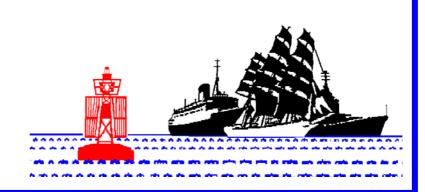
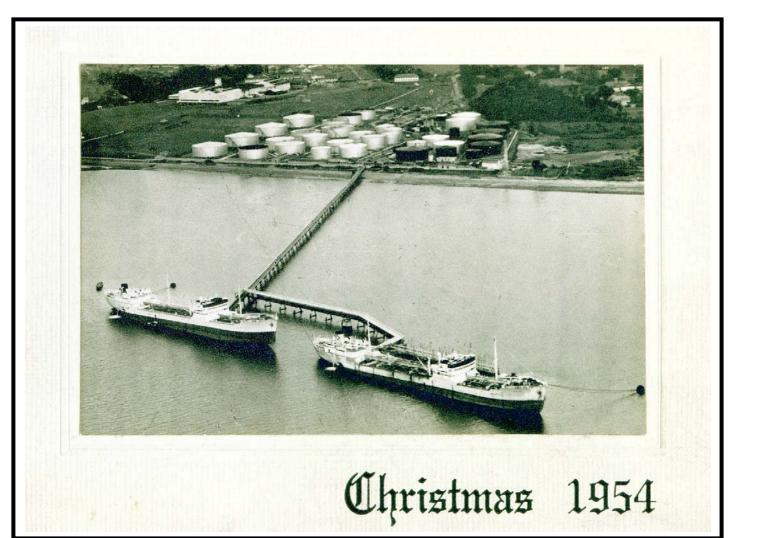
Black Jack

QUARTERLY MAGAZINE SOUTHAMPTON BRANCH WORLD SHIP SOCIETY

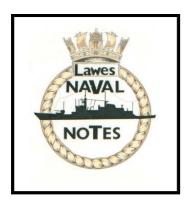


Price £1.00

Issue No: 137 Winter 2005



In this edition of Black Jack I have included three items with a seasonal connection from Rod Bakers Collection. An Embarkation Notice from 1932, the positions of the Cunard's passenger ships 1950 and above a photograph of the Shell Mex oil jetty in 1954 above all dated for December.



With the cut backs in the strength of the Navy it is not surprising that there have been few sightings over the last few months. The Netherlands Navy has, however, supplied two movements of interest. In October their Amphibious Transport Rotterdam made another visit to the Military Port at Marchwood, this vessel is of interest as her design has been used as the base for the 4 "Bay" class Landing Ship Dock currently being built for the Royal Navy. At the end of October the new Dutch frigate De Ruyter came to Portsmouth. She one of four ships of the De Zeven Provincien class of guided missile frigates. These ships carry Harpoon SSMs, vertical launch SAMs and a series of close in weapons. All the ships were built by Schelde Shipbuilders at Vlissingen; they have a full load displacement of 6048 tons and are powered by two Rolls Royce Spey gas turbines and twin diesels. Their maximum speed is 30 kts on

the gas turbines and 19 kts on diesels. Like most modern naval vessels their design incorporates reduced radar and infra red signatures.

As was mentioned in the introduction, the Royal Navy continues to be weakened by drastic cuts in the Fleet. It almost seems that the Politicians are taking revenge for the publicity the Navy received during the Trafalgar 200 events. Since the Review in June the following ships that were in the Solent have been removed from active service. The carrier **Invincible**, flag ship of the review, was paid off in August, six months earlier than planned, she has been placed in "extended readiness" which really means that she will see no more service and most likely be used as a source of spares for **Illustrious** and **Ark Royal**. The latter is undergoing a major refit so we effectively have only one carrier in service. What happens when she needs routine maintenance? Three modern Type 23 frigates **Norfolk**, **Grafton** and **Marlborough** are to be sold to Chile. The Type 42 destroyer **Cardiff** has paid off. Three Hunt class MCMVs **Cottesmore**, **Dulverton** and **Brecon** have also paid off. These three ships were converted to carry out security patrols off Northern Ireland. As such you would think that they would be ideal for additional patrols in the Channel, North Sea or around some of our ports.

It used to be reckoned to keep one ship on active duty; the Navy needed three such vessels. This was because of the three; one would be re-fitting, another undergoing maintenance or training, which left number three to do the work. With the spiral of decline in the Navy's strength it is difficult to see how it can continue to carry out its duties. The remaining ships, and their crews, are going to be so overworked that efficiency is bound to suffer.

Correction: - In the last edition of Black Jack I stated that the Pakistan frigate **Tippu Sultan** that was present during the Trafalgar 200 celebrations was formerly HMS Active, in fact she was *HMS Avenger*. Sorry for the mistake, it proves you should always go back to the primary source of information and never believe everything you read in a book.

News from



Southampton

The first shipment of Canary Islands fresh produce recently arrived at Associated British Ports' (ABP) Port of Southampton, officially marking the start of the fruit season. The port is the sole UK destination for all Canary Islands fresh-produce imports. With a cargo of fresh tomatoes and cucumbers, *Mogami* Reefer made its way from the sunshine of Tenerife to the dedicated Canary Islands Fruit Terminal in Southampton's Western Docks. This marked the start of the fruit season, which runs from October to May each year. The fruit was then unloaded before being distributed to supermarket shelves all over the country. Around 80,000 tonnes of palletised Canary Islands fresh produce are handled at the port each year. the majority of which consists of tomatoes. Smaller volumes of peppers, avocados and cucumbers are also handled during the season.



#### Items of Interest

Louis Dreyfus Armateurs short sea subsidiary LD Lines has opened a new ferry service between Portsmouth and Le Havre from October 3<sup>rd</sup>.

The company will be using the 1992-built ro-pax *Pride of Aquitaine*, renamed **Norman Spirit** will be offering continuity of service for users of the P&O Ferries, which ceased on September 30<sup>th</sup>.

The service will be one round trip daily between Portsmouth and Le Havre with the objective of achieving an annual traffic target of 50,000 lorries and 600,000 passengers.

The outbound sailing from Portsmouth at 23.00 arriving Le Havre at 7.30, inbound departures depart Le Havre at 17.00 arriving Portsmouth 21.30

The **Norman Spirit** has a capacity for 1850 passengers and 120 lorries and will be operating under the Italian Flag.

#### http://www.ldlines.com/pages/uk/index.html

Length: 163,40 m Width: 27,60 m

Dead weight tonnage: 3 832 tonnes

Draught: 6,35 m

Speed: 21 knots (39 km/h)

Passengers: 1,850

Vehicles: 700 cars, 110 lorries



The British shipping group P&O is to become an arm of the oil rich royal family of Dubai. After more than a century as a global maritime power, P&O – incorporated under British royal charter as The Peninsular and Oriental Steam Navigation Company has succumbed to a £3.32 billion all cash takeover from Dubai Ports World the wholly owned shipping arm of the government of the Gulf emirate. P&O's assets on the eastern seaboard of the US and in Europe, including Tilbury and Southampton are included.

Bergen Castle 799/76 (ex-Nordhordland of HSD) was acquired to maintain services whilst the three Raptor Class car ferries were lengthened. Red Osprey was sent to Poland in October 2003 for lengthening and the addition of an extra car upper car deck. She returned to service in early 2004, at which point Red Falcon was sent for similar treatment. Red Eagle followed in October 2004. Since the completion of all three conversions the ship has been using berth 110 as a layby berth. She was advertised for sale during September with a closing date for offers on14<sup>th</sup> October on a 'as is ,where is' basis. She was sold and renamed Stella registered in North Korea and departed Southampton 20<sup>th</sup> November bound for Pireaus.



#### Tugs/Tenders at Southampton Part 1 by Bert Moody

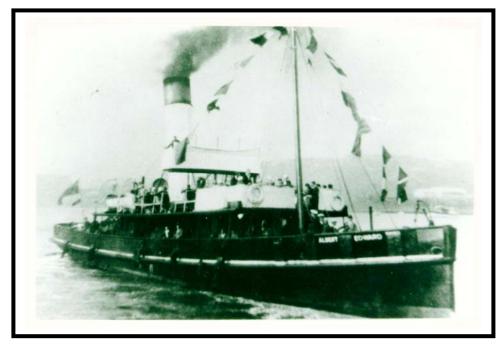
For many years at Southampton it was the practice for various passenger ships to be served by tender in the Solent or Cowes Roads, thereby saving time and costs, as a result there was at least always one tug/tender among the towing fleets based in Southampton.

The first purpose built tug/tender was the **Albert Edward** built by Day, Summers & Company at Northam, Southampton in 1886 for the Southampton, Isle of Wight & South of England R.M.S.P. Company. That company had built by Barclay Curle two tugs – the **Hercules** in 1890 and **Vulcan** in 1893 and both these vessels initially held passenger certificates.

After the First World War with the transfer from Liverpool to Southampton of the Cunard express North Atlantic service several tugs owned by Alexandra Towing Company were transferred to Southampton and amongst these was the **Flying Kestrel**, a tug/tender. Soon after the Alexandra Towing Company acquired a naval tug – **Rollcall** and she was refitted to become the tug/tender and entered service in 1923 at Southampton as the **Romsey**. She had a short life at Southampton for she was sold in 1929 as a new tug/tender **Romsey** was under construction. At about the same time the Southampton, Isle of Wight Company (known as Red Funnel from 1935) had a new tug/tender built by J.I. Thornycroft at Woolston – this was the **Calshot** and she entered service in 1930. The company also had the advantage of having passenger carrying ships and several of their paddle steamers were used as tenders, in particular their **Lorna Doone** was used at times to tender the French Line's **Normandie**, which was usually anchored off Mother bank. In post war days both the **Balmoral** and the **Vecta** were also used for such work.

In 1931 the tender **Greetings** arrived in the port, formerly the **Gruscott** of North German Lloyd and was provided mainly to serve liners of the N.D.L and Hamburg America Line. **Greetings** was a tender only and was not equipped to work as a tug, she was managed by Alexandra Towing whose funnel colours she carried. After the Second World War the **Romsey** and **Calshot** were again both available and in addition Red Funnel acquired the tug/tender **Paladin** that had served the Anchor Line and Clyde Shipping Company on the Clyde. In 1960 Red Funnel Group ordered a new tug/tender from J.I.Thornycroft – she was the **Gatcombe** and four years later a new **Calshot**, also built by J.I.Thornycroft, entered service. In 1962 Alexandra Towing introduced the **Flying Breeze** to take the place of the **Romsey**, which was sold for scarp.

With the decline in liner services there was less demand for tender work and the **Flying Breeze** was withdrawn in 1967, **Gatcombe** was sold in 1969 leaving the **Calshot** to carry on until 1986 when she was withdrawn from service.

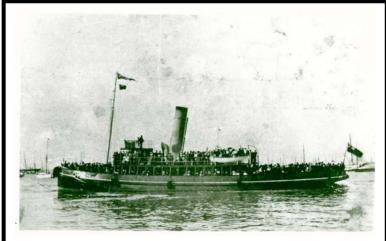


Albert Edward (160gt) Built by Day, Summers & Company, Northam Southampton in 1886. Length 120 ft x breadth 20ft. Twin screw, compound engines. During the First World War this tug/tender was used at Le Havre and St. Nazaire, returning to Southampton in 1917.

In 1933 the Albert Edward was chartered by Sark Motorships Ltd for excursion work in the Channel Islands, and the following year she was sold to that company. They arranged for the steam engines to be replaced by a Petters Oil engine and she was renamed Joy Bell III.

During the Second World War **Joy Bell III** was first used as a barrage balloon vessel in the River Mersey, but in 1943 was transferred to the R.A.F. and fitted out as a mooring and salvage vessel. In 1947 she was renamed **Rafmoor** and was based at Weymouth for several years being used for towing R.A.F. target and marker buoys. She was withdrawn from service in 1961 and placed on the sales list, and was finally broken up in 1964 in Bruges, Belgium.

Vulcan (288gt) Built by Barclay, Curle & Company, Glasgow in 1893, and originally held a passenger certificate for 272 passengers. In addition to normal towage and tender work she was occasionally on excursion work. The Vulcan survived two world wars and was finally broken up at Pollock, Brown Yard at Northam, Southampton in 1957



**Flying Kestrel** (700gt) Built in 1913 by J.T.Eltringham & Company at South Shields for Alexandra Towing Company. Triple expansion engines. Length 140ft Breadth 30.3ft. Tug/Tender.

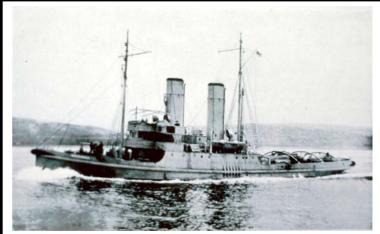
She was one of five Alexandra Towing Company's vessels transferred to Southampton in 1919 as a result of Cunard moving their express North Atlantic service from Liverpool and remained in use at Southampton until the outbreak of war in1939. At one time **Flying Kestrel** was operating out of Southampton, but she was only a tug having been built in 1943 as *Empire Mascot* 



**Romsey** This tug was built in 1918 by Ferguson Bros. at Port Glasgow for the Admiralty, being named *Rollcall* and had two funnels

In 1922 she was acquired by Alexandra Towing Company and was converted to a tug/tender by Harland & Wolff at Govan with a single funnel and was renamed **Romsey** (889gt).

She first arrived in Southampton in July 1923, but only spent about six years in the port for in 1929 she was sold to Cie Generale Transatlantique and became the **Minotaure**. In 1944 she was scuttled by the Germans at St Malo, but was later raised and returned to service. In 1958 she was sold to Belgian ship breakers at Bruges.





# CUNARD LINE



## BERENGARIA

### NEW YEAR'S EVE CRUISE TO MADEIRA

FROM SOUTHAMPTON Wednesday, 28th December, 1932

PASSENGERS WILL EMBARK with their Baggage between 3-0 p.m. and 6-0 p.m. STEAMER SAILS at 6-30 p.m. SPECIAL TRAIN will leave London (Waterloo Station) at 3-04 p.m.

It is imperative that the Cunard Line receive advice at least four days before sailing day of those proceeding on the special train so that seats may be reserved on their behalf, otherwise accommodation on the train cannot be guaranteed.

Passengers whose tickets were issued against a deposit are reminded that the balance of passage money must be paid not later than seven days prior to sailing. When forwarding remittance please send steamer ticket to be discharged in full.

PASSPORTS ARE NOT REQUIRED BY BRITISH SUBJECTS
Steamer tickets must be produced at time of embarkation.







PULLMAN PARLOUR CARS will be available on the special train leaving Waterloo Station at 3-04 p.m. on December 28th, and seats in these may be reserved on application to either of the London offices as early as possible. The charge for reservation is 4/6 per seat over and above the first class fare.

BAGGAGE.—Each package must be plainly marked with the owner's name, steamer, number of stateroom and the initial label of owner's surname. Special labels will be supplied on application.

BAGGAGE INSURANCE.—As the Company's liability for baggage is strictly limited in accordance with contract ticket, passengers are recommended to avail themselves of the following facilities:—Insurance against loss by sea or land, including risk of fire, breakage, theft or pilferage:

```
SUM INSURED FOR #25 (minimum) ... | (For period of Cruise only) | ... | 1/- ... | 2/- ... | 4/- %
```

Further particulars can be obtained on application to any of the Company's offices or agencies.

BAGGAGE IN LONDON,—For the convenience of passengers residing in hotels and private residences in London within the two miles radius of Charing Cross and proceeding to Southampton for embarkation, arrangements have now been made for collecting, storing and delivery of baggage direct to the steamer at the following rates:—

5/- per large package; 2/6 per small package,

which includes cost of cartage, porterage and rail carriage through to steamer side. An additional charge is made for storage in London at the rate of 1/- per package, irrespective of size, per month.

Passengers desirous of taking full advantage of this facility should notify the Cunard Line 26-27, Cockspur Street, London, S.W. 1, of the exact number of packages they require to be collected and the complete address of their hotel or private residence.

At time of collection a uniformed representative will be in attendance, check the baggage, and present owner with a duplicate receipt.

It is important that all packages be ready by noon on day of collection.

RAIL FACILITIES.—Arrangements have been made with the Railway Companies whereby passengers proceeding to London to join the special train can be supplied with vouchers entitling them to reduced fare of one single fare and a half for the journey to and from London. This facility does not apply in connection with the journey London to Southampton and vice versa or from any station on the Southern Railway to London. These reduced fares do not apply to any passengers proceeding from their home town direct to Southampton as part of the journey will be over the Southern Railway system. Applications for the necessary vouchers can be made to any of the Company's offices.

GENERAL.—Applications for reservation of seats in the dining saloon to be made to the Cunard Steam Ship Company Limited, Canute Road, Southampton.

The steamship fares charged include all meals on the ship, whether at sea or in port. Wines and mineral waters, etc., being purely personal matters, are not included in the price.

Passengers will be landed and re-embarked at Madeira by tenders without charge.

Deck chairs will be supplied free of charge. Rugs and deck chair cushions can be hired at a charge of 2/6 each.

There will be a Fancy Dress Dance—do not forget your costume.

PASSENGERS' MOTOR CARS—Arrangements have been made with Messrs. Andrews (Southampton) Ltd. and the South Western Garage (Southampton) Ltd. to garage passengers' cars for the period of the cruise, further information being obtainable on application to any of the Company's offices.



Romsey (509gt) Built during 1929/30 as a tug/tender by Ferguson Bros. Ltd of Port Glasgow for Alexandra Towing Company. Twin screw, steam engines. Length 135ft. Breadth 34.1ft. The **Romsey** was based at Southampton, built in 1934 she went to the Clyde to assist with the launching of the Queen Mary and again in 1936 to assist the movement of the Queen Mary down the river Clyde.

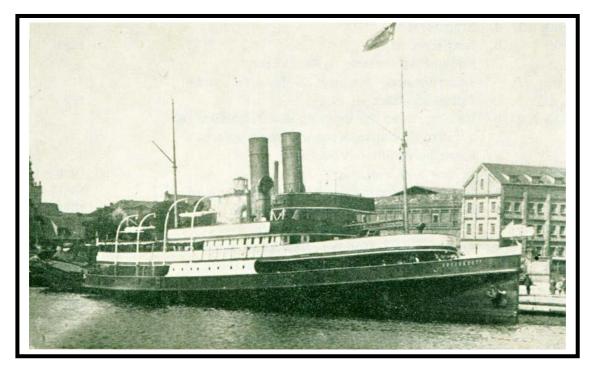
During the last war **Romsey** was away from Southampton. In January 1941, she was damaged by a mine while in Milford Haven and in 1942 she was sunk on the Clyde after being in collision with the **Lairdsburn** with the loss of her crew. She was later salved and returned to service on the Clyde. At the end of the war **Romsey** returned to Southampton and after a refit her gross tonnage was increased to 527. She remained regularly in service at the port until 1962 when she was withdrawn from service. She left Southampton for the last time on 20<sup>th</sup> November 1962 in tow of tug **Marinia** for Sheerness and demolition.



Calshot (684qt) Launched on 4th November 1929 by J.I.Thornycroft at Woolston for the Southampton, Isle of Wight Company and completed in 1930. Length 147 ft Breadth 33 feet. Twin Screw, triple expansion engines. Passenger certificate for 566 passengers During the Second world war Calshot spent some time with the Royal Navy at Scapa Flow and later moved to the Clyde to tender various ships including both the 'Queens'. She

returned to Southampton in 1944, and had a major refit during 1945/6.

In 1964 **Calshot** was sold to a subsidiary of Holland America Line for service at Galway and was refitted with diesel engine and renamed *Galway Bay*. In 1986 she was acquired by Southampton City Council and returned to Southampton and it was the intention for the vessel to become part of the planned Maritime Museum in Ocean Village, which unfortunately never developed. After the sale of the **Calshot** of 1964, *Galway Bay* was renamed **Calshot** in 1990. Since then as is well known the vessel has been based at 40 berth in Southampton Docks, the Council are no longer interested and **Calshot** is being looked after by the Tug Tender Calshot Trust.



**Greetings** Built in 1914 by Nuscke & Co. of Stettin for North German Llovd as Grusscott (725gt). Originally had two slender funnels. Twin screw, triple expansion engine. Length 207ft Breadth 41.4ft. After the end of the first world war she was claimed to be the largest ship left in the North German Lloyd fleet and remained in operation in the Bremen area until

about 1930 when it was decided to have a tender based in Southampton to mainly serve the liners **Bremen** and **Europa**.

When she arrived in Southampton in 1931 she only had one funnel and had been renamed **Greetings** (948gt), the actual date of this alteration is not known, but possibly occurred when being fitted out for the Southampton service. The vessel was registered in Southampton in 1931 as being owned by the Southampton Steamship Company of 9-13 Fenchurch Buildings, London EC3, a company formed by North German Lloyd and Hamburg America Line. At Southampton she was managed by Alexandra Towing Company whose funnel colours she carried. In addition to serving **Europa** and **Bremen**, the **Greetings** was used to serve various other ships calling in the Solent, in particular those of Hamburg America Line and also French Line's **Normandie**. She remained at Southampton until 1939 and during the war came under the control of the Admiralty and was based in Milford Haven and later on the Clyde. In 1945 she returned to Southampton and was laid up in the Inner Dock until June 1947 when it was reported that she had been sold to Overseas Towage and Salvage Company. She was then re-boilered and sold to Soc.Cherbourgeoise de Remorquage & de Sauvetage in 1949 and renamed *La Bretonniere* and based at Cherbourg. She then had a gross tonnage of 781. She was finally broken up at Le Havre in 1969.



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

A round-up of new or infrequent callers to Southampton Docks over the last few months. Photographs top to bottom right: Kapitan Georgi Georgiev, BBC Northsea ,Toba.

SCT: CP Hero 41023/86, CMA CGM Verdi 65247/04, Houston Express 94483/05, San Francisco Express 75590/04, P&O Nedlloyd Michelangelo 94724/05, Busan Express 75590/04, P&O Nedlloyd Manet 94724/05, Colombo Express 93750/05, Ara Zeebrugge 3815/81, Sandra Azul 60117/94, P&O Nedlloyd Miro 94700/05

RoRo Vessels: Borden 10100/77, Dyvi Pamplona 37237/99, Blue Hawk 4074/78, Grande Detroit 38651/05, Hoegh Berlin 57280/05, Ingolstadt 38062/87, Toronto 61321/05, Toledo 61321/05, Bellona 45495/85. Toba 54680/79, Marabou 10931/78, Topaz Ray 38874/85, Hual Paris 57280/05, Hual Tokyo 57280/04, Hual Durban 59217/04.

No7 DD: RFA Fort George 28821/93

Marchwood RLC: Looiersgracht 5994/87, Condock III 6705/83, Vigo 1945/83, Santa Ines 7366/92, Tor Futura 18725/96, MN Eider 20865/89, Tor Anglia 17492/77, Hawk Bay 10381/92

Berth 107/9: Vechtborg 6130/98, Baltic Sailor 2280/98, Kroonborg 6142/95, Fjord Pearl 4297/79, African Cobra 15847/86, Drechtborg 6187/00, Pur Navolok 2446/97, Saline 1990/93, Fri River 1981/91, Osa 1782/85, Lady Z 25190.97, Korsika 2997/01, Hagen 2810/98, Sava Ocean 2026/93,

Berth 102/3: Danica Hav 1522/84, Anke 1723/01, Mike 1513/82, ash 1616/86.

Berth 102: Singelgracht 16641/00, Anjeliersgracht 7949/90, Elandsgracht 8448/95, Sluisgracht 16639/01.

Berth 36: Alessia 2999/99, Ani 6030/90, Arklow View 2827/91, Bimi 2373/91, Arklow Ranger 2999/02, Fehn Moon 2827/90, Hansa Lubeck 2056/99, Midland 4 4955/96, Midland 3 4955/95, Wolthusen 2846/95, Favourite Arrow 2986/88, Leonid Leonov 2264/95, Hakki Deval 9668/79, RMS Snowlark 1289/84, Fri Stream 2051/95, Leeswig 2561/85, TK Barcelona 4337/85, Mikhail Dudin 2319/96.

Berth 25/30: BBC Japan 4090/01, BBC Atlantic 5232/05, BBC Shanghai 4090/01,

Musketier 2820/97, Doggersbank 2774/86, Skulte 2201/80, BBC Iceland 4086/99, BBC Northsea 6204/00, BBC Spain 6204/01

Dibles Wharf: Graf Uko 2481/91, Hav Andromeda 1864/97, Kosterberg 1999/98, Antic 671/83

Crown Wharf: Nina 1713/79. Swan Diane Princes Wharf: John Paul K 3037/02, Kruckau 2452/03, Oak 1560/83, Nordstern 2446/94, Suderau 2446/05, HC Gesa 2545/01, Rodau 2461/04, Norderau 2446/05

Passenger Vessels: Silver Whisper 28258/01, Silver Cloud 16927/94, Delphin 15214/75,







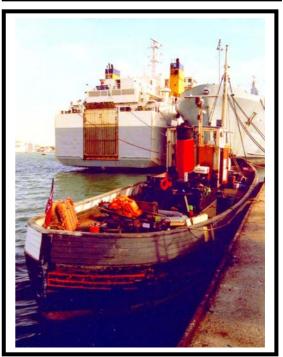
#### Seen at Husbands September 2005 by Bill Lawes



Below the **Abundance** manoeuvring off Calshot during the early 1990's



Left: **Sir G** (formerly *RFA Sir Geraint*) now registered in Panama. Outboard is **Freighter** formerly *Autofreighter*, both vessels have now left the port.
Below: Tug **Abundance** which was ordered by the Admiralty as *MFV 1150* on 26<sup>th</sup> Feb 1944. The order was cancelled at the end of WW2, but Husbands completed her in 1948 as a vessel for their own use. Latterly she was used by Williams Shipping but sold for owners in the Gloucester area. A private owner from the Southampton area for restoration has recently purchased her



**Did You Know** - the reason for a vessel having a lady sponsor began in ancient Greece. As journeys lengthened, sailors began to see their ships as sources of security and nourishment. This situation created a motherly relationship between crews and their ships. Nineteenth century mariners believed that a sponsor's spirit passed into a ship as it was named, so women were asked to become sponsors – to become the spirit of their nourishment

#### LAST MAJOR SOUTHAMPTON DRY-DOCK DECOMMISSIONED

The King George V dry-dock (No.7) - built to accommodate the QUEEN MARY has been taken out of use, following agreement by A&P to terminate their lease from ABP.

Prior to the 348 metre long 10.4 metre depth over sill dry-dock being flooded, the keel blocks were removed, followed by the caisson gate being removed which is in the process of being scrapped. The buildings are being cleared and it is reported that the facility will be used as a wet dock, to extend the adjacent bulk materials terminal.

### **Branch** Officers and Committee

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Fair Oak

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#### **Forthcoming Programme** and Events

#### Venue:

Southampton Oceanography Centre

Waterfront Campus

European Way

Eastern Docks

Southampton

All meetings commence 19.15 and room to be vacated

by 21.30.

#### 2005/6 Branch Meeting **Programme**

#### Dec 13<sup>th</sup>

Travels with my Camera

David Oldham

10<sup>th</sup> Jan

S.M.S. Konigsberg

A German raider in East

Kevin Patience

14<sup>th</sup> Feb

Blue Funnel

Albert Novelli

14<sup>th</sup> March

New Additions from the

Hampshire Records Office

David Lee - Archivist

11<sup>th</sup> April

Work of the Oceanography

Centre

Talk, Visit etc

By members of staff

9<sup>th</sup> May

Painters, Posters & Postcards

**David Hutchings** 

13<sup>th</sup> June

To the Ross Sea by

Icebreaker

Bill Lawes

11th July

'Voices' from Oral History

Archives

Sheila Jermima

8<sup>th</sup> Aug

Members Evening

### **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 much appreciated. BJ editor can reproduce magazine and newspaper articles but preferred are articles by the branch - for the branch.

Any member who would prefer to receive the Branch Magazine Black Jack by email please contact the Editor. Colour printing cost are relatively high so all recent Black Jacks can be viewed all in colour via the Branch website in pdf format.

www.sotonwss.org.uk

Acknowledgements for extracts from - ABP, Lloyds List, Daily Echo, www.maritimematters, QHM, Fairplay and TradeWinds Magazine, BIMCO,