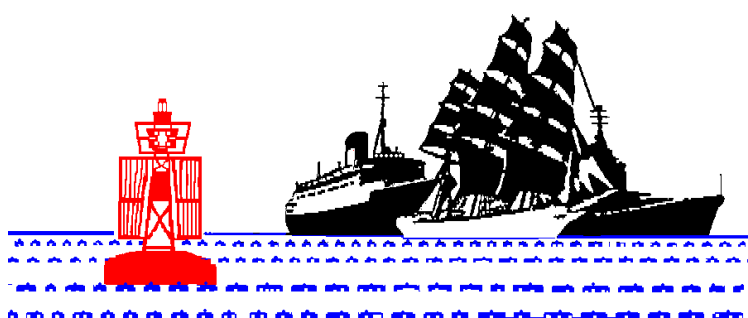


Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



Issue No: 125

Summer 2003



Photograph – Rod Baker Collection

At the time of her arrival at Fawley on December 24th 1956 the Liberian registered **Sinclair Petrolore** 55/35477 was declared the largest tanker to discharge in the United Kingdom, actually an ore/oil carrier she delivered 52,300 tons of crude oil from Kuwait. Registered in Liberia she was owned by Universe Tankships Inc.

Behind the bunker mentality

For most of us, buying fuel is a simple process: we stop off at the nearest filling station and top up our petrol tanks with 30 or 40 litres of super-unleaded. But when you are responsible for a large fleet of vessels, each burning hundreds of tonnes of fuel a day, things are a little more complicated.

The term 'bunkers' comes from the days of steam ships when coal was stored onboard in a compartment known as the bunker. Today of course coal has been replaced by oil, but it is quite unlike the oil most of us are familiar with. Bunkers are the residue left after crude oil has been refined to petrol and other light oil products.

The refining process creates oils of different characteristics. Petrol is very light and relatively expensive. The bottom "end of the barrel" is basically the asphalt used to surface roads. Bunkers are heavy density oils, so thick they must be heated to move freely as a liquid. When a bunker department buys fuel, it looks at two values: density and viscosity.

Viscosity is measured in centistokes (CST) the higher the CST number, the thicker (more viscous) the oil. Different ship engines run on different oils, so various grades will be required. Some ships need two grades – lower grade for the main engine, and higher grade for auxiliary machinery that supplies the ships electrical needs. Laboratories around the world test oil samples. In addition to viscosity and density, they also measure water content and other elements like carbon, sulphur, aluminium and silicon.

Oil futures

Motorists grumble at the price of petrol rising from one month to the next. Bunker price's, however rise from one minute to the next. An index known as the PLATTS index shows prices for crude oil around the world. It also details oil futures prices.

When bunkering departments purchase oil on the market, many people think we agree a fixed price for an agreed period, but that is not how it works. It is simply an agreement that oil will be supplied at a given place over a certain period of time and the price will be based on PLATTS rates. These agreements are necessary to ensure that there is always a supply of bunkers available. A Treasury Department exists to limit shipping companies exposure by such an agreement which is known as 'hedging'

Local Factors

Oil companies blend oil to achieve the various grades. Cutter stock (light grade oil) is added to low grade to achieve the right blend e.g. 380 CST with a density of 0.991.

Today's ships have the capacity to bunker for a round trip, so a Bunker Department is constantly checking prices and making calculations to work out the most cost effective location to fuel. The main refuelling stops for PONL are in Rotterdam and Singapore.

Oil prices can be affected by numerous factors including world events, the supply of crude oil and dealings by traders, but local factors such as the availability of barges and the weather also significantly affect prices.

Lengthy process

The master of a vessel will inform the operations department that they need for example 9,000 tonnes of fuel at the next port stop. The vessel planner will advise if this request is possible (too much fuel may cause the vessel to be too heavy to sail). The Bunker Department will then add their recommendation. They may, for example, suggest taking only a small amount of fuel at the next port and buying more at a later port where the price is cheaper. Additionally, as the refilling process is a lengthy one, there simply may not be enough time to load 9,000 tonnes of bunkers during one port call.

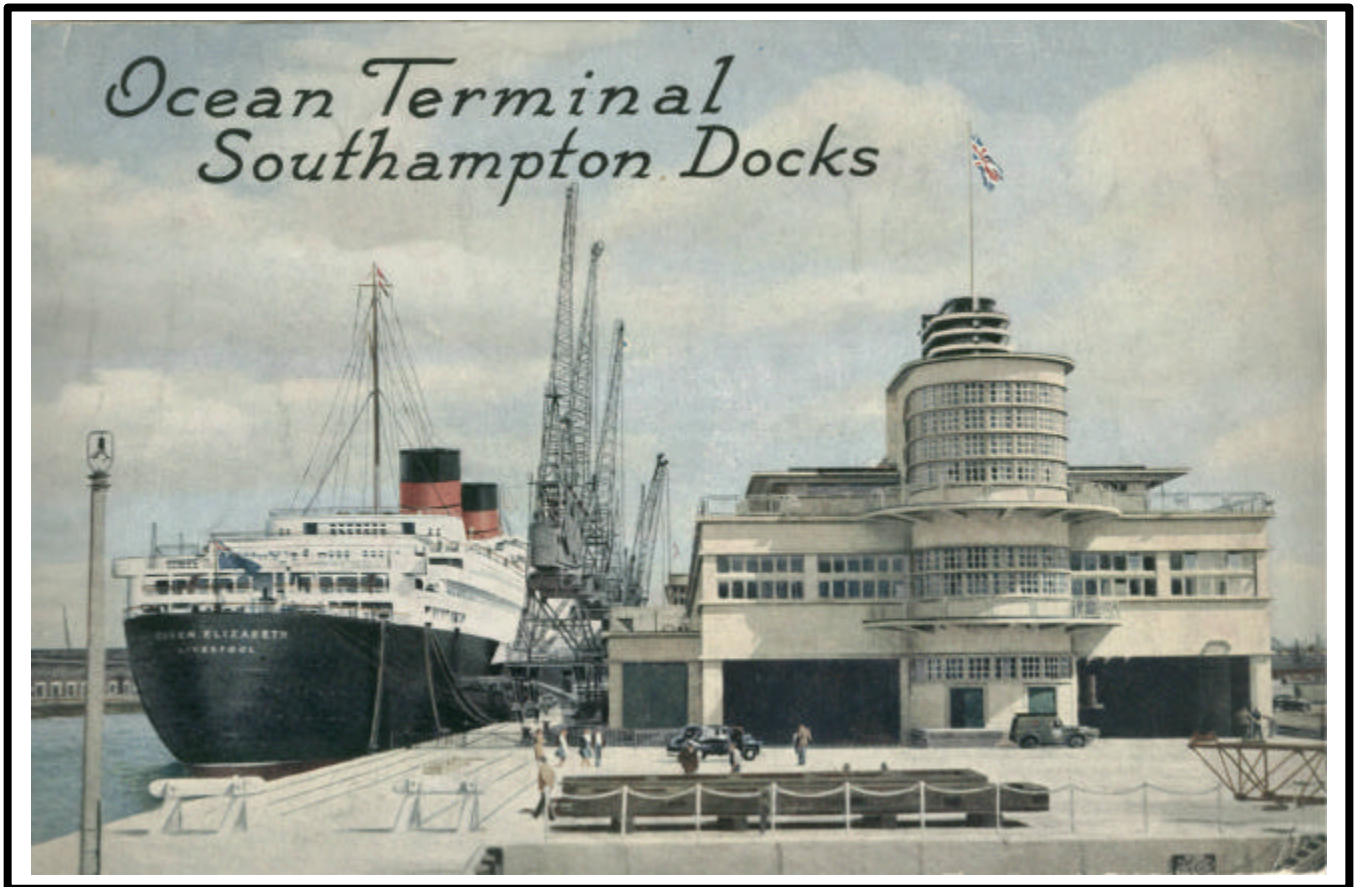
Once all calculations have been made, Vessel Operations will confirm if the bunkering should go ahead. The Bunker department then purchases the fuel.

Preparing Bunkers

1. Bunkers are pumped into onboard storage tanks.
2. Approximately two days before the bunkers are required, the tanks are heated to approximately 35 deg C (this lowers the thickness of the oil and allows it to move more freely)
3. The oil is then pumped into a settling tank and heated to 80 dg C. Much of the water sinks to the bottom of the tank and is drained off.
4. The bunkers are filtered to remove large objects, including sand.
5. They are then heated to approximately 100 deg C and pumped into a centrifuge known as a 'purifier'. This removes the remaining water, sand, asphaltines and other impurities.
6. Next, they are filtered again through a finer filter.
7. Finally, the bunkers are heated to a temperature of 130 deg C before being burned in the ships engine.

Extract from PONL house magazine supplied by Michael Page

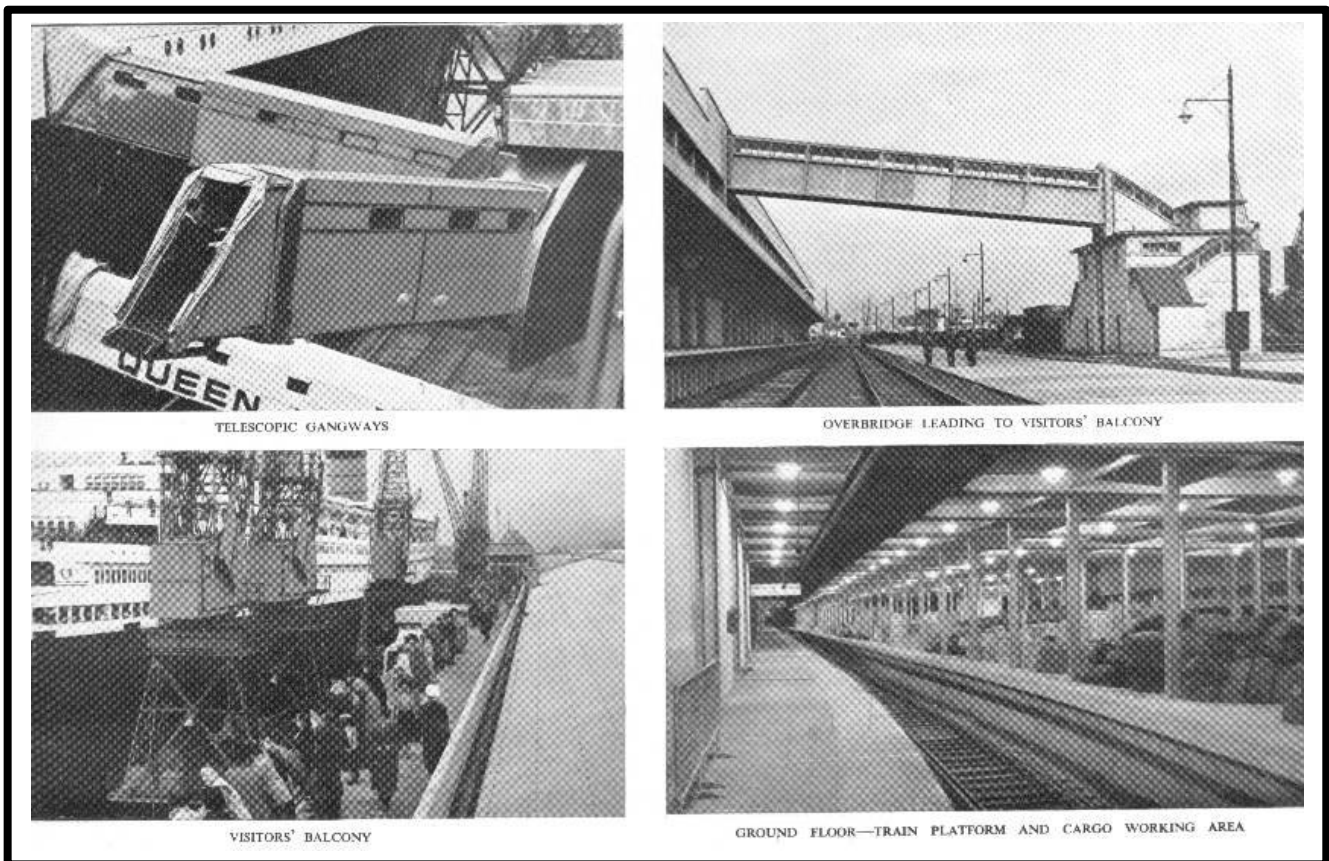
SOUTHAMPTONS OCEAN TERMINAL by Doug Toogood



With the future opening in July of the new cruise terminal at 101 berth, and the refurbishment of the Mayflower and QE2 terminals, I would like to take you back in time, to the 31st July 1950 in fact when the then Prime Minister the Rt. Hon. Clement Attlee officially opened the new Ocean Terminal in the Ocean dock Southampton. It was built to replace the 2 previous sheds that were built in 1911 of corrugated steel, and were damaged by bombing during WW2. Demolition started in December 1946 and foundation piling was commenced in February 1947 by Wests Piling and Construction Co, Ltd, London. Dredging of the Ocean dock area was carried out by James Contracting and Shipping Co. Ltd. Southampton, the main building contractors were Staverton Builders Ltd of Totnes, Devon.

By November 1948 the steel framework of the terminal was finished prior to work on the internal flooring and walls being constructed. November 1949 saw the east wall and the roof completed and the south tower in the course of construction. This was followed by the erection of the outside rail canopy and platform, which was a 1,000 feet long and contained 1,200 glass lenses for admitting daylight to the platform when a train was alongside. The visitors balcony approach bridge was also being erected the precast units were made by The Blokcrete Co Ltd, and assembly was carried out by the Docks Engineering Dept. The electrical sub station serving the Ocean Terminal was built adjacent to the terminal and also carried the visitors balcony approach bridge, the sub station contained transformers and switch gear of 1,500 kva capacity to supply lighting heating and power, this building still remains today. The main roof area of the terminal some 100,000 sq.ft. was covered with " TURNALL " asbestos cement combined sheets, and were fitted by Roberts Adlard & Co Ltd Bromley, Kent.

Whilst inside the terminal the interior was being completed, the upper floors included two reception halls, with adjoining customs halls. The reception halls provided plush vaumol hide seating, a refreshment bar in each hall, telephone bays complete with operators in attendance, with 12 separate cubicles where calls could be made to any part of the world; a flower shop, banking office, bookstall, writing room, travel agencies, a railway booking office telegraph and cable companies, information bureau, there was also a press room for journalists, and a public address system operated from a control room.



Among the woods used in the halls was Canadian wavy birch and bleached walnut, there were 8 woods used altogether, electric automatic heating and air conditioning helped to maintain an even temperature in the halls.

The link between ship and shore at first floor level was by electrically operated alloy telescopic gangways, the first of their kind, there were six arranged in three pairs each pair mounted on a travelling platform so that the gangways could be sited opposite the shell doors of the liner, the gangways could also be elevated up or down to correspond with the level of the ships door. Lifts and stairs gave connection between the two floors, the ground floor being the baggage and cargo working area, and custom cages, ships stores, bonded baggage and stores. The visitors balcony spanned the entire length of the roof on the quayside, with a covered enclosure in the centre. When completed the Ocean Terminal was considered the finest marine passenger terminal building in the world and was built to serve the heyday of the great Atlantic liners, names which are familiar to us all. The first ship to use the terminal was the Queen Elizabeth on 1st August 1950, the last liner to use it was its successor the QE2, in December 1980. With advent of transatlantic air travel and the arrival of the jumbo jet both the terminal and the liners themselves became redundant, and in September 1983 the decision to pull down the ocean terminal was made by the Southampton Port Director, Mr Dennis Noddings. a sad end for a once magnificent building.

OCEAN TERMINAL FACTS AND FIGURES.

Overall length	1,297 ft.
Breadth of ground floor	111 ft.
Height of south tower flagstaff top	79 ft
First class waiting hall	221 ft x 102 ft wide
Cabin class waiting hall	201 ft x 102 ft wide,
First class customs hall	465 ft x 94 ft wide,
Cabin class customs hall	344 ft x 94 ft wide,
Steel used in construction	over 2,750 tons,
Glass in windows	1.5 acres,
Artificial lighting	710 fluorescent lights, and 850 electric lamps,
Broadcasting equipment	includes 75 loudspeakers,
Building is carried on	628 reinforced concrete piles.
Train island platform	1,010 ft long, canopy 1,048 ft long and had 1,150 glass lenses to admit daylight when train was standing in platform,

Lifts twenty one connecting ground and upper floors eight from rail platforms to custom halls, two from each road island platform and one in the south tower,
Escalators six to deal with 4.000 persons per hour in each direction,
Baggage conveyors two,
Telescopic gangways -six in three pairs.

Thanks to Southern Railway leaflet on Ocean Terminal dated 1950.
Civil Engineering magazine dated 1950
Southampton Daily Echos various dates.

Pre WWII Memories captured by my camera – John Havers

Right: The arrival of the 32,000 **Columbus** New Docks 8th August 1936.



Below: United States Lines **President Harding** leaving Southampton for the USA April 16th 1937,



Below Left: In the Ocean Dock Anchor-Donaldson Lines **Athenia**. She sunk 3/9/39 the day war broke out.

Below Right: 1st funnel of **Arandora Star** 104 berth Saturday 5th September 1936



From Monty's Camera.....Compiled by Monty Beckett
 A summary of new or infrequent callers to Southampton over the last few months.

Berths 204/7: Maersk Norfolk 26200/03, Berlin Express 88500/03, Hong Kong Express 88500/02, NYK Artemis 76000/03, Jana 3125/90, APL Ireland 66462/02, Eagle Express 28075/78, Federal 51841/94.

RoRo Vessels: La Surprise 18800/9, Meridian Ace 55578/00, Republica Di Argentina 51925/98, Bellona 45495/85, Grand Mercury 58947/02.

No7 Drydock: Pride of Cherbourg 22365/95

Berths 107/8/9: Tista 2096/79, Laurina 1546/95, Silver Pearl 5370/73, Kallisto 12269/79, Archangelgracht 7949/90, Langenes 4043/83, Timberstone 6396/89, Aasfjord 3086/78, Rena 2900/72, Vigo Stone 5365/73, Waveness 4860/92, Performer 1392/87, Shuya 2889/94, Auriga 5381/01, Palmgracht 5974/85.

Berths 104: Mogami Reefer 7367/99, Global Harvest 8520/93, Humboldt Rex 7837/98, Season Trader 7627/00.

Berth 102/3: Bay Trader 1055/80, Helen 1425/81, Aqua Pioneer 1499/81, Osiris 1163/85.

Berth 101/2: BBC Venezuela 3821/99, Lootsgracht 6037/89, Condock 1 4939/79, Patria 5586/85, Bremer Timber 4078/96, Northern Navigator 3186/90, Trueburg 1939/83.

Berths 36/47: Giovanni Topic 30363/02, Johanna C 2748/98, Rubyn 1512/86, Susie 5988/80, Tendo 2050/95.

Berth 43: National Honour 13228/80.

Berths 39/40: Erasmusgracht 8448/94, BBC Spain 6204/01.

Berth 33: Joker 1559/84, Sophie 2881/92, Trader 1527/80, Eemsgracht

Marchwood Bulk: Anke 1295/01

Marchwood RLC: Calibur 9737/76, Gopher State 17932/73, Johnny 16372/78, Sea Runner 10669/78, Strada Gigante 14424/77, Ulsøy 5 19689/87, Southern Trader 15247/79, Thor Falcon 1964/92, Lince 22211/82

Dibles Wharf: Amur 2517 3086/87, Torrent 999/92, Walker 1392/86.

Princes Wharf: Cliugo 2446/92, Arklow Star 2318/99

Passenger Vessels: Ocean Village 63524/89, Braemar 19089/93, Adonia 77499/98 ,Oceana 77499/00, Ocean Majesty 10417/66



Auriga 5381/01 inwards for 109 Berth



Adonia 77499/98 and **Oceana 77499/00** prior to their joint departure 24th May



Bremer Timber 4078/96 anchored St Helens Roads

A FURTHER CRUISE CONTRACT FOR UK'S PREMIER CRUISE PORT

As construction work gets under way on Associated British Ports' (ABP) third cruise terminal at Southampton, long-established ABP customer Fred Olsen Cruise Lines commits to the port for a further two years. Fred Olsen Cruise Lines will use the Port of Southampton for many of its south-bound departures for the 2003 and 2004 cruise season, with over 30 calls by Fred Olsen's **Black Watch**, **Black Prince** and **Braemar**.

Commenting on the news, Andrew Kent, ABP Port Director for Southampton, said:

"Our cruise business is performing exceptionally well and 2003 is living up to all of our expectations. We are, of course, delighted that Fred Olsen has chosen to continue sailing from Southampton and we look forward to seeing their vessels alongside our new cruise terminal."

Nigel Lingard, Marketing Director for Fred Olsen Cruise Lines, commented:

"Fred Olsen is very happy to continue our long and harmonious relationship with ABP's Port of Southampton, and to be a part of the port's cruise-expansion programme. The commitment shown by ABP to us reflects the confidence we have in the future of cruising from the UK, and in particular from Southampton."



Photo – Monty Beckett

FIRST CONTRACT UNDER WAY FOR UKD SEALION

UKD Sealion – the brand-new £1.5 million vessel of UK Dredging, Associated British Ports' (ABP) dredging division – has embarked on her first contract since being officially named in March.

The vessel, which was christened by Mrs Gunilla Lerenius, wife of Bo Lerenius, Group Chief Executive of ABP Holdings PLC, at the Port of Cardiff on 11 March 2003, is currently undertaking a 45-day bed-levelling and buoy-maintenance contract in Southampton. She is, afterwards, scheduled to carry out a bed-levelling contract at Plymouth.

UKD Sealion, a multicat dredging-support vessel, was built by Damen Shipyards in Romania

SOUTHAMPTON SECURES CANARIES' CONTRACT EXTENSION

Southampton's position as the sole UK port of entry for fresh produce imported from the Canary Islands has been reinforced recently when the agreement between Associated British Ports (ABP), Southampton Fruit Handling Ltd (SFH) and the Federations of Canary Island Producers (Fedex Las Palmas and Aceto Tenerife) was renewed for a further three years.

Each year, the port handles over 80,000 tonnes of fresh produce from the Canary Islands; the tonnage consists predominantly of tomatoes destined for supermarket shelves around the UK. Smaller volumes of peppers, avocados and cucumbers are also handled during the season, which lasts from October to May. During this period, two refrigerated vessels a week call at the purpose-built ABP Canary Islands Terminal in Southampton's Western Docks for discharge by specialist company Southampton Fruit Handling Ltd.

Andrew Kent, ABP Port Director for Southampton, said:

"We are, of course, delighted that Fedex-Aceto has chosen to continue to use ABP's Port of Southampton. This new contract is an extension of a long and successful association that spans more than 15 years."

Southampton Callers Past and Present

Brave Merchant

Brave Merchant 98/22152 is the second in a class of up to six vessels; the ship is part of Cenargo International's consolidation of Merchant Ferries in the Irish Sea on the Liverpool –Dublin route operating as NorseMerchant Ferries.

Dawn Merchant leads a class of four from Sevilla establishment of Astilleros Espanoles (AESAs); the second **Brave Merchant** has recently visited RLC Marchwood as one of the many ro-ro vessels that have been chartered in by the MOD.

The class promises high productivity through a combination of efficient ro-ro stowage and access, and a high concentration of primary power and fast, sustainable speed from a multiple engine installation. Every aspect of the technical design gravitates around fast turnaround and survival dependability criteria, taking into account the environmental as well as Irish Sea operating conditions.

The ships offer a design deadweight of 7,360 tonnes. She has been dimensioned for an all freight load corresponding to 2,000 lane metres in a drive through configuration. Compared with most freight-orientated vessels, a greater than usual provision of 210-passenger capacity has been provided.

The ship has been built to the survivability standards prescribed for ro-ro passenger ships under the Stockholm Agreement, incremental to the latest SOLAS requirements. The arrangements enable the vessel to withstand flooding to a maximum of 50 cm on the main deck.

Freight capacity is divided between some 900 running metres represented in six lanes for trucks and trailers on the main deck, opening out to eight lanes of about 1,100 m on the upper deck. The after part of the deck is open, but well protected from the elements. The cargo access equipment has been assigned and supplied throughout by MacGregor. An innovative approach to interdeck freight transfer, given the twin objectives of achieving an efficient garage deck configuration whilst meeting new edicts on main deck flooding survivability is implemented using two tiltable and hoistable ramps positioned in conjunction with half height, longitudinal bulkheads.

Providing access to the upper deck the ramps extend for a considerable distance of 56m of the main deck alongside each casing. Each gives a driveway width of 3.2m and has been dimensioned so as to simultaneously accommodate and lift four road trailers up to a weight of 180 tonnes. As an innovative feature of the design, each ramp has a 2.5m high watertight bulkhead of equivalent length on its inboard side, and be closed off by flood control doors fitted fore and aft effectively providing a barrier between the half height bulkhead and the side casing. By these means the Stockholm Agreement stipulations have been met and accommodated within an efficient cargo handling system.

The bow ramp is divided into three main parts, whereby the inner section acts as a watertight door when stowed and as a ramp when opened and lowered. The outer two sections are stowed separate and disconnected from inner section and only connected when the ramp is in cargo handling mode, in line with the latest SOLAS requirements, which have also been governed the bow opening arrangements. The watertight door is of the clam type forming part of the shell plating, with hinges and cleating. With a length of 15m the large stern door and ramp provides a clear driveway width of 17m and has been strengthened to take two 45 tonne road trailers simultaneously.



The potency of the propulsion plant comes from four engines of the Wartsila 38 type, supplied in its nine-cylinder version by Wartsila NSD's Zwolle factory in the Netherlands. With unit power ratings 8.080 bhp the installation yields an impressive 32,320 bhp. Each pair of medium speed diesels drives a controllable pitch propeller through a DE Schelde reduction gear and Vulkan coupling. The effect of the transmission system is to reduce rotational speed from 600 rpm at the crankshaft to 138-rpm at the Wartsila-Wichmann propellers.

The vessel met the trial speed stipulation of 23.5 kts at 6.5m design draft and 90% maximum continuous output, promising Irish Sea transit speeds in excess of 24 kts if required.

The 9L38 main engines have the merit not only of an attractive power-to size relationship, but also of being able to ingest high-viscosity fuel while ensuring that emissions are within acceptable limits on 380 cSt fuel. The primary machinery is also used to provide electrical power whilst at sea, a total of 4 Indar shaft generators have been fitted abaft the bank of Wartsila engines, whereby each gearbox drives one alternator of 1.750 kVA and one of 800 kVA. The arrangements are such that only two diesel aggregates are included in the outfit, comprised of Wartsila 6L20 engines driving Indar 1,100kVA.

To enable berthing without towage two bow thrusters are fitted of 1.3MW apiece, and employing controllable pitch propellers, and has twin high lift rudders of the Becker type.

While primarily intended as single berth accommodation for commercial drivers, each of the 57 cabins also incorporates an upper Pullman type bed so that cabins can offered in a two-berth configuration for passenger use. At the time of completion manning and technical management services relating to the ro-pax series had been entrusted to V Ships Southampton office, which has a longstanding relationship with Cenargo.

Edited article reproduced from LSM magazine

Other News Items.....

SOUTHAMPTON based Cunard cruise ship, **Caronia** 73/24492 has been sold to the Saga Group which specialises in holidays for the over-50s. **Caronia**, formerly *Vistafjord*, will continue to be based in Southampton and operate cruises for Cunard, part of the Miami-based Carnival Corporation shipping empire, until November 2004, after which she will enter full-time service with Saga. The classic cruise ship will undergo a major refurbishment when she adopts the Saga colours and then operate alongside her sister ship, *Saga Rose* 65/24528, ex *Sagafjord*. Purchased by Cunard in 1983, she was renamed **Caronia** in 1999 becoming the third Cunard ship to bear the name. Earlier this month in Southampton Saga also began a three year charter of the 12,500 ton cruise ship **Minerva** 96/12331, now re-named **Saga Pearl**.

Red Funnel is to dramatically increase capacity on its Southampton-to-Isle of Wight routes with a major multi-million-pound expansion programme. All three of the company's vehicle ferries are to be modified with the addition of another car deck in a phased programme of work that will be carried out over the next two years, totalling £10 million. This comes as Red Funnel carries out a series of intensive trials on its brand new £2.6 million high-speed catamaran Red Jet 4 that enters service next month. At the end of this year **Red Falcon** will go to Gdansk where the vessel will be horizontally sliced through beneath the passenger accommodation and then cut vertically before a new section of hull is added and an extra car deck put into place. A similar procedure will be carried out on Red Osprey early next year while Red Eagle is due to go to Poland at the beginning of 2005.

The long-established Southampton family business of Williams Shipping has taken delivery of another flat-top barge to further bolster its reputation as one of the largest operators of this kind of vessel in the country. Its latest acquisition, **Wilcarry 1500**, measures 30m long by 11m wide and is capable of carrying up to 1,280 tonnes. Since its arrival it has been operating in Portland for the Plymouth-based company Seastructures who are currently involved in the construction of a new re-fuelling jetty for the Ministry of Defence.

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Forthcoming Programme and Events

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

2003 Branch Meeting Programme

June 10th
Cruising
Bill Lawes and Mick Lindsay
July 8th

Coastal Waters
Bernard McCall (TBC)
August 12th

Members Evening
Sept 9th

**Photographic/Model
Competitions**
October 14th

Polish Built Part 2
Allan Ryska-Onions
Nov 11th

AGM
Dec 12th

Italian Liners
Bill Mayes

Branch Notice Board

All contributions to BJ are gratefully received either by post, email, floppy disk or CD. Any article related to the Solent area would be appreciated. I can fill BJ with magazine articles but would much prefer articles to be by the branch – for the branch.

All members that have provided an email address to the editor are respectfully requested to keep to address up to date.

A branch website site has been posted as suggested at the Branch AGM last year. Although recording "hits" due to the limited local feedback I shall be changing it in the near future.

www.sotonwss.org.uk

As per BJ it will be of little use if it is not supported so any constructive ideas for content with a **local bias** please let me know.

There is a news page please don't hesitate to email items to me so that I can post Q&A promptly I would like this site to be the first port of call for local shipping enthusiasts and invaluable local knowledge for member outside our area.

As users it can only developed with your feedback.

Neil

