which is magnificent), the Flatiron Building and, of course, the Empire State Building, but it needs more than a one-night stopover to appreciate this amazing city.

Mick Lindsay

## Ships in Port - P&O Nedlloyd Post Panamax Boxships

### P&O Nedlloyd Southampton, Rotterdam, Kobe and Kowloon

The four latest vessels for P&O Nedlloyd, are in service on the Europe to eastern Asia route. Signaling a development in containership technology, the P&O Nedlloyd's post-panamax vessels have made their debut at time of increasing competition in the trade between Europe and eastern Asia.

The class of four combines a 6,690 teu capacity and a record breaking propulsive power concentration in a hull which is 10m greater than the maximum beam for Panama Canal transit. The service relies on a 56-day ship rotation; this equates to an average 22.8 knots across the whole passage to maintain the advertised schedule. So as to build in a contingency westbound the vessels tend to make the leg between Singapore and Socotra, near the African coast at full speed. The power available from the Sulzer 12RTA96C plant, one of the most powerful diesel engines in service, provides 24.5 knots continuous in fine weather. But at a reduced draught for example 12m instead of 14m maximum draught the ships can if required make 25 knots.

The four ships have been assigned to the companies Loop 1 express service with an itinerary including Kobe, Nagoya, Shimizu Tokyo and Singapore then via Suez with Rotterdam, Southampton, Hamburg and Le Havre. With 12 cylinders with a 960mm bore the Sulzer two-stroke power plant has a nominal 89,640 bhp (65,880kW). Developing its full power at a crankshaft speed of only 100rpm. The engine incorporates knowledge from the seagoing population of RTA84C engines, including those in the preceding generation of IHI built

P&O ships of 4,038 teu. The 2,030 tonne prime mover occupying the cavernous machinery space in the **P&O Nedlloyd Southampton** is considerably longer and about 800 tonnes heavier than those earlier installations, although the stroke is only marginally greater at 2500mm compared with 2400 mm of the 84-type engine. Power is transmitted direct to a six-blade propeller, a fixed pitch unit of 8.95m diameter. Designed by IHI and manufactured by the Dutch company Lips and UK manufacturer Stone Manganese Marine, the propeller weighs 94.5 tonnes.

The full load cargo rating of 6,690 teu includes a sixth tier in the weather deck as far line of sight considerations permit. The four sisters will provide the first seagoing references for a newly developed, intelligent container securing and monitoring system. Conceived by Southampton based SeaTech, the system is known as PC-Secure which uses a Windows NT platform. It can calculate lashing requirements for specific voyage routes, combining sea-state data with ship specific motion response predictions. It also provides a tool for maximizing container weight utilization contributing to the stow flexibility of the class. The 42.8m beam enables up to 17 rows of boxes to be carried on the upper deck, compared with 15 in earlier Dutch post-panamax generation 4100 teu Nedlloyd Honshu type. The new class takes 15 across in the holds; although the step at the turn of the bilge restricts the maximum stow width on the tank top to 13. Cargo securing and handling times benefit from lashing bridges on the deck, encapsulating the first tier and

from which lashings are carried to the second and third tiers, with the surmounting boxes made fast by twistlocks. The aggregate 3,444 teu underdeck intake in eight holds is 51 percent of the ships total capacity, the balance 3,246 teu on the above deck slots underscoring the enormous importance of the weather deck stowage arrangements in containership design and operating practice. Flexible weight distributions and 710 reefer plugs produce cargo carrying versatility.

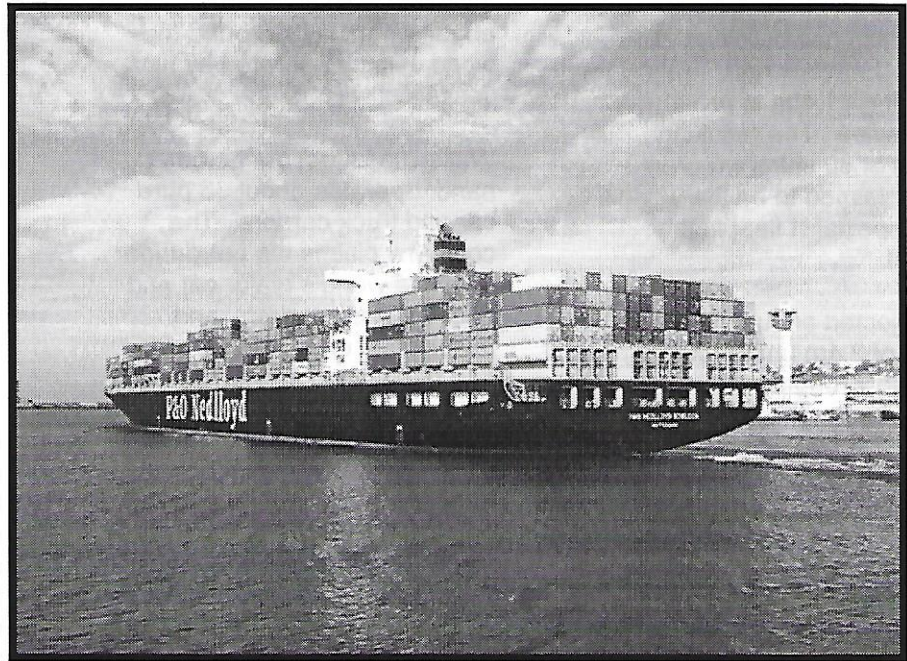
In keeping with the vessels scale she is fitted with one of the largest shaft generators at sea. Engineered and manufactured at the Brush Electrical Machines in the midlands the generator is a 28 pole, statically excited machine encircling the propulsion shaft and operating at 800V. The systems output is rated at 3.5MW and meets the bulk of the ships electrical power whilst on passage. The vessel also has 4 3.6MW diesel alternators. The electrical power generation and distribution system are automatically controlled and monitored by a Brush Prismic power management system. The Prismic hardware provides local command of the 6.6kV distribution from the main control room. It has been designed to communicate with the ships central data management's computers and the bridge control systems to enable remote control and monitoring from terminals around the ship. BEM's remit also extended to the 800-rpm vertical shaft induction motor at 2.6MW driving the single Kawasaki tunnel thruster in the bow. While P&O opted for traditional open bridge wings, it advocated "state of the art" navigational

technology through the selection of a functionally integrated bridge system from Kelvin Hughes. The ergonomically engineered NINAS 9000 system features an ARPA radar on each side of the conning display and centre console with a proprietary multi feature display (MFD)

incorporated next to the starboard ARPA. The MFD monitors and controls range of navigational systems and include an ECDIS capability for electronic navigation charts. The MFD and conning display provide the basis for passage planning and operation. Other

key elements of the NINAS 9000 console are the engine monitoring station and electronic chart table. Also fitted a true motion radar individually located to port of the main console and serving as a docking radar taking inputs from the scanner on the foremast.

**P&O Nedlloyd**  
**Kowloon** departing Le  
 Havre



**Cruise Programme .**

Please note that this listed is based on provisional information originally issued in January by ABP Southampton.

Date	Time Berth	In/Out	Name								
Tue	8 <sup>th</sup> Jan	0630	1830	Oriana	106	Mon	5th July	0630	1830	Oriana	106
Fri	11 <sup>th</sup> June	0630	1830	Oriana	106	Tue	8th July	0630	1800	Victoria	106
Sun	13 <sup>th</sup> June	0630	1800	Victoria	106	Sun	11th July	0630	1800	Arcadia	106
Tue	15 <sup>th</sup> June	0630	1700	QE2	38/9	Fri	16th July	0630	1700	QE2	38/9
Sat	19 <sup>th</sup> June	0900	1600	Norway	38/9	Sun	18th July	0630	1830	Oriana	106
Sun	20th June	0630	1800	Arcadia	106	Sat	24th July	0630	1800	Victoria	106
Wed	23rd June	0630	1830	Oriana	106	Sun	25th July	0630	1830	Oriana	38/9
Thu	24th June	0630	1800	Arcadia	106	Sun	25th July	0630	1800	Arcadia	106
Thu	24 <sup>th</sup> June	0630	1800	Victoria	38/9	Sun	01st Aug	AM	PM	Norway	38/9
Sun	27th June	0630	1700	QE2	38/9	Tue	03rd Aug	0630	1800	QE2	38/9
Sun	27 <sup>th</sup> June	0630	1800	Arcadia	106	Fri	06th Aug	0630	1800	Arcadia	106
Sun	27th June	TBA	TBA	Mistral	TBA	Fri	06th Aug	0630	1800	Victoria	38/9
Sat	3rd July	0700	1600	Norway	38/9	Sat	07th Aug	0630	1830	Oriana	106
						Sun	08th Aug	0800	1800	Norway	38/9
						Mon	16th Aug	0630	1800	Victoria	106
						Thu	19th Aug	0630	1800	Arcadia	106
						Sun	22nd Aug	0630	1700	QE2	38/9
						Mon	23rd Aug	0630	1830	Oriana	106
						Sun	29th Aug	0630	1800	Victoria	106
						Fri	03rd Sept	0630	1630	QE2	38/9
						Sat	04 <sup>th</sup> Sept	0630	1830	Oriana	106
						Sun	05th Sept	0630	1800	Arcadia	106
						Sat	11th Sept	0630	1800	Victoria	106

## Wallenius+Wilhelmsen

Norway's Wilhelm Wilhelmsen group and Sweden's Wallenius Lines last week announced a merger, which, at second glance, appears an obvious idea.

A new 50:50 joint operating company will take over the entire complement of car carriers and ro-ro ships and forthcoming newbuildings at both parties' disposal, generating \$1.4bn in pro-forma annual sales. The resulting strength of 80 ships will create what is claimed to be the world's largest specialist fleet in the segment.

The projected annual cargo volume of 2.4m units would account for roughly 35% of the world market.

The merger makes sense because it imitates what is happening in the car and truck industries. The partners expect the consolidation trend to continue. This, in turn, is expected to place a premium on worldwide shipping.

But the business idea behind the, as yet unnamed, new entity, is providing flexible but global service, is propped up by factors slightly more complicated than that.

The more obvious factor is the complementary nature of the parties' existing geographical coverage. Wilhelmsen Lines has a strong presence in Asia-North America, Europe-North America and Australia/New Zealand. Wallenius Lines is entrenched in Asia-Europe and the Atlantic. The 'perfect match' claimed by Wilhelmsen Lines' president Ingar Skaug, who will hold the same position in the new company, is predicted on the two pieces of the geographical jigsaw combining to cover the whole world.

Similarly, the existing fleet composition is seen as an ideal mix. Wilhelmsen Lines claims to be the world's largest deep-sea ro-ro operator, with a fleet of 13 sophisticated vessels.

About 20 additional pure car and truck car carriers give it the unique ability to provide tailor-made transport. The company says that the core of its ro-ro engagement is its around-the-world service operated by nine vessels.

Wallenius Lines, on the other hand, operates about 36 pure car and truck carriers. The company claims the patronage of all the world's major car and heavy vehicle makers, and prides itself on factory-door-to-end-destination service including customs, pre-delivery and inland road or rail distribution.

In addition, both companies say they have traffic turnaround points in Asia and Europe. Together, the new joint operating company expects to cover the entire transport spectrum all around the world, comprising cars, other vehicles including high and heavy, ro-ro equipment, non-containerised cargoes and container capacity in certain markets.

It believes it can provide customers more flexible service and enhance the bottom line through better tonnage co-ordination, more efficient traffic planning, reduced operating costs and less chartered tonnage.

But as many doomed marriages know, such cold pre-nuptial calculations of compatibility do not always translate into conjugal bliss. It is in this department that the Wallenius-Wilhelmsen merger believes it holds the ace.

At the Oslo press briefings organised to announce the merger a lot was said about personal chemistry and identical cultures. Mr Skaug listed a few specific points.

Both parties are Scandinavian which has to be seen as a positive in the context of their being able to sing from the same choir sheet.

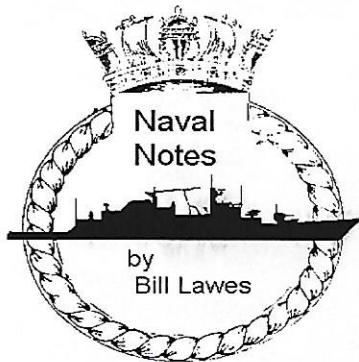
Both have a long-standing heritage in the business. Wilhelmsen says its history of liner and related shipping spans more than 140 years. Wallenius Lines, on the other hand, says it pioneered car transportation in 1955 with the world's first customised trans-ocean vessel. In 1963, it introduced the ro-ro concept with the delivery of the first customised vessel with bow doors.

Both are identical in size, which could mitigate the ego factor. Fleet strengths going into the merger are identical, at 36 apiece. Wilhelmsen Lines' 1998 turnover of \$960m is closely matched by Wallenius Lines' \$700m.

So is there a chink in this apparently impregnable façade? Competitors would like to believe so.

"It could go either way," Leif Hoegh executive vice-president Oyvin Broymer said of the merger. "It cannot be denied that the new company will reap significant synergies. But at the same time, the competition could also benefit, from having only one player to compete against as against two in the past."

A detailed a comprehensive "branding exercise" that is scheduled to be set in train immediately after Easter. This is to include crafting an appropriate brand name, devising and effective logo.



The most significant naval visitor has been **H.M.S. Ocean** the new Helicopter Assault Ship (or Landing Platform Helicopter - LPH). In January she berthed at the Marchwood Military Port, this must surely be the first time that a " Flat Top " has been seen at that part of Southampton Docks. The **Ocean** has had an eventful career so far. She was damaged during launching when part of the bow cradle collapsed, further damage occurred during engine trials in a fitting out basin at Barrow. As part of her warm weather trials she was sent to the Caribbean and was present to assist with the aftermath of hurricane "Mitch" in Honduras and Nicaragua where her helicopters proved to be extremely valuable for transferring supplies to isolated inland areas. After her brief visit to Southampton she sailed for Norwegian waters to carry out cold weather trials.

As indicated above, the **Ocean** was built by VSEL at Barrow, but construction of her hull was subcontracted to Kvaerner at Govan from where she was launched in 1995. She then moved round to Barrow in 1996 for fitting out and completion. The hull design is based on that of the **Invincible** class carriers, but was built to mercantile standards in an attempt to reduce costs. With a full load displacement of about 22000 tons she can operate all the helicopter types currently in use with the Navy and Army. Normally she carries 12 "Sea King" and 6 "Lynx", they will be replaced by more upto date types as they enter service. **Ocean** also has the facility to carry 20 "Sea Harrier" aircraft, but not in an operational role. The larger helicopters are used to transport her 500 Royal Marines from the ship to the landing area. In addition to these troops the ship can carry 40 vehicles - to land these **Ocean** is equipped with 4 LCVP Mk5 landing craft. As the vessel approached Southampton one of these landing craft was lowered into the water, as it passed Dock Head and it's attendant flock of photographers the craft's Tannoy was heard to order "Smile for the camera!" Two Griffin hovercrafts are also carried to help with landing operations. Those who attended last year's Festival of the Seas saw these craft performing a major role in the RN and RM display in the Dockyard. **Ocean** is the first RN ship designed for amphibious helicopter operations. With more space provided to allow for the easy and rapid movement of troops around the ship, early trials show that she is more effective than earlier ships that had been converted from fixed wing aircraft carriers to the Commando role.

Adrian Tennet, visits secretary, has in his usual efficient way managed to arrange ship visits to the other naval vessels calling into Southampton in recent months. Some of us enjoyed a twin tour of RFAs **Sea Crusader** and **Olna**. Details of the **Olna** have been included in earlier Naval Notes, but it was interesting to look over one of the oldest ships in Naval service, and one that still relies on the traditional seamanship skills needed for underway replenishment.

**Sea Crusader** on the other hand is a much newer ship. She was built as the Ro Ro *Celestine* by Kawasaki Heavy Industries for Panamanian owners, but on completion in 1996 she was chartered for two years by the MoD as part of the "Rapid Reaction Force". The ship arrived at Marchwood for the first time on 23rd. Nov. 1996 having called into Split in the Adriatic during her delivery voyage from Japan. Her charter period is likely to be extended due to delays in completing **Sea Chieftain** by her Italian builders. The **Sea Crusader** has space for 350 vehicles and a stern ramp capacity of 150 tons. Although not capable of discharging her cargo "over the beach", the ship has been fully employed in transporting Military loads to the Adriatic, Europe and USA. In this duty her Ro Ro facility offers flexibility, but with certain limitations due to the unequal headroom of the vehicle decks which means some of them are too low for military vehicles.

Another interesting ship visit was to **Gopher State**. She is a former American Export Line container ship **Export Leader** (17932g / 1973). In 1987 she taken over by the Department of Transportation, Maritime Administration and converted to an Auxiliary Crane Ship by fitting three-twin boom pedestal cranes. This conversion was to enable her to be independent of harbour facilities when unloading her cargo. She is tasked to support the U.S. Army by carrying Military loads which can be discharged either onto quays, lighters or onto pontoons that can be linked together to form a floating roadway from the ship to the beach during an amphibious landing. The crews claim that in a landing they are the first vessels to arrive after the Marines so that their supplies can be immediately available. The **Gopher State** arrived in Southampton with a deck cargo of Landing Craft from Guam that were delivered to the US base at Hythe for maintenance work. These ships are unusual at the present time because they are powered by 19250 hp Steam Turbines for a speed of 20 kts.



**HMS Ocean** inward bound for Marchwood RLC

Members on the branch visit **Gopher State** at 46 berth.

South of England repair facility Fleet Support in Portsmouth has announced two new contracts. Firstly FSL is to dry-dock the Imperial War Museums cruiser **HMS Belfast** on June 6<sup>th</sup> – 55<sup>th</sup> anniversary of the Normandy landings – for a month long maintenance period. It will be the first time the ship has been dry-docked for seventeen years. The ship is to undergo blasting and restoration work, when she leaves for the Thames she will be painted in her wartime camouflage colours.

Secondly FSL has secured the first Royal Naval warship refit to be carried out at Portsmouth for seven years. **HMS Endurance** will enter dry-dock in June/July with a programme scheduled for completion by October when she is due to return to the Antarctic for her annual patrol and scientific study work. The vessel was originally chartered to the Ministry of Defence (MOD) as *HMS Polar Circle* and later in 1992 she was purchased by the MOD and renamed **HMS Endurance**.

## News in Brief.....

### **Alandia scraps tankers.....**

Finnish shipping firm Alandia is to scrap all its non-segregated ballast tank vessels.

Alandia has decided to modernise its fleet and is looking for tonnage built in the 1980s.

Recently Alandia sold its 1973-built non-segregated ballast tanker Aframax **Alandia Nord**, 84039 dwt and 15,573 Idt, for \$125 per Idt to Bangladesh.

It is expected that the 1974-built 83,982 dwt **Alandia Pride** would soon be circulated on the demolition market.

Alandia has 'taken' sisterships 1980-built **Kentucky** and 1981-built **West Virginia**, both 81,729 dwt.

Owned by US-based Marine Transport, the Kentucky and West Virginia were a prime choice for Alandia as they are the sister vessels to the **Alandia Surf** and **Alandia Spray**.

### **Edinburgh Castle the saga continues.....**

Receivers have found a buyer for British shipowners Lowlines, three vessels, the cruiseship **Edinburgh Castle** and the offshore supply vessels **Lowland Pioneer** and **Lowland Cavalier**. The official receivers appointed by the Royal Bank of Scotland have sold the vessel Cammel Laird the UK shiprepair group. **Edinburgh Castle** was Lowline's first and only cruiseship and was at the heart of the company's problems. Receivers were brought in when £2m was required to pay for major engine room refurbishment at Southampton. She is expected to leave 102 berth where she has been berthed since last October, within the next few weeks.



## P&O Flagship goes eco-friendly.....

P&O Cruises' flagship liner **Oriana** is set to become only the second cruise ship (*Norway* was the first) to apply International Paint's non-biocidal anti-fouling system, Intersleek 700. The ship, which arrived in May at A&P Southampton, is to have a coating of the silicone-based system applied to her underwater hull during her stay at the yard.

The refit, which should see **Oriana** in A&P Southampton's King George V drydock, for two and a half weeks. The contract secures around 150 jobs and will create a further 75 jobs at A&P Southampton for the duration as well as providing work for up to 400 sub-contract employees who will be carrying out accommodation and public area maintenance work for P&O Cruises. **Oriana** was scheduled to back into service on May 6, however on May 17<sup>th</sup> the vessel left the drydock the second time for sea trials after problems were discovered with the stern tube bearing, an item not on the A&P drydock worklist. This is the second refit for the 69,153 grt vessel which was built for P&O Cruises by Germany's Meyer Werft and entered into service in April 1995. The scope of the works to be carried out by A&P Southampton includes a standard dry docking programme which encompasses sea valve removal and maintenance, anchors and inspection and overhaul where necessary of her four Lips thrusters. The ship's power plant will also receive a full inspection and maintenance where necessary.

## Vecta sold...



The Red Funnel Towage fleet has been reduced to just three vessels with the sale of the fire fighting tug **Vecta**. Multraship BV of Ternuezen has purchased the vessel to work alongside her sister *Gatcombe* that was acquired by the Dutch company two years ago. *Gatcombe* was renamed **Multratug 6**, **Vecta** will be similarly renamed after a short refit. Both single screw 2500 hp tugs they were built in 1970 as tanker handling/standby tugs at the Esso Marine Terminal at Fawley. The tugs are not suitable for escort duties now required for large tankers using the port.

## P&O Nedlloyd orders ....

P&O Nedlloyd has embarked on a new round of investment in post panamax containership tonnage by ordering four 6,788 teu ships from a South Korean shipyard in a deal worth \$320m. This move will double the number of ships of this size in its fleet to eight and comes barely six months after the delivery of the last of a series of four 6,690- teu ships ordered from IHI in 1996. A consortium of financial institutions will hold the ownership from which P&O Nedlloyd will lease the ships on long-term charters. On delivery the ships will be phased into the Grand Alliance Asia-Europe services replacing older tonnage. The ships will be based on the "Southampton" class and will be approximately 80,600gt.

## Recovery from a bad start...

A ship can sometimes gain a reputation for some reason or another during its lifetime, but to have a reputation before it even completes building is rare. The innocent-looking chemical tanker **Jo Spirit 98/4425**, built by a Spanish yard Union de Levante, already has a tragic past. During construction last July 1997, the ship suffered an engine room fire, which killed 18 shipyard workers and injured many more. The disaster is the worst ever suffered in Spanish shipbuilding. The ship was in port during May, where it lived up to its name by delivering a cargo of Bacardi rum.

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

A summary of new or new or infrequent callers to Southampton.

**Dibles Wharf** : Victor 2740/68, Julia 2740/67, Danica Brown 997/86, Beate 123/69, Auriga 1559/78, Irene 1010/78, Pamela Everaed 1892/84, Silmail 1391/85, St Jakob 2300/77, Rika 1925/78 Groothusen 1961/91, Rhine Trader 1859/82, Baltiskiy-68 1865/67, Coral 851/88, Wallona 1614/67, Elke K 2449/93, Lady Elsie 1031/75.

**Princes Wharf:** Zug 2583/77, Zuppert 2578/78, Sea Trent 1475/77, Leeswig 2561/85, Schulenburg 2265/81, Sullberg 1999/94, Jumper 1960/90, Sierksdorf 1963/83.

**Tugs:** Vanquisher (Husbands), Oliver Felix (Empress)

**26/7 Berth:** Varangerfjord 417/90

**36/47 Berths:** Sonia 4909/68, Evangelos CH 17306/76, Doctor Rami 2730/68, Megass Vassilios 4759/80, Roelof 1927/83, Carina 1988/83, Mineva 1672/68, Apollo Eagle, Aaltje-Jacoba 1576/95.

**Berths 40/41:** Eembaltic 2882/84

**Berths 43/4:** Steinkirchen 5780/91, Baltimar Euros 2854/91, Wirdum 2446/93.

**Berths 38/9** : Apollon 28575/61.

**Berth 101:** Giulio Verne 10617/83, Normand Vesta.

**Berth 102/3:** Electron 1923/83, Eliane Trader 1384/78, Reda 1949/76, Verona 1923/82, Urgence 1425/81.

**Berth 104:** Maveric 5103/93, Green Bergen 6182/83, Frio Adriatic 6964/95, Magic 5103/90.

**Berth 106:** Jo Spirit 4406/98.

**Berths 107/8:** Merweborg 6540/97, Clandia-Isabell 2905/97, Nadvoltsy 2529/88, Beryte 2831/69, Kasteelborg 6142/98, Ner 910/88, Dintelborg.

**Berth 109:** Strilborg 16788/78, Yeoman Bank 24575/82, Telnes 6944/82.

**A&P Drydock:** Oriana 69153/95, Huelin Despatch 1892/78, Pride of Le Havre 33336/89.

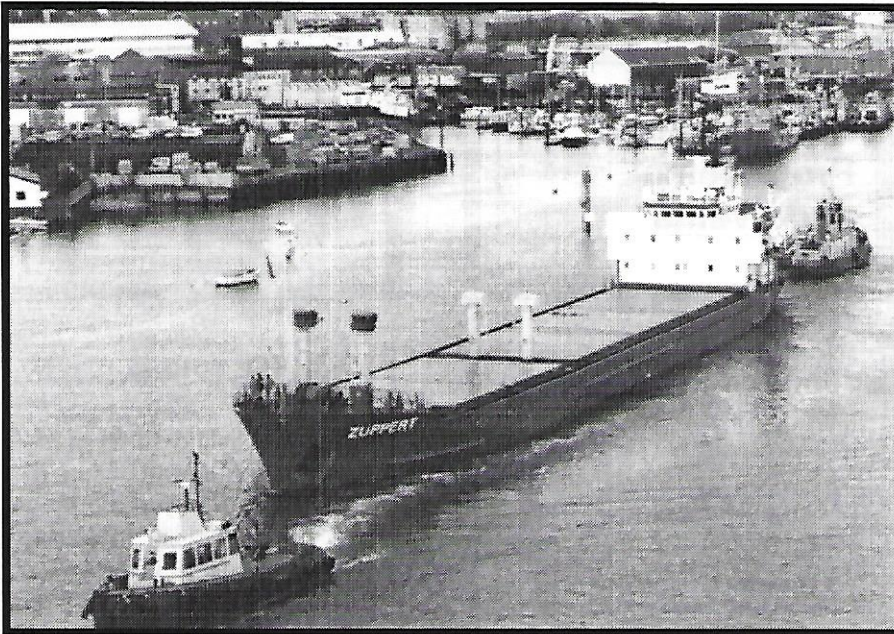
**Ro/Ro Vessels:** Libra Leader 57674/98, Asian Beauty 44481/94, Asian Captain 55792/98, Atlantic Spirit 47287/87, Eternal Sailor 38874/85, Sea Bridge 5236/74, Perseus Leader 57449/98, Tango 9983/84, Asian Chorus 55729/97, Asian Majesty

55729/99, Grande Bretagne 51715/99.

**Marchwood RLC:** Novorossiysk 16940/94, Gopher State 17932/73, Merchant Venture 6056/79, Françoise 5281/76, Kochnev 6030/89, Malte B 2300/98, Scottish Star 10291/85, Steuart 4953/83, Atlantic Crusader 7366/92, Sutter 4953/83.

**Marchwood Bulk:** Arlow Spirit 2271/95, Sea Walker 1583/68, Kento 1596/94, Sormovskiy 48 2466/83, Aviakonstruktur Polikarpov 2466/83, Burhou 1 674/78, Sola 910/88.

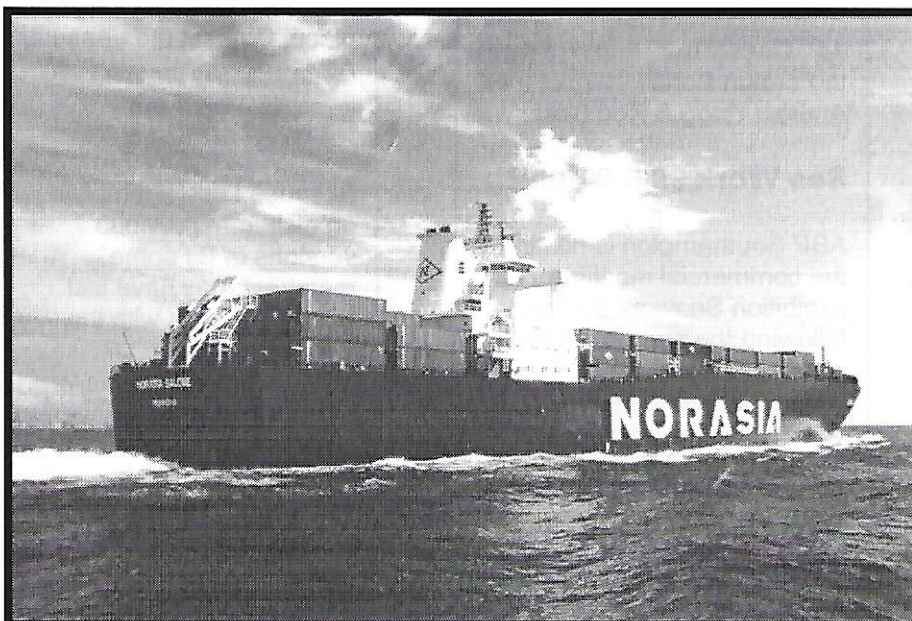
**SCT:** Merkur Beach 16800/96, Norasia Salome 25219/98, Norasia Samantha 25219/98, Norasia Scarlett 25219/98, Norasia Sheba 25219/98, Ville de Shanghai 51754/92, Ville de Vila 35595/94, Atlantik 4193/93, Margareta B 3999/98, Nordstrand 30526/93, CMA Dalian 34344/90, Melbridge Christine 9764/84, Norasia Savannah 25219/98, Ville de Mimosa 40465/97, Ville de Tanya 36045/98, CMA Kobe 16915/98, CMA Mersin 16915/98, CMA Xingang 30567/93, OOCL Nevakiy 6326/95, Deneb 3992/94, Celtic King 4250/96, CMA Hakata.



**Zuppert** in the R. Itchen approaching the new bridge outward bound.

Photographs by M.Beckett

**Novorossiysk** manoeuvring off Marchwood RLC. The ship has been at anchor in Cowes Roads for the last few weeks after its last Marchwood call.



The **Norasia Salome** one of five recently HDW Kiel built ships on the company's North Atlantic service

## Branch Officers and Committee

### **Chairman**

John Lillywhite  
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### **Vice Chairman**

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### **Secretary**

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### **Visits Secretary**

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SO50 8EN 01703 600197

### **Reprographics**

Mike Lindsay  
7 Elland Close  
Fair Oak  
SO15 7JY 01703 694558

## Forthcoming Programme and Events

### **Venue:**

1<sup>st</sup> floor  
Portswold Conservative Club  
127 Highfield Lane  
Southampton  
Meetings are held on the 2<sup>nd</sup>  
Tuesday of each month at  
19.30.

### **1999 Programme**

#### **11<sup>th</sup> May**

Thornycroft's  
John Lillywhite and Mick  
Lindsay

#### **8<sup>th</sup> June**

Coastal Shipping & Tripping  
Bernard McCall

#### **13<sup>th</sup> July**

Merchant Shipping 1940-60's  
Basil Devenish-Meaes

#### **10<sup>th</sup> August**

Members Evening

#### **14<sup>th</sup> September**

Photographic Competition

#### **12<sup>th</sup> October**

A Wonderful Day at .....

A membership event.

#### **9<sup>th</sup> November**

AGM (a correct date)

#### **14<sup>th</sup> December**

In Foreign Ports  
Andrew Hogg & Rod Baker

### **Sea Work 99 6-8 July**

ABP Southampton is hosting  
the commercial maritime  
exhibition Seawork 99 again  
following the success of last  
year's inaugural event. To  
accommodate the expected  
40 small craft and workboats,  
pontoons and barges will be  
moored off the quay together  
with **THV Mermaid or  
Mermaid and HLV Canute**

## Branch Notice Board

### **From the Editor.....**

As well as listing some of the  
new and infrequent callers to  
the area courtesy of Monty  
Beckett I would like in future  
to devote a page in BJ to  
focus on some of the regular  
callers to the port. A  
description of a vessel  
including any special or  
unusual features and an  
illustration is all that is  
required, whether new or  
old, dredger or ocean  
greyhound. The editor would  
be interested to receive any  
contributions on paper,  
floppy disk or by e-mail.

### **Branch Cruise 1999**

As you may have noticed the  
event has now been  
advertised in Marine News.  
By the time you receive BJ  
there may or may not be a  
few places still available – if  
you wish to go you – don't  
hesitate there may still be a  
place. Contact the treasurer  
ASAP.

### **BJ Numbering**

Because I use a template  
on disk from previous  
versions of BJ some  
members may have last  
quarters edition with the  
incorrect number.