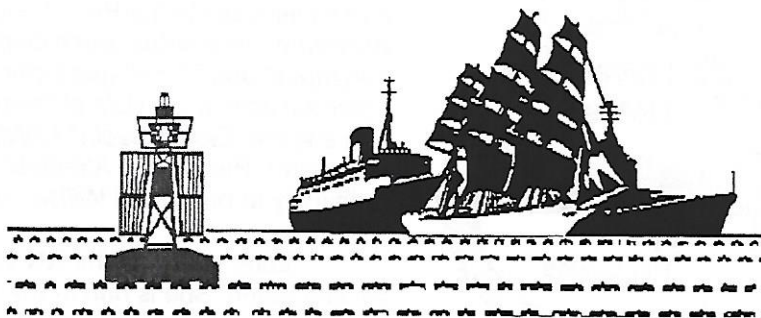


Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



Issue No: 113

Summer 2000

SPIN Southampton Port Information Network

SOUTHAMPTONSPIN.NET Managed By **CNS**

HOME Members ZONE Community ZONE Business ZONE News ZONE

Welcome to the Southampton Port Information Network Community Web Site

SPIN is the Port Community System operating in the Port of Southampton. The Community consists of all the companies and official bodies who are responsible for the orderly movement of goods through the port.

SPIN integrates and connects the multiplicity of systems operated by all those organisations. It allows information to pass between individual users and where appropriate enables common information to be shared facilitation freight movement. At the heart of the community is an inventory system monitoring goods movement. Facilities now provided on this web site enhance the capability by giving users access to other information relevant to the port and its business.

UK Weather
Headline: Patchy rain in extreme south, otherwise bright with scattered showers.
Today: Southern England cloudy with some patchy rain for a while, but clearing. Otherwise, bright with sunny intervals and showers, heavy in some northern parts.
Tonight: Showers in northwest Scotland, otherwise dry, largely clear, and chilly, with ground frost in inland areas.
Tomorrow: Rain and strong winds spreading from the southwest. Becoming milder.

Weather Details from the Met Office website.

Please click here to add Southampton Spin to your bookmark list

SouthamptonSpin.Net © 2000 info@southamptonspin.net
Having Problems? Please contact the webmaster at webmaster@southamptonspin.net

Most of you will have no doubt heard from other members and from the media – the Port of Southampton now has a Web Site. Shipping information can at present be accessed without charge at will by anyone with a computer, a modem and an Internet service provider. Two pages have been reproduced here other pages include tides, Notices to Mariners and passenger vessel ETAs.

SPIN Southampton Port Information Network

HOME Members ZONE Community ZONE Business ZONE News ZONE

Vessel Movements - Southampton Water

Passenger Ship Schedules Notice to Mariners Tide Times

ASP Associated British Ports
Data Provided by Associated British Ports © ASPH PLC 2000
Email: VTS@SouthamptonASPH.com
Fax: 0703 625044
Tel: 0703 625043

Arrivals

Ship Name	Type	Flag	Time	Dir	Origin	Destination	Side To	Draft	Agent
KAOA	Container Carrier (UCC)	JPN	01:00	Nab	Rotterdam	204	P		NKK LINE (EUROPE) LIMITED
BALTIC CAPTAIN	Tank (TTA)	MHL	01:30	Nab	Nab Anchorage (For BP)	BPJ Kambie	X	7.60	DENHOLM SHIPPING SERVICES LTD
AUSONIA	Passenger (MPR)	CYP	10:30	Nab	Unknown Port	European	380	X	DENHOLM SHIPPING SERVICES LTD
URKAS	Chemical Tank (TCH)	LBR	AM	Nab	Augusta	Easo Bath 3	X		THE SOLENT STEAM PACKET LIMITED
SETUBAL	Vehicles (MVE)	PAN	AM	Southern	European	201	X		THE SOLENT STEAM PACKET LIMITED
SHIELDHALL	Passenger (MPR)	GBR	AM	Southern	Coastal	40	X		THE SOLENT STEAM PACKET LIMITED
STRONG VIRGINIAN	Ro/Ro (URR)	USA	AM	Nab	Unknown Port	Foreign	Cowes Road	X	INCHEAPE SHIPPING SERVICES
ANTWERPEN EXPRESS	Container Carrier (UCC)	DEU	13:00	Nab	Le Havre	206	P		HAPAG LLOYD (UK) AGENCIES LTD
HYUNDAI FEDERAL	Container Carrier (UCC)	PAN	18:00	Nab	Hamburg	207	P		HYUNDAI MERCHANT MARINE EUROPE
VELAZQUEZ	Ro/Ro (URR)	ESP	10:30	Nab	Vigo	50	X	6.00	GUARDIAN SHIPPING LIMITED
BUTEN THERESA	Chemical Tank (TCH)	DNS	TBA	Nab	Port Jerome	Easo Bath 3	X		THE SOLENT STEAM PACKET LIMITED
MOAS GENERAL	Lpg (LPG)	BHS	PM	Nab	Temmuzen	Easo Bath 1	X		TBA
BARMOUTH	Tank (TTA)	GBR	PM	Nab	Unknown Port	Coastal	Easo Bath 0	X	TBA

Movements

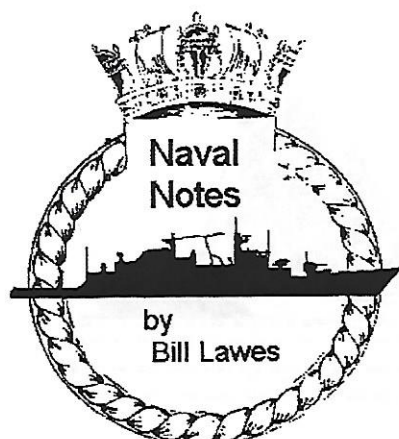
Ship Name	Type	Flag	Time	Dir	Origin	Destination	Side To	Draft	Agent	
SOLR	Chemical Tank (TCH)	ITA	PM		St Helens	Anchorage	Easo Bath 4	X	6.10	GRAYPEN LIMITED

Departures

Ship Name	Type	Flag	Time	Dir	Origin	Destination	Side To	Draft	Agent
AUGLAND STAR	Refrigerated Vessel (RFV)	BHS	10:00		101W	European			GUARDIAN SHIPPING LIMITED
AUSONIA	Passenger (MPR)	CYP	18:00	Nab	380	Unknown Port	European		DENHOLM SHIPPING SERVICES LTD
ANTWERPEN EXPRESS	Refrigerated Vessel	DEU	13:00	Nab	206	European			INCHEAPE SHIPPING SERVICES LTD

www.southamptonspin.net

Southampton has been fortunate lately to have visits from a wide variety of naval ships from an assortment of Nations.



In March it was the Netherlands Navy that sent two Frigates of the Kortenaer class to the Port. They were **Pieter Florisz** and **Philips van Almonde** these ships which displace 3,630 tons full load are powered by "Olympus" and "Tyne" gas turbines for speeds of 30 and 16 kts respectively. Their armament consists of "Harpoon" SSMS, "Sea Sparrow" SAMs, 1 - 76mm gun and the "Goal Keeper" CIWS together with AS torpedoes and a "Lynx" Helicopter. Philips van Almonde entered service in 1981 and **Pieter Florisz** (originally to be named *Willem van der Zaan*) two years later.

Later in March the RN submarine **Splendid** paid a brief visit to Southampton. She is one of the Swiftsure class SSNs, like all other submarines currently in the RN she was built by Vickers Shipbuilders at Barrow - in - Furness and was commissioned for the first time in 1981. She displaces 4400 tons when surfaced and 4900 submerged. Her nuclear engine

and "pump jet" propulsor can produce a submerged speed of at least 30kts. The nuclear core for the reactor needs to be "refuelled" only every seven or eight years! In 1997 **Splendid** travelled to USA to be fitted with the "Tomahawk" Cruise Missile System, she carried out the first ever test firing of this missile by a British vessel in November 1998. A few months later, in March 1999 she fired the missiles for real against targets in Kosovo at the start of the action against that State. There must have been a few peeved members of the Treasury when they realised that these expensive toys were actually being used.

"Tallships 2000" attracted a host of vessels of all types to Southampton, the Royal Navy was represented by the Type 42 Destroyer **Glasgow**, she was also in attendance in the Solent as the sailing vessels departed.

In March a group of NATO warships called into the Port. The French representative was the **Dupleix**, a Georges Leygues class Destroyer completed by Brest Naval Dockyard in 1981. These ships have a full load displacement of 4,300 tons and are powered by a combination of "Olympus" gas turbines and diesel engines. The armament consists of "Exocet" SSMS, Crotale "Navale" SAMs, "Matra" ASW missiles, 2 Lynx Helicopters 1- 100mm (3.9in.) gun and 2 - 30mm guns. From Spain came the Frigate **Navarra** of the Santa Maria class that are based on the American Oliver Perry class but with increased beam to enable the ships to carry greater top weight. **Navarra** displaces just over 4000 tons and is armed with "Harpoon" SSMS, "Standard" SAMs, ASW torpedoes, two helicopters and 1- 76mm (3in.) gun and 12 barrelled 20mm CIWS. The main machinery are gas turbines of 44,000hp. for 29kts, but these vessels are also fitted with electric motors of 1,600hp with a retractable propeller for a silent speed of 4.5 kts. This ship was built by Bazán at Ferrol and was commissioned in 1994. We very rarely see Italian warships in Southampton but fortunately one was present in the NATO group, she was the Frigate **Euro** built by Fincantieri at Riva Trigoso as one of the Maestrale class and was first commissioned in 1984. For their size, 3200 tons, they seem to be well armed with Melara "Teseo" SSMS, "Albatros" SAMs, 1- 127mm (5in.) gun 4- 40mm guns plus ASW torpedoes and two helicopters. A speed of 32 kts can be obtained from gas turbines and 21kts from diesels.

The vessel that was most interesting in some ways was the Portuguese Supply Ship **Berrio** which is the ex **RFA Blue Rover**. She was transferred from the RN on 31st March 1993 and departed for Portugal the next day. She entered RFA service in 1970 after being built by Swan Hunter as one of five ships of the Rover class "Small Fleet Tankers". With a full load displacement of 11,500 tons these ships can carry 6,600 tons of cargo. It is always a pleasant surprise to see one of the ships sold off as "surplus to requirements" still in use, even if it is under a different country's flag. A second ship of this class **Green Rover** was sold to Indonesia in 1992 and renamed **Arun**.

May 6th. saw the launch of **Triton** from Vosper Thornycroft's yard at Woolston. She is designed as a trimaran to research the feasibility of such a hull being used for a future Frigate. It is hoped that its features will supply increases stability, more space for operating helicopters, greater speed for a given engine power plus additional benefits. The **Triton** is a two-thirds scale "model" of such a frigate and will undergo 2 years of trials to obtain data. (Additional article page 5)

Thornycroft have a long tradition of "private" designs. During the 1st. World War they built their "Special" versions of Admiralty designed Destroyers. In the 2nd. World War the 2 Destroyers of the "Hunt Type 4" were of a much more advanced design then the standard types. In the 1960/70s the company played a leading part in the design of the Type 21 Frigates. Over the years they have also built a considerable number of vessels to their own designs for Foreign Navies. It is encouraging to see this flair continuing, and lets hope the **Triton** proves to be successful.

Reminiscence by Colin Frampton

My recollection of the first "Cruise Vessels" to call at the port of Southampton after the Second World War were the following. (The years were somewhere between 1947-49)

1) Berthed in Southampton Docks Several Calls

M/V Stella Polaris Built 1927 Gross Tonnage 5208

Owners: Rederi A/B Clipper, Malmo Sweden (Clipper Line)

Port Agents: Thomas Meadows Ltd, Royal Mail House, Terminus Terrace.

Thomas Meadows was the Swedish vice Consulate.

2) Called at Cowes Roads, from winter Canary Islands cruise

M/V Saga Owners Rederi A/B Svenska Lloyd, Goteborg, Sweden. (Swedish Lloyd)

During the summer normally operated the London-Goteborg service.

Port Agents: Sandell Brothers Ltd , 24 Queens Terrace

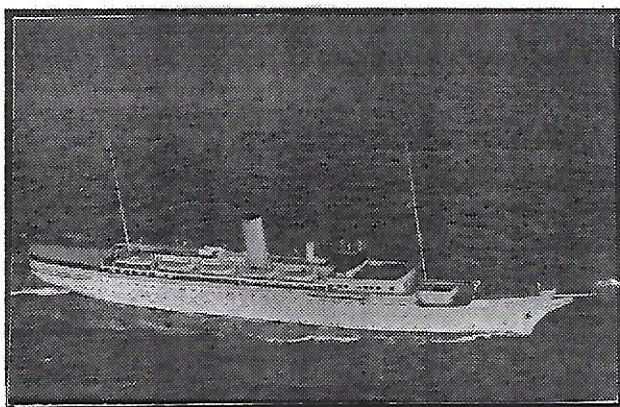
Sandell Brothers were Norwegian and Finnish vice Consulates.

3) Another vessel to call at Southampton Docks (several calls) to land and embark passengers, hearsay was she is cruising.

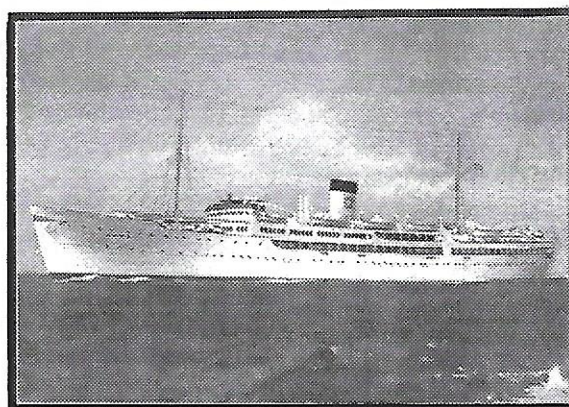
M/Y Cort Adler Owners and details unknown.

Port Agents: Thomas Meadows Ltd, Royal Mail House.

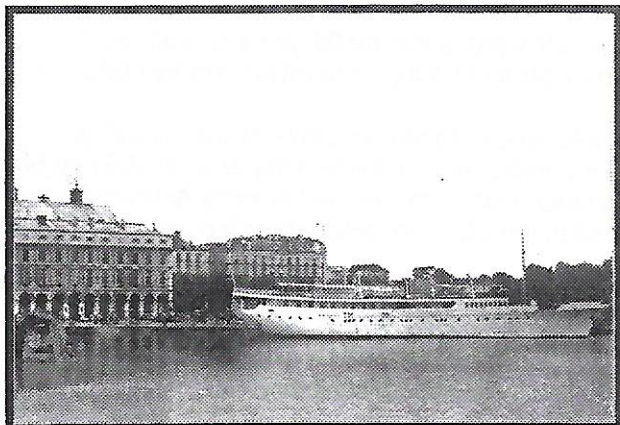
It was known that some ship owners with yachts had the vessel registered within their shipping company hearsay to avoid taxes.



1) Stella Polaris



2) m.v. Saga



3) Cort Adler

Pictures - Colin Frampton

Ships in Port – Past and Present

Hapag Lloyd is expecting the delivery of seven powerful boxships this year – **Antwerpen Express** as recent arrival in the company's panamax series.

Hapag Lloyd has commissioned the first in a new series of seven powerful panamax optimised ships, all of which are due to be introduced into its long haul network this year. Distinguished by the adoption of the widest bore, two stroke propulsion currently available, the 4,864 teu **Antwerpen Express** represents a design advance on the successful *Hannover Express*-type phased into service from 1991 onwards. Common to the **Antwerpen Express** class and the earlier series of 11 vessels led by *Hannover Express* order's at 4,400 teu capacity but advertised now as 4,600 teu capable, are panamax main dimensions 294m length overall and 32.2m beam, and a maximum draught of about 13.5m. The newbuildings will strengthen Hapag-Lloyds Far East express operations conducted within the framework of the Grand Alliance.

The 67,645 dwt **Antwerpen Express** encapsulates the latest low speed diesel technology from MAN B&W yielding the requisite power from a more compact footprint and allowing naval architects to gain extra cargo space, approx 70 teu within the given hull envelope. The potent propulsive plant and good underwater lines enable **Antwerpen Express** to make 24 knots fully laden in fair weather. Although the actual schedule demands an average sustainable speed of 22-22.5 knots certain legs are run faster, while the power and speed margin provides the means for recovering or anticipating lost time.

The 9K90MC machinery installation in each of the *Hannover Express* sisters delivers 55,980 bhp at 94 rpm, whereas the seven cylinder examples of the K98MC specified for the **Antwerpen Express** turn out 54,460 bhp at the same crankshaft speed. The slight reduction in maximum power was regarded as acceptable on the basis of the speed of the vessels already in operation.

Antwerpen Express embodies six cellular cargo holds, five of which are arranged forward of the superstructure and engine room, with one aft. Being of so called "girderless" type; the underdeck has been optimised for container stowage, to give a maximum of 11 rows and eight tiers teu in the hold spaces in parallel body. The upper deck allows a stow of 13 rows of boxes. Wholly typical of boxship design, the above deck capacity more than matches the total hold containment. Whereas the owner uses a figure of 4,864 teu, Hyundai quantifies the vessels potential maximum load as 4,890 teu, on the basis of 2,326 teu intake in the holds and 2,564 teu on the weatherdeck and pontoon type hatch covers. Extra transportation flexibility is available with 350 sockets for reefer boxes.

Hapag-Lloyd has remained in the vanguard of integrated bridge design and the **Antwerpen Express** accordingly provides a new reference for German marine electronics technology with her STN Atlas navigation and command system.

With the culmination of the Hapag-Lloyd 4,800 teu programme towards the end of this year, the German firm will have brought 18 South Korean-built vessels of a broadly similar type in operation within the space of 9 years. Two newbuildings "**Bremen Express**" and **Tokyo Express** were both named in Ulsan on May 18th, both ships were completed in under four months. The "**Bremen Express**" is the third containership to bear the name and the **Tokyo Express** the second, although the name of the city is written for the first time in the internationally used English spelling. The Tokyo Express is due in Southampton on June 21st and the Bremen Express about June 12th on their maiden voyages.

In March Hapag-Lloyd ordered four 7,200 teu containerships once again from Hyundai Heavy Industries, based in Ulsan Korea. The vessels are due for delivery between 2001 and 2003.

A vessel that was laid down as a passenger vessel, completed as a troopship and for 22 years served, as a training ship should have fulfilled its purpose. The **State of Maine** instead of a dignified retirement has taken on a new role.

The vessel was ordered from the New York Shipbuilding Corp by American President Lines as the 13,400 gt *President Hayes*, but was transferred to the US Navy whilst under construction and was completed in 1951 as the *Upshur*. After 22 years service she was transferred to MarAd and allocated to the Maine Maritime Academy as a training ship, the **State of Maine**. Many US seafarers were trained in the 22 years before the ship was withdrawn in 1995.

Now the **State of Maine** has been taken over by the USCG and, based at Mobile in Alabama, is to be used as a fire and safety training facility.

The vessel last called at Southampton on the 31 May 1994 shortly before her withdrawal from service, I'm sure many members can recall her other visits she had made for the USN.

Monty's Notebook

.....compiled by Monty Beckett

A summary of new or new or infrequent callers to Southampton.

Berth 204/6: Cap Polonio 29739/90, APL Pearl 65475/98, OOCL China 66046/96, Wehr Flottbek 16500/99, California Jupiter 41668/86, Saudi Yanbu 55000/99, P&O Nedlloyd Mercator 66256/00, CGM Pasteur 29739/90, OOCL Shanghai 65000/99, Cap Roca 35303/90, Alianca Brasil 28397/94, Alianca Europa 28397/95, Karawa 16191/94, APL Iolite 63900/97, Antwerpen Express 54447/99, Lotte Sif 7676/91, Cap Finisterre 29841/91, Hyundai Federal 51841/94, Hyundai Duke 51836/92, OOCL Los Angeles, Heeresingel, Alianca Parana (Ex Nordcoast) 16264/97.

Marchwood Bulk: Gambler 2319/79, Caspic 1951/78, Arklow Meadow 1524/90, Sibnec 1948/65, Legend II 1805/71.

Marchwood RLC: Thorndale 4238/81, Cold Stream 8414/94, Degero 10215/85, Sutter 4953/83, Cidade de Funchal 5505/81, Astra Sea 9475/80.

APL Drydock No7: European Seaway 22966/91, Pride of Le Havre 33336/89, Pacific Bulker 17075/97, Southern Juice 19349/83, Star Kim 17126/90.

109Berth: Millenium 6355/78, Yeoman Bank 24575/82.

107/8 Berth: Dintelborg 6235/99, Elbe 2092/71, North Sea 1951/78, Egbert Wagenborg 6540/98, Storrington 7789/82, Volga 4009 4966/90, Michiganborg 6540/99, Schokland 852/86, Adriana 1282/91, Panda 852/89, Frisiana 1240/91, Titanas 18998/77, Atair 1864/95, Helen 2446/92.

104Berth: Cap Triunfo 8487/88, Global Harvest 8520/93, Roman Bay 10381/92.

102/3Berth: Voyager 1746/75, Dominique Trader 1521/85, Samin Trader 794/79, Fast Jef 2066/96, Elke 1299/84.

102 Berth: Hannah 3219/87.

101/2Berth: Sierra Leyre 5100/97.

RoRo Vessels: Asian Trust 55729/99, Platinum Ray 57757/00, St Angelo 15095/74, Boheme 57018/99, Maersk Wave 51770/00, Mignon 55598/99, Valazquez 16021/83, Maersk Sun 27887/82, Grand Race 49200/00.

36/47 Berths: Wani Swan 14357/77, Niklas 2446/92, Clipper Mirage 16406/98, Viseu 15586/76, Vikanes 2659/67, Linaco 2900/72, Natali 1 1637/76, Stepan Razin 14141/80, Rolnik 9117/75, Baltia 7170/86, Irina 3225/97.

40/41 Berths: Brouwersgracht 3343/80, Pauwgracht 5974/86, Seevital 6960/86, Apollogracht 7950/91, Atlantic Bay 4996/84, Baltimar Boreas 2854/89, Jessica 1329/84, Keizersgracht 4921/83.

38/9 Berth: Caronia 24492/73, Aurora 76000/00, Sundream 22945/70, Albatros 24803/57, Seabourn Sun 37845/88.

Dibles: Solar 2361/77, Omskiy 132 2528/88, Nataly M 1935/76, Hestia 1599/99, Pur Navalok 2446/97, Clavigo 1446/98.

Princes Wharf: Normannia 1946/83, Arlow Valley 2827/92, Leeswig 2561/85, Maria D 2370/86.

RN trimaran launched at VT

A major step forward took place with the launch of the Trimaran Warship Demonstrator Research vessel **Triton**. VT has been contracted to build this ship by the UK's Defence Evaluation and Research Agency. Due for handover in August, the vessel is said to be the worlds largest seagoing trimaran.

Principal particulars include a length of 98m, an overall breadth of 22.5m and a draught of 3.2m. Once completed the **Triton** will undertake two years of trials to fully evaluate the trimaran concept and determine its suitability for a new generation of warships for the Royal Navy.

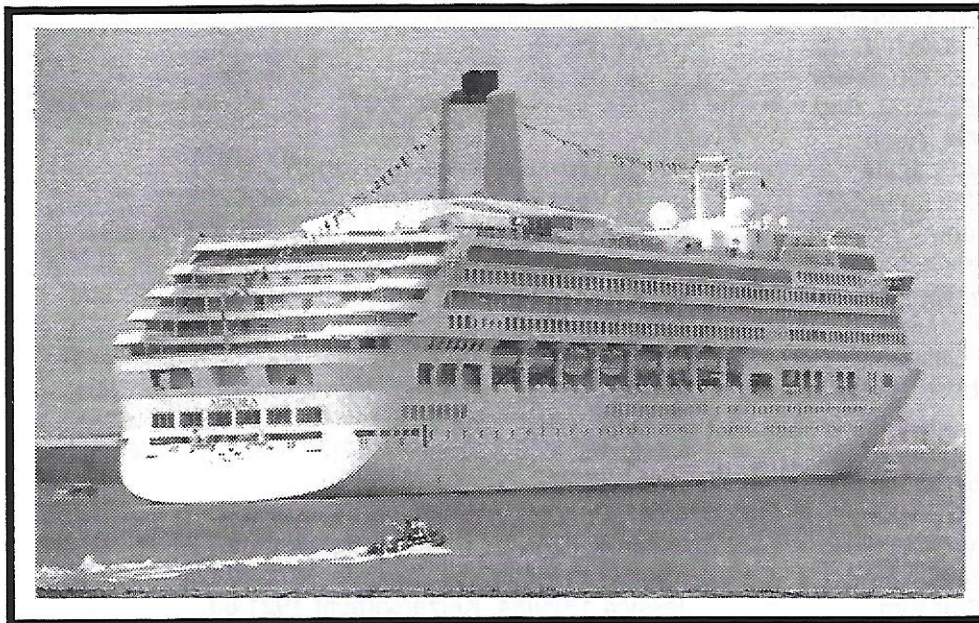
Launching of the **Triton** has been preceded by five intensive years of research by DERA, which retains overall control of the trimaran as owner and operator. Since the early 1990's the MOD has seen potential benefits in using a trimaran hull form for warships, whilst the initial work is primarily targeted at frigate type applications, the programme is also assessing further applications for the concept. The US Department of Defense will be participating in initial sea trial. The trimaran demonstrator is expected to make its first transatlantic crossing later this year, when it will undergo trials off the US coast over a six-month period.

Cont'd

Her speed of 20 knots will be derived from diesel electric propulsion system based on a pair of 12 cylinder Paxman VP185 main generators rated at 2.085kW at 1,800 rpm.

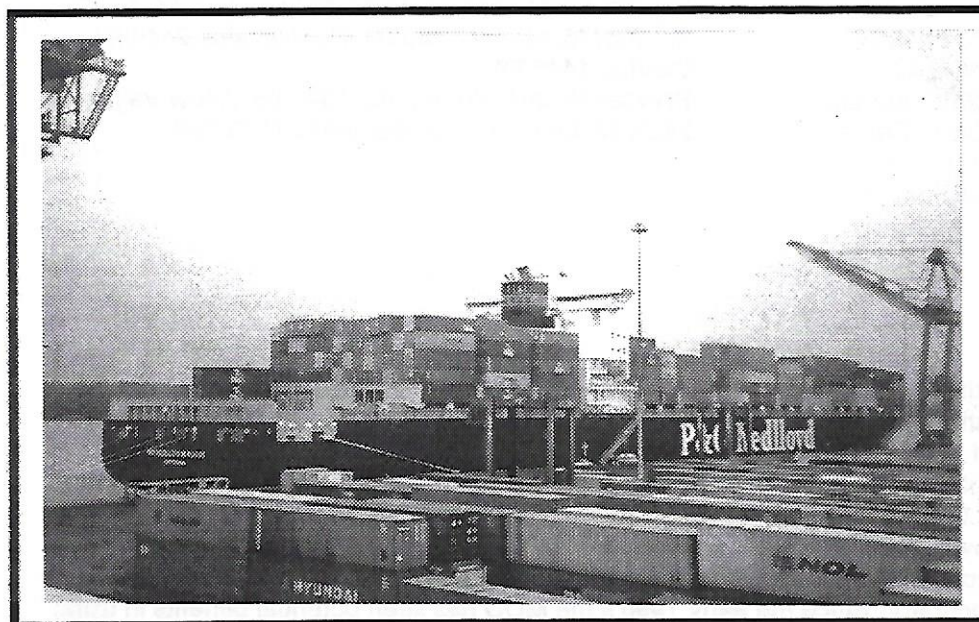
In terms of the designs contribution to the vessels role as a military vessel, the outriggers are said to greatly improve the survivability in general from weapons strikes.

For VT the ships construction has provided it with invaluable experience in building the steel hull-form and developing new construction techniques. Most notable has been the use of blocks weighing up to 200 tons each. VT has completed the build in 16 months since the first steel was cut.



The \$320m British registered **Aurora** 76,000gt arriving at Southampton. Built primarily for the British cruise market, she is expected to spend 9 months cruising from Southampton with a 3 month world cruise.

Photographs Monty Beckett



P&O Nedlloyd Mercator, the second in the new Explorer class of containerships building in Germany for P&O Nedlloyd was named in Antwerp on May the 19th. With a length of 278m and a capacity of 5,500 teu the ships sailing under the Dutch flag will be employed on the Grand Alliance's Far East service. The ship has been named in the honour of Gerard De Cremer, better known as Mercator, the 16th century cartographer. All five ships of the class are named after famous British, dutch and Belgian maritime pioneers. The third ship of the class **P&O Nedlloyd Hudson** was named in April

Provisional Schedule of Major Ship Movements.

Data supplied by ABP – Please check accuracy via another source nearer the date.

Arrival Date/Time		Sailing/Time Berth			
				26/07/2000	1230 Ausonia 1600 38/9
05/06/2000	0700 Victoria	1800 106		29/07/2000	0800 Sundream 1700 38/9
06/06/2000	0700 Oriana	2000 106		30/07/2000	am Minerva pm 38/9
08/06/2000	0700 Arcadia	2000 106		02/08/2000	am Minerva pm 38/9
09/06/2000	0700 Oriana	1800 106		05/08/2000	0700 Oriana 1800 106
10/06/2000	TBC Millennium			06/08/2000	0630 QE2 1700 38/9
11/06/2000	0700 Arcadia	1800 106		07/08/2000	0700 Arcadia 1800 106
12/06/2000	0630 QE2	1700 38/9		12/08/2000	0700 Aurora 1800 106
13/06/2000	TBC Millennium			12/08/2000	0800 Sundream 1700 38/9
15/06/2000	TBC Millennium			16/08/2000	1600 Europa
15/06/2000	0700 Aurora	2000 106		17/08/2000	Europa 1800 38/9
16/06/2000	TBC Millennium			17/08/2000	0700 Oriana 1800 106
17/06/2000	0800 Sundream	1700 38/9		18/08/2000	0630 QE2 1700 38/9
18/06/2000	0700 Aurora	1800 106		19/08/2000	0700 Aurora 1800 106
20/06/2000	0700 Victoria	1800 106		20/08/2000	0700 Arcadia 1800 106
21/06/2000	0700 Arcadia	2000 106		23/08/2000	1230 Ausonia 1600 38/9
23/06/2000	0700 Oriana	1800 106		26/08/2000	0800 Sundream 1700 38/9
24/06/2000	0700 Arcadia	1730 106		28/08/2000	0630 QE2 1700 38/9
25/06/2000	0630 QE2	1700 38/9		30/08/2000	0700 Arcadia 1800 106
27/06/2000	0700 Aurora	1800 106		02/09/2000	0700 Aurora 1800 106
28/06/2000	0630 Arcadia	2000 106		03/09/2000	0700 Oriana 1800 106
28/06/2000	1230 Ausonia	1600 38/9		09/09/2000	0800 Sundream 1700 38/9
01/07/2000	0700 Arcadia	1800 106		10/09/2000	0630 QE2 1700 38/9
01/07/2000	0800 Sundream	1700 38/9		10/09/2000	0700 Oriana 1800 106
03/07/2000	0800 Victoria	1800 106		12/09/2000	0700 Arcadia 1800 106
06/07/2000	0700 Oriana	1800 106		15/09/2000	0700 Aurora 1800 106
09/07/2000	0700 Oriana	1800 106		20/09/2000	0700 Aurora 2000 106
10/07/2000	0700 Aurora	1800 106		20/09/2000	1230 Ausonia 1600 38/9
11/07/2000	0630 QE2	1700 38/9		21/09/2000	0700 Arcadia 2000 106
14/07/2000	0700 Arcadia	1800 106		22/09/2000	1330 Princess Danae 1800 38/9
15/07/2000	0800 Sundream	1700 38/9		23/09/2000	0700 Aurora 1800 106
16/07/2000	0700 Victoria	1800 106		23/09/2000	0800 Sundream 1700 38/9
18/07/2000	0630 QE2	1700 38/9		24/09/2000	0700 Arcadia 1800 106
21/07/2000	0700 Arcadia	1800 106		30/09/2000	0630 QE2 1800 38/9
22/07/2000	0700 Aurora	1800 106		30/09/2000	0700 Oriana 1800 106
23/07/2000	0700 Oriana	1800 106		03/10/2000	0900 Exp. of the Seas
25/07/2000	0630 QE2	1700 38/9		08/10/2000	Exp. Of the Seas 1600 38/9

Cruise operator Fred Olsen, is switching most of next winters holiday programme to Southampton from Dover. The company's two ships **Black Prince** and **Black Watch**, will operate 10 long distance cruises from Southampton. Fred Olsen's will continue to use Dover for Northern European destinations.

The latest estimates are that Cunard will sign a contract for the construction of the **Queen Mary** at the end of June. The company agreed a letter of intent with Chantiers de l'Atlantique shipyard for the 150,000-ton ship at the beginning of March. If things go according to plan the first steel will be cut in the autumn and the completed ship will be delivered at the end of 2003. When built she will be the largest cruiseship afloat, just topping the 142,000ton Eagle –class ships which are currently being built by Royal Caribbean.

Branch Officers and Committee

Chairman

John Lillywhite
1 Thornleigh Road
Woolston
SO19 9DH 02380 432181

Vice Chairman

Bill Lawes
25 Rolleston Road
Holbury
SO45 4QD 02380 894234

Secretary

Rod Baker
29 Milbury Crescent
Southampton
SO18 5EN 02380 449972

Treasurer

Andrew Hogg
"Debanker"
Lynburn Road
Hampworth
Salisbury
SP5 2DR 01794 390502

Black Jack Editor

Neil Richardson
9 Cornfield Close
Chandlers Ford
SO53 4HD 02380 276423

Projectionist

Alan Strafford
85 Dunvegan Drive
Lordswood
SO1 8DB

Visits Organiser

Adrian Tennet
34 New Road
Fair Oak
SO50 8EN 02380 600197

Reprographics

Mike Lindsay
7 Elland Close
Fair Oak
SO15 7JY 02380 694558

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.

2000 Programme

13th June

A membership event.
J.Poole postponed
(apologies due work
commitments).

2nd July

Annual Cruise 11.30AM
from Ocean Village

11th July

My Life with Ships
A membership event

08th August

Gosport Submarine
Museum

NOTE VENUE

09th September

Anniversary Buffet
Grand harbour Hotel

12th September

My Favourite
Photographs
Members Competition

10th October

A Naval Architects Life
Nigel Allen (VT)

14th November

AGM + Support
Programme

12th December

Ships in My Life

Branch Notice Board

Notes:

Please remember
that visits to ships are
arranging at quite short
notice due to the nature of
shipping these days. If you
wish to be included in ship
visits please ensure that the
Visits Secretary – Adrian
Tennet has your contact
details.

Any articles that you
can contribute to the content
of Black Jack are most
welcome in any format. All
that is required is that the
material has some sort of
connection with
Southampton. I'm still
looking for a copy of a 1950
Southampton Shipping
Guide for the next edition.

For details of how to obtain
your engraved glass
celebrating the 50th
anniversary of the branch
please see previous editions
of BJ.

For this edition the editor
has got the number correct,
previous errors have been
wrong due to using a
previous copy as a template
– and time!.