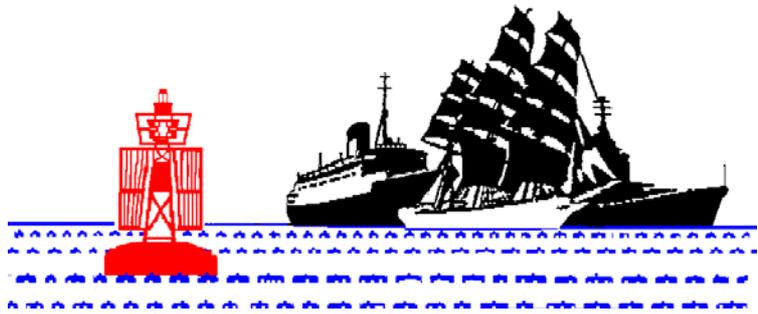


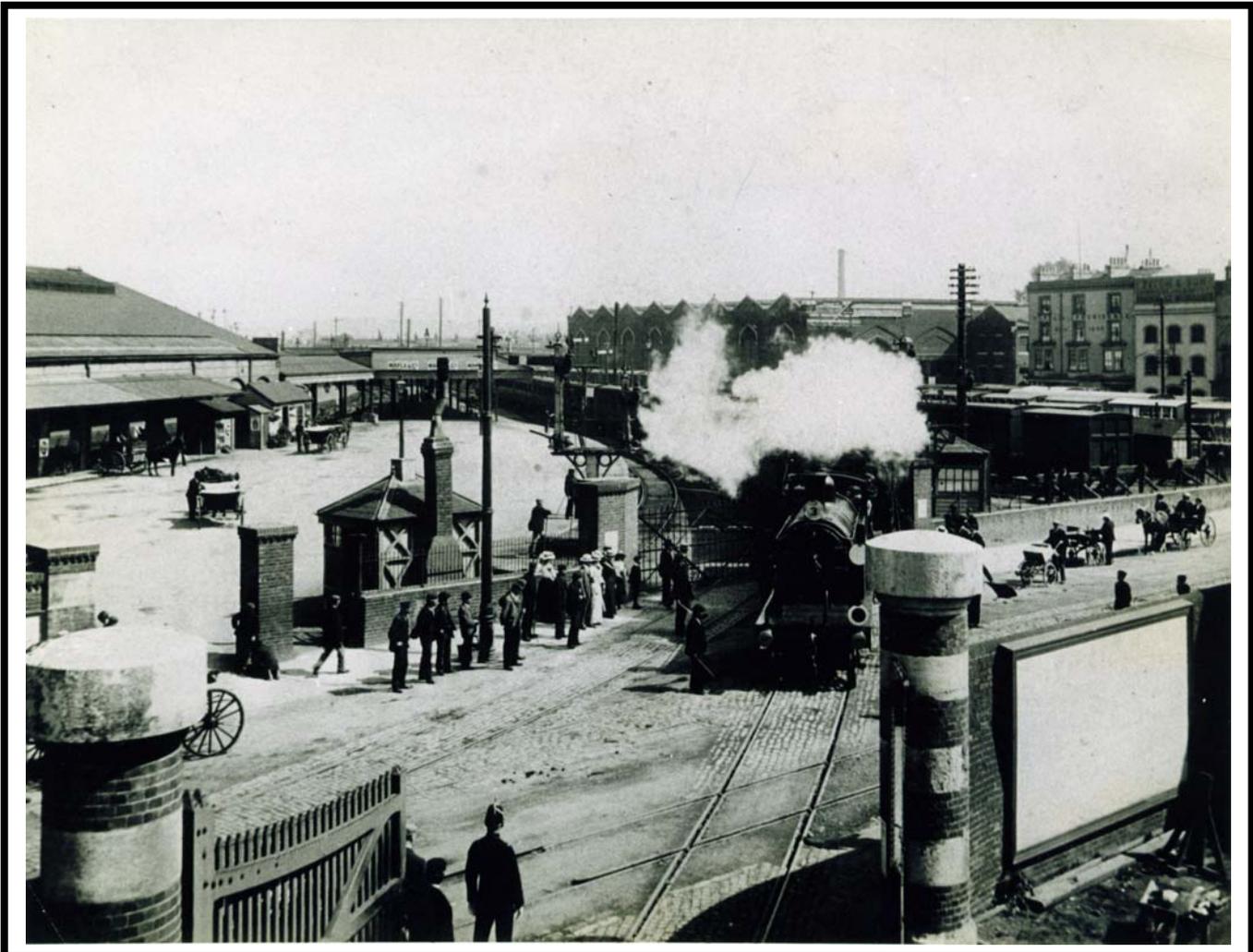
Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



Issue No: 130

Winter 2004



Photograph Rod Baker Collection

A train crossing Canute Road to enter Southampton Docks 16th August 1902 – A Naval Review was taking place in the Solent at the time. See meeting programme – Southampton Port Railways

Andrew Kent, Port Director at Associated British Ports' (ABP) Port of Southampton, is to retire from his post with effect from 31 March 2005. He will be succeeded by Doug Morrison, currently the Port Director for ABP's Ports of Hull & Goole. Doug Morrison's successor will be announced in due course.

In a career with ABP spanning more than 35 years, Andrew Kent, 56, has had extensive experience in the ports and transport industry. He has run the Port of Southampton since the abolition of the National Dock Labour Scheme in 1989, during which time the port has grown to the point where it is the UK's number-one cruise port, the country's leading port for vehicle-handling, and home to the UK's second-largest container terminal.

Doug Morrison, 53, has been Port Director of Hull & Goole since April 2003. Under his leadership, Hull & Goole have won a considerable amount of new business, with the ports witnessing growth in the trades they handle. Prior to moving to Hull & Goole, Mr Morrison was Port Manager for ABP's Ports of Ayr & Troon between 1998 and 2002. During this time, throughput at the ports increased by some 25 per cent. He joined the Company in 1968 as a junior clerk at the Port of Ayr.

Associated British Ports, (ABP) as the statutory harbour authority for the Port of Southampton, has developed three new websites to aid mariners and leisure sailors using the port, Southampton Water and the Solent.

Port users logging on to www.southamptonvts.co.uk will be able to access live information including shipping movements, radar displays, tide and weather data, as well as a wealth of other information including the latest Notices to Mariners and Harbour Byelaws, port maps, news and events. One of the main features of the website is a webcam, positioned on Dock Head, which will create a 'window' into the port for the general public to view arriving and departing vessels.

The other two websites are wholly dedicated to providing real-time weather information from two key locations on Southampton Water. At Southampton Dock Head, the information can be found on www.sotonmet.co.uk; at Bramble Bank, the information can be accessed on www.bramblemet.co.uk. Both websites have been jointly funded by ABP, the RNLI and the Solent Cruising and Racing Association.

Associated British Ports' (ABP) Port of Southampton has seen further growth in key trades in the first six months of 2004. The port has reinforced its position as the cruise capital of the UK, the country's number one car-handling port, and home to the UK's second largest deep-sea container terminal.

Southampton leads the UK's cruise market with 214,000 cruise passengers passing through the port's three cruise-passenger terminals in the first half of 2004, an increase of 30 per cent compared to the same period in 2003 (165,000 passengers). The port handled a record number of cruise-ship calls- 86 calls compared to 76 calls in the same period last year.

Southampton remains the number one vehicle-handling port in the UK, with strong growth in exports, which increased by five per cent compared to the same period in 2003. January saw the start of a cross-Channel freight ferry service between Southampton and Radicatel (Rouen), operated by Channel Freight Ferries. The service consists of an overnight sailing in each direction and carries unaccompanied trailers, wide and abnormal loads.

Throughput at Southampton Container Terminals (SCT) increased by over five per cent compared with the volumes handled during the same period in 2003. SCT handled over 680,000 TEUs, with the continued growth in the Far East-Europe trade principally contributing to this throughput.

Five out of SCT's 11 ship-to-shore gantry cranes are being heightened by five metres to allow them to service the increasing size of container vessels calling at Southampton. In addition to the straddle carrier-replacement programme currently under way, SCT has invested nearly £1 million in acquiring specialist reach-stack equipment, designed to improve vehicle-turnaround times. As the sole UK port of entry for Canary Islands' fresh produce, Southampton saw an increase of almost four per cent in this trade in the first six months of 2004, handling 58,000 tonnes of palletised tomatoes compared with 56,000 tonnes in the first half of 2003.

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

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

Photographs : **Delphin, Dooyang Victor, CMA CGM Mozart**



Delphin MLT 75/16214 Ivan Bovey 20.08.04



Dooyang Victor KOR 84/14877



CMA CGM Mozart ATF 04/65730

Berths 204/7: CMA CGM Mozart 69022/04, CMA CGM Puccini 69022/04, CMA CGM Rossini 69022/04, CMA CGM Strauss 69023/04, CEC Light 3810/93, Copiapo

RoRo Vessels: Coral Highway 49439/87, Olympian Highway 47077/95, Princess Arrow 47847/81, Hual Dubai 59217/04, Hual Tokyo, Modern Peak 33831/99, Morning Light 30868/78, Morning Mercator 52422/88, Modern Link 33831/99, Oriental Highway 28997/80, Morning Calm 57715/04

Marchwood Bulk: Swanland 1978/77

Marchwood Military: Santa Ines 7366/92, Stena Foreteller 24688/01, Pentanal 7100/04, Mosa 5654/94, HMS Bulwark

No7 Drydock: Commodore Clipper

Berths 107/9: Silver Pearl 5370/75, Beaumont 13695/95, Schouwenbank 2774/98, Yeoman Bontrup 55695/91, Meraklis 31111/75

Berth 104: Chikuma Reefer 7367/98, Nagato reefer 7367/00, Wellington Star 7944/92

Berths 102/3: Acer 998/84, Little Star 1745/85, Maike 1599/89, Danica Hav 1522/84

Berths 43/6: Stadiongracht 16639/00, Alblasgracht 7950/91, BBC Russia 12993/03

Berth 36: Ani 6036/90, Merwedelta 2997/01, Sreen 2974/74, Suurhusen 2805/96, Wyszkow 3127/79, Dooyang Victor 14877/84, Alessia 2999/99, Celtic Endeavour 1597/88, Hanseatic Scout 2896/02, Liamar 1241/82, Maya 2318/82, Johanna C 2748/98, Khudozhnik Moor 16502/83, Adelaide 5202/72.

Berths 25 -33: Annegret 8397/00, BBC Columbia 3236/87, Happy River 10990/97, Svenja 5799/96, BBC Mexico 3895/3895, BBC Holland 3194/02, Paula 8397/00, BBC Japan 4090/01, Breant 5197/79, MN Eclipse 10142/79, Tolosa 9698/78, Dart 2 9080/85

Berths 20: Westerems 1843/84

Passenger Vessels: Dream Princess 22945/70 ex Sundream, Delphin 16214/75, Saga Pearl 12331/96, Kielder 2097/82, Marco Polo 22080/65

Dibles Wharf: Talos 1881/93, Hav Andromeda 1864/97

Princes Wharf: Wahlstedt 2568/85, Ingrid 1960/90, Arklow Star 2318/99, Gorky 2014/97, Pinnau 2446/03

Ships in Port - Past and PresentP/S Shanklin by Bert Moody

Photograph Bert Moody Collection



Eighty years ago on 6th June 1924 the paddle steamer **Shanklin** was launched from J.I.Thornycrofts's yard at Woolston.

The vessel was ordered by the Southern Railway for their Portsmouth-Ryde service. She had a gross tonnage of 412, a length of 190ft bp and a breadth of 26'1" with coal fired boilers. The machinery consisted of two cylinder compound diagonal engines which were built by D. & W. Henderson & Company Glasgow and gave a speed of about 12 knots.

Accommodation was provided for about 700 passengers. The first class cabin originally occupied most of the main deck aft with the first class promenade deck above it – this extended the full width of the ship. The vessel was fitted with a bow rudder and was worked by a hand wheel on the foredeck.

The **Shanklin** was fitted with an open bridge as shown in the photograph, but in 1939 a wheelhouse was provided and this was specially strengthened by a concrete roof as a protection against air attack. Throughout the war she remained on the Portsmouth – Ryde service and no doubt thousands of passengers must have travelled on her during that time. **Shanklin** was also used to convey troops from Portsmouth Harbour to several vessels anchored in the Solent in connection with 'D' Day in 1944. During the war she did suffer some damage for she was in Southampton Docks for repairs to a damaged bow in April 1942.

In 1947 **Shanklin** underwent an extensive refit and she was in Southampton Docks from August until December, being in No3 drydock from 15th August until 20th October. With the arrival of the new motorships – **Brading** and **Southsea** the vessel was eventually withdrawn from service making her final crossings between Portsmouth and Ryde on 30th November 1950 and she was then laid up in the docks.

Shanklin left Southampton on 8th June 1951 having been sold to Cosens & Company Ltd of Weymouth. She was renamed **Monarch** and operated mainly on the Bournemouth – Swanage service with occasional trips to Totland Bay and Yarmouth etc. She remained a coal burner using about 10 tons of coal per day, and this was normally taken onboard each night at Poole Quay.

Monarch served Cosens & Company for ten years but was sold for scrap early in 1961 being broken up by

Miscellaneous items of interest.....

Solent ferry operator Hovertravel has implemented construction of a new hovercraft in the UK based on home-grown technology.

It is anticipated that the newbuild will be ready for service by October next year, to replace some of the company's existing hovercraft linking Portsmouth and Ryde.

Aluminium Shipbuilders has been contracted to build the hull using a relocatable hall owned by Hovertravel subsidiary Hoverwork and currently at Fishbourne Quay near Ryde.

The replacement craft will be sized for 130 passengers and its layout will make for a more spacious and efficient arrangement than that of the current generation of 101-passenger capacity craft employed by Hovertravel. The service speed is expected to be up to 45 knots in keeping with schedule requirements. The amphibious ferry will be 28.5m in length and 14m in width with the skirt inflated.

A pair of MTU 12-cylinder 2000 series diesels has been nominated for the air cushion lift system, while two 16-cylinder versions of the series will be prime movers for propulsion.

Hovertravel's track record in running amphibious craft spans nearly 40 years, starting with the gas turbine powered SRN6 in 1965, superseded in service by the AP1-88/80 type in 1984 followed by the introduction of the AP1-88/100 design by installing more powerful propulsion engines.

TARAS Stripped And Off To The Beach

Sad confirmation from the Ukraine about the last surviving, largely original **Ivan Franko** class ship, the 1965-built Taras Shevchenko, which has, indeed, been sold for scrap. After removal of some of her fittings at Odessa, the 19,549 gt vessel will sail to Alang. She was refurbished at considerable expense last year for cruising under the Antartika banner after being laid up since 1998. Bookings were light and with a considerable amount of cabins without facilities, charters were not forthcoming. With her departure, Orient Lines' vastly rebuilt **Marco Polo** will be the last of this distinguished class.

The growth of a Fleet

Carisbrooke Shipping is a privately owned shipping company which commenced trading in the late 1960's, with a combination of small coasters and barges supplying the Isle of Wight. Although still based in West Cowes that's where the similarity ends.

Carisbrooke's first vessel the **Vectis Isle**, was a small coaster trading between the Isle of Wight and UK and northern Europe. More good quality vessels in the 3,000dwt-4000dwt range were acquired as the fleet gradually expanded through the 1970's and 1980's.

In the late 1990's, the company embarked on a newbuild programme with a series of open hatch, box hold mini-bulkers of 4,500 dwt built by Damen to Lloyds classification 100 A1. The first to enter service in 1996 were **Mark C** and **Emily C**, followed by **Johanna C** and **Janet C**. These vessels were joined by a series of vessels over 5,000dwt, from 2002, a further six 10,500 ships were delivered.

The largest vessel, **Innogy Sprite** (ex Dina C) and her sister **Greta C** (19,460 dwt) were built by Damen at the Galiti, Romania Yard and delivered in 2002 and last year.

By the end of the 1990's, the company had also moved into ship management, running four 4,950 combi-freighters for the Swiss Company Enzian and two other 9,000 dwt geared bulkers also for Swiss owners.

This year, Carisbrooke bought out the Dutch coaster company Becks, whose ships they used to charter in the early days.

With associated businesses in the Netherlands and Germany, the company now owns, manages or operates 36 vessels.

Next year Carisbrooke is due to take delivery of four more 10,500 dwt ships from Damen's Chinese yard on the Yangtze River.

In 2006 they will receive another four 13,400 dwt ships from Japanese's builders, built to completely different specifications. All the vessels are thoroughly versatile; they are ice classed, strengthened for heavy loads, reefer plugs and cranes. They are also fitted with dehumidification systems for the carriage of steel or paper cargoes and they are suitable for IMO hazardous cargoes.

Further details on all the companies vessels are available at www.carisbrookeshipping.com

Carisbrooke Shipping's sisterships **Janet C** and **Johanna C** 4650dwt under construction at Hoogezand Easter 1998. Both vessels have been reported in port recently loading grain.



General

Yard no. : 717
 Flag : British
 Delivery date : April 1998
 Basic functions : Transport of bulk, steel coils, containers, forest products, general cargo, etc.
 Classification : Lloyds Register 100 A1, +LMC, UMS, SCM.
 Container Cargoes in Holds and on Hatchcovers.
 Ice class 1C
 Equipped for dangerous goods according to SOLAS reg. 54 II-2, excl.: Class I and VII
 Strengthened for Heavy Cargoes upto 18t/ m²

Dimensions

Length o.a. : 89.99m
 Length l.l. : 84.95m
 Beam mid. : 13.17m
 Depth : 7.15m
 Summer draft : 6.18m
 Deadweight : 4725
 Gross tonnage : 2748
 Nett tonnage : 1590

Capacities

Hold : 202000 ft³
 Heavy fuel oil : 197.5 m³
 Gasoil : 66 m³
 Ballast water : 1485 m³

Speed and Consumption Performance

Service speed 11.5 kt on 10 mt HFO (IFO 180), no GO at sea, 0.5t GO in port

Propulsion system

Main engine : MaK 6M453C
 Output : M.C.R 2200 kW at 750 rpm
 Propeller : 3200mm, 4 blades, controllable pitch
 Bow thruster : 300 kW, 4 blades, fixed pitch, freq. controlled

Holds / Hatches

Hold: Number / Size: 1 = 62.00m x 11.00 m x 8.45 m (55m without narrowing)
 Hatches: Number / Size: 1 = 62.00m x 11.00 m
 Weatherdeck hatches: pontoon type, load 1.65 t/m².
 2 Grainbulkheads (existing of 2 pieces) in hold, with 16 storepositions.
 Electrohydraulic driven hatch crane, also suitable for grainbulkheads
 Electric Vent.: 6 airchanges/hour
 Hold fitted with dehumidification system.
 Container fittings on tanktop and hatchcovers
 Lashing eyes in holds and on coamingsupports
 Containers in hold : 120 teu
 Containers on deck : 94 teu
 Total number : 214 teui

Auxiliary equipment

1 Shaft-generator, Stamford 530 kVA, - 50 Hz
 1 CO₂ fire fighting system for engine room and cargo hold.

Other Information

IMO number : 9143257
 P+I Club : The Standard London
 TPC : 10.5
 Panama NT : 2439
 Suez GT / NT : 2940 / 2512
 Air Draft : 24 m
 WLTHC in ballast : 6.5 m
 Call Sign : MXDU7
 ISPS : Compliant.

**Stand-off in the Solent:
The American Civil War comes to Hampshire**

Michael Hughes

Published by
Hampshire
County
Council
Price: £1.00 Hampshire
County Council**Book Review** by Rod Baker

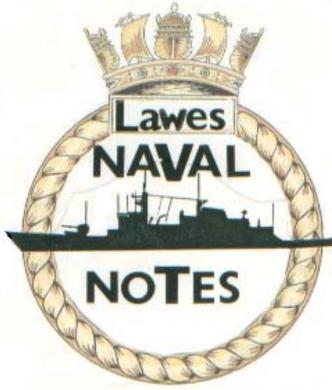
STAND-OFF IN THE SOLENT by Michael Hughes
The Hampshire papers Series No23 published by
Hampshire County Council

You don't often get a well-illustrated read for £1.00 but this is certainly the case with this soft covered A4 book.

I came across this at my local history shop and bought it out of curiosity and was not disappointed. It tells the story of events which took place in local waters during the American Civil war of which I'd never heard of before. Confederate vessels paid several visits to Southampton Water and its docks (which were quite legitimate for short periods only) but then the Federal Govt. heard of this they sent their own vessels to investigate the matter and these vessels kept a very close watch indeed. I will not spoil the read for you by giving more details but it is an excellent with 14 contemporary illustrations and coloured covers all for £1!

HMS Newcastle photographed from Gosport entering Portsmouth Harbour in November – paying off pennant flying





Crane falls onto **HMS Invincible** flight deck

The large crane, on Sheer Jetty, went over at just after 10am 9th Nov while attempting to lift a cherry picker crane from the carrier's flight deck, which was covered with scaffolding and canvas as the deck is being repainted. There is reported to be little damage to the ship, but three members of the ship's company suffered cuts and/or shock. The incident resulted in some restrictions to shipping movements in the vicinity of the carrier.

A full investigation into the incident will be held.

The Type 42 destroyer **HMS Newcastle** made her last entry into Portsmouth Harbour on Nov 5th before paying off after nearly 27 years of service. Typically, **HMS Newcastle** has been working right up to the end, completing a five-day navigational training course – but her final entrance, with traditional paying-off pennant streaming behind her, closes the final chapter on an illustrious career.

She was the fifth of her class ordered – on Remembrance Day 1971 – but was the third to enter service on March 23, 1978. Just three months after entering service the ship was granted the Freedom of the City of Newcastle, earning her the nickname the Geordie Gunboat. Her ties with Tyneside have remained close ever since.

HMS Newcastle has seen service right around the globe, including several deployments to the Gulf during the Iran-Iraq war, a trip to the Falklands shortly after the end of hostilities (she was in refit during the conflict itself), Operation Equinox to monitor Soviet naval activities in the Barents Sea, and drug-busting in the Caribbean.

Most recently, Newcastle was a star attraction at the Southampton Boat Show this summer, where she welcomed 4,000 visitors on board, following which she made a final trip to her namesake city.

HMS Bulwark passing Hythe Marchwood 18th October 2004 arriving from Devonport on her first visit.



Provisional information from QHM Portsmouth re Trafalgar 200 celebrations

Extracted from Portsmouth Notice to Mariners No43

1. Outline plan of activities.

- a. 22 - 27 June. A fleet of warships and tall ships from around the world will gather at Spithead.
- b. 27 June. A rehearsal for the International Fleet Review (IFR) will take place.
- c. 28 June -The Fleet will be reviewed followed by a sail past of warships, tall ships and nominated yachts. In the evening there will be a Son et Lumiere illustrating the sights and sounds of a Napoleonic era sea battle followed by Fireworks.
- d. 29 June - Drumhead Service on Southsea Common
- e. 30 June - 3 July. The International Festival of the Sea (IFOS) including a daily dynamic display in the harbour.

2. Movement Restrictions. There will be a number of shipping control measures to ensure safety and security:

a. Fleet Anchorage. An exclusion zone sketched below but to be promulgated in more detail nearer the time will be activated on 22 June 2005. The zone will encompass the area where participating vessels will anchor for the review plus 200m as a buffer. Only authorised vessels will be allowed entry into this zone.

b. Commercial Traffic. The North Channel into and out of Southampton will be closed from approximately 23 June to 30 June though these timings may be refined in due course. Except for two periods as specified below commercial traffic will be able to continue to pass through the Solent on a designated deep water route agreed by QHM and the Harbour Master ABP Southampton. Traffic will continue to move as directed by VTS Southampton who will be maintaining a close liaison with QHM and working on his behalf. The Deep Water Route will be closed as follows:

271200A until 271600A - it may be possible for a limited number of moves to be negotiated in this window which covers the rehearsal for the IFR.

281200A until 281800A - it is unlikely that any commercial moves will be conducted in this period though the channel will be reopened as soon as possible in consultation with the Harbour Master, ABP Southampton.

c. Swashway. From 23 June to 30 June authorised vessels only will be allowed to use the Swashway - these will include commercial ferries (and hovercraft) and vessels servicing the Fleet. Recreational craft may not use the Swashway. The Swashway will be patrolled by Royal Naval vessels to ensure this rule is obeyed.

d. Portsmouth Entry and Exit - Vessels under 20m in length. For the period 23 June to 30 June the Small Boat Channel will extend as far south as Outer Spit Buoy. Vessels under 20m in length will be allowed to use the Inner Swashway when the tide permits but must otherwise use the Approach Channel from Outer Spit Buoy, keeping to the Western side of the channel, using their motors and passing red to red. Vessels under 20m approaching Portsmouth from the East must cross to this new Small Boat Channel as early as possible Zone if approaching from sea. There will a number of channel closures during the period for the movement of large warships promulgated through the movements signal and three harbour closures as follows:

271145A until 271215A June - IFR rehearsal

281145A until 281215A June - IFR

282000A until 282230A June - Son et Lumiere.

Exact timings will be promulgated nearer the time.

f. IFR and Spectator Craft. For the period 280900A until 282300A June further controls will operate for spectator craft in the Dockyard Port east of its western boundary and west of the line joining Southsea along the submarine barrier to Horse Sand Fort, from there to No Mans Land Fort and from there continuing by extension to the coast of the Isle of Wight. A presentation outlining this scheme is available on the QHM website in the library section at <http://www.qhmportsmouth.com/index.php?subject=library&fol=library>

g. Movements in Portsmouth Harbour. For the entire period it will be extremely busy within Portsmouth Harbour particularly with traffic crossing to and from Gunwharf, and to and from the Naval Base. Extra marshal craft will be in place to control these crossings, vessels without a prior booking at Gunwharf Quays will not be allowed to cross.

h. IFOS and in any event before reaching Castle Buoy.

e. Portsmouth Entry and Exit - Vessels of 20m and more in length. For the period 23 June to 30 June vessels of 20m and more in length will be able to operate throughout this period under normal control from QHM. Vessels wishing to use the Swashway should seek permission before departing their berth in the harbour or when greater than 500yds from the Warship Exclusion

(i) During the IFOS (30 June to 3 July and including the arrival day 29 June and departure day 4 July) there will be a relaxation of the 50m Exclusion Zone (LNTM 59/02 refers) around Naval Base Berths in the southern part of the harbour only extending from North Corner to South Railway Jetty.

(ii) In the area north of North Corner to Fountain Lake Corner all craft must remain 50m clear of all ships berthed alongside.

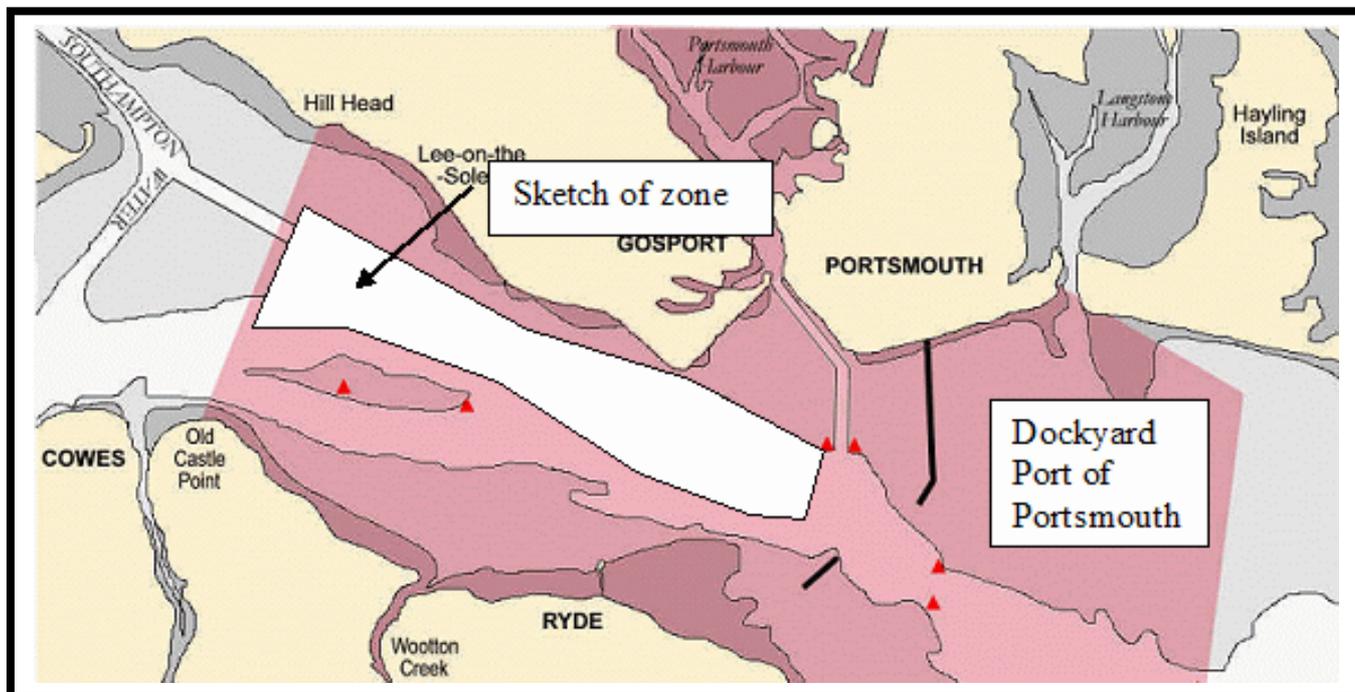
(iii) Fountain Lake will be out of bounds to all vessels under 20m without prior authorisation with the exception of vessels who need to traverse this area to reach their moorings or berths.

(iv) During IFOS large commercial vessels will be escorted in and out of the harbour by patrol vessels indicated by a blue flashing light.

(v) The Small Boat Channel will be extended inside the harbour to 3 Buoy. A traffic pattern for craft under 20m in length wishing to view the Tall Ships alongside the Naval Base western wall will be established and enforced by marshalling craft. The flow pattern will be a clockwise rotation of the harbour between Oil Fuel Jetty and 3 Buoy.

(vi) Traffic leaving Fareham Creek and Portchester Lake bound for the southern part of the harbour must join this traffic pattern. Traffic leaving Royal Clarence Yard, Gosport Marina and Haslar Creek leaving the harbour should use the Small Boat Channel as normal.

(vii) During the daily 1400 dynamic display further restrictions will be imposed on all traffic passing the tidal basin area.



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**Forthcoming
Programme
and Events**

Venue:
Southampton Oceanography
Centre
Waterfront Campus
European Way
Eastern Docks
Southampton
All meetings commence
19.15.

**2005 Branch Meeting
Programme**

Jan 11th
Perth to Singapore
Bill Lawes

Feb 8th
Southampton Port Railways
Bert Moody

March 8th
Union Castle Purserette
Ann Haynes

April 12th
Digital Ships!
John Davidson

May 10th
3 Times Around the World
Harley Crossley

June 14th
Leander Class Cruiser HMS
Ajax 1933-50
Dr Richards Osborne

July 12th
A Scandinavian Theme
Bernard McCall

August 9th
Members Evening

September 13th
Competition Evening

October 11th
Members Video/Film Evening

November 11th
A.G.M. and Auction

December 13th
Travels with my Camera
David Oldham

**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.

The results of the branch Photographic Competition
Prints
1st Rescue Trio - Bill Lawes
2nd Fairlady - Monty Beckett
Slides
1st Silex – Neil Richardson
2nd Marco Polo – Richard Jolliffe

Both photos will soon be available to view on the branch website
www.sotonwss.org.uk

Details of Annual Branch Cruise to be available in the New Year.

Society and branch subscriptions are now due. Please send cheques to the Acting Treasurer as soon as possible. Branch subs are now £8

Vectis Isle (ex Badzo-59) Vectis Shipping Co.
entering Cowes harbour for Newport during mid
1970's

