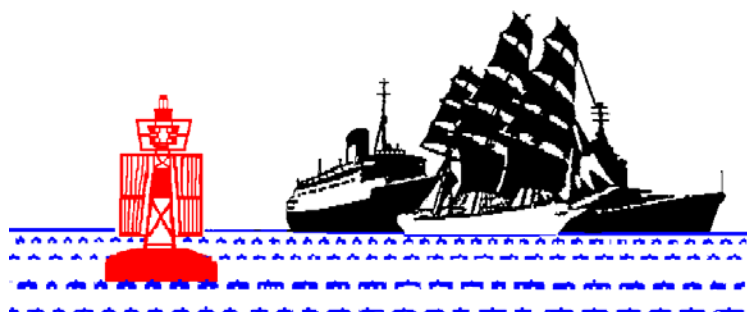


Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY

Price £1.00



Issue No: 145

Winter 2007



The **Queen Victoria** was named in a high profile ceremony on Monday 10th December at 101 berth/City Cruise Terminal prior to setting sail on a 10 night North European cruise on December 11th followed by a 16 night Canaries Christmas cruise on December 21st 2007



Photograph John Kennedy

Black Jack - Winter 2007

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Black Jack is the quarterly newsletter for the Southampton Branch of the World Ship Society. Four editions available for £5 inclusive of postage.

Branch Meetings

Venue:

Main Lecture Theatre

Southampton Oceanography Centre

Waterfront Campus

European Way

Eastern Docks

Southampton

All meetings commence 19.15 and the meeting room is to be vacated by 21.30.

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2008 Branch Meeting Programme

January 8th

The RNLI – A presentation by Stuart Thompson, Chairman of the Bassett Branch

February 12th

A Brief History of P&O Passenger Services – Bill Mayes

March 11th

A Cruise to the Baltic – David Hornsby

April 8th T.B.A.

May 13th

A History of the Oceanic – David Trevor Jones

June 10th T.B.A.

July Ten Member – Ten Minutes

June 14th Annual Branch Cruise

August 12th

Members Image Gallery – Our annual competition with slides and digital entries

September 9th T.B.A.

October 14th

The Life and Times of QE2 – Mick Lindsay

November 18th (third Tuesday)

A.G.M. with slides from the Roy Torode collection

December 9th

The Life and Times of a Marine Artist/Around the World in 80 Slides – Harley Crossley

All contributions to BJ either by post, email, floppy disk or CD are most welcome. Any article with a connection to the Solent area would be much appreciated. The BJ Editor can reproduce any magazine or newspaper article but preference is given to 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 costs are relatively high so all recent Black Jacks can be viewed all in full colour via the Branch website in pdf format.

www.sotonwss.org.uk

Subscriptions

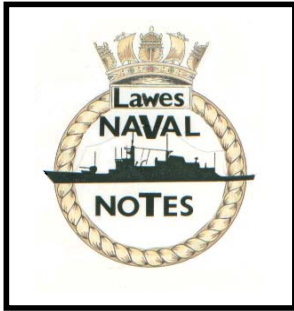
Please pay the local treasurer direct for both as the local branch receives a percentage for branch funds.

Ordinary Membership £36

Branch Membership £8

(A deduction of £2 is available for those participating in the branch cruise.)

Please contact the treasurer with any subscription enquiries.



Conversion of a missile trials barge at Fleet Support in Portsmouth is now complete after taking nearly six times longer than expected. The 12,000 tonne barge Longbow arrived in Portsmouth nearly four years ago for what was expected to be an eight month conversion to enable it to test fire the Royal Navy's new anti-aircraft missile.

Until its conversion for BMT, Longbow had been laid up in the Devon harbour of Brixham for 14 years as a salvage barge.

The work on the Longbow formerly Dynamic Servant included the fitting of a 25m mast similar to that on the new Type 45 destroyers to support the Sampson Radar Missile silo and firing system.

Fleet Support also carried out an extensive overhaul of the barges machinery and equipment as well as upgrading all accommodation areas and brought the barge back into LRS class besides meeting MCA, IMO and Solas regulations.

The £12m contract to supply and operate the Longbow was awarded to BMT, with the refit at Fleet support managed by BMT Marine Projects under a contract awarded by UKAMS. The vessel has now sailed under tow to the Mediterranean to start firing of test missiles.

Santa Maria 99/8507 seen here passing Calshot inwards to Southampton whilst on the Canary Islands service.



Photo Editors Collection

Russian shipper Joint Fruit Co. has paid a record charter rate for three reefers owned by Seatrade. The move signals a dramatic change in Russian fruit-trade sector. JFC has chartered the 463,000-cbf **Santa Lucia**, **Santa Maria** and **Santa Catherina** for around \$17,000 per day for three years.

Delivery to JFC is set at the end of the year when the ships conclude their charter with fruit trader Geest where they generally arrive in Portsmouth every Sunday evening.

The new ships on the service are expected to be:

Klipper Stream

Already on service

Benguela Stream

is due to sail 24 December

Timor Stream

is due to sail 8 January

Agulhas Stream

is due to sail 15 January

These ships are 539,109 cbft/220 teu and built 1998 with a deadweight tonnage of 11,000 tonnes

Plans to build a dedicated cruise ship terminal at Portsmouth have been delayed by the impending publication of the governments Naval Base Review as the commercial port aims to site its new cruise facility in an area within the existing naval base.

It is expected that Portsmouth will not be closed or cut back and that parts of the two new aircraft carriers, **HMS Queen Elizabeth** and **HMS Prince of Wales** will be built in the dockyard as well as being home ported in Portsmouth.

At present Portsmouth is hampered by the lack of suitable cruise ship facilities as any vessel calling at the port has to use one of the five existing ferry berths and fit in with Portsmouth's busy ferry schedule.

The existing facility also restricts the size of cruise ships able to call at the port to 175m in length although special measures can be made to accommodate larger ships. These special arrangements were put into place on September 3rd when Hapag Lloyd cruises **Europa** arrived in Portsmouth. At 198.6m in length, **Europa** is one of the largest cruise ships to visit the port after the 205m German-owned **Albatros** called last year. This year Portsmouth will receive a total of 12 cruise ship calls by 10 vessels, six of which are owned by German companies. These vessels include **Bremen**, **C Columbus** and **Europa** all from Hapag Lloyd also **Sea Cloud II**, **Island Sky**, **Explorer**, **Delphin** and **Delphin Voyager**.

Monty's Notebook

A round-up of new or infrequent recent callers to Southampton Docks. Details compiled and photographs supplied by Monty Beckett.

Berths 204/7: Ottawa Express 39174/98, Hannover Express 83780/07, Partnership 9981/05, Kiel Express 53783/91, Oslo Express 38133/87, Mississaga Express Express, APL France 90,000/07, OOCL Bremen 27968/07, OOCL Southampton 89097/07, Maerk Saigon 93035/ ,Maersk Kendal 76000/07, Chastine Maersk 104410/01, APL Belgium 65792/02, Maersk Tanjung 94193/07, Seoul Express 54465/00, Santa Celine 37113/01, Conelbe 9981/07, Tucana J 8273/07, Delta Rotterdam 8971/05, BG Rotterdam 6388/00, Western Trader 4164/91, Rheinbek 16324/05, Atlantic Comet 3999/95, Jessica B 6326/00, Komet III 469/90, Maersk Santana 94725/05, Maersk Seville 94724/06.

Ro/Ro Vessels: Equine 16948/79, Silver Moon 9999/85, Morning Calm 57692/04, Topeka 61321/06, Hoegh Shanghai 57280/07, Kiwi Auckland 37841/85, Tigris Leader 30572/83, Morning Prince 46709/79, Grande Italia 37726/01

Berths 107/9: Svilen Ressev 23779/82, Grand Oji Pioneer 37712/97, CEC Vision 5392/94, Annalisa 6154/00, River Blyth 2858/00, As Poe 3183/05, Alina 5381/98, Dintelborg 6235/99, Celtic Fortune 2119/84, Helsinki 2810/97, Missouriiborg 6585/00
Redwing 794/89, Ocean Light 24748/77, Drechtborg 6187/00, Union Sun 1543/85, CFL Prospect 4106/07, Maria TL 27566/97.

Berth 102/3: Ben Varrey 997/86, Baltiyskiy-102 1926/78, Mike 978/82, Roelof 6780/92, Tirador 1596/97, Stadiongracht 16639/00

Berths 46/7: Katja 6382/00, Santa Inies 7366/92, Norjan 7000/07, Christina, BBC Bulgaria 3198/04, Slotergrecht 16641/00, Atlasgracht 7949/91.

RLC Marchwood: Edamgracht 8448/95, Palawan 5752/97.

Berth 36: Klazina C 5608/07, Ingunn 2998/01, Amur-2514, Wirdum 2446/93, Atlantic Sea 2606/90, Elm 1939/82, Jongleur 1999/91, Islay Trader 909/80, Arklow Racer 2999/04, Falcon 1282/91, Kuban 1639/80, Rig 2351/89, Arklow Rainbow 2999/06

Berth 24/5: BBC Italy 6204/01, BBC Finland 6204/00, Magdalena Green 11894/01, BBC Ems 12936/06, BBC Ontario 9611/04, Singelgracht 16641/00.

Crown Wharf: Exploere 1616/85

Dibles Wharf: Jumper 1960/90, Torrent 999/92, HC Gesa 2545/01, Nural Stevns 1892/84

Princes Wharf: Arklow Rally 2999/02, Arlau 2461/04, Pinnau 2452/03, Suderau 2461/05

Grand Oji Pioneer 36712/97
sailing from 108 berth



Photo Monty Beckett

BBC Ems

Photo Monty Beckett



Boxship news....

Grand Alliance member lines have extended their cooperation with a ground breaking 10 year pact that is expected to lead to a raft of new services, particularly on east west and north south trades. Extension of the partnership comes amid rumours that a least one Grand alliance member is in talks with shipyards about an order for 12,500teu ships. The Grand Alliance was established in 1998 and survived the departure of P&O Nedlloyd after it was bought by AP Moller-Maersk and the remaining members are MISC, OOCL Hapag Lloyd and NYK.

Emma Maersk may hold the crown for the moment, but Nordcapital's eight 13,100 teu giants point to a new way forward in supersize thinking. The Emma Maersk is more than 30m longer but a limiting 1.5m deeper with a maximum draft of 16.02m. Maersk reports that the vessel will carry 11,000 loaded containers, although it is not clear at what average weight, while the vessels ordered by Nordcapital will 'only' carry a nominal 8,900 at 14 tonnes each. But when it comes to running costs and design, Hull 2154 and its sisters have something to catch the eye. The Emma Maersk consumes 385 cu m (375 tonnes) of fuel a day to produce a maximum speed of 26.7 kts. Nordcapital's new builds are predicted to consume about 100 tonnes a day less, 259 tonnes to achieve a speed of 24.7 kts. At recent bunker prices could represent a daily saving of \$40,000 for every full day steaming. There are some other notable differences, the vessels on order from Erck Rickmers have the accommodation block pushed further forward than most vessels and with a separate engine room aft hark back to the midships accommodation vessels of old. According to classification society GL this design maximises the number of containers that can be loaded.

Maersk Line poised to sell a vessel that made history?

This was the first 6,000 teu ship built and attracted masses of headlines when launched in 1996. Regina Maersk made history 11 years ago as the worlds first 6,000 teu new building. Maersk Line used the ship to influence ports into investing into facilities able to handle this class of post panamax tonnage. These K-class vessels were built at AP Moller Maersk's Odense Lindo yard in Denmark and should now be paid for, the other vessels in the class Karen maersk, Kate Maersk, Katrine Maersk, Kirsten maersk and Knud Maersk. Speculation from potential buyers believe that AP Moller will soon be testing the market fro interest in Regina Maersk and its five K-class sister ships on a sale and leaseback basis.

Oil and Hamble courtesy David Dawes BP Oil Hamble

Hamble Oil Terminal on the east bank of Southampton Water is unique in the UK because it plays vital roles at both ends of the oil distribution process of crude oil for refining and products for the customer. It was in 1924 when the Terminal began distributing oil products to the southern England. In 1990 it assumed responsibility for the export of the entire crude oil production from the £440m Wytch Farm Oilfield 56 miles away in Dorset. The oil reaches the Terminal by underground pipeline. The Terminal also receives daily deliveries of crude oil by road from a number of small oil fields in the locality.

The Early Years

Towards the end of the First World War, large aircraft hangers were being erected on the site of the Terminal to house flying boats and seaplanes and some 400 RAF and RNAS (Royal Naval Air Service) personnel from the newly formed No.1 Southern Marine Acceptance Depot were accommodated in buildings erected by POW's on the other side of Hamble Lane.

As it happened the war came to an end and the project was abandoned leaving the buildings roofless. The buildings were pulled down when the oil industry took over the site in 1921. The company that moved in was not BP.....but Shell.

The Shell-Mex company was one step ahead of the game when it purchased the site from the Admiralty. At the time it was a fraction of its present size. There were big prizes to be won in this area of the south coast. The Royal Navy was in the process of converting the fleet from coal to oil burning following the discovery of massive oil fields in the Middle East by the Anglo Iranian Oil Company – later to become BP.

So what better place to set up an oil terminal than Hamble, situated halfway between the ports of Portsmouth and Southampton. Because of the naval activity and growth of industry there was, in addition to lucrative naval contracts, the prospect of the added markets in industrial and domestic fuels.

After initial protests from the parish council that the oil company development would interfere with local amenities, work started in 1922 with the construction of three hand riveted 10,000 ton tanks, a pump house, boiler house, jetty and manager's office. Total cost £20,000. The Terminal took 900 local men two years to build. To allow for the passage of horses and carts along the beach, the jetty was given a "hump" which is still there today.

Not long after its inception the size of the installation was doubled by the purchase of an adjoining seaplane hanger built during WW1, the hanger was demolished, the rubble being used for what is now the tank farm area. In 1938 more tanks were erected to give a total storage of 330,000 tons. In 1939 a pipeline was built, linking the Terminal to the UK pipeline network. So in 1924 the Terminal opened for business.

But where was BP?

It would appear that BP was slow in reacting to the business potential of the area. Favourable industrial sites with deep-water access were hard to come by and it must have been particularly galling for the company to watch its major competitor happily ensconced on a prime site at Hamble. The company may have been beaten to the punch by Shell but it was determined to take a share of the business opportunities. A stroke of ingenuity evened the score – if land was not available a ship was.

BP brought in one of its oil tankers, the **British Maple** 1898/10790dwt, moored it 400 metres off of the Shell jetty and turned it into a floating Terminal. She was purchased from the Admiralty for BP Tanker Co. Ltd. She arrived 6th June 1922 and was sold for demolition at Rosyth arriving 25th January 1933. Refined products were brought in by ship, offloaded and then lightered down to Southampton Docks for distribution by solid-wheeled road tankers. In 1930, both Shell and BP interests in the UK were combined to distribute refined products in the formation of one company, Shell-Mex and B.P. Ltd. This oil marketing company – the largest in Britain-took over and shared the assets of both companies.

The new arrangement meant that at Hamble, BP could come ashore and combine with Shell. The "**British Maple**" was no longer needed and sent north to be scrapped. The "marriage" with Shell lasted until 1976 when, for a number of reasons, both companies decided to go their own ways. Under the redistribution of assets, Hamble was allocated to the new BP UK Company, BP Oil UK Ltd that controls the terminal today. Hamble is now one of 12 such BP terminals in the UK. These changes in distribution arrangements can clearly be seen reflected in the colours and names of the coastal tankers.

The Terminal imports refined 'clean' products for the customer by ship and pipeline and going out by road tanker, ship and pipeline. The crude 'dirty' oil flows in the opposite direction, in by pipeline and then out by seagoing tankers to the world's refineries.

Hamble is unique because it is the only installation in the UK, which is associated with every aspect of production and delivery. Both refined products and crude oil are held in large storage tanks. Hamble currently has 30 of them – five large devoted to crude oil and the remaining 25 to different product grades.

The Terminal is linked to the oil underground pipeline system, which criss-crosses the UK, through this system supplies of aviation fuel are sent to Heathrow and Gatwick airports. As well as aviation fuels the facility also distributes petrol, diesel and heating fuels.

The **Channel Dragon** 90/51972 typical of the many tankers that lifted local crude from Hamble usually destined for European discharge ports seen here in 1996.



Photo – Editors Collection

The arrival of the first crude oil at Hamble in June 1990 signalled a fundamental change in the operation and status of the Terminal. For the first time in its history, the Terminal was involved in the full production and supply process – from crude oil lying a mile below the ground to fuel for the motorist's petrol tank. For these reasons, Hamble became a terminal unique in the UK. It all began with the discovery 56 miles along the coast at Poole of the largest onshore oilfield in Europe. By 1988 a decision was made that the entire output of the field would be sent by underground pipeline to Hamble Terminal for export.

On arrival at Hamble the oil is stored in the five 20m high storage tanks, each with a capacity of 23,000 tonnes. The construction of the tanks together with major improvements to the jetty took two years to complete at a cost of £60 million.

Crude oil is exported by crude oil carriers of up to 110,000 dwt. These tankers take the oil to refineries in the UK and Europe. The crude oil flow in 1988 was 60,000 barrels a day. It peaked to 110,000 bd in the mid 1990's and is now flowing at about 37,000 bd. A clear indication that the field is now past its peak and is on the decline. However, the field is expected to keep producing until 2015.

In 2002 a massive two year work programme began to increase aviation storage capacity by 30 percent. It was the largest undertaking of its kind since Hamble introduced crude oil storage in 1988. Seven storage tanks were switched to aviation fuel, which is pumped into the government pipeline en-route to Gatwick and Heathrow airports. This dramatic increase in storage enabled the handling of larger aviation fuel tankers, which in turn reduced the number of ships visiting the Terminal.

The War years

While German bombers concentrated on London, Coventry and Southampton, the Terminal came through WW2 relatively unharmed.

It is known that prior to D-Day, German bombers took aerial photographs of the Terminal and surrounding aircraft factories and that a company of gunners with a Bofors gun were stationed on Hamble Common to protect the installation (the gun is still there today).

In the days before the Normandy invasion the jetty was taken over by the Army and hundreds of troop carriers and torpedo boats were re-fuelled for the crossing. It was said that there were so many landing craft in Southampton Water that it was possible to walk from Hamble to Fawley without getting ones feet wet.

Hamble Terminal played one other major role in the Normandy Invasion - it hosted part of the vital PLUTO pipeline. Pluto (PipeLine Under The Ocean) was one of the engineering miracles of WW2.

The idea was this: behind the invasion fleet would sail a small fleet of specially equipped ships, which would literally reel out a series of flexible pipelines. Once on the other side petrol and diesel would be pumped through them to supply the invading armies.

The pipelines were three inches in diameter and were made of lead so that they could be easily wound onto a 30ft diameter drum like cotton on a reel. The drums, each containing 70 miles of pipelines were fitted to barges called "Conundrums" and were reeled off to the ocean bed at a speed of seven knots.

The fuel, refined at Stanlow, near Liverpool, was fed down the established UK pipeline system (still in use to-day) to Avonmouth, on to Aldermaston and through Hamble Terminal to Sandown, Isle of Wight where tanks and pumping equipment was set up, camouflaged as an ice cream factory.



From Sandown 13 lines were laid 70 miles across the channel to Cherbourg. The cost in money of the day was £4.5 million. A similar line called "Dumbo" was laid from Dungeness to Bolougne. Both lines supplied the armies with 172 million gallons of fuel. An interesting foot note is that the end for all the lines came in 1946 when a national shortage of lead led to a three year recovery programme which yielded 10,000 tons of lead.

Photo – Editors Collection

Hamble and the environment

All the equipment needed to fight a fire is kept on site and regular exercises are held with Hampshire Fire and Rescue to test knowledge and reactions.

More than \$5million has been spent modernising the fire main, which runs all around the Terminal and is constantly supplied with seawater by two large diesel pumps on the jetty.

Of the risks posed by operations at BPJ, the threat of an oil spill could be the most devastating from a long term point of view.

The first line of defence against such an event is prevention entailing rigorous staff training and in common with FMT opposite in Southampton Water the close vetting of all ships scheduled to load crude oil at the facility. In line with port regulations and conditions for tug escorts these are now mandatory for laden vessels. Hamble has always utilised separate Southampton dock based tugs with fire fighting capabilities for standby, towage and escort duties, in the early days of crude exports a tug would be stationed at the After Barn Buoy. An exception of course to this is where a vessel moves loaded from BPJ to Esso when the FMT station tugs has been used for the move! However, should a spill occur, maximum efforts would be made to contain and recover the oil.

A permanent boom has been placed behind the jetty, and a £400,000 oil spill clean-up catamaran "**Good Wytch**" is always close at hand when crude oil is being loaded. This vessel is equipped with chemical sprays and oil absorbent mops set between the hulls, which collect the oil and transfer it to onboard tanks with a 30,000 –litre capacity. Should the spill be beyond the control of the Terminal, there are in the vicinity various maritime agencies that would assist the clean up operation.

It has been announced that ABP are to build a £19m new cruise terminal after signing a deal that ties Carnival, the world's biggest cruise company, to Southampton for the next 20 years. The terminal, which will be built in the eastern docks on berth 46/7, will be the city's fourth and Southampton the title of busiest turnaround cruise port in northwest Europe. Work is expected to start in the spring next year and the terminal to be operational by 2009. The signing of the long-awaited agreement brings to an end more than 12 months of negotiations between port owners ABP and Carnival, which owns the P&O, Cunard and Princess Cruises brands.

The terminal will be designed to cope with up to 4,000 passengers at a time and will be used by P&O's new building the **Ventura**, which is due to arrive in April next year.

Merchant Ships Named Southampton by Bert Moody

In July 2007 another new containership arrived in Southampton – she was the **OOCL Southampton** 07/89,097gt. During the past sixty years there have been several merchant ships using the name of the City, but before then the name was rarely used in the name of a ship.

An early example was the **Southampton** 475gt built in 1860 for the London & South Western Railway service out of the port. She was built by Palmers at Jarrow and had two funnels. In 1880 she was rebuilt and re-engined by Day, Summers & Company at Northam, and this resulted in the two funnels being replaced by a single funnel. In 1898 she was sold to Yarrow & Company for use as an accommodation ship and was sold for scrap during the following year being broken up at Rysdijk in Holland.

In 1910 a tug named **Southampton** 227gt was built for the Tilbury Contracting & Dredging Company by Philip & Son at Dartmouth, triple expansion engines being provided by Earles Co. at Hul. During the First World War this tug was used by the Admiralty and saw service in the Mediterranean under the name of *Hampden* but was returned to her owners after the war and resumed her original name. In 1935 she was sold to J.Cooper at Belfast without any change of name and remained there until 1967 when she was broken up at Cork.

In 1944 an American C2 Type vessel was built and named **Southampton** 8,192gt but she was modified for the U.S. Navy and given the number AKA66. In 1947 she was sold to Isbrandtsen Company and renamed *Flying Clipper* and remained with that company until being broken up at Kaohsiung in 1971.

In 1950 the tanker *W.S.Farish* 12,875gt which was built in 1930 for the Anglo-American Oil Company was renamed **Esso Southampton** – she was scrapped at Split in 1958.

In 1958 a new **Esso Southampton** 23457gt entered service, but after four years she was renamed *Esso Jamaica* and was lengthened by 83ft resulting in the gross tonnage being increased to 29,262. In 1969 she was renamed *Nepco Advance* and was broken up in Taiwan in 1977.



Photo – Editors Collection

In 1960 **Texaco Southampton** 10,505gt appeared in Lloyd's register – in no way a new ship for she was an American T2 tanker completed in 1944 as *Castle Pinckney*. In 1947 she became the *Esso Everett* and in 1957 *Great Neck*, becoming **Texaco Southampton** in 1960. She did not last very long with that name for in 1962 she was sold and renamed *Anne Louise* and three years later she was broken up in Japan.

In 1962 the tanker **Caltex Southampton** 35,841 gt was completed, five years later she became **Texaco Southampton** and she lasted until 1982 when she was broken up in Taiwan.

1965 saw the appearance of **Southampton Castle** 10,538gt, on the Union Castle Mail service from Southampton. Originally she was only a cargo vessel, but in 1967 she was altered to provide accommodation for 12 passengers to enable the ship to serve Ascension and St Helena Islands. With the closure of the Union Castle service 1977 she was withdrawn and in the next year was sold to Costa Line being renamed *Franca C*. In 1983 she was sold to Court Shipping Company of Malta and was broken up at Alang during the following year.



In 1998 the containership **P&O Nedlloyd Southampton** 84,942gt appeared on the scene, but with the break up of P&O. Nedlloyd group she was renamed *Maersk Kiel*.

Photographs – Editors Collection

A new ship was introduced on the Fyffes/Geest service in 1999 **Southampton Star** 10,804gt and that vessel is still operating under that name.



One that escaped the keen eye of the author shown below! From the Editors collection the dredger **City of Southampton** 69/1027 formerly Hoveringham V-89 owned by Tarmac Construction.



Finally in Southampton from 1963 to 1980 there was a small pleasure vessel **Southampton Belle** – originally the Gosport ferry **Vesta II** 1909/59gt.

Are there others? Any other pictures appreciated.

Ed.

Queen Victoria - GBQV

Another well publicised and high profile arrival of a new passenger ship takes place in early December as the **Queen Victoria** arrives in the Port of Southampton and although she will be introduced as the 3rd 'Queen' the details below show the vessel has been strengthened for North Atlantic conditions but with cruise ship propulsion with a maximum speed of 23.7kts.

The contract to build the Queen Victoria was signed on December 3, 2004 with the Fincantieri Cantieri Navali SpA Marghera Shipyard (near Venice) where she was 'floated out' in January this year at a cost of approximately \$522 million.

Dimensions:

As is usual for a new vessel the actual tonnages for a vessel aren't immediately available so early in a vessels career only an approximate gross tonnage figure of 90,000 tonnes, the real weight or displacement tonnage is rarely published. The ships dimensions are 964.5 ft length overall, a beam of 106ft with the bridge wings extending a further 7 ft each side, a draft of 8meters with an air draft of 179ft

The ship is to be registered at the Port of Southampton and Lloyds Register will be her classification society. The Queen Victoria will have a passenger capacity of 2,014 accommodated in 1,007 cabins of 8 types comprising Grand Suites, Master Suites, Penthouses, Queens Suites, Princess Suites, Balcony, Outside and Inside. Overall the ship will have 16 decks 12 of which will have passenger facilities.

Power Plant:

Diesel Engines: Queen Victoria will have six diesel engines, four 16 cylinder engines and two 12 cylinder engines. The diesel engines are built by Wartsila and are of the Sulzer ZA40 design. Each cylinder has a bore of 400mm with a piston stroke of 560mm. The combined power of all the engines is 63.4 MW.

Pods: Queen Victoria will be propelled by two podded drive propulsors manufactured by ABB in Finland. Each AZIPOD has a fixed pitch propeller and the combination of varying the speed of the propellers and the ability to rotate the pods independently through 360 degrees provides steering and manoeuvrability. Each pod absorbs a maximum power of 17.6MW.

Thrusters: Queen Victoria will have three bow thrusters each absorbing a maximum power of 2.2MW. The ship has been designed with a cruising speed of 18 kts with a maximum speed of 23.7 kts. Stabilisers are fitted the Queen Victoria will have one pair of folding fin stabilisers and each fin will have an area of 20 m². The ships bunker capacities are 3000tonnes of heavy fuel and 150 tonnes of marine gas oil. Fuel consumption when the engines are producing maximum power will be about 10 tonnes per hour.

Equipment:

There will be three high holding power anchors, each weighing just over 11 tonnes; two will be working anchors and the third is a spare mounted on the forward open space on deck 4. The anchor cable will have a diameter of 95mm (each link weighs around 82 kgs) and the ship will carry a total of 742.5 metres (two and half times the ship's length).

The Bridge will be located on Deck 8, some 26 metres above sea level, where the deck officers will have an unobstructed view for navigation. The Bridge will have a span of 34 metres and will be equipped with the latest navigational aids that, together with the trained watch-keepers, will ensure a safe voyage for all passengers. In addition to communication equipment, the bridge will house displays for radar, sonar, speed and manoeuvring information. Close circuit television displays will be used to monitor all areas of the ship to maintain safety. Queen Victoria, has been fitted with SAM Electronics' NACOS 65-5 integrated navigation command system featuring a radar-controlled trackpilot, Ecdis and other state-of-the-art sensors. Designed to DNV NAUT AW and LR IBS standards and also featuring particularly high levels of system redundancy, the complete assembly functionally integrates radar, ECDIS and autopilot operations. In a track mode, planned routes and turn radii can be steered with an accuracy of better than half the beam of own ship using precise position and speed measurement sensors. An earlier NACOS model has been in service aboard Cunard's QE2 for a number of years.

Environment and Safety:

Queen Victoria will be fitted with the latest systems to handle liquid and solid wastes to comply with and indeed exceed current requirements for environmental protection. Queen Victoria will feature the latest safety management systems allowing a quick response to and the ability to deal with any emergency

Queen Victoria continued.....

Construction:

The hull of **Queen Victoria** has been analysed to ensure the steel structure can meet the demands of the Atlantic Ocean. Detailed calculations have been carried out to identify any critical areas and strengthening has been added to the steel decks and bulkheads to meet predicted stress levels. The bow strength has been determined by the latest Classification Society Rules that consider the dynamic loading and pounding experienced by the fore end of the ship in extreme seas. The local 'scantlings' or thicknesses of the steel structure have been increased to meet these requirements.

Safety Equipment:

Queen Victoria will be provided with a total of 16 lifeboats that will each carry up to 150 persons. Five of the lifeboats will double as tenders and can be used to transfer passengers from the ship to shore in those ports where it is not possible to come alongside. To assist in the event of an emergency, the ship will also have two rescue boats. The **Queen Victoria** will carry 51 life raft units each having a capacity for 35 persons. The life rafts will be launched from davits along the ship's side.

Public Rooms and Passenger Facilities:

Grand Lobby

First impressions matter and **Queen Victoria** will impress as soon as passengers embark into the ship's three-storey Grand Lobby which features a dramatic staircase and exclusive works of art.

The Grills Experience

Both Grills will offer single sitting dining and all Grill passengers will have the exclusive use of the Grills Lounge, conveniently located next to the Grills. French doors will open from each Grill onto The Courtyard's exclusive patio area and steps will lead up to the Upper Grills Terrace – a secluded retreat that's the highest point aboard. Decorated in creams and browns, the 130-seat Queen's Grill will be for the use of passengers booked in the highest-grade cabins and will feature the finest dining afloat. The intimate 120-seat art-deco styled Princess Grill will be for passengers in the Princess Suite cabins.



The end of the year sees the departure of two more RN vessels. **RFA Sir Galahad** has been sold to the Brazilian Navy and will be renamed **Garcia D'Avila**. The **RFA Sir Galahad** was built as a replacement for the ship sunk at Bluff Cove during the Falklands War. She has been a frequent visitor to the Military Port at Marchwood from where she has taken equipment to operations throughout the world.

HMS Fearless, for several years a feature in Fareham Creek during our annual boat trip, has been sold for "recycling" and will be towed to Belgium during December. She and her sister **HMS Intrepid** were the backbone the Navy's amphibious forces for many years after their entry into service during the 1960's.

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