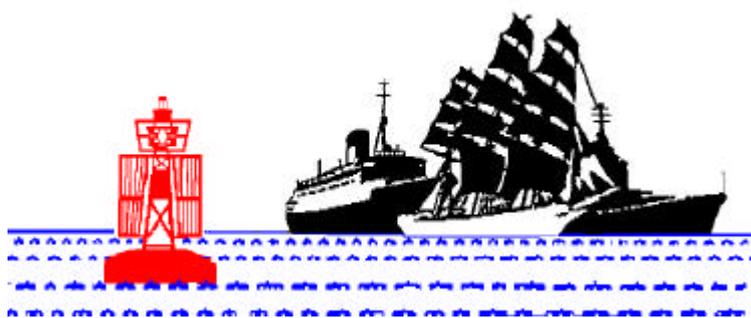


Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



Issue No: 123

Winter 2002



Photograph - Rod Baker Collection

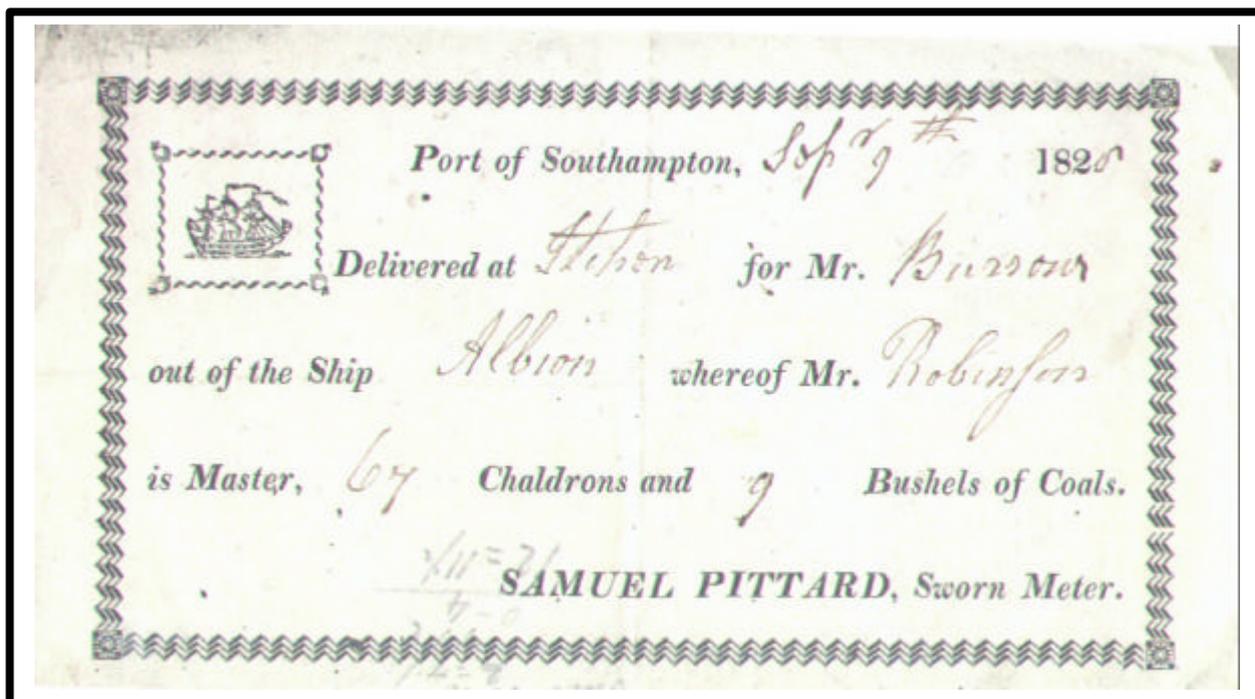
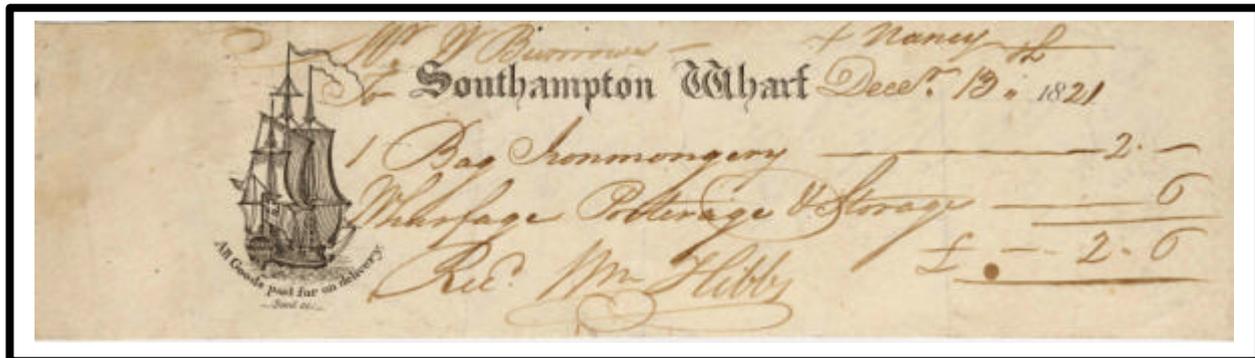
The liner **Berengaria** ex Imperator 52022/13 homeward bound from New York, passing through the lines of battleships of all types assembled at Spithead for the Jubilee Naval Review. The **Berengaria** sailed on the Southampton – New York service with the *Mauretania* and the *Aquitania* and she maintained an average speed of 22.5 knots. After good service she was broken up at Rosyth in November 1938.

Looking Back On..... By Rod Baker

Which our editor hopes will be the first of a long series of short articles from as many of you as possible. Many of you have that interesting B & W snap, ticket, postcard, company cap badge whatever on which you could write a paragraph and let it be scanned and then we can all see it. Go on YOU look it out and give it to the editor ASAP.

I will start the ball rolling with this 1827 Commercial Document from the days of sail. The trouble with this one is that it leaves uncertainty as much as anything. I think the date is 1827 but where is Southampton Wharf? My researches lead me to believe that it is in fact a reference to either what we know as The Town Quay or that area between it and where the Royal Pier stands. Then we come to the vessel **Albion**; well there are exactly 60 in Lloyds Register of that year!

Now it's your turn!



New Cruise Terminal

The terminal will be developed at 101 berth a third cruise terminal in the port. The £1.5m terminal will be built on the site of the former Geest banana berth and is expected to be completed during the course of next year.

This year Southampton Docks handled more than a third of a million passengers and this total is set to rise further during 2003.

Andrew Kent, ABP's port director in Southampton, said: "We are fortunate to have existing buildings alongside a deep-water quay which can be adapted to provide a first-class facility capable of handling the largest cruise ships. This new facility is a further investment by ABP in Southampton's success and will bring substantial benefits to the region's economy."

The third terminal means Southampton will have some of the most up-to-date dockside passenger facilities anywhere in Europe.

As ABP revealed its future plans, construction work was already in progress at the Mayflower Terminal at 105 berth, while over in the Eastern Docks the Queen Elizabeth II terminal is set to undergo a major makeover. The Mayflower Terminal project will result in a totally new look and expansion of passenger facilities at 106 berth in

readiness for the addition next May of **Oceana** and **Adonia**, to the P&O Cruises' city-based fleet operating alongside **Aurora** and **Oriana**.

The re-development of the Queen Elizabeth II terminal at 38/9 berth is part of the preparations for the arrival of Cunard's 150,000-ton liner **Queen Mary 2**, in December 2003. QM2 is due to sail from Southampton on her maiden voyage in January 2004.

Other News

Ali Cat to link Scottish towns

Red Funnel has ventured north of the border to work alongside Scotland's biggest passenger shipping operator in the Firth of Clyde. Red Funnel has chartered the Isle of Wight-based catamaran, **Ali Cat**, to Caledonian MacBrayne to link the Scottish towns of Gourock and Dunoon during the winter months.

This comes as Red Funnel said goodbye to their last two hydrofoils, **Shearwater 5** and **Shearwater 6**, which have been sold as private vessels to a holiday diving company in Thailand.

Ali Cat, which is of glass-reinforced plastic (GRP) construction with alloy superstructures, has been chartered by Caledonian MacBrayne until April 3, 2003 and will be providing a passenger only service at peak rush-hour times between the two towns.

The 19.5 metre catamaran has already begun operation with a service speed of 13.5 knots and is designed to travel in all sea conditions.

Built in 1999, **Ali Cat** is to carry the Red Funnel brand name while operating in Scotland.

Red Funnel's two old hydrofoils, which last saw service about four years ago, are due to operate in and out of the Thai holiday resort of Phuket and have been acquired by a German diving company.

The 20 year-old vessels, which were decommissioned by Red Funnel, have left the port for the Far East.



Pre WWII Memories captured by my camera – John Havers



NDL **Bremen** leaves New York April 28th 1937



French Line **Normandie** from arriving tender during a gale 7th September 1936



D.O.A. **Paris** photographed from the New Docks July 1937



Windhoek enters Ocean Dock April 14th 1937 on her maiden voyage

From Monty's Camera.....Compiled by Monty Beckett

A summary of new or infrequent callers to Southampton over the last few months.

Berths 204/7: APL Hong Kong, Hong Kong Express, APL India 65792/02, Lykes Tiger 40465/96, Northern Dignity 3606/95, APL Denmark 65792/02, Buxmaster 16250/87, CCNI Arauco 28148/99, CCNI Charger 28148/98, CM CGM Puget 50200/02, NYK Lyra 75200/02, Nedlloyd Camoes 14865/94, Westerhaver 15908/94. Nautila 2075/74, Heinrich Behrmann 2240/75, Ryfjell 2791/75
Ro-Ro Vessels: Galaxy Leader 48710/02, Sapphire Highway 49098/86, Republica Di Venezia 48622/87, Neptune Aegli 15850/02, Neptune Dynamis 21554/02, Saudi Abha 44171/87, Shenendoah Highway 47368/92.
No7 DryDock: Sun Dream 22945/70, Purbeck 6507/78, Bramblebush Bay
Berths 107/9: Yeoman Bridge 55695/92, Artemis SB 23369/79, Vechtborg 6130/98, Ina 1589/78, Kroonborg 6142/95, Veerseborg 6130/96, Morraborg 6540/99, Margie 16683/77, Zeus 6142/00, Flame 16794/85, Sneekerdiep 3170/00
Berth 104: Harvester 8945/89, Season Trader 7627/99.
Berths 102/3: Azur 1829/81, Fristar 1499/81, Coral 851/88, Anna Marie 2345/96.
Berths 101 & 43: Baltimar Euros 2854/91, Northern Navigator 3186/91, Sloman Provider 7260/00, Skantic 1081/74, Poolgracht 5998/86, Lemmergracht 6030/88, Palmyra 5780/91, CEC Weser 3219/86.
Berths 36/47: Pantanassa 18641/83, Ani 6036/90, Atlantic Coast 1943/77, Daniel 8547/79, Dealer 1692/82, Elvita 1707/79, Jakos 2300/77, Johanna C 2748/98, Lia C 2999/01, Aura 6050/77, Kathrin 2999.99, Koplalnia Sosnowiec 9117/74, Marjolein 2715/94, Merwedelta 2997/01, Oland 1371/85, Sea Amethyst 8254/87, Laga 3919/01, Nocola 2999/00, Lucky 1934/82.
Berth 33: Trader 1527/80, Esperanza 3120/85, Hanseatic Star 1586/85, Aleksandrov 6030/89, Mike 1513/82, Leona 1593/87.
RLC Marchwood: Bremer Flagge 3062/85, BBC Rheiderland 13066/00, Maersk Assister 6536/00, Ivory Ace 10394/90
Dibles Wharf: Osterhook 1720/85, Svenja 2060/86, Trotzenburg 1988/82, Laurina 1875/95, Canum 2072/94.
Princes Wharf: Wirdum 2446/93 Boklum 89/1984



Boklum Ex Lea 1984/89 approaching the Itchen Bridge outward bound.



Margie 16683/77 alongside 107 berth



Westerhever 15908/94 in the Upper Swinging Ground

Southampton Callers Past and Present

Neptune breaks new ground.....

Greek ro-ro and vehicle carrying specialist Neptune Lines has reached a milestone in its development with the completion of its first ever new buildings **Neptune Aigli** and **Neptune Dynamis**

Having shaped and expanded its ro-ro fleet through second-hand purchases, the decision to opt for a new construction was determined by the lack of availability of suitable tonnage for adaption to Neptune's precise needs. To serve existing customers evolving requirements and to support growth in the wider Mediterranean trade, it sought versatile capacity of the requisite quality.

The selection of independent Spanish Hijos de J Barreras to deliver two vessels suited to both trailer-borne freight and new vehicles, underscored the Vigo's yards growing prowess in the ro-ro sector. Barreras experience in turning out similarly flexible tonnage for French and Spanish operators obviously counted in its favour. Prior to the decision to invest in newbuilding tonnage offering a unit capacity equivalent to about 1,500 cars, Neptune's largest and fastest vessel was the 1,400 car *Neptune Avra*, built 1989 and previously used on a Japanese domestic service. The design of the **Neptune Aegli** and **Neptune Dynamis** is configured with five fixed decks and two hoistable decks, and provides for a range of cargo stow permutations from full deployment in a car carrier (PCC) mode for 1,500 units, through to a maximum of 87 trailers of 16.5m length plus 470 cars. The vessels are thereby suited to the broader needs of automotive producers, allowing trailers loaded with materials and inter-plant components be transported, along with factory-new cars, vans and other vehicles.

The freight intake on the main and upper trailer decks, with the MacGregor moveable decks in the hoisted position, amounts to 1,500 lane m with a headroom of 4.8m. With the platform decks deployed, free heights of 3.1m and 1.7m, or 2.4m and 2.4m, can be selected giving good flexibility. The two lowest fixed decks give a headroom of 2.2m, while the uppermost decks offers 1.8m, intake capacity on the basis of 2m-wide car lanes is 7,100 running m.

The Neptune sisters each incorporate both stern axial and quarter ramp doors, landing on the main deck threshold. The Macgregor outfit also encompasses a long, centreline hoistable ramp linking the main garage deck and upper trailer deck, and a hoistable ramp serving movements between deck 6 and the upper car deck. The two lower car decks are served by fixed ramps.

A twin engine powering arrangement has been adopted, based on the Wartsila 46 medium speed diesel series. The two eight cylinder in line engines provide a total plant output of 15,600kW at 500 rpm, driving twin, Rolls Royce controllable pitch propellers through Rentjes, horizontally offset reduction gearboxes.

The installation reportedly ensures a service speed of 20.7 knots, in keeping with the scheduling demands of Neptune's services.



Neptune Aegli

MAIN PARTICULARS

Length Overall	158.00m
Length bp	145.00m
Breadth	24.40m
Depth, to upper deck	14.09m
Depth, to main deck	8.00m
Design Draught	6.00m
Corresponding dwt	4,700dwt
Capacity all cars	1,500cars
Truck Drivers	12
Main engine power	15,600kW
Service Speed	20knots
Class	Det Norske Veritas

Article partly reproduced from Lloyds Ship Manager

Container Types and problems.....

This article attempts to describe some of the types of containers in use today, and highlight some of the problems associated with each and all, in terms of cargo carriage. Most of us see thousands at a time when a containership passes this article adds a insight.

International Standards and Classification

There are many types of containers in use today, but the purpose of each item is the same – quick and efficient handling and stowage, and compatible carriage between transport modes. The most common standards are set by the International Standards Organisation (ISO) and the most common containers have lengths of 20 feet (6.1m) and 40 Feet (12.2m). These containers are usually referred to as TEU's (twenty foot equivalent units) and FEU's (forty foot equivalent units) and have an ISO width of 8 Feet (2.4m) and a height of 8 feet 6 inches (2.6m). ISO standards with regard to construction and strength are largely duplicated by the well-known classification societies, which certify containers just as they do the vessels that carry them. In this role the Classification Societies may also act on behalf of a state party to the International Convention for Safe Containers (CSC) 1972, which requires implementation and enforcement of a regime for approval of the safety of containers.

Containers Weight

Given that there are numerous types and sizes of containers in use, the weight relevant to their carriage varies enormously. With this in mind, and rather than taking each container in turn, it is perhaps more fitting to outline the factors involved and the most common eight ranges.

The tare weight of the container is the container weight without cargo, and this will vary depending on the fittings, weight of construction material and size of the container. It will typically range between 2-2.5t for a TEU and 3.5-4 t for a FEU. The payload weight is the weight of the cargo itself, and apart from the weight of the cargo is constrained by the containers cubic capacity and the maximum gross weight (the tare weight + the payload weight) not just for the container itself in terms of structural constraints, but also any weight restrictions imposed by Stat transport systems. Payload weight varies between 17.5-185t for a TEU and 26-27 t for a FEU, and this gives a maximum gross weight of 22t and 30-31t respectively.

General Purpose Containers

As the name suggests, these closed containers are suitable for most types of cargo, and temporary modification can allow carriage of solid and liquid bulk cargoes. Design and construction are basic – a metal box, with full width doors at one end and a wooden flooring. Lashing points are provided usually with Safe Working Load of 2t each, the cubic capacity for a TEU is 33.3 cbm.

The main problem peculiar to this type of container is ventilation when vents/fans are not fitted. Such containers are not entirely suitable for moisture sensitive cargoes, particularly on voyages fro warm to colder climates. On such voyages sweat can develop on the inner container surfaces and to prevent contact with cargo sheathing on such surfaces as waterproof coverings arte essential. Other problems are similar to those for general cargo carried in vessels holds, and if the carrier is responsible for stuffing due regard must be given to dangers such as tainting, crushing and shifting.



Open Top Containers

This general-purpose container without a roof is commonly used for over height goods and machinery and timber requiring top loading. Removable roof bows can be used to support tarpaulins to the extent this is possible with over height cargo. Other details are similar to those of general-purpose containers. These containers can be more prone to structural failure than other containers, because they are commonly used for heavier cargoes and are often subject to point loading stresses when weights have not been properly distributed. These units create stowage problems, as stowage on top must

be avoided for over height cargoes.

Fantainers

These are essentially general purpose containers fitted with a hatch in the door, allowing for the fixing of an electric extraction fan. Air at ambient temperature is drawn into the floor by the fan via a specially designed perforated lower front sill and replaced air is removed through the fan itself. The aim is to balance the temperature of the air within the container with that on the outside to prevent condensation.

Problems peculiar to this type of container are inadvertent closing of the fan, units not being connected to a power source and electrical failure either through fault or loss of supply. These units are unsuitable for moisture sensitive cargoes on voyages from cold to warmer climates. If moist warm air is drawn into the container it may be cooled by the cargo at its surface leading to the development of cargo sweat.

Flat-Rack Containers

Commonly these containers consist only of a base and two ends; there are no sides or a roof. Despite this tare weights are generally greater than those for general-purpose containers, materials being of greater scantling for improved strength and wear. They are commonly used for over width and over length cargoes and problems similar to those for open top containers are experienced. Additionally tarpaulins are not usually used so fitting can be difficult. Stability when handling can also be a problem if the cargo weight has not been evenly distributed.

Reefer Containers

There are two main reefer container types, the integral reefer and porthole reefer. As their names imply, the former has a refrigeration unit forming an integral part of the container body and the latter has a porthole to which the refrigeration supply is connected. The integral containers cooling unit needs an external power source and the porthole container is connected up to a system of air ducts in the vessels hold through which cold air is supplied from a central battery of air coolers. Both containers are constructed in a similar way to a dry freight container, except that the cargo compartment is isolated from the outer walls by a thick layer of insulating material such as fibreglass matting or synthetic foam. Payload capacity for these units is slightly less than for general-purpose containers. Normally reefer containers are designed to carry cargoes in either frozen or chilled state within the temperature range -25°C to $+20^{\circ}\text{C}$.

There are numerous problems associated with reefer containers, but a less obvious one can arise when they are not being used for refrigerated cargo and are inadvertently connected up as refrigerated units. Depending on cargo extensive damage can result and to guard against this there need to be clear instructions on transport documents. Most refrigerated loads (especially fruit), with the exception of frozen goods, fresh meat, and non-organic goods such as photographic film, require air exchange to reduce carbon dioxide build up and remove enzymes, which speed up ripening. For frozen cargoes the ventilation openings should always be closed.



Bulk Containers

These general-purpose containers can carry dry powders and granular cargoes in bulk. Top loading is via hatches fitted in the roof and discharge (which requires a tipping trailer) is via a hatch fitted in the door. Mild steel floors are often fitted to enable easy cleaning. Tank containers for dry bulk cargoes are also in use, but give lower payload capacities than the box design. The main problems these units encounter are water ingress and condensation.

Tank Containers

The tank container is a pressure vessel mounted in a frame, the latter of which determines compatibility with standard dimensions. Tanks are cylindrical, but materials, lining and fittings vary. The specifications of the shell and fittings determine the class of tank and thus the type of product it can carry. The frame is designed to support the tank when fully loaded, and there are two different designs. The Frame tank is a full frame with side rails connecting between end frames, and the beam tank has only end frames. Capacities generally range from 15,000 to 27,000 litres.

Tanks capable carrying dangerous cargoes conform to IMO requirements and are classed according to how hazardous the cargo is and whether it is a liquid or a gas.

Problems peculiar to this type of container include cargo contamination. Most tanks, particularly food grade ones, are used for a single product, and some shippers even have their own dedicated tanks for certain grades. Where this is not the case, there are particular risks of contamination from previous cargo and this usually arises when tanks are not cleaned properly or their interior surfaces have deteriorated. Contamination can also result when incorrect cleaning agents are used.



Open sided Containers

Another variation on the standard general-purpose container design is the open sided container, which as the name implies has no sides, only a base roof and ends. The sides can be closed by full height gates or curtains. A common problem with this type of container is loss of cargo through sifting. The gates are not usually designed to IMO transverse strength requirements, and accordingly care must be taken with regard to stowage and securing.

Other Container types

May include ventilated containers, controlled atmosphere containers, hangar containers and many more types, but those already mentioned so far are the most widely used.

General Container Problems

It can no doubt be appreciated that most containers come in for some fairly rough treatment and this can lead to metal fatigue. This exacerbated of maximum gross weights are exceeded or loads inadequately distributed. Further structural weakening results from damage. Such as dents scrapes and even punctures. With extensive exposure to the elements in a salty environment such weakening can be accelerated by corrosion.

Most damage is caused during handling. Using cranes in excessive wind conditions or with too great a speed of operation often leads to contact with other objects. Many containers are fitted with forklift truck pockets, and such forks have a nasty habit of causing damage. Improper stowage and securing (of the container and its contents) can also cause damage, as can a wave impact and the leakage of corrosive contents.

The integrity of the space within the container may be compromised by structural weakening, and this may be particularly critical for tank and reefer containers. As with ships holds, weather tightness is a common problem, and doors, hatches and other openings have been known to permit ingress because seals/gaskets are in poor condition, or are not giving a good seal because of the presence of dirt or distortion of the door/hatch. Securing levers, which act to keep the



Above an extreme example of container overloading.

Below an example of wave damage.



door/hatch pressed against the seals, are also frequently found to be defective.

It is clear from the above that a sound system of container inspection and maintenance is essential. Hand in hand with such a system is proper documentation.

Pilferage and stowaways may compromise integrity and this is where proper sealing comes to the fore. Seals should be checked when a container is received into and from the carrier's care and at intervals in between. If seals are found broken an interior inspection should be conducted, and if all appears in order, re-sealing will be necessary. If contents appear to be missing or damaged, this should be reported, as it may be necessary to appoint a surveyor. Sealing is also important in terms of fraud, which is becoming an increasing problem for containers.

A final problem worth mentioning is the shippers' declaration of contents and weight. With regard to contents, there are some jurisdictions, such as the United Arab Emirates, which still do not allow the carrier to rely on bill of lading clauses such as "contents unknown" or "shippers load, stow and count", even when it is clear that the container is stuffed and sealed by the shippers. The description of contents can also cause problems, particularly if the cargo is dangerous or a threat to the environment. In cases of fire or loss overboard or salvage, the timely availability of correct and sufficiently detailed information is essential.

As to weight it has been noted that shippers may occasionally declare lower figures, presumably as a means of minimising taxes and dues. This may create problems in terms of vessel stability and container stowage and securing, and may result in transport weight restrictions.

To sum up, it can be seen that, whilst containers have revolutionised shipping and brought several benefits they have also created a fair share of problems.

Article and photographs reproduced from – GARD News

Other News

Red Funnel plans to stretch car ferries

Red Funnel plans to stretch its ferries to take more cars but it is possible that would no longer be able to stop at West Cowes during bad weather when the Red Jet service was suspended.

A works licence has been submitted for the infrastructure needed to accommodate stretched ferries at its East Cowes terminal.

The company intends to increase capacity from 142 cars to around 200 by enlarging all three of its existing ferries making them 9.6m longer and 2.8m taller. This will allow it to install a new upper car deck between the existing car deck and passenger deck.

Southampton diverts boxships

P&O Nedlloyd Southampton was one of four containerships forced to divert from Southampton to Thamesport in the first two weeks of November because of severe delays in the port.

Truckers and shipping lines have also met port officials to see what can be done to ease congestion.

Felixstowe suffered from overcrowding as well with up to ten ships anchored off waiting a berth during the same period, but with no vessels being diverted to other ports.

Both Felixstowe and Southampton blamed seasonal storms for the delays and in Southampton 60 containers had been blown off their stacks.

In addition to the 6,900 teu **P&O Nedlloyd Southampton** that re-routed to Thamesport the 5,700 teu **OOCL San Francisco**, 2890 teu **P&O Nedlloyd Jakarta**, and the 4,700 teu **CMA CGM Normandie** were also diverted to Hutchison owned Thamesport.

P&O Nedlloyd Southampton had to be turned round half way through discharging because Thamesport cranes are not large enough to handle post-panamax ships.

EWS is to launch a second daily container freight train out of Southampton to Widnes on November 18.

Freightliners maritime terminal already handles a nine train a day timetable.

Vospers

VT, the UK shipbuilding and support services group formerly known as Vosper Thornycroft, has unveiled a far reaching restructuring of its marine products division and raised the prospect of a further 1,000 jobs being added to the new Portsmouth yard.

The development of the new Shipbuilding Facility at Portsmouth is on schedule in readiness for the start of work on the first batch of six Type 45 destroyers in May 2003. The group aims to secure 20% share of the production work on both the next six Type 45 destroyers and the Future Carrier programme for two new aircraft carriers.

Whitaker Group introduces its newest vessel

Whitchallenger the first of a two-vessel series for the Whitaker Group has now entered service. Based in Southampton, the ship which will be employed in the bunkering and coastal fuel trades.

Chartered by Exxon, the 2,958 gross tonnage vessel was built at the Tuzla Gemi Shipyard in Istanbul, Turkey, which is also constructing the second ship, **Whitchampion**, expected to be in service by May of next year.

Whitchallenger was unveiled to the representatives the port community at a ceremony at 38/9 berth in the Eastern Docks.

Whitchallenger, the group's first new vessel since the *Jaynee W* 1689grt entered service 1996, and **Whitchampion** are double-hulled ships, built to the latest safety standards. **Whitchampion** is to have fully coated tanks and deepwell pumps.

With a speed of 11 knots, **Whitchallenger** has a total of 14 cargo tanks and can accommodate a crew of ten. Whitakers can trace its beginnings back to 1880 when the company started with just two wooden barges, has a present-day fleet of coastal tankers delivering in excess of 1.5 million tonnes annually for the major oil companies.

Norwegian Cruise Line Norwegian Dawn unveiled.....

It won't be difficult to spot the world's newest cruise ship the 91,000-ton **Norwegian Dawn**. She has a most distinctive and contemporary edge to her appearance as the exterior of the hull features artwork depicting the vessel's future itineraries.

The designs run the expanse of the hull and on the starboard side show dolphins playing in waves to represent the Caribbean cruises that the ship will operate out of Miami.

The port side carries an image of the Statue of Liberty to highlight the voyages the ship will make to the Bahamas and Florida from the port of New York.

The hull also features reproduced signatures of the Impressionist artists Renoir, Matisse, Van Gogh and Monet as well as pop art icon Andy Warhol. These represent the four original masterpieces that are on display in one of the ship's restaurants and the collection of pop art featuring signed pictures by Andy Warhol elsewhere on the ship.

Norwegian Dawn is due to arrive for a two-day stay before leaving on an inaugural shakedown transatlantic voyage to New York. While in port at 38/9 invited guests from the shipping and travel industries are to tour the ship while it is alongside.

Among the ship's passenger facilities are a total of ten restaurants, which means guests can eat at a different spot every night of the voyage, together with more than a dozen bars and lounges, the largest indoor swimming pool on any cruise ship, a casino and a wedding chapel.

NORWEGIAN DAWN FACTFILE:

Flag:	Bahamas:
Gross tonnage:	91,740
Length:	965 feet
Width:	105 feet
Propulsion:	Two diesel electric - Azipod system
Maximum speed:	25 knots
Decks:	15
Cabins:	1,200
Passenger capacity:	2,224 double occupancy
Crew:	1,318
Passenger facilities:	A total of ten restaurants and eating areas, numerous bars, a 1,150-seater theatre, casino, show lounges and night club, fitness and sports centre, the longest

indoor swimming pool on any cruise ship, shopping complex, board room, cinema, chapel and medical centre.

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Forthcoming Programme and Events

Venue: 1st floor
Portwood Conservative Club
127 Highfield Lane
Southampton
Meetings are held on the 2nd
Tuesday of each month at
19.30.

2003 Branch Meeting Programme

Jan 14th

Polish Built Part 2

Allan Ryska-Onions
Feb 11th

Merseyside Shipping

WSS Tape/Slide Show
Mar 11th

Treaty Tinclads & Beyond

Dr Richard Osborne
April 8th

Maritime Voices

Sheila Jermima
May 13th

Work of NRC Vessels

Andrew Louch
June 10th

Cruising

Bill Lawes and Mick Lindsay
July 8th

Coastal Waters

Bernard McCall (TBC)
August 12th

Members Evening

Sept 9th

Photographic/Model Competitions

October 14th

Peacetime Troopin

Bert Moody
Nov 11th

AGM

Dec 12th

Italian Liners

Bill Mayes

Branch Notice Board

All contributions to BJ are gratefully received either by post, email, floppy disk or CD. Any article related to the Solent area would be appreciated. I can fill BJ with magazine articles but would much prefer articles to be by the branch – for the branch.

All members that have provided an email address to the editor are respectfully requested to keep to address up to date.

At the recent AGM it was decided that a Website would be of benefit to the branch. The site address will be sotonwss.org.uk and hopefully there will be something to see after Christmas. When the time comes feedback will be requested.

Thanks to all members who have supported BJ through the year. The Editor and Committee wish all members a Happy and Prosperous New Year.

Subscriptions for the society are due at the end of the year. Can all local members renew via the Branch Treasurer using the form received with Marine News as soon as possible after the due date if not before.

