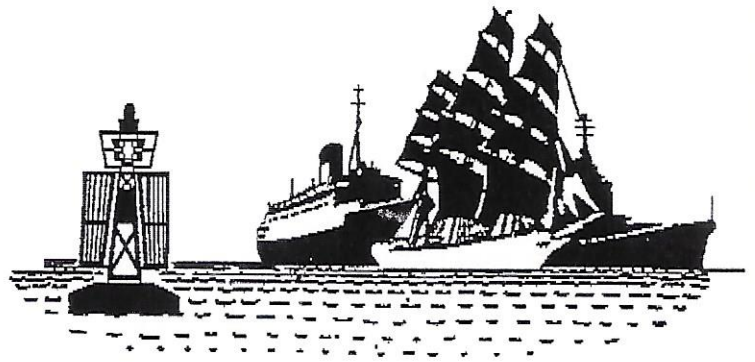


# Black Jack

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



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CUNARD R.M.S. "AQUITANIA" LEAVING SOUTHAMPTON.

## "..9" Anniversaries by Rod Baker

This year sees two important anniversaries for the Port of Southampton concerned with vessels that are associated with us.

One was the great tragedy and concerns the loss of the London & South Western Railway channel steamer **Stella**, 100 years ago in March 1899. The second concerns the last arrival in Southampton of a great and long serving favourite the Cunard Company's **Aquitania** for withdrawal in 1949.

Contd...

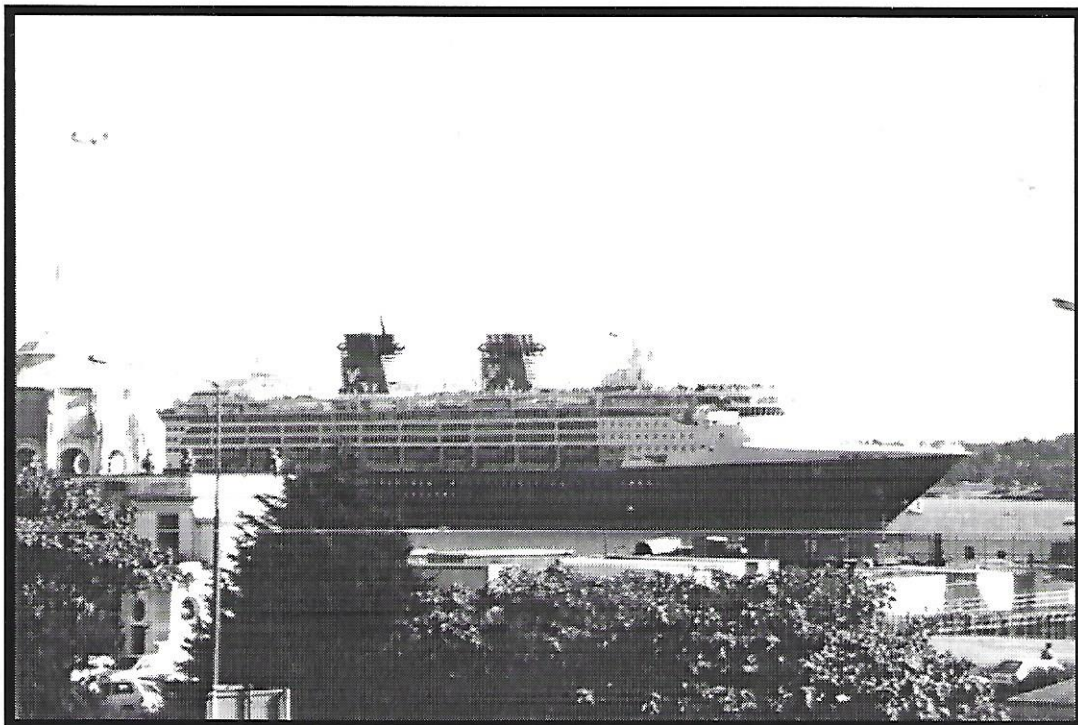
Firstly however lets go back to the last century, to be precise March 30 1899. The 9 year old railway steamer **Stella** (1,059 grt and built on the Clyde) was waiting to take the 11.15am crossing to Guernsey and Jersey. She left 10 minutes late... but let me continue this account with the words of a passenger Mr James Parton (quoted from the book Wrecked on the Channel Islands by David Couling) "... passed the Needles at 12.30. The weather was fine and clear till 2.45 pm when we ran into hazy weather. This increased in density, but at no time could we see less than half a mile ahead. Our foghorn was sounded at regular intervals, and the Captain was in his place on the bridge from the commencement of fog. At about 3.45 a great mass of rock, apparently 100 feet or more high loomed up on our port side, abreast of us. At this moment the ships head was brought around to starboard but it was too late. The cruel rocks apparently hemmed us in after grazing one the **Stella** careered over to a submerged one before she could be stopped.

She had hit the Casquets rocks, yet what was she doing there? These and a series of other questions remain unanswered and this has been reassessed and highlighted in a very good exhibition in the Guernsey Maritime Museum this year (where it was suggested to me that it maybe coming to Southampton?). The fact remains that 105 persons were dead and a number of these were the crew who lived in Southampton, including Mary Rogers a stewardess who gave up her lifebelt to another and who perished as a result. You can read about her and her deeds in the Memorial to be seen just across from the Royal Pier close by the Mayflower Memorial.

The **Aquitania** was a great favourite with many and I have particular reason to remember her (yes even though I was only 4 years old at the time) . She was the only 4 funnelled ship that I ever saw from a Hampshire beach on the horizon making her way towards Southampton.

Her story had started long before that in June 1919 when she left on her first transatlantic voyage from here after four years of war service (she had made her maiden voyage from Liverpool in May 1914). In 1920/1 she was reconditioned and brought fully up to Cunard standards, including becoming oil fired, before beginning a long and highly successful career in peace and war. 1948 saw her back with Cunard but she was not returned to her favourite route. Instead she made a series of voyages to Halifax Nova Scotia, carrying emigrants, war brides etc. her days of service came to an end on December 1<sup>st</sup> 1949 when completed her final voyage here. She was scrapped in Scotland the following year, having left Southampton on February 19<sup>th</sup> from berth 109 (Berth was there!)

AFTERTHOUGHT? Will 1991 be remembered for **DISNEY WONDER** ? Seen here passing UP river while DEPARTING from the port !

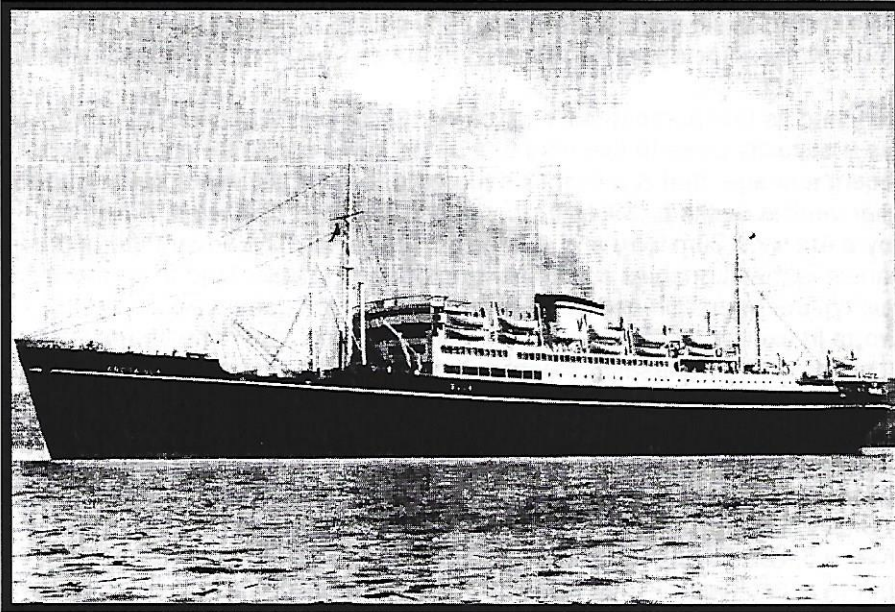


## **Ships in Port – Past and Present**

### **Arosa Lines Arosa Sun**

#### **A Southampton caller of the 1950's**

A short-lived company whose vessels called at Southampton in the 1950's was the Arosa Line which was registered in Panama but was Swiss owned. The company, which started operations in 1952, was declared bankrupt in 1959. They had four ships and one of the largest was the **Arosa Sun**. 1930/16,231.



The **Arosa Sun** was completed in 1930 by the Societe des Anteliers et Chantiers de la Loire at St Nazaire as the *Felix Roussel* for Messageries Maritimes for their service from Marseilles to the Far East. When built the *Felix Roussel* was equipped with two Sulzer diesels and had the somewhat unusual profile of two very squat funnels, similar to several other motor vessels in the Messageries Maritimes fleet. She had accommodation for 398 passengers in three classes. In 1935 she was lengthened by an extension of the bow by 32 feet.

In July 1940 the vessel was taken over by the British Navy at Port Said and used as a troopship being managed by Bibby Line. In 1947 the *Felix Roussel* was returned to her owners and was at Dunkirk for two years before being refitted during which time two funnels were replaced by one larger one. She returned to the Marseilles – Far East service in 1950.

The vessel was acquired by Arosa Line in 1955 for their Canadian service being renamed **Arosa Sun**. She was refitted for the North Atlantic service at Trieste and her accommodation was considerably altered to provide for 100 first and 860 tourist class passengers.

Her first sailing under her new name was made on the 14<sup>th</sup> July 1955 from Trieste to New York and Quebec returning to Bremerhaven via Le Havre and Southampton where she made her first appearance on the 15<sup>th</sup> August 1955. Her first sailing from Bremerhaven was made on 20<sup>th</sup> August via Le Havre and Southampton to Quebec.

In 1958 the Company was experiencing financial problems and in December of that year the **Arosa Sun** was arrested in Bremerhaven. In April 1959 the **Arosa Sun** was sold to Kon. Nedelandsche Hoogoven & Staalfabrieken and in 1961 she was refitted as an accommodation ship at Ymuiden where she remained until 1974 when she was sold to Spanish shipbreakers and was broken up at Bilbao.

Southampton based Williams Shipping and Marine Ltd have purchased the twin screw tug/workboat *Waterlines* from Wagenborg Sleepdienst of Delfzijl. Now operating as the **Wilchallenge**, the 15.7m vessel is a Damen Stan 1 built in 1974 and rebuilt in 1997. Two Scania DSI11 keel cooled main engines were fitted in 1998 and give a bollard pull of approximately 7T.

Festival cruises newbuilding **Mistral**, now in service after her visit to Southampton is already being branded by the company as a success. The 47,800 tonne vessel sailed fully booked from Genoa on her inaugural cruise to the Greek Islands. **Mistral** was delivered ahead of schedule at the end of June by the Saint Nazaire yard of Chantiers de l'Atlantique. Festival has ordered two further Mistral-class newbuildings from the same yard for delivery in 2001 and 2002.

## NYK 's new Pure Car and Truck Carrier (PCTC)

### Libra Leader and sisters

A thirteen ship series of car carrier newbuildings flowing into service from three major Japanese shipyards is enhancing the fleet of the sector leader NYK. The latest additions are regularly calling at Southampton and display the new NYK car carrier logo. The flexibility of the ships design is reflected in the cargoes that are taken on board at Southampton.

In the 30 plus years since NYK Lines launched its first purpose built car carrier which had a capacity of 1,288 units – the carriers latest design encompasses a capacity close to five time that of the first ship. There are only small design changes to compared to more recent tonnage, that is a slightly squared of bow to slightly increase capacity, while internally the adoption of single pillar vehicle decks provides further space and less obstacles. A further enhancement to the series is provided by a 4m wide 20m long and 4.3m high vehicle lift. The advantage of the lift, which is capable of carrying up to 50 tonnes, is that it enables a terminal tractor and its trailer load to be moved together to an upper deck. Previously this type of operation had been limited to the main deck area.

Construction of the series of 13 ships, worth in excess of \$800m, was entrusted to three Japanese yards consisting of Shin Kurashima Dockyard, sister facility Kanasashi Shipbuilding and Imbari Zosen. Libra Leaders construction for example was completed in a little over 7 months at Shin Kurashima Dockyard. The keel was laid in May last year, with the vessel launching occurring four months later. NYK took delivery of the ship three days before Christmas. A relatively high speed for this type of vessel is derived from a Japanese designed and built low speed, two-stroke diesel engine. Located in a large engine room which also houses the auxiliary power plant is an eight-cylinder version of Mitsubishi's UEC 60 LS diesel prime mover. The 600mm bore engine generates a total output of 14,121 kW at 100 rpm and drives a 6.45m fixed pitch propeller to develop a service speed of 19.6 Kt. Shipboard electrical requirements are met by a package of three gensets based on a Daihatsu engine developing 2,200 hp at 720 rpm linked to Taiyo FEK50C-10 alternators.

Vessel manoeuvrability in port is enable by a Kawasaki bow thruster rated at 2,000 hp. Scandinavian cargo access specialist Macgregor continues to maintain its prominent role in the supply of ro-ro access/transfer systems car carrier new buildings.

Access to the cargo stowage area is via the ships most prominent feature, a 150 tonne stern quarter ramp on the vessels starboard side. Vessels in the series with a car capacity of 5,140 or 5,200 units feature an 80 tonne capacity ramp, with the exception of the **Kassel** with has a 100 tonne ramp.

Led into service by the **Aquarius Leader** last March, the eventual programme of thirteen ships is being integrated into NYK's 70 strong car fleet over a period of two years, with completion anticipated by early 2000.

Classification of the Libra Leader and her sister vessels is by the Japanese Society Class NK with the notations NS\*(vehicle carrier),MNS,\*MO.

#### NYK PCTC Delivery Schedule

Delivery	Name	Capacity
Mar '98	<b>Aquarius Leader</b>	5980RT
Jun '98	<b>Cygnus Leader</b>	5980RT
Aug '98	<b>Delphinus Leader</b>	6000RT
Oct '98	<b>Hercules Leader</b>	6000RT
Dec '98	<b>Libra Leader</b>	5980RT
Jan '99	<b>Perseus Leader</b>	6000RT
Mar '99	<b>Kassel</b>	5200RT
Jul '99	<b>Cassiopeia Leader</b>	6000RT
Aug '99	<b>Leo Leader</b>	5980RT
Oct '99	<b>Altair Leader</b>	5200RT
Sep '99	<b>Centaurus Leader</b>	6000RT
Nov '99	<b>Aquila Leader</b>	5980RT
Apr '00	<b>Procyon Leader</b>	5200RT

#### Principle Particulars Libra Leader

Length Overall	199.03m
Breadth	32.25m
Draught	8.7m
Gross Tonnage	57,674gt
Car Capacity	6000 Units
Main Engine	14,121 kW @ 100 rpm
Ramp	150t
Clear deck Height	6.6m
Speed	19.6 kts
Class	NK

### **Libra leader**

Alongside Southampton  
11<sup>th</sup> February 1999

Photo: Monty Beckett



### **CRAFT at DARSA – Mark Elliott**

Whilst on the on the branch cruise we passed the moorings of the American Army base at Hythe. This is a place of great interest due firstly to the laid up vessels some of them appear fairly old and secondly the diverse collection of vessels based there. What follows is a list of my observations and research on the various vessels to be seen.

#### **Tugs.**

There are two types to be seen. The first group is at Hythe; these are laid up afloat although they are taken out of the water for maintenance and painting.

Design 3006 Large Harbour Tug:      **LT2090 Larry G. Dahl**  
   **LT2092 North Africa**  
   **LT1973 Shiloh**  
   **LT1974 Champagne Marne**  
   **LT1960 Lundys Lane**  
   **LT1971 Normandy**

Details: 295 disp tons, 12 tons bp 12.75 kts, single screw.

The next group have been seen on the River Itchen, about 5 years ago they were sold out of service to a private dealer at Hazel Road, Woolston and have been laid up in the river for some time, at the time on the cruise only one remains at moorings in the river. Originally there were five tugs of the 3004 Medium Harbour Type that came into service circa 1954.

**ST2115 Fort Moultrie**  
**ST1981 Ridgefield**  
**ST1982 Groton**  
**ST2113 Charleston**  
**ST2200 Pelham** (possibly sold to Itchen Marine at American Wharf but sold on)

Type 3004 that have been stationed at Hythe in the past :

ST2201 **Falmouth**  
ST2123 **Ninety Six**  
ST2124 **Quaker Hill**  
ST2199 **Valcour Island**  
ST2028 **Santiago** (type 320)

Five tugs of the 3004 design were taken to Greece in October 1988 by barge:

ST1983 **Green Sprin**  
ST1979 **Fort Stanwix**  
ST1984 **Schohaire**  
ST2125 **Sag Harbour**  
ST2123 **Ninety Six**

Details: 100 tons disp, 12 kts

In late July the US Army tug **Major General Winfield Scott** (LT805) arrived at Hythe after completing a 19 day tow via the Azores. The tug delivered the smaller **Attleboro** (LT1977) to Hythe for refit.

#### Landing Craft:

LCU 1646 class Utility Type:                    LCU1671 **Catawba Ford**  
   LCU1678 **Naha**  
   LCU1679 **Chateau Thierry**

Details: 190 dips tons, 11 kts, 6 crew

LCU1466 Type Utility Type:                    LCU1510 **Atlanta**  
   LCU1547 **Solomon Islands**  
   LCU1587 **Chickamaura**  
   LCU1524 **Chapulttepec**

Details: 180 disp tons, 8 kts, 11 crew, 150tons cargo or 300 troops.

#### Miscellaneous Craft:

Also seen are normally three floating cranes, these are design 264B and date from the 1950's

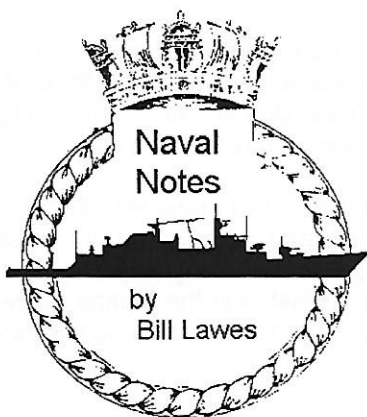
BD6072 **Algiers**  
BD6073 **Pine Ridge**  
BD6074 **Naples**

Details: 1630 disp tons, electric 250 kW. 89 tons at 24.4m and 75 tons at 31.8m, Aux hook 15tons at 37.3m.

Two vessels that also used to be seen until about two years ago where numbered FMS 786 **Athena** and FMS 788 **Ares**. These were on a boat type with a proper bow and transom stern, they also had a crane top. They were floating repair shops modified from refrigerated stores barges, they had a 9 ton crane and workshop facilities for battery repair, blacksmith, carpentry, electrical, engine machine parts, pipe fitting, welding amongst other jobs  
Details 1160 disp tons, 30 crew.

Pontoon barges fall into various groups the largest are deck cargo barges of the BC series displacing 120 tons with a capacity of 570 tons, at one time 43 were in storage at Hythe. The next type is BCDK 6462 and 6464 these are deck enclosed kit conversion barges displacing 175 tons.

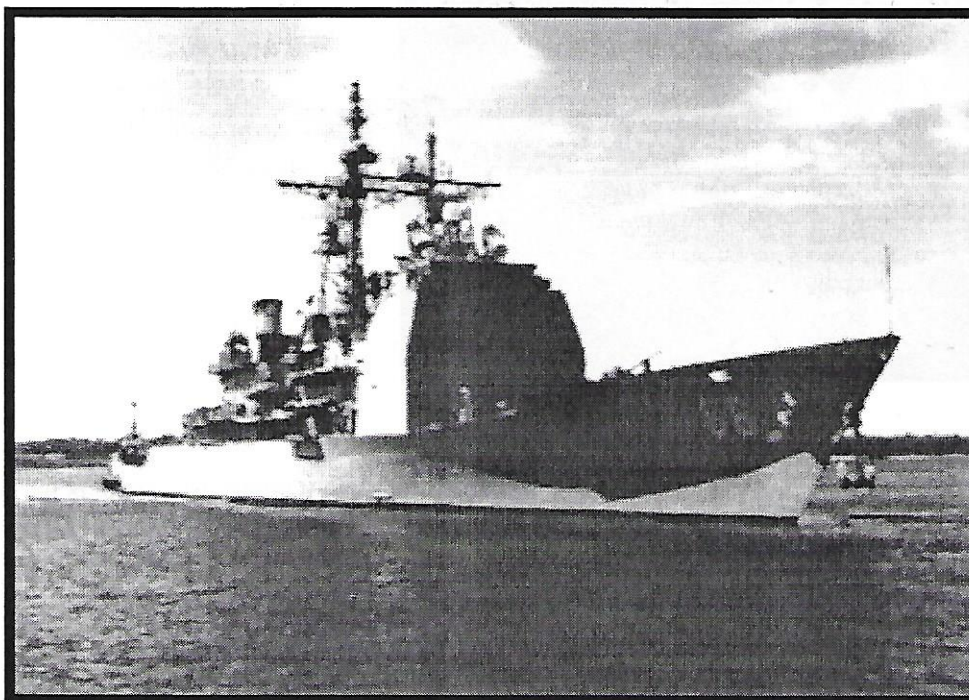
Two barges that have a deckhouse, crane and large cable reel at one end are numbered 300 WPB 3 and 300 WPB2; these are water desalination plants. Another type of pontoon barge is numbered BPL 6183, BPL6816, BPL6812, BPL8608; these are known as pier barge self-elevating. They have what appear to be large pipes on deck, these are fitted upright and act as spud legs and these form the modern equivalent of a Mulberry harbour.



One of the aspects of "Ship Spotting" that appeals to me is comparing and contrasting vessels of a similar type. Recent naval visitors to this area have given me ample opportunities to engage in this activity.

The first comparisons were between the Frigates **Van Speijk** and **Wielingen** that appeared in the Port in May. Both have visited before so particulars have been given in earlier "Black Jacks", they do however make interesting comparisons between the 1995 Dutch ship and the Belgium vessel that dates back to 1978 which showed how the concepts of ship design have changed within twenty years.

By far the largest naval vessel to visit Southampton was the American Guided Missile Cruiser **Hué City**. This ship, one of the Ticonderoga class, shows the fearsome potential of modern warships, built by Ingalls at Pascagoula she entered service in 1991. The ships of this class are equipped with the "Aegis" weapon system which is an integrated detection, control and engagement system, part of which is the "phased array" radar that are mounted within panels on the fore and aft superstructures. Armament of these ships consists of two sets of vertical launchers that are used to fire not only "Tomahawk" cruise missiles (8 from each VLS), but also Surface to Air and Anti Submarine missiles. "Harpoon" surfaces to surface missiles are also carried in two quad launchers right in the stern of the ships. Two helicopters, two single 5" guns and two Vulcan Phalanx CIWS complete the armament. The



**Hué City** has a full load displacement of 9466 tons and a maximum speed of 30 kts produced from gas turbine engines of 88000 hp. In 1988 the importance of the human element in these high tech ships was dramatically shown when one of the class Vincennes, accidentally shot down an Iranian airliner having failed to accurately identify it. All the ships in this class are named after American battles, the **Hué City** commemorates an action during the Vietnam war, and the Oriental Dragon painted on the hanger door showed part of this connection.

Portsmouth was fortunate to see the preserved World War 2 cruiser **Belfast**

when she entered the dockyard for a refit. It was rather like being in a "Time Warp" to watch her silhouette move across the harbour as she emerged from the basin when she departed from there in early July, looking extremely smart in her newly applied camouflage paint scheme. Comparing the **Belfast** to the **Hué City**, both of similar size, shows just how far warship design has changed in half a century.

In June Southampton was host to a group of nine German Auxiliary ships. These consisted of two Supply ships **Freiburg** and **Glücksburg** both of the type 701, originally identical the **Freiburg** was lengthened by 14½ metres in 1984 and fitted with a helicopter deck. Their principle task is to replenish warships with provisions and ammunition either in harbour or underway. The two replenishment tankers were **Spessart** and **Westensee**. The former was built in 1974 as the *Okapi* for the Terkol group but acquired by the German Navy in 1976. **Westensee** is older, 1967, and slightly smaller and is fitted with only one light refuelling rig, whereas **Spessart** has the standard rig for RAS refuelling on both sides of the ship. Both of these tankers are civilian manned. A pair of identical Type 760 ammunition transports were the **Odenwald** and **Westerwald** both completed in 1967. Another pair were the tugs **Fehman** and **Norderney** both designed as salvage tugs with firefighting equipment and ice strengthened hulls.

Although they are of very similar appearance they are of different classes. **Fehman** is type 720 of 1643 tons displacement whereas **Norderney** is of the smaller 1024-ton type 722. Both are employed as Submarine safety vessels. The final ship in the squadron was the Trials ship **Kronsort** first commissioned in 1987 with a full load displacement of just over 1000tons she is intended to carry out duties as a survey and research vessel.

When all of these German vessels were moored in and around the Ocean Terminal area of the Port it took on quiet a Naval appearance, added to by the presence of the U.S. SeaLift vessel **American Cormorant** and the **Earl of Romney** operated by the Marine Society as a Training Ship. She was formally the RN Survey ship *Echo*, one of three vessels based on the small inshore Minesweepers of the "Ham" class. Until last year the Marine Society operated a second vessel, **Jonas Hanway** ( ex *Egeria* ) but she was returned to the Navy before being resold to commercial ownership.



**HMS Belfast** in Portsmouth Harbour 10<sup>th</sup> July 1999.

Although not a naval ship as such, another interesting visitor was the Japanese **Kojima**. She acts as a Training Ship for the Maritime Safety Agency which is a semi - military force similar to the United States Coast Guards. Their responsibilities cover patrols, rescue duties and navigational aid services. The total personnel in the MAS is about 12000 and they operate several hundred vessels ranging from the 9500 ton Shikishima which is used to escort plutonium transport ships down to small launches of about 60tons. The **Kojima** is mid-range in size at 2950tons full load. She was built by Hitachi and launched in 1992, 8000hp diesels give her a speed of 18kts, she is fitted with a helicopter platform and two light guns. As a Training Ship she replaced an earlier ship with the same name and pennant number. The size and complexity of the MAS seem to show that the Japanese take more interest in the waters around their islands than we do.

Those of you who may have looked out across the waters of the Solent during the early part of August may have noticed a rather ugly grey ship anchored in Stokes Bay. This was the U.S. Sealift vessel **Sisler** one of a new class of cargo ships for the American Navy. Unlike many such ships she is not a converted merchant vessel but one built specially for the task. The **Sisler** was built by NASSCo and only completed in December 1998. Her vital statistics are a full load displacement of nearly 63000tons, a speed of 24 kts produced by gas turbines of 64000 h.p. At 24kts her range is 12000 miles, her 13000 tons of cargo can be handled either through a stern slewing ramp as Ro/Ro or via side access and cranes as a lift on - lift off capability. It's a pity she didn't come a bit closer - may be she was ashamed of her looks!

The last few months have provided a wide variety naval ships and auxiliaries to observe and compare. Hopefully there was something there to interest everyone.



## A Tug Named Southampton

At the July meeting the speaker Basil Devenish-Meaures showed a slide of a tug named **Southampton** registered in Belfast, but Basil was unable to say why the tug was so named.

The **Southampton** was built in 1910 by Philip & Son Ltd of Dartmouth for the Tilbury Contracting & Dredging Co. Ltd – gross tonnage of 227, and dimensions of 100' x 25' 5", triple expansion engines built by Earle's Co., Hull.

In the early 1960's I did endeavour to trace the reason for the name but was not successful. The Tilbury Contracting & Dredging Company could not help, as unfortunately the majority of their records were lost during the last war. It is interesting to note that no other vessel in their fleet before the First World War was named after a port. The tug was sold to J. Cooper of Belfast in 1935 and that firm was also contacted in the 1960's but they were unable to help. However as a result of my various enquiries it was established that during the First World War the **Southampton** was taken over by the Admiralty and renamed **Hampden** and she saw service in the Mediterranean.

Haulbowl Industries Ltd, Passage West, Cork finally broke up the **Southampton** in 1967.

At the time when the tug was being built the White Star Dock (later Ocean Dock) was being constructed and in connection with this work a major dredging scheme was in progress to provide a swinging area off the White Star Dock. The main contractor for the construction of the dock was Topham, Jones & Railton Ltd., and in connection with the dredging scheme it was stated that 4 bucket dredgers and 13 hoppers were used. Topham, Jones & Railton Ltd did own some dredging vessels at the time but not that number, so did the Tilbury Contracting & Dredging Company get involved, and the tug was built for this work – hence the name – just a thought – no doubt we will never know now.

Bert Moody

## News in Brief.....

### Change at Portsmouth

Jersey based Commodore Shipping has launched its £30m ro-ro/passenger ferry **Commodore Clipper** at Rotterdam s Giessen de Noord marking a new concept in Channel islands ferry services. The 13,465 gt vessel is due to be delivered in September and for the first month is due to operate a freight only basis before taking passengers. The **Commodore Clipper** will be in service between Portsmouth and St Peter Port and St Helier. Her 129.10m overall length is the maximum that is allowed in each Channel Islands port. Cargo capacity comprises a maximum of 92 truck trailer combinations and 279 cars, along with a passenger capacity of 500, which 160 can be accommodated in cabins. There is also a self-service restaurant, lounge, panoramic bar, VIP lounge and shop. Global Marine Systems the former cable vessel operating arm of Cable & Wireless is embarking on a multi-million pound fleet expansion in a bid to capitalise on the enormous growth in the telecommunications industry. Already the world's largest cable laying fleet UK-based Global Marine Systems plans to convert up to six ships to boost its fleet to 22 vessels. Commodore ferries 1995 built ro-ro trailer ferry **Island Commodore** is the latest ship to be earmarked for conversion into a cablelayer. The **Island Commodore** was scheduled to undergo conversion in September.

### Autumn start for Bayonne to UK ro-ro service

The backers of a new ro-ro service operated by Societe Bayonnaise de Fret (Sobafret) have confirmed that it will start operation in the first half of September. The first departure of the new service, which will use two ships with capacity for up to 70 trailers each to offer 3 round trips a weekly, will take place between September the 10<sup>th</sup> and September 15<sup>th</sup>.

## Wallenius Lines

Bolstering capacity for Wallenius Wilhelmsen Lines a further 5,580-unit pure car/truck carrier newbuildings has been commissioned from Daewoo Heavy Industries. The 57,000 gt **Boheme** and **Elektra** mark a further stage of design refinement in the series. Modification of the pillar arrangements in the cargo section and changes to the ballast arrangements has raised cargo-loading flexibility. **Boheme** and **Elektra** are the seventh and eighth in the Wallenius series from Daewoo which commenced with the handover of **Titus** in 1994. The ninth and tenth ships of the class are due for handover in the autumn and winter of 1999. Three further newbuildings obtained by Wallenius on long-term charter are due to be commissioned in 2000.



**Scottish Star** 10291/85 arriving for 102 berth. One of the ships that formerly called at Portsmouth.

**Norasia Toronto** 20408/77. (Ex Antigoni)  
Norasia has switched its five newbuildings to the Pacific service and replaced them with seven chartered in vessels .

Photographs by Monty Beckett



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

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

## 204/7 Berth:

OPDR Sevilla 4128/94, CMA  
Inchon 16915/94, CMA  
Kawasaki 30509/91, Emstal  
3806/95, CMA Qingdao  
16915/98, Novia 14936/95,  
Celtic Ambassador 3739/94,  
Norasia Montreal 14473/96,  
Cape Sorrell 10925/97, Norasia  
Alexandria 11955/78, Norasia  
Toronto 20408/77, Ville de  
Mimosa 40465/97, CMA Los  
Angeles 19819/94, Orient Cord  
17845/83, Norasia Hamburg  
11925/98, Teutonia 9673/83,  
Inka Dede 5006/92, Norasia  
Chicago, Regulus 2375/97,  
Monte Rosa 58653/77, Waaldijk  
2599/99, Saudi Jeddah  
55000/99.

## Marchwood Bulk:

Boa Rhino 2171/79, Aletis  
2055/96, Cork sand 955/88,  
Long Sand 955/88, Roger  
1520/84.

## Marchwood RLC:

HMS Ocean, RoRo Sarawak  
15375/85, Nadia J 1042/84,  
Clipper Chepstow 6714/99,  
Fairload 4962/95, Greifswald  
24084/88, Melete B 2300/98,  
Lynx 1954/75, Françoise  
5281/76, Tango 9983/84.

## APL Dry-dock:

S.A.Sederberg 52615/78,  
Aberdeen 46787/96.

## 107/8 Berth:

Wavenes 4860/92, Kroonborg  
6142/95, Dintelborg 6000/99,  
Adriana 1282/91, Flintereems  
4368/99, Tendo 2050/83.

## 106 Berth:

Bucentaur 2768/83 (Drillship)

## 102/3 Berth:

Felix 2610/80, Emily C 2744/96,  
Velox 2033/92.

## 101/2 Berth:

Canterbury Star 10291/85,  
Scottish Star 10291/85, Coral  
Reefer, English Star 10291/85,  
Caribbean Reef 10614/93,  
Cottica 4660/91.

## RoRo Vessels:

City of Amsterdam 9950/99,  
Elektra 56900/99, Asian  
Emperor 55680/99, Hual  
Carolita 58600/99, Universal  
Spirit 39948/85, Vittoriosa  
15507/76, Asian Highway  
24335/82, Gran Bretagna  
51715/99, Tokyo Highway  
45699/84, Maersk Teal  
44218/98, Dana Futura  
18469/96, Delphinus Leader  
57391/98, Trianon 49792/82,  
Sapphire Ace 45796/93, Marina  
Ace 54332/87, Asian King  
55729/98, Andes Highway  
24338/82, Aegean Leader,  
Autoracer 9693/94.

## 36/47 Berths:

Pacific Sky 23279/85, Aalje-  
Jacoba 1576/95, Julia 2740/67,  
Concordia 4254/85, Scotia  
1951/77.

## 38/9 & 106 Berths:

Disney Wonder 85000/99,  
Norway 76449/61.

## Vessels transporting yachts:

Poleisgracht 5974/85, Fundo  
989/95, Waddenzee 1861/85,  
Bremer Uranus 2478/93, Tallin  
2810/97, AB Bilbao 2844/97.

## Dibles Wharf:

Dorothy Trader 1680/86, Tramp  
1181/78, Robeta 1372/85, Mona  
Rosa 1595/77, Werfen 2364/91,  
Anette 1440/79, Clavigo  
2446/92, Christa K, Visen  
2119/86, Walter Hammann  
1156/88, Rhine Trader 1859/82.

## Princess Wharf:

St Jakob 2300/77, Durnstein  
2367/86, Zuppert 2578/78,  
Leeswig 2561/85, Emmaplein  
2039/98.

## Tugs/ORSV:

Seabulk Cormorant 1398/80,  
Granit 1313/80, Afon Las,  
Kingston Lacy 1960/70.

## Branch Officers and Committee

### **Chairman**

John Lillywhite  
1 Thornleigh Road  
Woolston  
SO19 9DH 01703 432181

### **Vice Chairman**

Bill Lawes  
25 Rolleston Road  
Holbury  
SO45 4QD 01703 894234

### **Secretary**

Rod Baker  
29 Milbury Crescent  
Southampton  
SO18 5EN 01703 449972

### **Treasurer**

Andrew Hogg  
"Debanker"  
Lynburn Road  
Hampworth  
Salisbury  
SP5 2DR 01794 390502

### **Black Jack Editor**

Neil Richardson  
9 Cornfield Close  
Chandlers Ford  
SO53 4HD 01703 276423

### **Projectionist**

Alan Strafford  
85 Dunvegan Drive  
Lordswood  
SO1 8DB

### **Visits Secretary**

Adrian Tennet  
34 New Road  
Fair Oak  
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  
Portswood Conservative Club  
127 Highfield Lane  
Southampton  
Meetings are held on the 2<sup>nd</sup>  
Tuesday of each month at  
19.30.

### **1999 Programme**

#### **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

### **Some of the ships from the provisional arrivals listing:**

Mon 20 Sep Princess Danae  
Wed 22 Sep Funchal  
Wed 22 Sep SA Helderberg  
Fri 24 Sep Saga Rose  
Sat 25 Sep Maxim Gorkiy  
Fri 01 Oct Funchal  
Thur 6 Oct SA Winterberg  
Sat 09 Oct Saga Rose  
Sun 10 Oct Funchal  
Tue 19 Oct Funchal  
Wed 20 Oct Voyager of the  
Seas  
Sat 06 Nov Funchal  
Sat 06 Nov Saga Rose  
Fri 26 Nov Royal Viking Sun  
Sat 04 Dec Saga Rose  
Sun 12 Dec Caronia

I have omitted the regulars  
due to space. Remember  
these dates are provisional ie  
based on February info.

## 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 Southampton. Bert  
Moody has kindly  
researched two articles for  
me but it is always handy to  
have items in the pipeline for  
planning future editions. 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 liner.  
The editor would be  
interested to receive any  
contributions on paper,  
floppy disk or by e-mail.

### **Update courtesy Dave Thomas at ABP for 8<sup>th</sup> Sept 1999 "vessels" at DARSA:**

300WPB3, WPB2, BC6101,  
BC6299, BC6461, BC6465,  
(except BC6467, BC6548 at  
46 berth with American  
Cormorant) BC6550,  
BD6072, BD6073, BD6074,  
BG6446, BG6447, BG6448,  
Fort McHenry, LCM 8595,  
LCM8596, LCM8600,  
LCM8606, LCM8616,  
LCU1670, LCU1678,  
LCU1679, LCU2007,  
LCU2009, LT1970, LT2018,  
LT2085, LT2090, LT2092,  
LT2096, LT805, LT1973.  
Additionally listed at RLC  
Marchwood LCM8611 and  
LT1960.

Editor