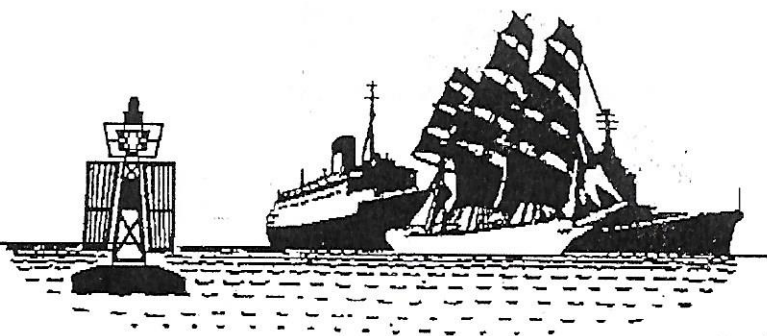


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



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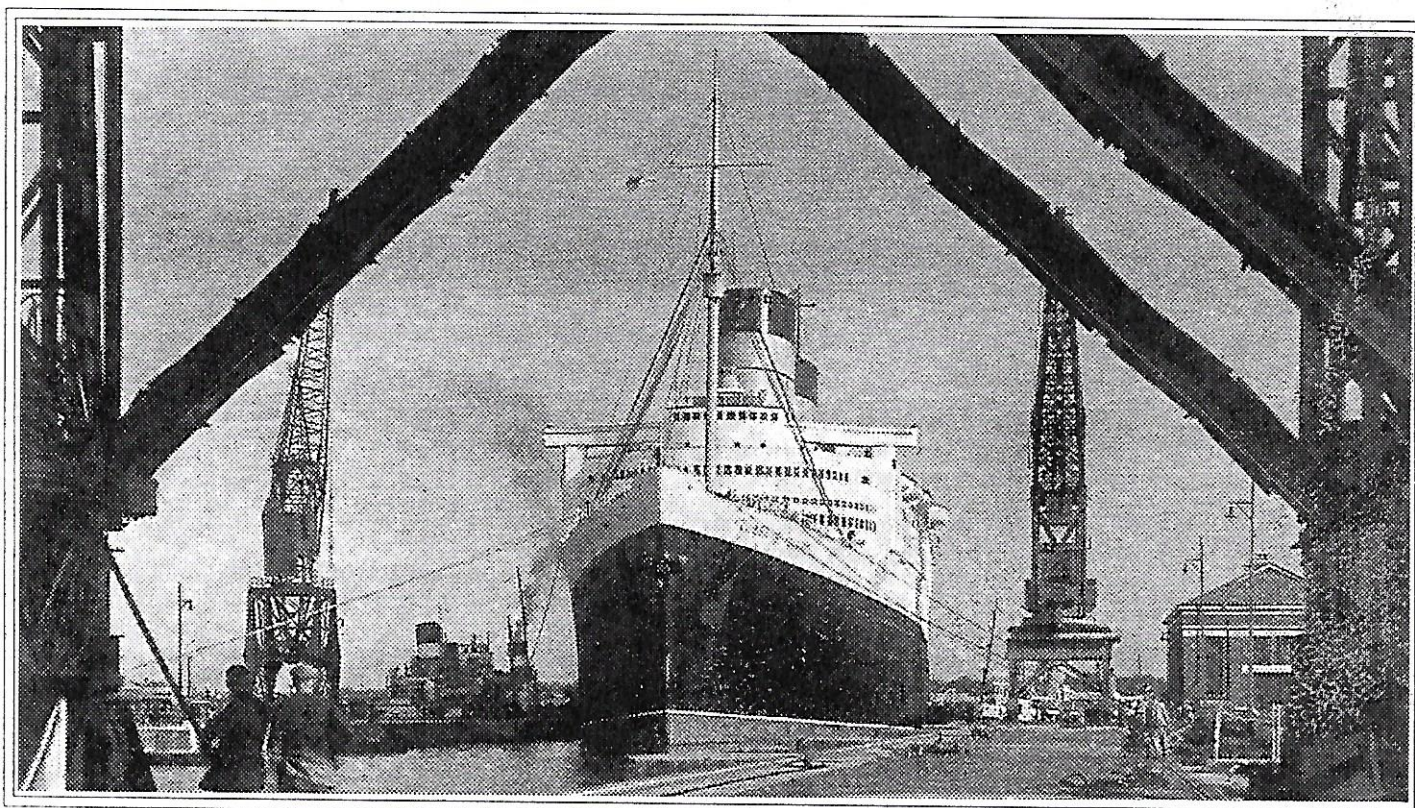
RMS QUEEN ELIZABETH

Just over 50 years ago at 1400 Wednesday 16th October 1946 an auspicious occasion occurred in the annals of Southampton's maritime history, it was the Maiden Voyage of the Cunard White Star liner **Queen Elizabeth**. She departed from the Ocean Terminal watched by thousands of onlookers from the shore and in pleasure craft.

In command of the **Queen Elizabeth** was Capt. Sir James Bisset KBE RNR who was also Commodore of the White Star Line. She sailed for New York with 2,288 on board. An air of sadness was to mar the occasion because that morning early a.m. Sir Percy Bates who was Chairman of the Cunard White Star Line had died suddenly, he was to have sailed on the maiden voyage with his wife.

Amongst the passengers was the dance band leader Bert Ambrosia and the USSR foreign minister M.Molotov. Many of the crew had sailed on the **Queen Elizabeth** during her wartime service. She completed maiden voyage to New York in 4 days 21 hours at an average speed of 28 knots.

Doug Toogood



** Compliments of the Season to all readers. **

WHOSE WHO ? THE YORKSHIRE CONNECTION

by DAVID HORNSBY

**PART TWO of the Fleet List and Brief History of
R.Laphorn & Co. Ltd.
whose owned and managed coasters are
frequently to be seen in the Port of Southampton.**

In October 1981, the Company, J.H. Whitaker Ltd. (the parent company of the builder) and John I Jacobs companies joined forces to place an order with The Yorkshire Dry Dock Co. for three 499 grt coasters, evolved from Eggar Forrester's 1979-built *Wib* class. Two further sister ships were ordered in November 1982 and July 1983 by Jacobs companies, all the group being bareboat chartered to Laphorn. John I. Jacobs continued the connection with The Yorkshire Dry Dock Co. Ltd in October 1983, when they ordered the first pair of what was to eventually become a series of fifteen 794 grt coasters, fourteen of which were at some stage operated by the company.

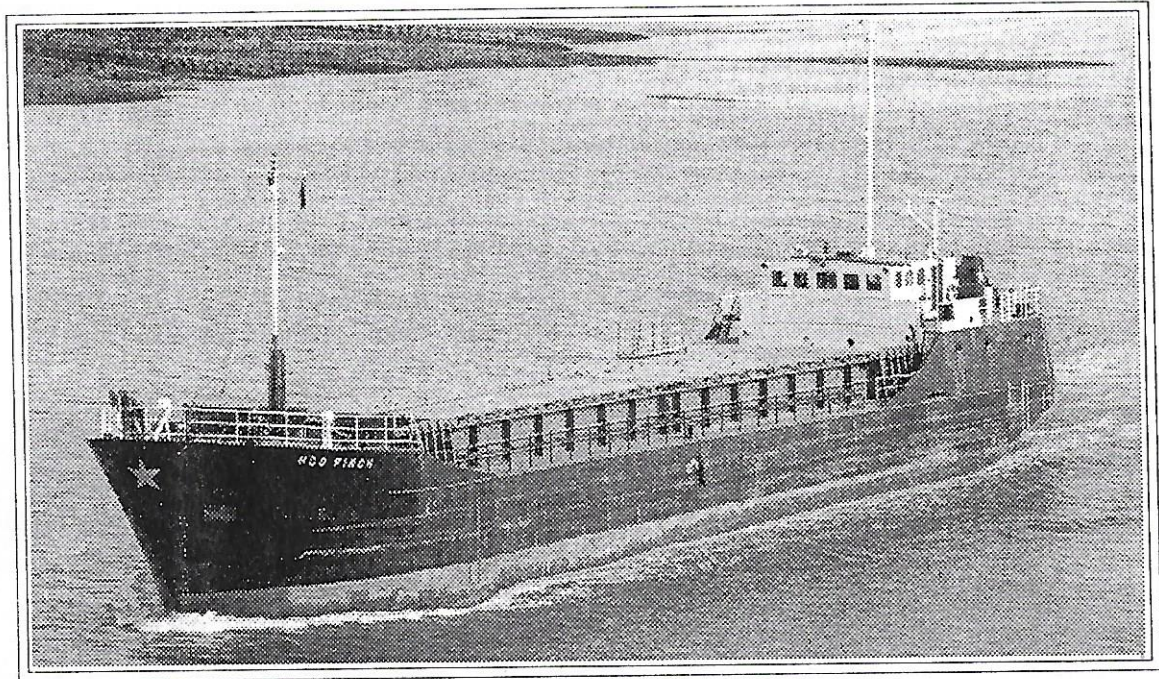
After orders for three sister ships had been placed by Harris & Dixon and Whitakers (both being managed by the Company) and the ill-fated *Gwyn* for Graig Shipping, Jacobs returned to place a further order in June 1984 for *Hoo Tern*. Four months later the Company, jointly with Jacobs, placed an order for *Hoo Swan*, followed by further Jacobs orders for three sisters in May and June 1985, the last of which was delivered in November 1986.

After a respite, the series was completed when the Company and Jacobs ordered three further sisters in February 1988, followed by a Jacobs order in October 1988 for the final two, which were delivered in by December 1989.

Laphorn, Jacobs and the builders again combined in April 1990 to order four 1,382 grt coasters from Yorkshire, which were delivered between November 1991 and April 1993, the Company having a 50/50 share of the first and last in the series

In July 1995, the Company - at a reported cost of £10.5 million - acquired Jacobs VI Limited, which owned all the Jacobs interests in 17 vessels, following an internal Jacobs reorganisation earlier in the year. Jacobs VI was subsequently renamed R. Laphorn Shipping Limited and is now a wholly owned subsidiary of the parent Company, the vessels continuing to be managed by the parent on bareboat charter.

Hoo Finch
Foto: M.Beckett



FLEET LIST

Current vessels underlined; managed vessels in italics.

<u>HOO VENTURE</u>	a+b	499 g	1180 d	built 1982 by Yorkshire Dry Dock Co. Ltd., Hull (yard 277) - 2/1992 (b)interest acquired by (a);	
<u>HOO CREEK</u>	a	499 g	1236 d	built 1982 by Yorkshire (278)	to 12/1989 owned by (c)
<i>WHITONIA *</i>	b	499 g	1180 d	built 1984 by Yorkshire (279)	managed to 1/1994; now bareboat chartered out, but laid up.
<u>HOO PLOVER</u>	c+d	499 g	1234 d	built 1983 by Yorkshire (283)	
<u>HOO WILLOW</u>	c	499 g	1234 d	built 1984 by Yorkshire (285)	50.0 x 9.4 x 4.05m (33.2m hold) Twin Aquamaster propellers, 730 bhp 2 x 6 cyl Cummins 8 kts
<u>HOO LAUREL</u>	c	794 g	1394 d	built 1984 by Yorkshire Dry Dock Co Ltd, Hull (286)	
<u>HOO PRIDE</u>	c	794 g	1394 d	built 1984 by Yorkshire (287)	
<i>DOWLAIS *</i>	g	794 g	1394 d	built 1985 by Yorkshire (288)	8/1995 sold to Franco British Chartering Ltd (Campbell Maritime)
<u>HOO TERN</u>	c+d	794 g	1394 d	built 1985 by Yorkshire (289)	launched as <u>HOO GANNET</u>
<u>BETTY-JEAN *</u>	b+c	794 g	1360 d	built 1985 by Yorkshire (291)	
<u>HOO SWAN</u>	a+d	794 g	1412 d	built 1986 by Yorkshire (292)	
<u>HOO MARLIN</u>	f	794 g	1412 d	built 1986 by Yorkshire (293)	
<u>HOO DOLPHIN</u>	f	794 g	1412 d	built 1986 by Yorkshire (294)	

<u>HOOCREST</u>	c	794 g	1400 d	built 1986 by Yorkshire (295)
<u>HOO FINCH</u>	a+f	794 g	1377 d	built 1988 by Yorkshire (316)
<u>HOO ROBIN</u>	a+f	794 g	1400 d	built 1989 by Yorkshire (317)
<u>HOO SWIFT</u>	a+f	794 g	1399 d	built 1989 by Yorkshire (318)
<u>HOO MAPLE</u>	c	794 g	1399 d	built 1989 by Yorkshire (319)
<u>HOO BEECH</u>	c	794 g	1399 d	built 1989 by Yorkshire (320)
				58.3 x 9.4 x 3.9m (39.9m hold) Twin Aquamaster propellers, 720 bhp 2 x 6 cyl Cummins, 9 kts (see Sea Breezes 89/237)
<u>ILONA G</u>	g	999 g	1700 d	built 1990 by Yorkshire Dry Dock Co Ltd, Hull (323)
<u>ANNA MERYL</u>	a	990 g	1704 d	built 1991 by Yorkshire (324) as ANNA MARIA for Beulah Shipping Ltd; managed for few months after delivery, then managed by Capelle Chartering en Trading BV, Rotterdam (Cyriot); 2/1994 acquired and currently on bareboat charter to Byron Chartering & Trading Ltd. 69.1 x 10.0 x 3.86 Single screw 940 bhp 4SA V12 cylCummins oil engine, 9 kts
<u>HOO FALCON</u>	a+f	1382 g	2225 d	built 1991 by Yorkshire Dry Dock Co Ltd, Hull (325)
<u>FAST KEN</u>	b+e	1382 g	2220 d	built 1992 by Yorkshire (326) ex BOWCLIFFE-94
<u>HOO LARCH</u>	c	1382 g	2225 d	built 11/1992 by Yorkshire (327)
<u>HOO KESTREL</u>	a+f	1382 g	2225 d	built 4/1993 by Yorkshire (328) 78.0 x 11.0 x 4.03m (2 holds); Twin Aquamaster propellers, 1,000 bhp 2 x 6 cyl Cummins 9 kts

- ownerships
- a R Laphorn & C Ltd.
 - b J.H. Whitaker(Holdings)Ltd - parent Company of The Yorkshire Dry Dock Co Ltd.
 - c John I Jacobs plc until July 1995, then R. Laphorn Shipping Ltd. - wholly owned subsidiary of [a]
 - d Jacobs Offshore Ltd - Spring 1992 merged into [c]
 - e Bayford & Co Ltd, Leeds (associated owner of Whitfleet - formed jointly with [b] and Cawoods of Northern Ireland Ltd.)
 - f Jacobs & Partners Ltd - wholly owned subsidiary of [c]
 - g Harris & Dixon (Shippers) Ltd. technical management and manning by Laphorn - others on long-term bareboat charters

Thanks to Mr D.A Laphorn and Mr J Dempster, managing directors respectively of R Laphorn & Co. Ltd. and The Yorkshire Dry Dock Co. Ltd. for their assistance with information.

Hoo Larch
Foto: M.Beckett



Dont forget the 100th edition of BJ is nearly upon us. If you wish to contribute with appropriate articles we would be pleased to see them.

Neil & Doug

WSS & Branch Subs are due 1st January please renew via Hon.Treasurer

LARGEST CRUISESHIP DELIVERED

The **CARNIVAL DESTINY**, Pa 96/101300, the world's biggest cruise ship, was delivered to the US Carnival Corporation during the weekend 19/20th October 1996, after completion by Italian shipbuilder Fincantieri.

The ship is the first cruise vessel to exceed 100,000gt and is bigger than the previously largest cruise ship - P&O's **SUN PRINCESS**, Li 95/77441 - by more than a third. **CARNIVAL DESTINY** took almost two years to build at a cost of \$400m. She is taller than the Statue of Liberty and as long as three football pitches. Her beam is 116ft, her design draught is 8.2m and she has a deadweight of 8,200 tonnes. The vessel is the first passenger vessel to be too big to use the Panama canal.

She is able to carry up to 3,600 passengers in 1,320 cabins. A crew of more than 1,000 will occupy 580 cabins. She has three double-decked restaurants, 17 bars and lounges, a nine-deck high atrium, an entertainment venue spanning three full decks that the company said can accommodate "the most sophisticated productions", four swimming pools, a 214 foot long water slide and a 15,000 sq foot spa.

The ship's massive diesel electric propulsion system can produce 84,933 horsepower. During her recent sea trials, **CARNIVAL DESTINY** exceeded 23 knots, or slightly faster than 26 miles per hour.

Command of the cruise ship has been given to Captain Giovanni Gallo who has 20 years' service with Carnival Cruise Lines.

The vessel entered seven day Caribbean service from Miami on 24th November 1996. Lloyd's Register has issued the Panama registered **CARNIVAL DESTINY** with a Passenger Ship Safety Certificate. The delivery of the vessel reaffirms Fincantieri's leading position among the few shipyards which are capable of building such large passenger vessels.

The yard, which also built P&O's **SUN PRINCESS**, has another nine large passenger vessels on order.

BRITTANY SELLS FERRY IN DRIVE FOR CUTBACKS

The Brittany Ferries Group has sold its 18-year-old ferry **DUCHESS ANNE** to a Croatian company for an undisclosed sum. The vessel, which plied between Poole and St Malo in summer, was one of two vessels nominated for possible sale when the company announced cutbacks in June.

She has been bought by Jadrolinija of Rijeka and will be delivered in October. In her new role she will operate in the Adriatic as the **DUBROVNIK**.

She was bought by Brittany Ferries in 1989 and for the last three years has only been used for seasonal service. The vessel has a capacity of 1,300 and a service speed of 20 knots. The sale is part of a rationalisation plan announced in June in which the company cut 90 jobs and took two ships out of service. Losses last year were more than £10m (\$15.6m).

SHIP AGROUND ?

On November 19th the Cypriot general cargo vessel **AMER VED 78/13087** ran aground and became stranded in vicinity of the Horse Tail Bank off Portsmouth, the tugs **Lyndhurst** and **Anglian Warrior** arrived late am at approximately low water. At about 2000 the ship was towed to safety under a joint Lloyds Standard Form 1995 between Howard Smith Towage Hull and Klyne Tugs. The ship was towed to Southampton and arrived 0300 20th November at 102 Berth. Both tugs and the Bembridge Lifeboat were on scene but there were no casualties or pollution.

ESSO SIGNS SHUTTLE TANKER CHARTER DEAL

Oil major Esso has formally signed a contract to charter a shuttle tanker from a joint venture between Sweden's Stena Bulk and Ugland & Sons for use on its new Balder field in the North Sea.

Stena Ugland Shuttle Tankers is to build two 125,000dwt shuttle tankers at Japan's Tsunishi Shipyard for charter.

Esso has taken a charter on the first vessel, with an option for the second, in addition to purchase options on both new ships.

The deal was signed in early October, although first announced in July. Until delivery of the first newbuilding in the autumn of 1998, production will be handled by the 108,000dwt Stena Ugland tanker **STENA AKARITA** (Akarita-96), No 91/58959, currently being converted at Tsunishi at a cost of Skr160m (\$24.2m).

Norwegian authorities granted approval for the \$800m development of the Balder field in February. It is expected to start up early next year and build up to average production of 75,000 barrels per day.

STENA AKARITA is a sistership to the **STENA SAVONITA** (Savonita-94), No 92/58959, which was converted in 1994 and has worked for BP as a storage and shuttle tanker first on the Machar and now the Banff field.

Remember the LOGOS II ?

For those of you who remember her most recent visit to Southampton she is now visiting Santo Domingo in the Dominican Republic and will move onto the Panama Canal and Balboa for the new year.

Doug Toogood

SOUTH COAST SHIPPING PLACES ORDER

Southampton-based aggregates dredging specialist South Coast Shipping has again opted for Dutch newbuilding construction, by placing an order with Merwede Shipyard for a large seagoing cargo dredger.

Merwede delivered the UK operator's previous new ships the 2,500cu m hopper capacity sisters, **SAND HERON**, Br 90/3751, and **SAND HARRIER**, Br 90/3751, in 1990. The recently booked vessel, however, is a substantially larger design, at around 9,000dwt, compared with the 5,900dwt of her predecessors.

SAGA JOINS CRUISE LINES

Saga Holidays became the third UK holiday group to enter the cruise business when it bought the Cunard ship **GRIPSHOLM** (Sagafjord-96), Bs 65/24474 for \$19.25m on 25th October 1996.

The vessel, currently on charter to Transocean Tours, is the former Sagafjord. She will be delivered to Saga in the spring of next year.

It is understood that Cunard will not be involved in the running of the ship. The 600-berth **GRIPSHOLM** has been on charter to Transocean since July, offering European and Scandinavian cruises, based in Bremerhaven.

The sale of the **GRIPSHOLM** leaves Cunard with six ships operating at the upper end of the cruise market. The ship's home port in her new role will be Dover.

HAPAG-LLOYD RESTRUCTURES

The Hamburg-based group has formed Hapag-Lloyd Seetouristik (Cruises) to oversee newly acquired German cruises tour operator Hanseatic Tours and ship operator Hanseatic Cruises as well as the group's existing two cruise firms.

The moves come as a prelude to delivery next year of Hapag-Lloyd's third cruise ship, **COLUMBUS** from Conti Reederi. About 60 jobs will go from the combined workforce of 180, said Hapag-Lloyd's spokeswoman, Eva Gjersvik.

Hapag-Lloyd Seetouristik will control Hapag-Lloyd Kreuzfahrten, which runs the cruise ship **EUROPA**, Ge 81/37012, and Hapag-Lloyd Tours which operates the **BREMEN**, (ex. Frontier Spirit-93), Bs 90/6752. It will be located in Hamburg.

The company specialises in five-star cruises and recorded nearly 11,000 passengers last year. About 40% of the turnover was generated by the **HANSEATIC**, (ex. Society Adventurer-92), Bs 91/8378, which went aground during an Arctic cruise south of King William Island on August 29.

The 14,000gt **COLUMBUS** is due to be delivered from MTW yard in Wismar next June. With a capacity of 420 passengers, her debut cruise is set for the North Cape on June 27.

Hapag-Lloyd is taking the **COLUMBUS** on long term charter from Conti, which has been one of the leading firms providing equity finance for shipping through KG or limited partnership schemes.

PORTLINK ADDS SOUTHAMPTON TO AQUITAINE FEEDER SERVICE

From November 27th, the port of Southampton was due to be added to the weekly Feeder Aquitaine Service operated by Portlink and CGM Sud. The service is operated by the 374teu **AQUITAINE SPIRIT** (CMBT Cutter-96), At 91/2567 to a fixed day of the week schedule. The revised sailing rotation for the service is Bordeaux (Friday), Montoir (Saturday), Felixstowe (Monday), Le Havre (Tuesday), Southampton (Wednesday) and Bordeaux.

STENA TO CLOSE SOUTHAMPTON ROUTE

Stena Line is to close its Southampton-Cherbourg route in December with the loss of more than 180 sea-going and shore-based jobs.

But it plans to replace the service with a fast ferry link from nearby Portsmouth and is negotiating the construction of new port facilities.

The Southampton service will come to an end when the charter on the *STENA NORMANDY*, (St. Nicholas-91), Bs 82/24872, used on the route, expires in December and is not renewed.

"Falling passenger numbers have been compounded by falling fares fundamentally undermining the viability of operating the route with a conventional ferry," Stena said.

It disclosed that the route peaked at 581,000 passengers in 1994, but fell back to 549,000 last year.

In the first nine months of this year the total was 400,000, compared with 460,000 last year.

"However we do see a positive future for the company on the Western Channel using a fast ferry," Stena claimed.

Discussions were being held with the port authorities at Portsmouth and Cherbourg about the timescale for building new fast ferry facilities.

CARISBROOKE SETS SAIL FOR A LONDON LISTING

The Isle of Wight town of Cowes is more commonly associated with the glamorous world of yachting through its famous regatta than its link with the grimmer world of bulk shipping, yet ironically this summer a Cowes-based bulk firm strode into the spotlight.

Carisbrooke Shipping plans to raise just under £2m (\$3m) through a share offer and listing on the London stock market's Alternative Investment Market for up-and-coming companies.

There remain very few shipowners listed in London. P&O dominates the sector, only followed by much smaller players, such as London & Overseas Freighters and James Fisher & Sons.

Carisbrooke is raising the cash to help finance two Dutch newbuildings, *MARK C* and *EMILY C*, it believes will reinvigorate its fleet and prompt further renewal and expansion.

Despite the ambitious plans, Carisbrooke appears unlikely to forget its humble origins. It was founded in 1969 by the late March Croucher with just one 250dwt vessel. Its fleet has now expanded to 14 ships, all registered in Barbados, totalling 39,381 dwt.

Carisbrooke concentrates on the 2,500-5,000dwt bulk market, offering services carrying general cargo such as grain, fertiliser and steel mainly around Europe and North Africa. Among its regular clients are British Steel, English China Clay, Minorco subsidiary Cleveland Potash, ICI, Louis Dreyfus and Cargill.

BOAT SHOW VOYAGE TO CITY'S MEDIEVAL PAST

A glimpse of Southamptons medieval seafaring history is to go on permanent display thanks to a City Council project receiving generous support from the organisers of the Southampton International Boat Show.

The project aimed at transporting the ancient quayside area beneath the Town Walls in the Western Esplanade back through the years to what the bustling waterfront could have looked like in the 13th Century.

Two oak built boats, one an eight metre long replica recalling the shipbuilding activity of the area 600 to 700 years ago. The other is a 13-metre long full-sized copy of a medieval trading vessel.

DIAMOND CRUISE IS BANKRUPT

Diamond Cruise, the Helsinki-based owner of the twin hulled cruiseship *RADISSON DIAMOND* 92/20295 has filed for bankruptcy. The company sought to restructure its debt in May last year and although the courts allowed the process to begin creditors have not been able to agree conditions.

The company is reported to have debts of about \$90 million. The principal creditor is the Finnish state guarantee board which granted a guarantee for Diamond cruise when it ordered the *Radisson Diamond* from what is now Finnyards in 1990.

The *Radisson Diamond's* slow speed and small capacity may make it difficult to find a buyer. The Finnish lawyer appointed as administrator main goal is to keep the ship operating as a sale while trading would be easier than from lay-up.

SCT CONFIRMS £10M ORDER FOR CRANES

Southampton Container Terminals (SCT) has confirmed an order for three super post-panamax quayside cranes to equip the new berth being completed at the South Coast facility.

The order, worth in excess of £10m (\$16.3m), has been placed with UK-based Morris Mechanical Handling. The equipment is scheduled to be introduced at monthly intervals from June 1997. The order will mean that Morris has supplied SCT with nine cranes over the past eight years.

The super post-panamax configuration will enable the terminal to handle ships with containers stowed in excess of 18 wide. They will be among the fastest in operation at any European terminal, SCT claims.

Trolley speeds of SCT's existing post-panamax quayside cranes have been increased by 33% in the new model.

SCT has become the first UK Terminal to introduce Straddle Carriers capable of stacking containers four high. Eight new machines will enable SCT to make better utilisation of its terminal land by effectively increasing the stack capacity of import slots by 50%. SCT already operate 43 Valmet straddle carriers stacking one container over two.

'EUGENIO' IS WITHDRAWN BY COSTA CROCIERE

The *EUGENIO COSTA* (Eugenio C-87), Li 66/32753, the last Italian-built ocean liner from the 1960s, has been withdrawn by Costa Crociere. The 32,753gt vessel ended her Mediterranean cruise season in Genoa. The *EUGENIO COSTA* was launched on 21st November 1964, at the Monfalcone shipyard of Cantieri Riuniti del l'Adriatico, later Fincantieri. She entered service as the *EUGENIO C* from Genoa to Buenos Aires on 21st August with 1,603 passengers on board.

Offering main dimensions of 217.39m (713.39ft) x 29.39m (96.1ft), the *EUGENIO C* was initially capable of a 27 knot plus service speed, though this was reduced to 22 knots in 1989. After reconstruction and modernisation works and Genoa's T Mariotti shipyard in December 1987 she was renamed *EUGENIO COSTA* and was henceforth deployed on cruises in South American and Mediterranean waters. Classed by RINA, the Italian society, she comprises 10 decks, 506 cabins and 1,419 berths (1,012 on a two-berth occupancy basis). The crew complement is 480 and she underwent her last refurbishment a couple of years ago.

The *EUGENIO COSTA* should now be handed back to her owner Mascot Shipping, the Monrovia subsidiary of Germany's Bremer Vulkan shipbuilding group, which has owned her since the end of 1994 and which chartered her back to Costa Crociere when she was reflagged from the Italian to the Liberian register.

The *EUGENIO COSTA* was sold to the Bremer Vulkan group at a value of Dm60m and, according to technical surveyors, needs a \$10m upgrade to meet Safety of Life at Sea requirements which are to enter into force next year.

KEEL LAID FOR FIRST DISNEY CRUISESHIP

Italian shipbuilder Fincantieri has laid the keel for the first of two 85,000gt, mould-breaking vessels being built for Disney's development of a new cruise concept. In a ceremony attended by senior management of both the shipbuilding group and the Orlando-based contractual owner, the first prefabricated keel block was positioned in the building dock at the Venice-Marghera yard.

The *DISNEY MAGIC* is due to enter service at the beginning of 1998. She is scheduled to be followed at that year by second-of-class *DISNEY WONDER*, also ordered at the April 1995 contract signing in Orlando. The design adopted for *DISNEY MAGIC* combines features reminiscent of the classic ocean liners of the past but incorporating the latest equipment technology. The concept is intended to stimulate a new market in family cruising.

Visually, the twin-funnelled Disney newbuildings will signal a departure from current cruiseship design. Each vessel will have 10 passenger decks accommodating 2,500 passengers, with a high percentage of the larger cabins having balconies. The themed restaurants and three large swimming pools will be complemented by almost an entire deck dedicated to children. The vessels will form key elements in week-long vacations combining three or four days at the Walt Disney World Resort near Orlando with a three or four day cruise to the Bahamas.



We go months without seeing Naval vessels in Southampton then suddenly we have an influx of them. The majority of the ships seen this time were from the German Navy who sent a Support Ship and a flotilla of Mine Counter Measures Vessels (MCMV) to the Port in September.

The support ship was **Nienburg** built by Flensburger S.Y., she entered service in 1968. Her full load displacement is 3483 tons. Originally one of a group of 8 ships of the Lüneburg class (Type 701), several of them have been lengthened (not Nienburg) and one, Coburg, sold to Greece. They can serve as support ships for MCMV's, fast attack craft and submarines. Diesel engines of 5600 hp. give them a speed of 17 kts. They have a complement of just over 70 men.

The six MCMV's were all of the Lindau class which have now been divided into two sub groups. The Type 331 minehunters and the Type 351 "Troika" control ships. These vessels, which have wooden hulls laminated with a plastic glue, were the first German Naval vessels built since the end of World War II. They were all built by Burmester at Bremen and entered service between 1958 and 1960. their full load displacement is just over 460 tons. Diesels which are made of non-magnetic metals supply 5000 hp. for a speed of 16½ kts. The minehunters have a complement of 43 men whereas the "Troika" control ships carry 44 men. In the group to visit Southampton the minehunters were **Cuxhaven, Tübingen and Völklingen**.

The "Troika" control ships were **Düren, Konstanz and Paderburn**. The "Troika" system of minesweeping consists of a parent ship, such as those listed above, that can remotely control 3 (hence Troika) drone

minesweepers capable of destroying magnetic and acoustic mines. Three of these drone craft accompanied the force to Southampton, they were **Seehund 4, 5, and 15**. These vessels which displace 99 tons were completed between 1980 and 1982 by MaK at Kiel and Blohm & Voss at Hamburg. For passage only, they have a crew of three. I don't know how they would cope with a North Sea crossing in rough conditions!

It is interesting to think that these MCMV's are not much younger than the RN's "ton" class, which have all been disposed of, whereas the German ships are still in active service and appear to be good condition.

Another September visitor was the Canadian Navy's Supply Ship **Provider**. This is another veteran vessel, she was commissioned in 1963 after being built by Davie Shipbuilders at Lauzon. Typical of ships of that era she has Steam Turbines that produce 21000 hp. for a speed of 21 kts. She can carry 12000 tons of fuel, 900 tons of aviation fuel and 250 tons of dry cargo. The **Provider** can operate two or three Sea King helicopters and has the provision to fit a defensive armament and "chaff" launchers. For many years **Provider** was based in the Pacific, then she was placed in reserve with only a "care & maintenance" crew. She is reactivated only when the newer and larger **Protecteur** and **Preserver** are having a refit. She is therefore an unusual visitor to our Port.

Portsmouth also hosted a collection of foreign vessels, with visits from a Spanish squadron and a NATO Standing Force. The Spanish vessels included their new supply ship **Patiño**. She was built by Bazán who helped design the new Dutch **Amsterdam** that visited Southampton in February. It was interesting to see that the two ships are virtually identical, differing only in armament and electronic equipment. Fortunately the Dutch auxiliary ships have dark grey hulls and lighter upperworks whilst the Spanish ships are light grey overall, so identification is not too difficult.

Returning to the scene in Southampton, a small Patrol Boat, the **Sharon**, has been refitting in the Port before sailing to Belize to undertake Fishery Protection duties. She is the ex Danish **Ran**, a Daphne class vessel designed for an anti-submarine role. She was completed in 1964 by the Royal Dockyard at Copenhagen, and displaces 170 tons. Two of her three propellers are powered by 1300 hp. diesels, the third is connected to a 100 hp engine for cruising. My thanks to Colin Drayson for the information about this ship.

On 15th. October the former RMAS tug **Roysterer** was towed into the Port by Husbands tug **Accomplice**. She has been sold Nigerian interests who are planning to use her to tow a large barge to Africa. When the **Roysterer** was sold the Navy stated that her engines could never be repaired, but the Nigerians have one of them working already! (mid Nov.). It is another sad reflection of the current state of the Navy, that like an impoverished driver, they are forced to run their car (or ship) till it is worn out. At 1036 grt the 3 tugs of this class were the largest in Naval service. They were designed for long range towage and salvage duties. **Roysterer** was completed by C.D. Holmes in 1972. Her two sisters **Robust** and **Rollicker** will no doubt be following her out of service shortly.

Out & About with the Branch

by Mark Elliott

TILBURY DOCK VISIT 30th June 1996

Four members spent the Saturday at Tilbury docks - on arrival to check on the days movements a visit was made to the Lock Keepers office unfortunately not to be a busy day. Before there was any movement in the dock there was time to drive around, at the Northfleet Hope Container Terminal the **Paraguay Express** (Ex **Comelia Maersk**), passing at the time the **Arklow Villa** inbound on the river and on Tilbury Grain Terminal the Dutch **Erna** and Crescent shippings **Vibrence**. In the main dock Bell Lines **Bell Atlas** and the P & O's **Resolution Bay** the latter about to sail. From a safe vantage point we watched the **Resolution Bay** lock out assisted by **Sun Mercia & Orsett**. Also in the dock the Spliethoffs Amsterdam registered **Pijlgracht**. The chemical tanker **Countess** which had been under arrest for sometime had been sold and renamed **Angelika T** with a Panamanian registry she was in need of some paint.

In the river the **Britannia Beaver**, a suction dredger and the coaster **Union Moon** registered in Bridgetown and the usual ro-ro's inbound for Fords.

There was some activity onboard the **River Mada**. I asked if we could look around but this was not possible as she was still under arrest but I was told that she had finally been sold for £255,000 to Greek owners and was being prepared for the tow to Greece for refit. However we were invited to look around the **Prince Albert** also laid up in the dock. She was built 1955 in Yugoslavia with a length of 58m she started life as the **Apollon 1** of Epirotiki Lines and was an inter-island ferry sold on to Arbuthnot Leasing of London then to a private owner who went bankrupt refitting the vessel. She had also now been sold and was due to leave Tilbury for an unknown South Coast port. The area where these ships had been laid up around what was the old drydocks was to be developed for Ford Motor Company as a car preparation site. We then made our way home and enjoyed the day which ended with an unexpected bonus of a ship visit.

VISIT TO JUBILEE SAILING TRUST AND LORD NELSON 13th October 1996

At the Jubilee Sailing Trust Hazel Road the new ship is being built for the trust, we met Mrs Carol Unsworth, our guide who in turn introduced us to Mr Dave Robins the Engineering Manager. The JST 002 has been designed on computer but the ship is still built in the Mould Loft which is where our tour started. The ship at this moment does not yet exist - the timbers are being prepared and built up. We then moved down to the shed where some deck beams are being made, also some of the first knees, these objects join the deck frame to the ship. The timber used is Siberian Larch, this is the only timber used and is a softwood

but because it has a heavy dense structure it has the properties of hardwood. The wood is bonded and pressed to get the correct shape, once these have dried and formed they go through a surface planer where excess glue etc. is taken off. There is a small core of shipwrights handling the work supplemented by volunteers. The hull will be built upside down, then eventually taken out of the shed and turned right way up weighing around 200 tons then placed on a pontoon barge and to a drydock for fitting out. Some facts and figures for JST002 are:- 675 grt when complete, 65m length, 10.5m beam, 43m height. At the present there is no name for the new ship - any serious suggestions will be gratefully received. After approximately 2 hours we went to the Town Quay where Mrs Unsworth introduced us to Captain George Mills one of 8 permanent crew. We toured the maindeck and messrooms starting at the coming position. The ship caters for the disabled and several aids are provided, including a movable gyro, talking compass, electric tiller in addition all doors and gangways are built with wheelchairs in mind with a lift for moving between decks. Lord Nelson has twin engines, these are 260 hp. giving an economical cruising speed of 160 rpm = 7 kts, however sail is used as much as possible. Hydraulic power is used to help with mooring, even the bowsprit and mast platforms take a wheelchair whenever possible allowing everyone to participate in full. Lord Nelson was in Southampton until 2nd November when she left for the Canaries. She returns home around April-97. Thanks to Mrs Carol Unsworth, Dave Robins and Captain Mills for a most interesting afternoon. Also thanks to Adrian Tennyson for arranging an unusual visit and providing the able-bodied with "food for thought".

Montys Notebook

Sightings of some of the new or not so regular callers at Southampton since the last B.J.

At the Container Port:

Tokyo Bay 93/49716 (Ex Neptune Almandine-96), Rhein Merchant 91/3125, Stina 76/2279, Hornsund 93/2416, Arktis Faith 94/4980, Churruca 91/3818.

Marchwood (Old P.Station):

Fiducia 83/1394, Amur-2518 87/3086.

Marchwood R.L.C.:

Hornstrand 81/808, Ulla 81/2704, Karen Clipper 78/1105, Tychy 88/15652, Arktis Vision 93/3810, Kidira 76/12718, Vladimir Vaslyayev 87/32264 (Renamed at Marchwood to Bazaliya)

Husbands Shipyard:

Patch 71/1285 (formerly laid up as Huelin Dispatch, sailed 16.10.96)

Berth's 107/8:

Laola 80/2275, Pasha 95/2345, Kopersand 93/1960, Hanse 90/1508, Lass Uranus 92/1515, North Sea Trader 91/2230, Ortrud 78/1922, Menna 95/2575, Ioleos Glory 82/41764, RMS Atair 95/1864.

Berth's 101/5:

Reefer's: - Argosea 81/1774, Dalmajica Frigo 83/10325, Mediteran Frigo 84/10325, Grace 93/8609, Fitzroy 87/6564, Apody 84/4759, Argus 75/11883 (repairs), Java Zee 81/1513.

Ro/Ro:

Ocean Beluga 93/47171, Repubblica di Genova 88/42567, Roseanne 82/7744, Neptune Ace 85/44979, G & C Parana 79/41905, Morning Queen 78/38974, Vega 78/14715, Hual Transita 81/45573, Feedercaet 72/6722 (Ex Aschberg-96), Medferry Express, Repubblica di Roma, Roline 80/2361, Setubal 78/20248, CGM Renoir 79/15632.

Grain (a) 36 & 47 Berths:

Skradin 76/11280, Tiger Cape 81/27638, Kea 69/19521, Odin 1 71/13166 (Ex Fotini-96), Skylge 91/1276, Asaka 92/2598, Zaliro83/4313, Sagitta 88/851, Velox 92/2033, Prospathia 75/16066, Wirek 69/8325, Pillion 72/9397, Armelle 84/15220, Okapi 72/4255, Searanger II 76/14920, Boreas 70/1206, Fione 67/2348.

Dibles:

Union Venus 84/1522, Elisabeth C 71/1768, Salvimia 86/1986, Scout Marin 83/299, Sescem-81/

1499, Roger 84/1520, Marietje Andrea 92/1599, Sea Wave 70/1223, Pamir 95/2060, Warber 65/455, Hydra 79/1545, Nautica 63/1196, Laurina Neeltje 95/1546, Finlith 77/1440, Ben Ellan 81/538.

Passenger:

Calypso 67/11162, Gripsholm 65/25147 (Ex Sagafjord-96), Southern Cross 72/17042.

Repairs:

Norway 61/76049 (Prev. visit 9/84), Star Odyssey 72/28668, Black Prince 66/11209, Black Watch (Ex Star Odyssey renamed in 7DD).

Others

Arktis Morning, Danstar, Svenja (loaded FBM cat for Hong Kong 45 berth), Green Ridge (loaded crates via IILV Canute).

Laid Up

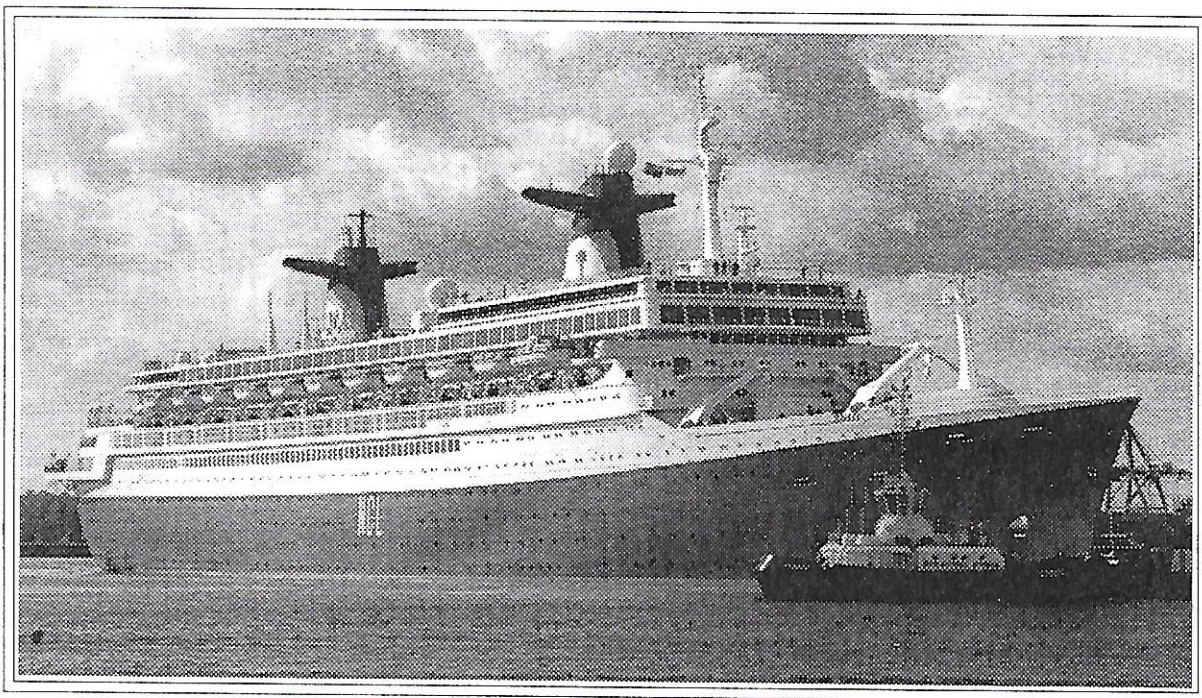
Vita 69/2723 (Ex Kaliningrad-96.) Laid Up under arrest sailed 04.10.96.

Tugs

Ardneil 53/330, Pendragon B.

** If you photograph anything unusual or interesting the port in the next 3 months why not send it in**

Norway
Foto: M. Beckett



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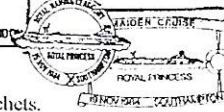
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Forthcoming Programme

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

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

SOUTHAMPTON BRANCH PROGRAMME 1997

Jan 14th
Thirty Years Ago - Arthur Challand's Slides
with Bert Moody

Feb. 11th
My Favourite?
A Membership Event.

March 14th
The R.Y. Britannia + The New Rotterdam
Mr S. Payne of Carnival Cruises

April 8th
Dordrecht in Steam & Other ships
David Hornsby & Rod Baker

May 13th
1984 - A Great Change in 13 Years
Paul Gosling

June 10th
Coastal Forces Craft (Survivors)
Phil Simons & Nick Hall

July 8th
Hong Kong
Jimmy Poole

August 12th
Members Evening

September 9th
Photographic Competitions

October 14th
AGM & The Vindictrix
Yourselves & Mr R Derham

November 11th
An Evening with Coasters
David Oldham

December 9th
Mini Talks of Many Things !.....
A Membership Event

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

Christmas Dinner

Following a good response I am happy to organise a Christmas Dinner for branch members and guests.

It will take place at the Star Hotel High Street Southampton on 4th January 1997 at 19.30. The cost of the three course meal will be £11.50 person.

I hope as many of our members as possible will come, if you wish to come and have not been in contact with me (Evenings Only) please do so asap after reading Black Jack.

01703 470142
Daphne Toogood

Annual Photographic Competition

Results from September meeting:

Slide Competition:

1st Neil Richardson.
"Countess" alongside Tilbury
2nd Rod Baker
"HMS Endurance" leaving
Portsmouth

Print Competition:

1st Monty Beckett
"Netley Castle"
2nd Andrew Hogg
Blue Star reefcr vessel

Donald Baker 1915 - 1996

At the August meeting members were saddened to hear of the death of Don following a road traffic accident. A minutes silence was held as a token of respect.

Being a local man he had a life-long interest in liners particularly the Union Castle Line. On his 21st birthday he took a trip down Southampton Water to see NORMANDIE in Cowes Roads.

He served on a Liberty ship off Normandy in June 1944; so the branch visit to JEREMIAH O'BRIEN was nostalgic for him.

After the war he worked in various financial positions starting with BOAC at Hythe, where he made flights in flying boats. He retired as company secretary at Moorgreen Metal Industries at Millbrook in 1981.

He always took great interest in branch meetings and enjoyed the various speakers and the ship visits that we organised. He was our treasurer from 1982; a job he carried out with great efficiency and good humour. We shall always remember the cheerful way he relieved members of their hard earned cash whenever the annual subscriptions or any other payments were due !!

As well as being a member of the WSS he also enjoyed a game of bowls at the Moorgreen Bowling Club and belonged to the Bitterne/Harefield Conservative Association and Probus.

Don was always a great character who enjoyed life and will be sadly missed by everyone who had the privilege to know him.

A collection in his memory made after our AGM raised £19 for the Imperial Cancer Research Fund.

Daphne Toogood