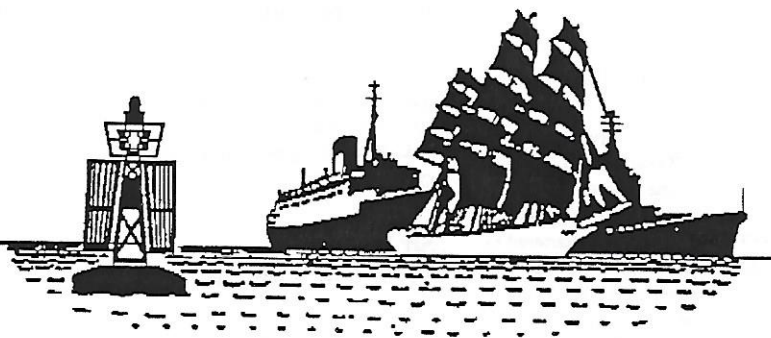


# BLACK JACK

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



Winter 1995 No.95

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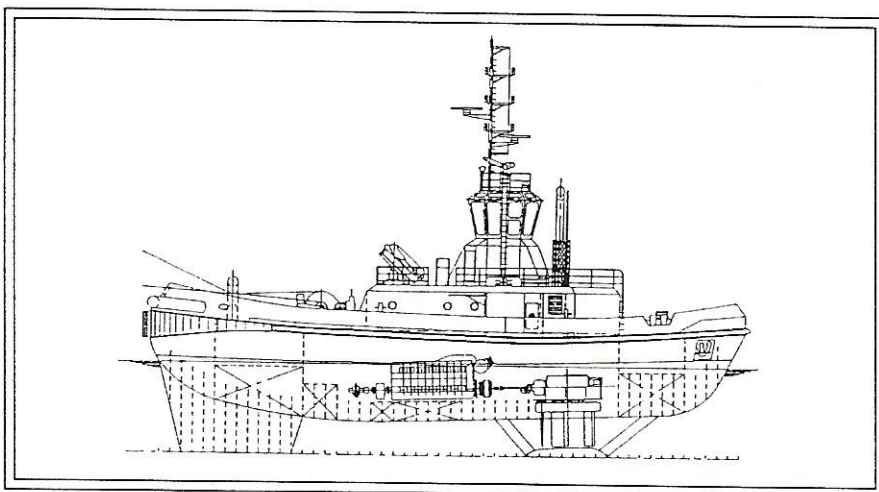
## Red Funnel Tugs

By W.H. Mitchell

Updated by Doug Toogood

The company first entered the towing business in 1884, acquiring three tugs and a barge from the Southampton Screw Steam Towing Co., the largest being the **Alexandria**, 110ftx19ft giving a grt of 120. Built of iron she had been completed by Day, Summers & Co., in March 1876 and her 2 cylinder compound engine driving a single screw gave 60ihp. The **Sovereign** had been completed in 09.1870 and was 106x19ft giving 110 grt, also being built of iron her ihp was 45. The smallest tug was the **Fawn** of 25ihp. The barge was the **Phoenix** an ex paddle tug built by Money Wigram & Co., Northam in 1854, 73x19ft she was converted to a barge in 1878 and served until scrapped in 1912.

When the company took over the towing business, the only large liners of the day using the port were those of the Royal Mail Steam Packet Co., the Union Line and P & O, ships averaging 5-6000 grt. Most activity was in the Inner and Outer Docks where the P & O and RMSP ships berthed. There was however a considerable amount of tender traffic particularly with the German emigrant ships of Hamburg-America and Norddeutscher Lloyd and it was not surprising therefore that the first order was for a tug/tender.



The latest unit of the fleet the tractor tug **Redbridge**.

Year Grt Dimensions hp/BP

### Albert Edward

1886 172 120x20ft 1100ihp

Completed in 06.1886 by Day, Summers and Co., Northam (Yard No.77) and given a passenger certificate for 267, she went to St.Nazaire and then to Le Havre during WW1 returning to Southampton in 1917. In 1933 she was chartered to Sark Motor Ships Ltd., as an excursion steamer in the Channel Islands, being purchased outright by them in 1934 taking the name *Joy Bell III* and having new Petters oil engines installed. She became a mooring ship during WW2 and in the 1950's was renamed *Rafnoor* under the Air Ministry control serving in Weymouth. In 1962 she was purchased by an individual in Essex, and in 1964 was sold for breaking in Bruges.

### Hercules

1890 270 135x24ft 1200ihp

In 1890 the company went to Barclay, Curle Co., of Glasgow for this twin screw tug with 6 cyl triple expansion engines. Built of steel she was re-boilered in 1903 and served until 1927. She was broken up by T. Ward Milford Haven.

### Vulcan

1893 288 120x25ft 1200ihp

Built by Barclay, Curle & Co., Glasgow (Yard No.383) of steel with 4 cyl compound engines, she served until 1957 when she was broken up by Pollock & Brown Co., Northam. She was used as a tender at times and had a passenger certificate for 272.

### Ajax

1894 288 120x25ft 1200ihp

Sistership to Vulcan above, she served until 1936 when sold for breaking in Holland 12.1936.

### Neptune

1896 310 135x25ft

Built 1896 by Barclay, Curle Co., Glasgow with 4 cyl compound engines and twin screws. Served as tender with occasional excursion work. Sold 6/1904 to the Admiralty and retained her name until 1909 then renamed *Fortitude*, used by the Admiralty mainly for target towing. Sold 31.01.23 for breaking.

### Hector

1903 316 129x25ft 1400ihp

Built locally by Day, Summers & Co., at Northam (Yard No.131), she served until 1958 when she was sold for breaking up at Bruges arriving 07.10.58 in tow of tug Blankenburg.

### Neptune (II)

1910 314 130x25ft 1400ihp

An improved repeat order of Hector; completed in 05.10 (Yard no.145) she lasted until 1961 when she was sold to Haulbowline Industries Ltd., for breaking arriving at Passage West, near Cork 24.04.61.

### Sir Bevois (I)

1916 338 130x25ft 1600ihp

Another repeat order (Yard No.161), embodying many improvements and increased gross tonnage. Last tug to be built for the company by Day, Summers & Co. and named after the legendary hero of Southampton. Sent to Plymouth early in WW2, she was bombed and sunk on 20.03.41, later raised she was total loss and broken up.

### Minas

1909 64 72x16ft

Built by Bowling Dumbarton for R.W. Wheeldon of Hull, she was purchased by the IOW Company in 1920 for light towage. She had a 2cyl steam engine to a single screw. Sold 1931 to Associated Transport Ltd., Liverpool, where she remained in service until 1954 then broken up in the same year.

### Ascupart

1921 171 101x23ft

Built by Bow McLachlan & Co. Ltd., Paisley (Yard No.393) with triple expansion engines to a single screw. Named after the legendary dragon slain by Sir Bevois. In 1927 she was sold to the Dominion Coal Co. Ltd., Montreal. In 1957 renamed *Le Faucon* then in 1961 broken up.

### Morglay

1921 171 101x23ft 75nhp

Built as a sistership to Ascupart by Bow, McLachlan Co., Paisley (Yard No.394). Acquired by IOW company in 1922. Sold in 1926 to South Australian Harbour Board Port Adelaide. Broken up 1961.

### Canute

1923 271 110x30ft 1314ihp

The first tug built by John I. Thornycroft & Co. Ltd., Woolston (Yard No.1014) and completed 02.23. Her design was just wide enough to have her two boilers installed abreast, instead of in echelon as with previous tugs of similar horsepower therefore saving in length, fitted with twin screws and 4 cyl compound engines. She was bombed and sunk at Southampton 28.12.40, but was later salvaged and continued service at the port until 1965 when she was sold to Tsavlis (Salvage & Towage) Ltd, Piraeus and renamed *Nisos Samos*. No longer in Lloyds Register 1972/3.

### Clausentum (I)

1926 268 110x30ft 1200ihp

A repeat order of Canute (Yard No.1049) named after the Roman settlement at Bitterne Manor on the River Itchen. Was the last of the coal fired steam tugs and left Southampton in 10.1966 for breaking up in Antwerp in tow of tug Temi III.

**The fleet of 1927 :- Ajax, Albert Edward (Tender), Canute, Clausentum, Minas, Hector, Neptune, Sir Bevois, Hercules, Ascupart, Morglay, Vulcan (Tender). The tenders operating from the tender station at 50 berth.**

### Calshot (I)

1930 684 147x33ft 1500ihp

The largest tug/tender ever built locally for the company, she was completed by John I. Thornycroft in 01.30 (Yard No.1093). A twin screw steam tug equipped with coal fired scotch boilers, she also had additional oil-fired watertube boilers for higher speed when being used as a tender for which she had a passenger certificate for 566. In 1940 she was requisitioned by the Admiralty for tender work to battleships in Scapa Flow. In September 1942 she returned to the Red Ensign and served as a tender to the "Queens" at their Clyde anchorages. In May 1944 she returned to Southampton for D-Day operations and remained in port until September 1945 when she was derequisitioned returning to towing services for her owners after an extensive refit in 06.46. At various times in her life she was used as summer relief vessei on Isle of Wight excursions. In 1964, she was sold to Port Liner Services (Ireland) Ltd., and converted to diesel propulsion (800bhp); renamed *Galway Bay* her gross tonnage was increased to 702, but her passenger certificate was reduced to 423. In 1971 she was resold to Galway Ferries Ltd. In 1986 she was acquired by Southampton City Council and towed to the Town Quay and returned to original colours. Now laid up at Council Wharf in reasonable condition after being slipped by Husbands 1995. Planned to open as a floating exhibition tug when funds available.

**The fleet at the outbreak of war in 1939 the towing fleet :- Calshot (I), Canute, Clausentum, Hector, Neptune, Sir Bevois (I) and Vulcan.**

There were also a number of domestic tugs primarily used for towing coal barges for coaling the paddle steamer fleet at the Royal Pier. These tugs and coal barges berthed at the adjacent Town Quay the tugs.

### Princess Louise

1871

Built at J.S. Whites at Cowes with compound engine to a single screw for light towage and ferry work. Sunk by a collision with a landing ship tank just before D-Day 1944; Considered beyond repair.

**Precursor (II)**  
1898 24 43x13ft

Built at J.S. Whites in Cowes, single screw for light towage and ferry work.

**Bantam**  
1942 23 46x12ft 10hp

Built 1942 by Phillips & Son, Dartmouth and acquired in 1946 for towing coal barges. In 1959 she was sent to Weymouth but was laid up and partly dismantled. Early in 1965 she was lifted from the water and hauled to an engineering establishment belonging to her owners Curtis of Weymouth where she languished for a number of years.

**Towards to end of the war two tugs were managed for the Ministry of War Transport:-**

**Empire Lilliput**  
1944 138 99x21ft

Built 01.44 by R.Dunston, Thorne with a single screw and triple expansion engines. In 1947 sold to the Shell Company of Singapore renamed *Lembu* and eventually scrapped in 1957.

**TID 69**  
1944 74x17ft

Built by R.Dunston Ltd., a single screw tug with two cylinder compound engines. In 1947 sold to Luke, Thomas & Co., London.

**Paladin**  
1913 332 140x30ft 1500ihp

This tender/tug was built by Murdoch & Murray Ltd., Port Glasgow (Yard No.256) for the Anchor Line and was requisitioned for naval service at Queenstown and Scapa flow, being renamed *Paladin II* until April 1921 - a destroyer of the same name already in RN. In 1936 acted as lead tug on launch of *Queen Mary*. In 1939, Anchor Line found her uneconomic and she was sold to Clyde Shipping Company but her usefulness was limited because of her size and her heavy coal consumption, although in WW2 she proved invaluable as both tug and tender. She was purchased by the IOW company in April 1946 to replace *Sir Bevois* lost at Plymouth, but was almost immediately chartered to Cunard White Star and sent back to the Clyde acting as a tender between John Browns yard and the Queen Elizabeth then reconverting at a Clyde anchorage. She returned south and served at Southampton until 1960, when on 5th July she left for breaking up at Rotterdam. She was replaced by *Gatcombe (I)*.

**The fleet in 1950:- Calshot, Canute, Clausentum, Hector, Neptune, Paladin and Bantam.**

**Beamish**  
1944 242 113x27ft 1000ihp

Arrived in Southampton in Summer on charter 1951 for a few months to assist with Fawley traffic. Constructed in 1944 as the *Empire Paul* by J.S. Watson, Gainsborough, she became *Queensgarth* (Rea Towing) in 1946 and *Beamish* (France Fenwick Tyne & Wear Co.) in 1949

**Hamtun (I) , Sir Bevois (II)**  
1953 318 123x30ft 1653/1616hp

Both delivered in November 1953 as (Yard Nos 4151 and 4158) by John I. Thornycroft & Co., who remained registered owners until 1959. Built on the same lines as *Clausentum* of 1926, but with the first with oil-fired boilers, 6 cyl triple expansion, they were the first postwar tugs delivered to the company and the last steam driven tugs in the fleet. *Sir Bevois (II)* was sold in 1968 to John Howard (Northern) Ltd., Liverpool and renamed *Amanda Howard* and broken up in Ireland in 1974. *Hamtun* left for Belgium on 27th October having been sold to Union de Remorquage & de Sauvage, Antwerp, later re-engined with 550 hp diesels and in 1972 renamed *Nathalie Letzer*.

**Atherfield, Culver**  
1956 246 112x30ft 3000hp

Also built by Thornycroft and completed in May and July respectively as (Yard Nos 4163/4164), this pair were the first diesel tugs built for the company. Constructed specifically to work at Fawley. They were equipped with 6 swivelling monitors and 4 double hoses, 6000 gallons of foamite in two tanks and with the main pump capable of delivering 3000 gallons per minute. Twin rudders were fitted for manoeuvrability. In January 1969 *Culver* was equipped with a high tower for more effective fire fighting on larger tankers and in 02.72 the Hampshire, Southampton and IOW councils agreed to contribute £5080pa for her use by any of the three Fire Brigades including on call for training purposes. *Atherfield* was sold to J.D. Irving (Atlantic Towing Company), Canada and left Southampton on 04.05.71 for St. Johns NB, where she is used as a harbour/fire tug having been renamed *Irving Hemlock* in 1972. In 1983 *Culver* was also sold to J.D. Irving Ltd.

**Dunnose**  
1958 241 112x30ft 2680hp

Completed in June by Thornycroft (Yard No.4182) twin screws and 2 x 6 cyl Crossley engines. Fire fighting equipment not fitted. Sold to J.D. Irving Ltd., 1980 and renamed *Irving Willow*.

**Gatcombe (I)**  
1960 489 136x35ft 3600hp

Another Thornycroft built vessel (Yard No.4192) launched on the 16.03.60 and delivered in July to replace *Paladin*. Occasionally used as relief excursion vessel, this tug/tender had a certificate for 400 passengers or 200 passengers and 6 cars. In July 1969 she was sold to Bermuda Marine and Port Authority (Govt. of Bermuda) being renamed *Bermudian*. On 4th April 1974 took stores and spares to QE2 stranded 200 miles of Bermuda with

boiler trouble. Her name has since reverted back to *Gatcombe*.

**The fleet 1960 comprised :-  
Atherfield, Calshot, Canute,  
Clausentum, Dunnose, Gatcombe,  
Hamtun, Neptune and Sir Bevois.**

**Thorness**  
1961 247 112x30ft 2680hp

Launched on 17.01.61, she replaced *Neptune* when delivered in March. A exact sistership to *Dunnose* she was also built by Thornycroft (Yard No.4194). Sold 1983 to J.D. Irving Ltd., renamed *Irving Jupiter*.

**Calshot (II)**  
1964 494 139x35ft 3234hp

Delivered in March 1964 by Thornycroft (Yard No.4202), she is very similar to *Gatcombe (I)*, but with a two speed gearbox for two ahead speeds for an improved bollard pull. She had a passenger certificate for 400 passengers or 200 passengers and 6 cars. Chartered periodically to the Department of the Environment in connection with oil slick dispersal work. Sold 1986 to Leigh T. Smith, Ireland and renamed *Bradley*. Sold again to Dublin bay Cruises and renamed *Tara II*.

**Chale**  
1965 254 112x30ft 2680hp

Was originally to be named *Compton* and was completed by Thornycroft in 06.65. Similar to *Thorness* but with full length enclosed wheelhouse. Sold 1986 to Leigh T. Smith name unchanged.

**Bonchurch**  
1944 54 74x17ft 220hp

Built 1944 by R.Dunston, Hesse as TID 174 for the Ministry of War Transport. In 1948 sold to Les Abeilles, Le Havre and renamed *Abeille 13*. In 1963 sold to Sirespa Building Co. Ltd., being renamed *Baie Comeau*. Purchased by Red Funnel in 1966 and renamed after overhaul. Sold 1983 to Carmet Tug Co., Port Penrhyn, Wales and retained the name *Bonchurch*. In mid 1992 sold to Unknown Irish owners.

**Gatcombe (II) , Vecta**  
1970 269 107x31ft 2500bhp/35tons

Arrived in Southampton November and 21 December 1970 on completion by R.Dunston, Hesse (Yard Nos.874 and 875). Fire fighting tugs based at Fawley, equipped with water/foam monitor on hydraulically operated hinged platform with a height of 70ft., two other water/foam monitors on the wheelhouse top and two deck mounted swivelling connections. Fitted with portable bulwark mounted booms for oil dispersal by spray nozzles. Kort nozzle rudder and a single screw, superstructure -when delivered was light green. Reverted to dock/BPJ Hamble duties once Fawley contract was lost.

**The fleet in 1975 comprised:-  
Bonchurch, Calshot, Chale, Culver,  
Dunnose, Gatcombe, Thorness and  
Vecta.**

**Clausentum (II)**

1980 334 109x33ft 2820bhp/36tons

Built 1980 by Richards, Lowestoft with twin screws and controllable pitch propellers in Kort nozzles. 2 Water/foam firefighting monitors and could also be used for coastal towage work and oil dispersant duties. On 06.09.93 sold to Londonderry Port Harbour Commissioners and renamed *Strathfoyle*.

**Gurnard**

1961 161 95x27ft 1360bhp

Built 1961 by N.V. Scheps H.H. Bodewes, Millingen, Netherlands as *Azie* for P. Smit Rotterdam. Renamed *Aziebank* when she became part of Nieuwe Rotterdam Sleepdienst fleet. Acquired by Red Funnel in 1982 to gain experience operating Voith tractor type tugs. Sold 1985 to Alexandra Towing and renamed *Wellington* to be stationed at Gibraltar.

**Totland**

1961 161 95x27ft 1360bhp

Sistership to Gurnard built as *Europa* then renamed *Europabank*. Totland was registered at Southampton and laterly Nassau whilst on Red Funnel service and returned to her previous owners (Nieuwe Rotterdam Sleepdienst) after charter finished in 1993. Sold in 1993 for further trading to Marine services Co. Ltd., Bahamas and renamed *Oysterbank*.

**Sir Bevois (III), Hamtun (II)**  
1985 250 88x30ft 2700bhp/35tons

Built by Mctay Marine Bromborough, tractor tugs with twin Stork diesels driving twin Schottel type azimuthing propellers and a Gemmell & Frow towing winch.

**Portunus**

1990 350 32m 4000bhp/50tons

Built by Matsuura Tekko Zosen of Toyota-Gun for Roda Bolaget, Gothenburg as *John Af Gothenburg*. She was a stern drive tug with two stern units and a bow thrust. She arrived in Southampton on charter during 08.91 and renamed **Portunus**. She was acquired as an escort and fire fighting tug for use at the Fawley Marine Terminal. New port regulations requiring powerful escort duties for which Gatcombe and Vecta were not suited. Upon Red Funnel losing the standby and towage contract at Fawley Portunus was returned to her owners in July 1993.

**Redbridge**

1995 399 33x11.2m 4100bhp/45tons

Built by Yorkshire Drydock Co. Hull for Red Funnel Towage and fitted with twin Stork Wartsila diesels driving twin Voith Schneider propulsion units. She is fitted with 2 water/foam monitors. She entered service in September 1995 taking only 10 months to complete at a cost of £3.5 million. Can be used for escort/fire fighting and harbour towage duties. The ships distinctive twin uptakes located forward of the wheelhouse gives the tug master an uninterrupted visibility when working astern.

**The fleet 1995 comprises:-  
Gatcombe, Vecta, Hamtun, Sir  
Bevois and Redbridge.**

Bill Mitchell & Doug Toogood

## Here and There

\* **Acritas 77/14374** (formerly *Savanne-88, Armagnac-86, Ville de Rouen-84*). This ship arrived in tow from Antwerp May 2nd 1995 and spent its time sstq on 102 or in No7 drydock, has finally left the port. The ship required main engine and rudder repairs and was drydocked on at least two separate occasions. The ship had several attempts at full power engine trials each time the ship returning to Cowes Roads or the docks. The ship finally left the port mid September and anchored of the Nab Tower awaiting orders.

\* Continental UK's new Mulberry Terminal for Handling animal feedstuffs in Southampton has at the time of writing hosted its largest vessel since opening earlier this year. The 66221 dwt Norwegian flag **Front Hawk** discharged approximately 20,000 tonnes of sunflower pellets & soya beans having earlier discharged 30,000 in Bilbao.

\* ABP's refurbishment of the Queen Elizabeth II Terminal at Southampton has led to the adoption of an airport-like system of processing passengers and their baggage. The original terminal which was opened nearly 30 years ago as a combined passenger/cargo facility has had a new computerised check in area constructed on the ground floor. Lounge facilities have also been improved with the addition of a bar and shops while security measures at the port have been upgraded to in order to comply with recently introduced statutory legislation. As a result of the improvements up to 2,000 passengers for vessels such as the **QE2** can now be cleared in less than two and a half hours. Work on the terminal has not been completed, the next stage involving is the replacement of decor and fittings in the lounges some of which dates from the 1960's. Similar investment has been made at the *Mayflower* terminal, Southampton's other cruise facility.



## WORLDS LARGEST CABLESHIP DELIVERED

After its visit to the Pool of London this she has so far called at Southampton twice in October at berths 109 & 203. Delivered in September this year, Cable & Wireless Marine's 14,000gt *Cable Innovator* will be the world's largest cableship.

She signals a departure from the normal practice in dedicated cablelayers by concentrating all cable working over the stern. The newbuilding was contracted in January 1994 from Kvaerner Masa-Yards in a deal worth FM400m (equating at the time to nearly \$70m).

The latest investment has been spurred by the technological and capacity implications of new submarine cable line projects scheduled to be implemented during the remainder of the 1990s and into the next decade. The high-endurance *Cable Innovator* has been designed specifically for transoceanic cable lays, and for continuity of operations in the worst weather conditions.

*Cable Innovator* has a similar capacity to the 1962-built 10,500gt *Cable Venture*, which she will ultimately replace. Within a total deadweight of 9,400 tonnes, she will have a total cable carrying capacity of 4,900 cu m and a nominal overall cable load of 7,50 tonnes, including repeaters and spare cable.

As a purpose-designed cable layer, the newbuilding *Cable Innovator* is arranged with four cable tanks. All cable work will be concentrated on the continuous, mainly enclosed upper deck, 5.2m above the loaded draught line. The stern handling arrangements are based on two 4m diameter stern sheaves plus 1.5m radius inner and outer whisks. The sheaves are straddled by a 35-tonne capacity A-frame and integral docking frame. This provides for launching and recovering a cable plough from either cable line, with a working arc from 80 degrees outboard to 80 degrees inboard.

The operations control room, forming an integral part of the total ship control centre and wheelhouse, looks aft and down on the working deck area. The cable gear was designed and manufactured in the UK by the Southampton firm Dowty Aerospace.

The power and propulsion arrangements are based on the traditional diesel-engine 'power station' concept, to give the flexibility required to undertake a range of subsea installation and/or maintenance tasks in all weather conditions.

Five diesel generators are installed, based on prime movers and alternators designed and manufactured in Finland by Wartsila Diesel and ABB, respectively. Three gensets individually rated at 4,160kVA are driven by nine-cylinder Vasa R32 engines, while two of 1,150kVA are fitted with six-cylinder R22 diesels.

As is characteristic of an integrated diesel-electric plant, the arrangements will enable the power to be configured to suit the vessel's role and the weather circumstances encountered during each job, while giving the best overall fuel consumption performance. A total of 5,300kW will be available at the vessel's single propeller, equating to some 70 tonnes of thrust.

The overhang beyond the propulsor is considerable, and further protection against cable fouling has been provided by enclosing the propeller in a nozzle. This will also have the effect of improving propulsive efficiency.

The predicted maximum speed of 14.5 knots is in excess of the 12-13 knots offered by older installation vessels. The preceding additions to the CWM fleet, *Sir Eric Sharp* and *Pacific*

*Guardian*, are 16-knot vessels, but have been conceived for a primary repair role.

*Cable Innovator* will incorporate a powerful array of thrusters. The outfit will comprise a 16-tonne tunnel thruster and a 360 degree-rotatable, 20-tonne gill unit forward, and two 12-tonne tunnel thrusters aft and Simplex dynamic positioning (dp) system. The objective is to enable the vessel to maintain a steady position during cable work, or when ploughing, or when an ROV (remote-operated vehicle) has been deployed.

Editor/L.List

## Shipping News

### \* Passenger

Disney Cruises Lines have ordered two 85500 grt ships from the Fincantieri Shipyard at Trieste. Both vessels will have two traditionally raked funnels, the first to be delivered in December 1997.

Costa Cruises have ordered a second ship from Bremer Vulkan shipyard in Germany. This is slightly larger (78000 grt) than the COSTA VICTORIA currently under construction and is due for delivery in 1997.

Nina Compagnia de Navigazione of Genoa have ordered two 24000 grt cruise ships from the Societa Esercizio shipyard at Viareggio for delivery in 1996/7. The company currently operates the ITALIA PRIMA 48/11700 which was formerly *Volkerfreundschaft* of East Germany and previous to that *Stockholm* of Swedish-America Lines.

Some name changes: KAZAKHSTAN 75/6757 now ASTRA 2, FIESTA MARINA 56/31482 which was formerly the *Empress of Britain*, *Queen Anna Maria* and *Carnivale* has been sold to Greek owners and renamed OLYMPIC. ENRICO COSTA 50/16729 is now the SYMPHONY and is taking over the cruises previously planned for the ill-fated Achille Lauro, CUNARD PRINCESS 74/16852 has been sold by Cunard to Panamanian owners and renamed RHAPSODY.

### \* Box Boats

The CHESAPEAKE BAY 95/36028 on charter to P & O was launched in February as the Santa Ana for Reederei Claus-Peter Offen Group, Germany called at Southampton for the first time on 11th July.

The MING ASIA and NORTHERN MAJESTY have both called during November on Maersk Charter.

The Mitsui-OSK ship RHINE MARU 72/51040 which was a regular caller for the Trio Consortium has recently been sold to Panamanian owners and renamed BLUE HAVEN.

John Kennedy



## Update

On 25th September the keel was laid for HMS *Penzance* the first in a batch of seven new Sandown class minehunters for the Royal Navy. She will be due for launch in March 1997. Although new production techniques are being used on the forthcoming batch they will be based closely on the first of the Sandowns.

Vessels Names and Numbers for the MOD(N) Contract:

M22 - 06 - 4277 - **Penzance**  
M23 - 07 - 4278 - **Pembroke**  
M24 - 08 - 4279 - **Grimshy**  
M25 - 09 - 4280 - **Bangor**  
M26 - 10 - 4281 - **Ramsey**  
M27 - 11 - 4282 - **Blyth**  
M28 - 12 - 4283 - **Shoreham**

On Tuesday 26th September the *Al Mua'zzar* was launched. She is the second of 2 steel corvettes for the Government of Oman. The launching was performed by the Deputy Prime Minister HRH Sayyid Fahed Bin Majmoud Alsaid.

Other vessels currently under construction:-

Pen No.	Ship/Yard No.	Name	Laid Down	Launched	Type
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Q31 - 01 - 4270	-	<b>Qahir Al Amwaj</b>	17th May 1993	21 Sept 1994	Oman 83m Corvette
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		(Conqueror of the Waves)			
Q32 - 02 - 4271	-	<b>Al Mua'zzar</b>	25th Jan 1994	26 Sept 1995	Oman 83m Corvette

		(The Supported)			
Q04 - 01 - 4273	-	<b>Barzan</b>	7th Feb 1994	1st Apr 1995	Qatar 56m Fast Attack

Q05 - 02 - 4274	-	<b>Huwar</b>	17th Aug 1994	15th Jul 1995	Qatar 56m Fast Attack
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Q06 - 03 - 4275	-	<b>Al-Udeid</b>	20th Mar 1995		Qatar 56m Fast Attack
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Q07 - 04 - 4276	-	<b>Adeebel</b>	18th Aug 1995		Qatar 56m Fast Attack
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					Qatar 56m Fast Attack
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John Lillywhite

## Tilbury Dock Visit

On Sunday 22nd October 1995, Neil Richardson, Doug Toogood, Rod Baker and myself took a trip to Tilbury Docks to arrive for the flood tide.

We arrived at 10.30am and went to the Lock Masters Office to enquire about movements for the day. The C.S. **Monarch** would be leaving in the afternoon but little else. We had just missed a ship due to her early arrival, the container feeder vessel, the **Alum Bay** 94/5026, on charter to P&O, with a blue funnel and P&O logo and light grey hull. On closer inspection it proved to be a German ship registered at Stade, her former name of *Gerdia* still visible.

At nearby berths, another container feeder vessel **Gerina** 73/2130, registered in Norway; and the Grimaldi/Cobelfret ship **Repubblica De Amalfi** 89/42574 registered in Palermo loading containers. She also carries ro/ro cargo loaded through a large stern ramp and about 12 passengers. Another ship berthed in this dock - **HMS Iveston**, a Ton Class Minesweeper now an HQ ship for Sea Cadets.

We then went back to the lock area to see the **Rathkyle** 81/8126 of Dublin Shipping pass inward, her company colours were rather unattractive, ie plain black funnel, grey hull and white upperworks.

At the Northfleet Hope Container Terminal, the **Isla Soledad** 89/18943 registered Buenos Aires, owned by the Argentine Elma Line; I have not seen a ship of this company since the line called at Southampton back in the '70s when they could be seen around 107 to 109 berths.

Across the river an Austrian ship, the **Dellach** 77/1980, registered Vienna and is one of the Osterreich Lloyd Company. Quite a few of this company's ships have been into Southampton under the operators title of Austro ship.

Apart from the C.S. **Monarch**, there were two other ships in the dock. One a tanker **Countess** 81/3425, registered Panama. Operated by Adriatic Tankers and looking a sorry sight, still visible the old name of *Toyosaki* of Kobe. The ship was currently laid up as the company had gone bankrupt. The **Countess** was arrested on 23.08.95 at Purfleet by the M.S.A. Just two of the listed defects

were: 1. No radar transponder onboard, 2. Defective fire dampers. Nearby another ship in similar circumstances, the Nigerian National Line ship, **River Mada** 79/10984. She was arrested by the M.S.A. 11.04.94, later arrested by the Admiralty Marshal 20.09.94 in respect of the supply of bunkers. She was to be sold by Auction with bids to be in by 17.03.95.

Whilst having lunch at Tilbury Stage the **Cambrae**, a large dredger passed outwards for Flushing, she is one of the Civil and Marine fleet. The **Donnington** registered Douglas, one of the Stephenson Clarke fleet was at Tilbury power station discharging. Way down the river a Russian ship was seen, this was the **Keret** 94/1594, she is operated by the White Lea Shipping Company with a blue hull, she was at Cliffe Anchorage too far away to photograph. Just off Gravesend Park by the Alexandria tugs moorings, (or should it be Howard Smith?) was a Russian river sea ship **Orion 1** 95/2878, a tanker ex *Liko 4* registered Novorossiysk.

Not much moving, we decided to go back over the river down to Gravesend to photograph the **Orion 1**. Also seen was a former sailing barge, the **Jock** of Ipswich. She appears now to be a houseboat only - I have no details of this small vessel.

We then decided to make a move toward home via Woolwich, on the way stopping to photograph the **Isla Soledad** from the Gravesend Blue Circle works.

Then to Woolwich to view Thames Refinery Jetty and the Chinese flag - **An Niang Jiang** 85/12615. One of the hugh Cosco fleet and looking very smart in her new Cosco colours. Also apart from ordinary bulkers there seems to be more than the odd SD14 making an appearance, three I have seen here are: *Frontier*, *Jade Bay* and this summer *Petra Wave*.

After photographing the Chinese ship we left for home. Whilst not seeing a lot of ships it had been an enjoyable day. This area provides various ships that do not usually call at Southampton, and provides something a bit different.

Mark Elliott

## Visit to a Semi-Submersible Heavy Lift Vessel.

On Sunday 29th October 1995 ten members visited the **American Cormorant** lying at 102 berth in the freeport zone.

On the main deck we were met by the Ship's Captain, Art Grant, who took us up to the Bridge. Whilst out on the bridgework we had the opportunity to watch the car carrier **Montlhery** 82/1599 running for United European Car Carriers (UECC), outward from 201 and the **NYK Procyon** 95/60117 inbound for the container port. Once these ships had passed we then had a proper look around the Bridge which is virtually unchanged from when she was built as the *Kollbris* in 1975. We then viewed the Ballast Control Room, this room controls the ballast pumps and valve system. What used to be the cargo tanks are now the ballast tanks and take about 12 hours to ballast down.

The party then returned to the main deck where the equipment is all steam operated and the mooring winches are also used for cargo handling. Up to the forecandle with a couple of the others, the ship's bell still bore the original name of *Kollbris*.

Thanks were given to Captain Grant (And Sabastian!) for his time and allowing us to visit, and also to Adrian Tennant for arranging a good and unusual ship visit.

Details of the **American Cormorant** are: Built in 1975 by Eriksberg Mek Verkstad, Gothenberg as *Kollbris* for Odd Berg then sold to Fearnley & Eger and renamed *Ferncarrier*. She is 47,230dwt, formerly 135,900dwt, tanker converted to heavy lift on/lift off cargo ship 1982. Capacity is 45,000 tons on 120m x 42m cargo deck created by removing upper portion of the cargo tanks. She can carry 10,000 barrels of liquid cargo as required. She has 1 x Eriksberg Burmeister Wain 10k84EF 10 Cyl 114 rpm diesel engine. Bunker capacity is 3,464 tons, Range 23,700 NM/13 knots, Crew 19.

She is owned by American Auto Mar operated by Pacific Gulf Marine and chartered to Military Sealift Command and based at Diego Garcia.

A typical load of 7,000 tons is: 2 BD Series floating cranes, 4 LCU 1466 type, 10 LCM (8) landing craft, 4 x 32.6m tug, 2 lash barges, stowed on top of them 4 cranes, 9 fork lifts and various other gear. She can also stow 25-40ft containers, 15 refrigerated, on deck behind the funnel.

Mark Elliott

### 1996 SUBSCRIPTIONS

The Honourary Treasurers looks forward to receiving WSS subscriptions promptly as subs are due 1st January 1996. Please pay through the branch treasurer if at all possible £20 for ordinary membership plus £3 branch dues, for other rates see MN or contact Don Baker.

## WSS Medway Cruise

Doug Toogood and myself travelled by car to Strood in Kent on Saturday 23rd September to join the Medway cruise on the paddle steamer **Kingswear Castle**, organised by Jimmy Poole of the Medway Branch.

Just prior to our departure a coaster arrived at Crown Wharf, the **Portland 80/909** (formerly *Comity, Angelonia*). Across the river was **Hoo Swift 89/794** on the gridiron at Buttercrook Wharf, this is also the home base for R.Laphorn the owners. On the slip at Acorn Shipyard was a small motor barge **Bert Prior 61/175** of J.J. Prior. On the next berth the remains of **HMS Chrysanthemum** which had been on the Thames Embankment for years, she went to the buoys at Strood where various schemes for her use were put forward, but in the end the scrapman was the only certain thing. The tug **Linda Bennett** and another owner by A. Bennett were moored nearby.

The **Kingswear Castle** departed Strood Pier at 11am with 76 persons aboard including 20 members from the IOW Branch. We then sailed down a empty river until we came level with Chatham High Street to starboard and a new industrial estate to port. Here we saw an old dumb barge formerly of the Manchester Ship Canal Company No53 and some laid up tank barges of general port services, these were **Cono Coast 68/209** (formerly *Surehand-92, Bouncer-89*), **Cono Bay, Cono Stream 61/135** and the tugs **Prestwick** and **Francis Hart**. At Chatham Dockyard and Drydock on the river was the ex Knights tug **Kent** looking a sorry sight covered in seagull droppings and peeling paint and varnish. Also, **Loyal Moderator** formerly *RNXS* now sold out of service, then the old paddle tug **John H. Amos** up on a concrete slip and looking so derelict and run down one wonders if the scrapyard is not too far off instead of restoration.

Down river at Upton Military Wharf was the former Dutch coaster **Avenir**. This vessel was arrested a couple of years back with drugs onboard and is now used by the Army for training. No more ships for a while so we had time to renew old friendships Jimmy Poole and Len Sawyer to name but two, other members of other branches are to numerous to name.

Around the next bend in Chatham Dockyard could be seen the German **Halsingland 90/3845**, she had two large deck cranes and was discharging timber. At the entrance on a mud berths were four large pontoon barges - **AMT Explorer**, **AMT Traveller**, **Charlie** and **Alpha** the latter two registered at Naantali. **Charlie** has lately been a regular visitor under tow to Marchwood for collection of rock for coastal work, also near the entrance the smaller barge **Kingsgate** and the two LASH tugs **Lashette** and **Shovette**. Coming up river at this point loaded with timber for Rochester was the **Berg Hav 71/1335** ex Norwegian registry now under the Maltese flag.

At Gillingham Marina was the small coaster **Anita C** registered in Rochester looking as if no work had been done maintaining her for a long time. Across the river was a collection of dredging plant **HAM 451**, **Man Daros**, **Roei Domp** three small tugs along with the large barge **HAM401** all seemingly laid up.

Further down river at Kingsnorth Power Station Jetty one of Powergen's large colliers **Lord Hinton 86/14210** was discharging. Together with

her sistership **Lord Citrine** they were built specially for this service. The sailing barge **Will** then passed us under power, she is now owned by P & O and does promotional work but was formerly *Will Everard* of F.T. Everard & Sons. The IOG and Thamesport jetties were all empty. Alongside at Sheerness was the **Olive Ace** a vehicle carrier in Mitsui colours.

Whilst approaching Sheerness the **Lady Morag** of Medway Towage gave a display of her abilities using her fire monitor and going ahead then astern at full speed then stopping in her own length and various other manoeuvres. As we left her astern she gave a couple of blasts on her whistle to which the **Kingswear Castle** replied. A demonstration much appreciated by all on board.

The **Kingswear Castle** then headed north to the anchorages at Southend where the Mobil coastal tanker **Lubchem 73/2080** was anchored, moored at Southend Pier was the ex trawler **Ross Revenge** now **Radio Caroline**. Then back to the main channel to pass the German cargo vessel **Rugard 77/902**, also outward the Grimaldi - Cobelfret ro/ro container ship **Repubblica De Genova 88/42567** she is one of three ships that run from Tilbury to South American countries. She looked very impressive with sun on her. We continued further out in the anchorage where **Kothen**, registered in Rostock a freighter of the Neptun type and close by the Russian tanker **Vladimir Vyotskiy**.

On returning to the Medway Channel we waited for one of the Danish Terkol company tankers, the **Kirsten 91/18625**, looking smart in the afternoon sun and more interestingly registered at Douglas IOM. Once she passed it was back to the Medway where the **Lord Hinton** was passed now outward bound from Kingsnorth.

We then spent some time chatting, looking at the slides, photos and prints on sale. As we rounded the IOG Store Terminal we were gradually overhauled by the **Whitsea 71/728**, she was originally the *Bude* of the now defunct Bowker & King fleet. We were finally treated to her passing at some speed to her berth at Kingsnorth Power Station.

Nothing more was seen on return trip until we finally rounded the river bend near Chatham when we found the **Berghav** now sitting on mud discharging timber at a wharf only recently brought into use.

We arrived at Strood pier for about 18.00 after a most enjoyable trip, during the trip we had heard that there was an SD14 at the Thames Refinery Jetty so Doug and myself decided to photograph her before the light faded. After 40 minutes on the road we found a vantage point at Woolwich to see the **Petra Wave 82/9071** (formerly *Atlantic IV-89, United Drive-87*) registered at Limassol. The blue hulled coaster **Michelle Trader** of the Maltese flag was also there.

Soon time to return to Southampton leaving Woolwich around 19.15. A most enjoyable day out.

Mark Elliott

## Here and There

### Sailing Vessel Jason

Doug,

Re photo of the yacht **Jason**, BJ 93 p7. According to Lloyds Yacht Register 1913 she was completed in January 1913 - Built by Day Summers at Northam. 560gt 247 nrt 702 Thames Measurement 190x28.6ft Twin screw Quad Exp engines by Day Summers.

Unfortunately I have the launching date but according to Bill Mitchells article on Day Summers the **Jason** was launched at Northam 1910. It would seem that they took a long time building her. She was subsequently renamed **Portia, Jason, Cynara** - 1931 owned by Courbeff V.E. Zborowska. As **Cynara** she was taken up by the Admiralty during WW2 - Pennant No. FY008

Bert Moody

### Logos II Update

Unfortunately in the last BJ I forgot to issue the *Logos* Update. The vessel left London on the 28/11/95 bound for Oporto PORTUGAL. From the 6th April 1996 she is in the West Indies Jamaica in fact, if you would like to join her prices are from £188 for 17 days. Pray for these fine young people who crew the *Logos II* and *Doulos* and spread the christian word amongst the peoples of the world. *Doulos* is at present working in the Indian sub-continent.

### Possible Trips for 1996 to View Shipping.

Proposed visit to Rotterdam July/Aug 1996 via Harwich to Hook of Holland including Spido Harbour Cruise.

Possible Visit to Le Havre Port perhaps possible link up with Le Havre Branch if sufficient interest.

Social Visit/Get Together with IOW Branch during the summer months.

Tilbury Dock trips. Car sharing a must with a maximum of eight in two cars.

Coach Trip to board "Kingswear Castle" (Jimmy Poole's Trip) down the Medway. Good chance to meet old friends from other branches.

Soton WSS Branch Cruise 22nd June 1996.

You may well read of branch activities in BJ. If you would like to participate and there is something above that takes your fancy or even if there isn't please have a chat with me or one of the committee to gauge possible interest.

Doug Toogood



In Spring 1996, the Natural Environment Research Council (NERC) will complete its move into the new £48 million Southampton Oceanography Centre, which is a joint venture between NERC and the University of Southampton. The new Centre's object is to play a strategic world role in marine science and technology throughout the 21st century, as well as provide a national focus for research and training in marine and earth sciences.

Located on the northern side of the Empress Dock, the 325,000 square feet of impressive new buildings will house nearly 1,000 researchers, teaching staff and students and accommodates the University Departments of Oceanography and Geology, together with the Faculty of Marine Technology and Underwater Acoustics. The NERC's Institute of Oceanographic Sciences Deacon Laboratory and the Research Vessel Services are being transferred from Wormley in Surrey and Barry in South Wales respectively.

All of NERC's ships are uniquely entitled to carry the prefix "RRS" for Royal Research Ship, testifying to the continuation of the early links between the environmental sciences and the Royal Navy, as forged by the 1830's voyage of scientist Charles Darwin in *HMS Beagle* and by the 1870's *HMS Challenger* expedition.

The NERC Research Vessel Services currently operate three research vessels, all of which arrived in the Port during the latter months of 1995, initially in the Ocean Dock, prior to mooring at berths 26/7 alongside the new centre. In addition to the research vessels detailed below, the NERC also controls the Cambridge-based British Antarctic Survey managed research ships **BRANSFIELD** (70/4,816 grt) and **JAMES CLARK ROSS** (91/5,732 grt). Although these latter vessels were at one time based at Southampton, they currently use Grimsby as their home port and at present there are no plans to change the arrangement.

## CHALLENGER (registered Cardiff)

This is the smallest of the group and undertakes oceanographic work mainly in the North Sea and on the continental shelf. The vessel was originally a hydrographic and fishery research ship for the NERC, being designed by Y-ARD of Glasgow and launched by James Lamont & Co. Ltd. at Port Glasgow on 7th September 1991, but not completed until February 1973 (yard no. 413).

Originally the ship was unusual in having the wheelhouse aft of the funnel and was built as a single screw steamship with two Peter Brotherhood reverse reduction geared turbines of 1,050shp at 6,000 rpm, giving a trials speed of 11.25 knots and a service speed of about 10.5 knots, with a bollard pull of 17.5 tonnes. Between January and August 1986 the ship was re-engined by Vosper Shiprepairers at Southampton and converted to diesel-electric drive with two 6 cylinder Mirrlees Blackstone diesels producing 2,058 bhp connected to a 1,087 shp electric motor driving a controllable pitch propeller with Kort nozzle. This was the first major contract gained by Vosper Shiprepair after it was privatised on 1st October 1985, but the company was reported to have lost about £1 million on the work and in February 1987 was forced to call in the receivers.

There are 4 single and 5 double cabins for scientists in addition to accommodation for 8 officers and 11 crew. The normal passage speed is 10 knots and the endurance/nominal cruise length of 32 days. The ship is equipped with general, wet/chemistry, fish and constant temperature laboratories, scientific workshops, darkroom and scientific control/plot rooms, in addition to refrigerated space, gear stores and compressor areas. Also fitted with stern and starboard gantries, the main deep wire and side trawl winches have maximum drum capacities of 13,000m and 3,400m wire respectively.

Tonnage 1,055 gross 350 dwt  
Hull 54.39m loa 11.31m beam  
4.48m draft

## DISCOVERY (registered London)

Largest of the oceanographic research vessels to be based in the Port was built originally for the National Institute of Oceanography, being launched on the 3rd July 1962 by Hall, Russell & Co. Ltd. at Aberdeen as yard number 899 and was delivered in December that year. The hull design was the forerunner of the three Royal Navy "*Hecla*" class hydrographic ships completed during 1964/5 by Yarrows.

After almost 28 years service, it was decided to almost completely rebuild the ship to give a further projected life of 15-20 years. On the 26th October 1990, the ship arrived at Estaleiros Navais de Viana do Castelo in Portugal to be lengthened 11 metres, re-engined and rebuilt, the work taking some 18 months to mid-1992.

Prior to the conversion the hull was classed to Ice Class 3, but the weight of the new machinery and superstructure resulted in the maximum draft being increased by some 0.76m and the Class was not retained. Since the rebuild, the ship has single cabin accommodation for 28 scientists, 9 officers and 13 crew, whilst at the 11 knot cruising speed the normal operational endurance is 45 days, with an extreme endurance of 55 days. The extent of the conversion is illustrated by the fact that the laboratory areas were more than doubled in size to 600 sq.m. and the generated AC power requirement increased more than 8-fold. In addition to the main 65 sq.m. laboratory, there are computer, controlled environment and chemistry laboratories, a photographic darkroom and a control/plot room. Additional scientific or storage capacity can be provided by up to four containers stored on deck, accessed from the aft deck structure. A number of features new to NERC ships were added, including a "hanger" off the aft deck, allowing sizeable equipment - such as ROV's (remotely operated vehicles) or AUV's (autonomous underwater vehicles) - to be stored and serviced under cover, rather than on the exposed open deck. The trawl winch/stern gantry and hydrographic winch/starboard amidships gantry can deploy one of 4 or 3 types of wire/cable up to 10,000/9,000m long respectively.

Tonnage 3,008 gross 1,520 dwt  
Hull 90.05m loa 14.10m beam  
5.50m draft  
Machinery Diesel-electric 3,666 bhp  
Blackstone  
(2-9cyl centre, 2-6cyl wing), single screw.



## CHARLES DARWIN (registered London)

The newest of the oceanographic research ships, having been completed by the British Shipbuilders subsidiary Appledore Shipbuilders Ltd. (yard 138) in November 1984, to replace the ageing Swedish-built *SHACKLETON* (1954/994 grt).

On delivery, the ship was considered to be one of the most extensively equipped and sophisticated ships of her kind, designed to undertake extended cruises for research studies into geology, geophysics, oceanography, hydrology, biology and meteorology. The independently air conditioned accommodation comprises 38 single berth cabins for the 9 officers, 12 crew and 17 scientists, together with a suite for the principal scientist. The maximum cruise length is 35 days at a normal cruising speed of 11 knots.

A stable platform is achieved by bilge keels and a passive roll damping tank with baffle plates, which were designed to reduce roll in winter north Atlantic conditions by up to 60 per cent. Although not ice strengthened, an electrical de-icing system prevents ice

building up over the superstructure openings and ensures that deck machinery operates at all times.

The scientific spaces include main, temperature controlled and wet laboratories, control/plot, gravity meter, computer, cold and dark rooms, plus a scientific workshop. There is also provision on the forecastle and afterdeck for up to four 20ft containers to provide storage capacity additional to the scientific hold and the permanent Class 1 explosives magazine, which is capable of storing 30 tonnes. The ship is fitted with similar stern and starboard winches to *Discovery*, with maximum cable drum storage of 12,000 and 8,800m respectively.

The dual system main propulsion allows either diesel electric or direct diesel drive from a 2,637 bhp 8 cyl Mirrlees-Blackstone oil engine with auxiliary drive to 1,216 shp electric motor; connected to a single highly skewed Stone Vickers controllable pitch propeller for precise and silent running.

A 660bhp bow thruster within the hull can be directed through 360 deg. and enables the vessel to creep

at low speed, to hold position relative to the sea bed in winds to Force 6 (22-27 knots) or even provide a get home capability in the event of main propulsion failure.

Tonnage 1,936 gross 817 dwt  
Hull 69.30m loa 14.43m beam  
5.11m draft

David Hornsby

## Wanted

Passenger Liners 1961 or 1963  
Editions  
Laurence Dunn

Any sensible price paid by Dick  
deKerbrech

01329 661150



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## *Forthcoming Programme*

Meetings are held at:

1st Floor  
Portwood Conservative Club  
127 Highfield Lane  
Southampton

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

### *December 12th 1995*

Mini Talks by Branch Members

### SOUTHAMPTON BRANCH PROGRAMME 1996

#### *9th Jan 1996*

Southampton 100 Years Ago  
Bert Moody

#### *13th Feb 1996*

Hovercraft - Brian Russell

#### *12th Mar 1996*

Dredgers - Graham Mobbs

#### *9th Apr 1996*

Marine Safety Agency  
Mr B. Matthewson

#### *14th May 1996*

Trinity House - Mr P. Wannell

#### *11th Jun 1996*

Modern Maritime Plymouth  
John Brodie

#### *9th Jul 1996*

British Ports & Coasters (II)  
Bernard McCall

#### *13th Aug 1996*

Members Evening.

#### *10th Sep 1996*

Photographic Competition.

#### *8th Oct 1996*

AGM + Supporting Programme.

#### *12th Nov 1996*

"Destination Canada" - WSS Slide  
Show.

#### *10th Dec 1996*

Video Evening - Members Contribute.

## *Branch Notes*

### October Meeting

32 Members attended the Annual  
General Meeting on 10th October. The  
minutes of the 1994 AGM were read  
and approved.

### Sec Report:

1995 had been a very successful  
year for the branch with some  
excellent visits arranged by Doug  
Toogood and Adrian Tennant; A good  
proportion of the branch's 80 members  
regularly attended the meetings.  
Thanks were given to our long  
suffering projectionist Alan Stafford  
and BJ editor Frank Bandy who has  
resigned because of his wife's ill-  
health after four years in the job. The  
new joint editors will be Neil  
Richardson and Doug Toogood who  
asked members to submit relevant  
articles. Bill Lawes thanked Rod for  
organising the monthly meetings and  
the annual cruise.

### Treasurers Report:

Don Baker reported a healthy  
bank balance and reminded members  
that subs are due on the 1st of January  
and preferably paid through the  
Branch Treasurer.

Rod announced that the  
provisional date for next years cruise  
June 22nd, and hope it will be well  
supported. The programme for 1996  
was almost complete. After the AGM  
Mike Lindsay showed some more  
slides taken by Bill Mitchell entitled  
"A Lifetime of Ships".

### November Meeting

39 members attended the  
meeting with a programme of two  
WSS Tape/Slide Shows entitled  
"Turret Ships" and "Warships for  
Export". The commentary for both was  
excellent but the sound quality and the  
reproduction of some of the slides on  
the first show was poor.  
Rod reminded all members to sign the  
book at every meeting in order to keep  
the branch attendance records up to  
date.