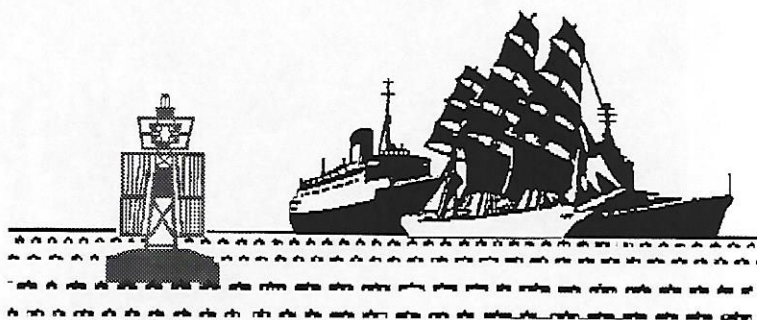


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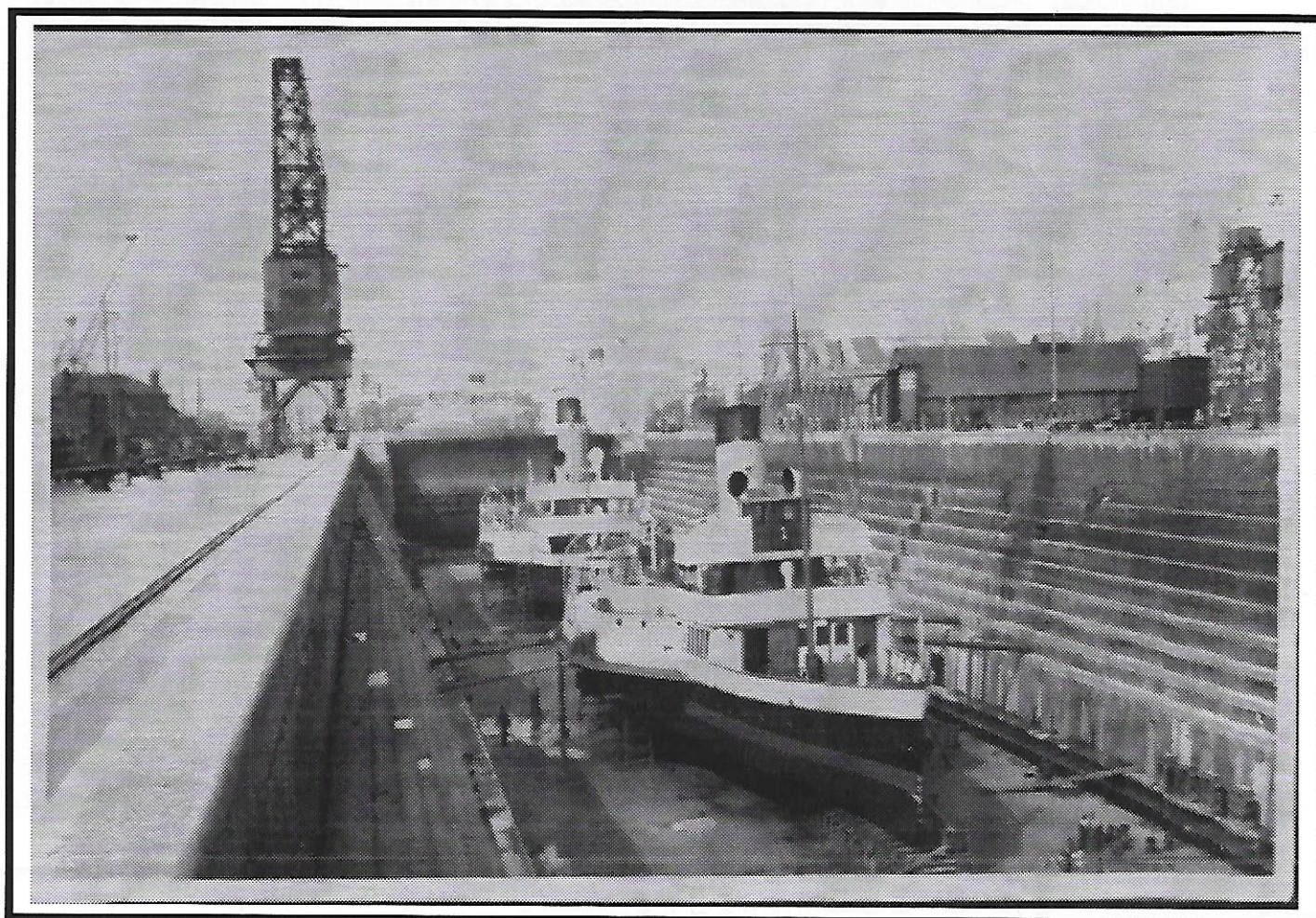
QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



Issue No: 121

Summer 2002

An interesting postcard from Rod Bakers collection.....



In the foreground, the paddle steamers **Embassy** 446/11 carried 452 passengers and **Monarch** 399/24 with capacity for 746 passengers. They are seen together in No5 Prince of Wales Dry-dock which with a length of 745ft and opened in 1895.

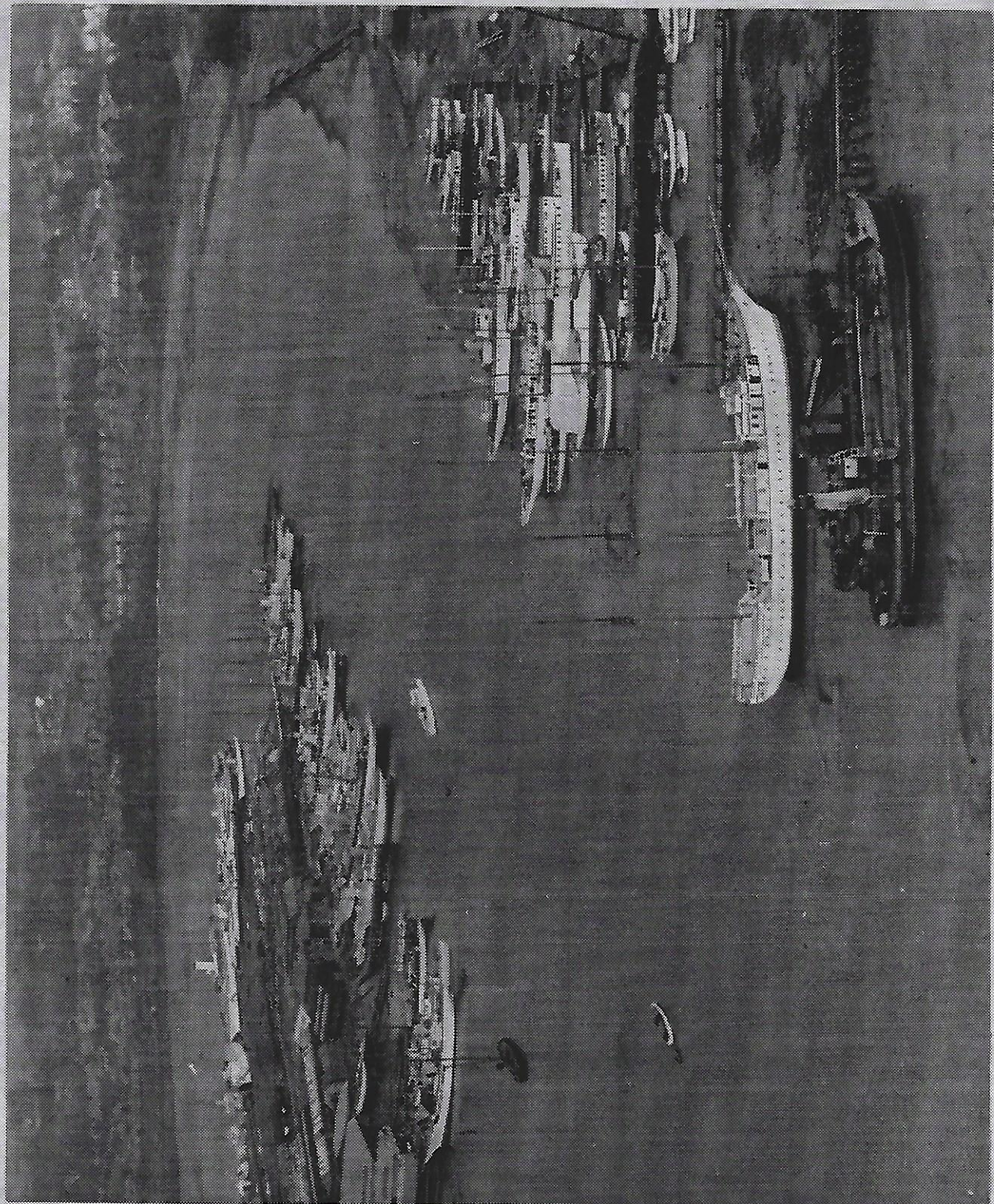
In the background, one of the Elders and Fyffe's sister ships and an Esso tanker.

In Winter Store

'Now that the summer season is over yachts of all descriptions are laid up for the winter during which they will be reconditioned for next year. A large number of craft including sailing yachts, motor yachts and motor cruisers are to be seen at Northam Southampton. An aerial view of boats on the slipways at Northam for the Winter October 12th '36.'

A long forgotten Southampton scene that was once an annual event.

Photograph from the Rod Baker collection.



A Journey from the Nab to Southampton Container Terminal

The following is an edited version of my article printed in the recent May edition of HAMPSHIRE the county magazine - Rebecca Fredericks

On the 2nd October last year, with thanks to P & O Nedlloyd and ABP Southampton, I was fortunate to have the opportunity to board the container ship '**P & O Nedlloyd Shackleton**' from the Pilot Launch at the Nab Pilot Station, for the last part of her then latest inbound voyage from Singapore into Southampton Container Terminals.

I arrived at the Gosport pilot station where I met First Class Unrestricted Pilot Chris Coleman whom I was to accompany on the first job of his 24 hour watch this day, which for him began at 0830 HRS, and using information received in advance he proceeded with his passage plan to meet & board the container ship **P & O Nedlloyd Shackleton**.

Chris, a former a Stena Line passenger ferry captain, is also an experienced single-handed racing dinghy sailor, and Blaze Class National Champion. In addition to working the normal shift pattern, Chris is also one of the choice pilots requested by P & O Nedlloyd for the pilotage of their vessels within the Southampton Harbour Authority area, helpful for shipping lines with vessels that make regular calls at the port as this enables the Pilot and the Captain to get to know each other and adds to efficiency and smooth running.

Departing from the Eastern Pilot Station at Gosport, at 1015 HRS, in the launch the '**Pilgrim**', we arrived some 40 minutes later at the Nab Pilot Station on the eastern outer limit of the harbour approach, 1 mile south east of the Nab Tower. The marine officer driving the launch radioed the ship to arrange heading and speed for boarding, the V.T.S. Centre having already informed her of the side and height to rig the ladder. When satisfied as to safety Chris boarded the vessel, I followed as directed, wearing self-inflatable life jacket - and fixed to the lifeline, which was offered from above. The ship had slowed to her minimum manoeuvring speed of 6 knots for this exercise.

Looking back from the bridge of the container ship the Nab Tower looked considerably smaller than when looking up from the pilot launch. We passed the coastline of Bembridge, where in the harbour entrance was the Trinity House east coast to Solent lighthouse and buoy tender the '**Patricia**'. Once into the waters of the eastern Solent the sheltering effect of the Isle of Wight noticeably eased the slight rolling, which was felt upon boarding.



Continuing on through the deep-water channel, we entered Southampton Water at Calshot Spit.

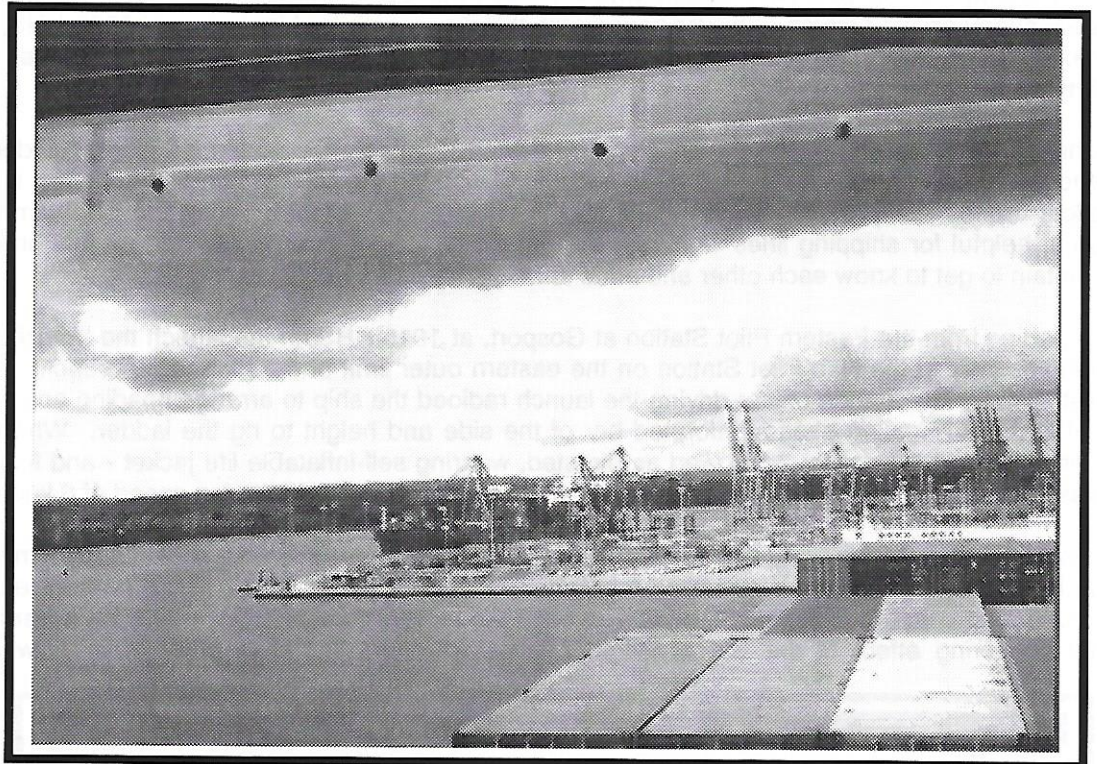
At Fawley Reach, one of only two possible passing points for large vessels, we passed the outward bound container vessel '**APL Jade**', the Pilots of the two vessels having made the necessary arrangements, which for deep draught container ships must be precisely met, exact timing being imperative to ensure that the complete

pilotage voyage begins and ends at the necessary state of tide, outbound vessels must get out to the Nab on a high water level.

Chris explained the vertical line called an isogon mark across Southampton Water between Fawley and Hamble, this marks the oil pipeline from the Wytch Farm oil field in Poole Harbour. As you come towards it the arrows point towards the pipeline, as you go over the pipeline they go vertical and as you go away from it they point backwards, the purpose being to warn of the whereabouts of the pipeline to ensure against it being broken or dragged by anchor chains.

We were joined at Netley by the tugs **Brightwell** and **Lady Madeleine**, who made fast fore and aft. Passing Hythe, Weston Shore and then the Vessel Traffic Services control building and the QE2 Terminal at Dock Head we proceeded through the Eastern Docks, passing Town Quay and Mayflower Park with Marchwood opposite.

From our high position on the bridge we had far reaching and spectacular views and the ship appeared to tower over the familiar buildings and landmarks, moving onwards through the Western Docks and looking across from the Rank Hovis Solent Flour Mill past the Civic Centre to the countryside behind the outskirts of Southampton, the whole City looked a surprisingly small place.



Having been requested to berth port side to the quay, upon reaching the upper swinging ground the ship used her engine and thrusters and the assistance of the tugs to swing the ship around so that she could be manoeuvred carefully stern first for the final mile of the voyage. Finally, at 1430 HRS under the directions of the Pilot, whilst he co-ordinated the actions of the tugs, berthing was complete and the **P & O Nedlloyd Shackleton** tied up alongside 207 Berth Southampton Container Terminals.

His duties for this voyage complete, Chris disembarked and was driven to the V.T.S. Centre by the Berthing Officer. Chris was to have a further two jobs on this shift, both were for pilotage to the Lepe Pilot Station on the western limit of the harbour approach. Leaving the V.T.S. Centre at 1930 HRS, he piloted the gas tanker '**Sigas Champion**' enroute to Guernsey from Esso at Fawley, returning at 2200 HRS for a rest break. Finally, at 0600 HRS, Chris piloted the ex Portsmouth fast ferry the catamaran '**Catalonia**' out of 102 Berth on her way back to South America via Spain. Completing the last job of his 24 watch at 0840 HRS on the next day and was due back at that same afternoon to pilot the **P & O Nedlloyd Shackleton** back to the Nab on her next outward voyage.

Conducting vessels through some of the busiest waterways in Europe requires highly trained, skilled and experienced master mariners, and a considerable detailed local knowledge. The whole pilotage process requires the highest level of concentration, competent actions and instructions. I was certainly impressed and it appeared to me to be a demanding and high adrenalin level occupation. It was very interesting to follow the complete operation, and the care and thoroughness of all aspects were clearly evident, as was the confident and efficient manner of the Pilot, also as indeed were the ship's master, Captain Kevin Byrne, and his crew. Not forgetting of course the pilot launch and tug crews and the operations of the Marine Officers at the V.T.S. Centre.

Vessel Details from P & O Nedlloyd specification sheet:
Mv P & O NEDLLOYD SHACKLETON - The New Generation

This vessel is the second of four ships in the 'Whale' class, built at Ulsan in Korea by Hyundai Heavy Industries. The class are all named after famous British and Dutch explorers. Shackleton's sister ships are called Stuyvesant, Houtman (manned by Dutch officers and Indonesian ratings) and Cook, who along with Shackleton is manned by British Officers and Filipino ratings. The 'Whale' class ships are of a very hi-tech design with state of the art equipment in many areas. The bridge is arranged to enable one officer to navigate and manoeuvre the vessel safely and efficiently. A central control area has 5 display screens that can set to show navigational information including electronic charts, radar images fed from three different sets, a complete library of engine room and electrical screens as well as course and speed, depth and GPS positioning information.

The Engine Room is equally advanced with automation and control of machinery equipment and the remote control of the main engine and back-up machinery making it possible to have an unmanned machinery space from quay to quay, if required.

History	Keel Laid	14 June	2000
	Launched	7 October	2000
	Delivered	9 February	2001
	Maiden Sailing	23 March	2001

Naming Ceremony

The P & O Nedlloyd Shackleton was named by Madam Chen Tiedi, Chairlady of the Peoples Congress, Shanghai, on 17 May 2001 at a ceremony in Shanghai.

Principal Dimensions (metres)	Length Overall	299.99
	Breadth	42.80
	Depth	24.50
	Maximum Draught	14.032
	Design Draught	13.50
	Truck to Keel Height	60.00

Tonnage (tonnes)	Gross Tonnage	80,654
	Net Tonnage	46,660
	Lightship	29,325

Container Capacity	On Deck:	3304 teus stowed in 6 tiers
	Under Deck:	3498 teus stowed in 9 tiers
	TOTAL	6802 teus

The ship is too wide to transit the Panama Canal, but uses the Suez Canal on each voyage.

Reefer Capacity	710 Units
Engine Type	Hyundai Suizer 12RT A96C
	9 cylinders
	65,880 kW @ 100 rpm
Bowthruster	Power 2,600 kW

PROPELLER:

6 Bladed made of Nickel Aluminum Bronze with a diameter of 8.75 metres. It rotates in a clockwise direction (right-handed) when going ahead. It has a mean pitch of 8.6048 metres.

Ports of call each voyage

Southampton, Hamburg, Rotterdam, Suez Canal, Port Klang, Singapore
 Hong Kong, Shanghai, Xaimen, Yantian, Hong Kong, Singapore, Suez Canal

Crew

9 Officers	Captain, 1 st , 2 nd , 3 rd Navigating Officers
	Chief Engineer, 1 st , 2 nd , 3 rd Engineering Officers, 2 nd Officer Technical
13 Ratings	Bosun, Engine Room Fitter, Chief Steward/Cook, 5 Deck
	Ratings, 2 Engine Room Oilers, 2 nd Cook, Laundryman, Messman

AIS - The IMO has stipulated full implementation of the automatic identification system by 2008.

From July this year, the much-vaunted automatic identification system (AIS) becomes mandatory for all new building passenger ships and most cargo carrying vessels. The implementation timetable laid down by the IMO will bring the entire global fleet of ships over 300 gt within the ambit of AIS by 2008.

AIS is a shipboard broadcast transponder system by which the vessel continually and automatically transmits information on position, course and speed over the ground, heading, name and other data, using a common VHF radio channel (87 or 88). Vessels so equipped will be able to send and receive such information to and from other AIS-fitted ships within VHF range, irrespective of location worldwide and density of shipping traffic.

The process does not require any shore station intervention nor does it entail any messaging charges. Most importantly, AIS does not supplant any existing bridge equipment. Rather, it is an additional tool of collision avoidance, complementing radar and other communication devices. However, it promises to overcome certain of the limitations entailed with radar, not least as to true aspect or heading of target ships.

Once a vessel has been detected, AIS can assist in tracking it as a target. By monitoring the information broadcast by that target, its actions can be readily observed. AIS will discern a change in another heading almost in real time without waiting for automatic radar plotting (ARPA) calculations, and it offers the ability to 'see' and identify other ships around river bends or behind a land mass, or those that might be hidden by another vessels shadow. It overcomes the problem of target swapping when two contacts pass close together on the radar screen, predicts the place and time of closest point of approach (CPA) with other vessels, and offers benefits with information exchange concerning destination, loading condition and other data with nearby ships.

For vessels on near reciprocal courses, AIS enables one ship to continually compare the others transmissions of heading data with actual course over ground (COG) and course through water (CTW), creating a better situation awareness for bridge personnel.

ARPA radar typically tracks that part of the ship which gives the most pronounced radar 'echo', such as the superstructure on a heavily laden bulker or tanker. If a large vessel starts to make a turn to starboard, for instance the ships stern initially swings to port, which might be interpreted on a radar screen as a course change to port, perhaps causing misunderstanding in a nearby vessel. With AIS, however, the heading can be shown at an update of once every two seconds, reducing the risk of misinterpreting the situation.

The weak link in the current generation of collision avoidance electronics is the inability to identify any given radar target when multiple contacts are being tracked, especially at night or in reduced visibility, when it is impossible to verify a ships identity.

Shoreside Surveillance.

The main elements of a shipboard AIS system are a radio transponder with two vhf receivers and one transmitter, one or more GPS/DGPS receivers to provide position information as well as the requisite, precise time base, and a control and display unit. The latter included the communications processor and interfaces for taking inputs from the vessels navigation sensors and for sending outputs to ARPA, ECDIS, VDR or Inmarsat terminal.

Thus the ships position and precise timing data are derived from the GPS receiver augmented by differential corrections when available. Other data is fed via interfaces into the AIS from sensors such as the gyrocompass and speed log, whilst static voyage related information is operator entered through a keyboard. The AIS communications protocol automatically organises the data for transmission. AIS messages must be updated and retransmitted every few seconds at a minimum, since the usefulness of the data decays rapidly as a function of time.

The IMO's carriage requirements under SOLAS call for approved AIS to be incorporated from July 1 2002 in all new build passenger ships, irrespective of size, and all internationally trading cargo carrying vessels of 300gt upwards and nationally trading cargo carriers of 500gt and above. In respect of vessels already in service at that date, the implementation timetable runs from July 2003 to July 2008. Existing passenger ships and tankers will be the first to be brought within the application schedule.

Rooms with a view.....Seven Seas Mariner due 20th June 2002

Dubbed as the first all balcony, all suite cruise ship Radisson Seven Seas Cruises **Seven Seas Mariner** joined the fleet in March 2001. When delivered at 48,705 gross tons she was the largest in the Radisson Seven Seas fleet of five ships – **Song of Flower, Radisson Diamond, Paul Gauguin and Seven Seas Navigator** – and she also has the highest space per guest ratio at 71.4, in the industry. She is also the first cruiseship to be fitted with Mermaid podded propulsion.

The main propulsion plant is diesel electric powering twin azimuthing Mermaid pods each rated at 8.5 MW to give a service speed of 19.5 knots and a maximum speed of 21.8 knots. According to the company, particular attention was paid to the design of the hull form and aft end structure to minimise vibration. Measurements taken during preliminary sea trials were well within limits set. This design also paved the way for the breakthrough positioning of balcony suites overlooking the aft of the ship.

The main engine room has been divided longitudinally by a fire resistant bulkhead, so that the vessel can proceed on two of the four main 12 cylinder Wartsila 38 diesel engines, each of 7,920 kW, should one be involved in an incident. Environmental measures have been taken into consideration with regard to the worldwide itinerary. For example, there is no fuel storage in the double bottom tanks so as to avoid spillage in the event of grounding; the main engines have now Nox emissions; and coatings are tin free.

Glass and tins will be recycled. All other waste will be incinerated with controlled gas emission. There will be refrigerated storage capacity for any waste needed to be landed ashore and there is waste water retention capacity of up to four days when in port or restricted areas.

Turning to the interiors, these were designed by Yran & Storbraaten. Another first onboard Mariner will be the 110-seat Signatures restaurant, which will be the first permanent venue for Le Cordon Bleu chefs afloat. In addition there will be three other restaurants – Compass Rose, Latitudes and La Veranda – giving a wider variety of dining choice than ever before on a Radisson ship.

Built by Chantiers de l'Atlantique, the 720-guest Mariner follows on from 490-guest Seven Seas Navigator (all suite but with 90% balconies) delivered from T Mariotti in September 1999. The ships are part of a plan to add five new buildings to the fleet beginning with the Paul Gauguin, also built at Chantiers and delivered in 1977.

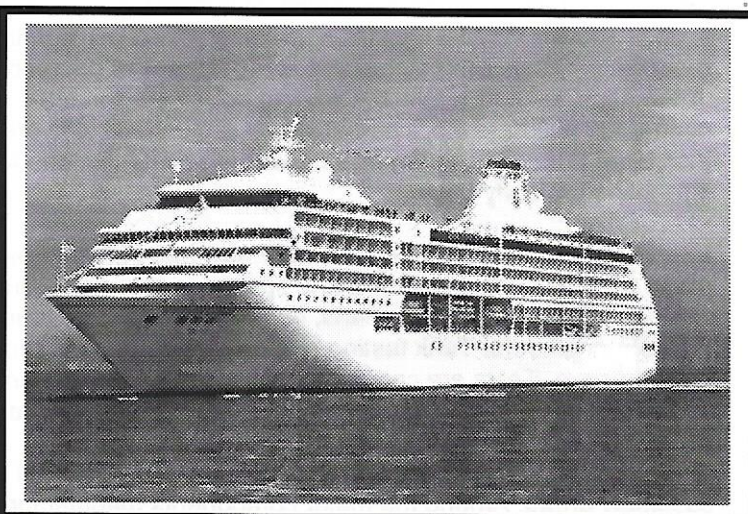
A second 700-guest ship Seven Seas Voyager costing £140m is under construction for delivery March 2003. Voyager will have only balcony suites, like Mariner and 30 square metre suites as on Navigator (Mariners are 24 sq m). However due to the Italian yards single corridor concept, although Voyager will be patterned along the lines of the Mariner, featuring the same number and type of public spaces in almost the same locations, the bathrooms will not have separate showers.

Principal Particulars

Gross Tonnage	48705
Net Tonnage	17600
Deadweight Tonnage	4700
Callsign	FNAU
Length oa	216m
Length bp	187m
Moulded Beam	28.8m
Design Draught	6.9m
Service Speed	19.5 kts
Main Propulsion	Alstom diesel electric With twin azimuth rated at
	8.5 Mw each
Bow Thrusters	2 x Alstom
Shipboard Elec Load	4,800kW
Passenger Decks	8
Passenger cabins	354
Passengers	720
Crew	445
Classification	BV
Flag	French

While RSSC is responsible for the hotel operation as well as sales and marketing, V Ships provides new building supervision, deck and engine management and marine planning services of hotel personnel.

Radisson Seven Seas Cruises is part of Carlson Hospitality Worldwide, which includes over 1,300 hotels, resorts, restaurants and cruise ships.





NEW RO-RO SERVICE COMMENCES FROM 25 LINK

The **M.S CETAM Victoriae** makes her inaugural sailing from Southampton this week (Wednesday, 8 May) signalling the start of a new weekly roll-on/roll-off (ro-ro) freight service between Southampton and Santander, Spain.

The new service is operated by the French company CETAM (Compagnie Européenne de Transport Automobile par Mer), the short-sea arm of Norwegian ro-ro specialists HUAL who are a long-established customer of ABP Southampton.

Voith Hydro – Marine Technology (Schiffstecnik)

The name Voith has been linked with marine propulsion for over seventy years, thanks to the unique Voith Schneider 'cycloidal' propeller. Widely used on tugs and ferries, Voith Schneider propulsion systems are also to be found in many other applications where precise manoeuvrability and station keeping is required.

The company responsible for the marketing and production of marine propulsion equipment is Voith Hydro a division of Voith Hydro GmbH. This comparatively small division contained within the massive Voith Group, which comprises main companies with a combined turnover of DM 4.0 billion. Based in a huge engineering facility in Heidenheim, southern Germany Voith Hydro Marine Technology is located several hundred miles from the nearest ocean.

To discover the reason for that apparent anomaly it is only necessary to look at the core business of the parent company. Among the products marketed by the group are high quality paper making and processing machinery, power transmission systems and hydropower generation equipment. It was from the latter activities, now managed by Voith Hydro, that the marine propulsion division evolved, and which lead to the invention of the 'cycloidal propeller' concept by Ernst Schneider over seventy years ago.

The cycloidal principle was originally discovered during research into new turbine designs for hydropower generation. Each 'cycloidal propeller' incorporates a series of blades pointing downwards, attached to a hub that rotates about a vertical axis. At a pre determined position the blades a changed in pitch occurs producing propulsive thrust. The point at which the change of pitch occurs is controlled by a mechanical linkage known as 'kinematics' located within the rotating hub of the propeller. Relatively simple controls on the bridge of the vessel control the action of the 'kinematics' via a mechanical/hydraulic system. Although the size of the units has increased dramatically, the basic operating principles and robust construction of the propellers have changed very little since the early days.

Voith Schneider propulsion units have now been fitted in over 700 tractor tugs, 350 ferries, 90 floating cranes, along with many naval vessels and special purpose passenger vessels. Before a new vessel is built, the engineering principles, line plans, engine and propeller foundations, and shaft design are checked and approved by Voith engineers. Tank testing can be carried out with models in a purpose built facility utilising a re-circulating water system. Tests are carried out to measure various dynamic features of various hull forms, often to check the work done by the designers and testing faculties elsewhere.

A workforce of over 3,000 is employed in Voith's own steel works, foundry, high precision machine shops, and assembly areas. Among the major components manufactured by Voith Schneider propulsion are the main housing, gearcases, gears, propeller blades, and all of the complex items that make up the 'kinematics'. The main

housings and rotors, which in the very largest size 36 unit is very large indeed, are welded steel fabrication assembled with great care, stress relieved, and machined using facilities that dwarf all but the largest engineering plant. Among the unique components embedded in each 'cycloidal propeller' are the five vertical blades, each weighing up to one tonne. The high-grade steel blades are forged and machined in-house. Sophisticated profile milling machines are used to generate the complex hydrofoil shape, and each blade is then completed by hand to give a high quality surface finish. Large numbers of components for the 'kinematics' linkages are fabricated, and machined within the same factory.

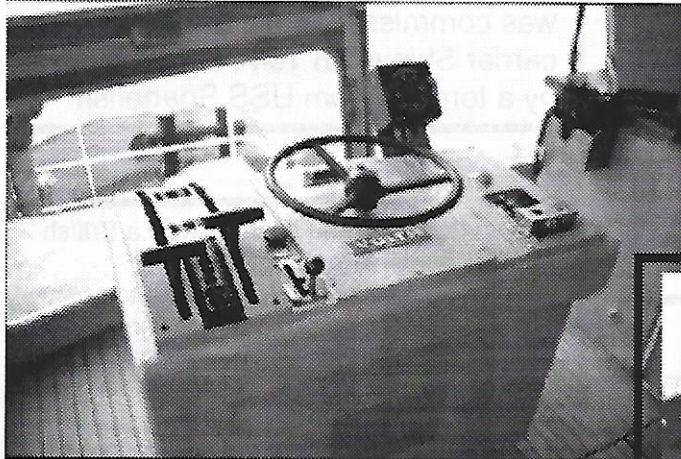
Gears for the propulsion units and their associated gearboxes are also manufactured in the factory at Heidenheim. The high precision gear cutting equipment installed is capable of producing the very large helical bevel reduction gears required to drive the main rotor in a cycloidal propeller. As major assemblies are completed external paint, and other protective finishes, are applied. Particular attention is applied to the rotor and other surfaces, which will not only be constantly immersed below the waterline but also subject to intense electrolytic action.

Voith produce an average of 60 units per year, and many different types and sizes are represented ranging from small light weight units for naval use, to the very largest – destined for the most advanced tanker escort tugs. Voith propulsion units are given a simple designation to identify the size and type, for example – a unit designated 28 Gll 185 will have a blade orbit of 2.8m in diameter, a two stage reduction gear and blades 185 cm in length.

The control stands and instrumentation, for installation on the bridge of Voith propelled vessels, are built in a workshop adjacent to the main assembly area. A Voith control stand is a familiar piece of equipment to any tug or ferry operator, and although it has changed little to reflect current needs, it is easily recognisable – with its large 'lorry' type wheel and two pitch levers. Originally designed for a Captain working in the standing position, Voith are now meeting demands from operators of new escort tugs to changed this traditional design.

Owners have become aware of special ergonomic considerations, which affect tug masters sitting at the console for many hours without a break, and new designs are being produced, compatible with this type of operation. The result is still a solidly built structure but with wheel and pitch arranged in such a manner that they can be manipulated more comfortably from a normal bridge chair.

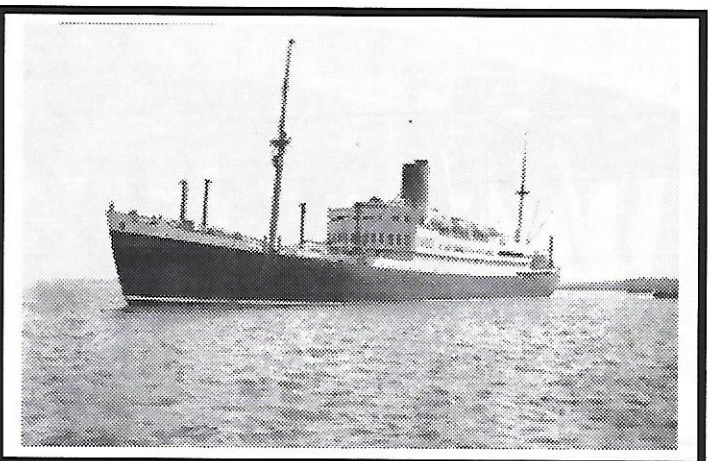
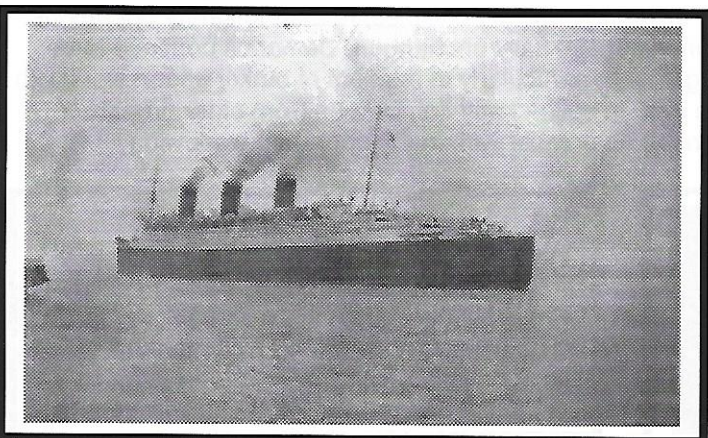
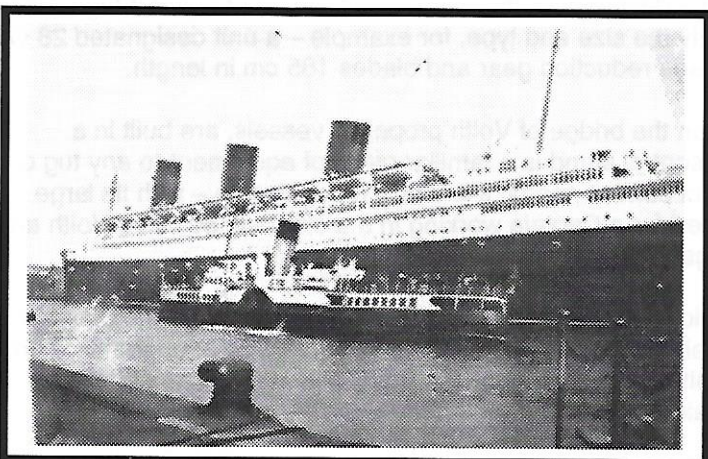
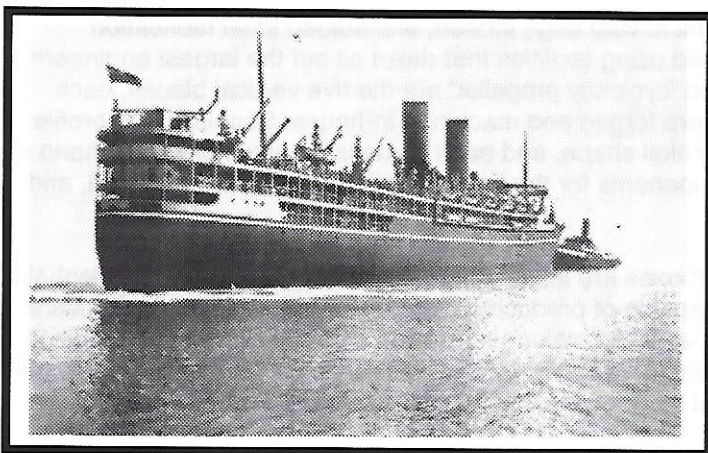
Towage applications are by far the most common use for the Voith cycloidal propeller. Tractor tugs were invented by Mr W Baer of Voith about fifty years ago and virtually all of the original principles, related to safety operations, ease of handling, and reliability in operation, have remained substantially unchanged. Demands continue to be made for increased bollard pull and a higher free running speed, particularly in the field of tanker escort work with calls for stringent performance and stability criteria to be met. In spite of stiff competition from other propulsion systems and radical new tug designs, the Voith system remains popular with many operators worldwide.



Voith propulsion systems have been in use in the Solent area for many years. Primarily on ferries but latterly fitted to tugs operating in both Southampton and Portsmouth.



Edited article from the Maritime Journal
Photographs from the editor's collection.



Pre World War 2 Memories Captured on camera by - John Havers

P&O **Ranpura** built 1925 coming alongside at 30 berth on Good Friday 10th April 1936 with Chinese art treasures onboard. In 1939 to the Admiralty as an AMC and later as a repair ship. She was broken up in 1961.

Queen Mary with Southern Railway paddle steamer **Southsea** alongside on an excursion with passengers to view to view the Queen Mary on April 11th 1936.

On the 15th April 1936 sees the **Queen Mary** departing on trials flying the flag of John Brown shipyard. She was accepted later that day.

NDL **Scharnhorst** built 1935 18184 gross tons. Fitted with turbo-electric propulsion and employed on the Far East service. In September 1939 she was laid up in Japan but later in 1943 was commissioned as the escort carrier Shinyo. In 1944 she was sunk by a torpedo from USS Spadefish

ABP in Southampton has received a British Safety Council award for the sixth consecutive year. The Port of Southampton has a lower than average accident rates, sound safety policies and plans, and board level commitment to health and safety.

The Merchant Navy Assoc has gained the Freedom of the City of Southampton, and over 200 members were on parade walking through the Bargate on the 12th of May with Banners and a Piped band. Starting at the ruins of Holy Rood Church, and after the service ending up to celebrate at the Misson to Seafarers in Queens Terrace.

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

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

SCT Berths 204/7: Emil Nolde 4059/91, CCNI Portrerrillos 28148/97, Koeln Express 38991/78, CMA CGM Ravel 75000/01, CCNI Angol 28128/98, Santa Giuliana 21531/96, Norfolk Express 36606/95, CEC Mermaid 6216/95, OOCL Korea 66500/01, OOCL Europe 36606/97, MOL Precision 74000/02, MOL Promise 70950/02, CCNI Chagres 28148/98, OOCL Thailand 66236/02, Euro Phoenix 4015/97, MOL Performance 74071/02, CCNI Atacama 28148/98.

Ro-Ro Vessels: Alioth Leader 51790/98, Atlantic Spirit 47287/87, Grande Italia 37800/01, Melusine 23987/99, Neptune Hellas 6398/79, Grande Spagna 37200/02, City of Lutece 8239/81, Jade Arrow 47367/93, World Spirit 37949/98, Cetam Victoriae

Marchwood RLC: Atlantic Crusader 7366/92, Marsus 1091/86, BBC Chile 6204/01, BBC Rheiderland 13066/00, BBC Gibraltar 2528/98, Thebeland 20881/78

No7 Dry Dock: C.S.O. Seawell 9158/87

Berths 107/109: Arklow Dawn 8351/83, Egbert wagenborg 6540/98, Silver 3464/76, Bluebird 1115/82, Kvitnes 17357/01, Jamp 1519/73, Credo 6917/78, Laura C 1425/81, Elvita 1707/79

Berth 104: Nagato Reefer 7367/00
Berth 102/3: Marc Trader 1301/83, Amur 2531 3086/89

Berth 102: Libra 2201/80, Uphusen 2846/96, Duobulk 2097/82, Condock 1 4939/79

Berth 101: Wotan 2997/96, CEC Morning 6310/96, Anrina F 1568/90

Berths 36/47: Nadezhda 2498/75, Sormovskiy 3056, Arabella C, Tramp 1181/78, Estime 2601/01, Arni 1 4782/72, Euklid 1860/84, Rifgat 2450/00

Berth 43/4: Anjeliensgracht 7949/90, Condock IV 6786/84

Berth 49: Scandic Mammut 363/67

Berths 38/9 and 106: Finnmarken 15690/02, Asuka 28856/91

Berth 33: Sea Ems 1857/84, Provider 1834/81, River Dart 536/81

Dibles : Hunter 1949/81, Ladoga 4 1511/73, Scout Marin 1035/83.

Princes: Marianne K 2450/94, Jork 2564/85, Wahlstedt



MOL Promise berthing at SCT

M Beckett



Nagato Reefer depart ing104 berth

Editor



NYK passenger vessel Asuka

M.Beckett

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Forthcoming Programme and Events

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

2002 Programme

June 11th
From Auckland to L.A.
Bill Lawes
June

Annual Boat Trip
June 15th

**Voyage of a
Woolclipper**
Philip Groth
August 13th
Members Evening

September 10th
**Photographic
Competition**
October 8th

**Built in the
Netherlands**
David Hornsby and Rod
Baker

November 12th
**A.G.M. + Members
Displays**

December 10th
Queen Mary
David Ellery

Branch Notice Board

Branch Cruise 2002

Although at the time of
printing it is too early to
anticipate all movements –
two real passenger vessels –
should be on the move
during the cruise.

Both the **Caronia**
24492/73 and the **Victoria**
28891/66 are due to sail at
17:00 from 38/9 and 105/6
berths respectively.
Hopefully our cruise vessel
will be on the west side of
the channel to view these
vessels on the move.

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.

Thanks to ABP
Southampton for providing
news items.