

Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



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A Dutch Connection – Postcards from Rod Baker

News from



Southampton

ABP Connect, Associated British Ports' (ABP) value-added services division, has announced the launch of ABP Connect Cargoflow. The new ABP Connect sub-brand has been created to establish a distinct identity for the division's cargo-handling and stevedoring activities at ABP's Ports of Southampton and Immingham.

The newly-branded unit comprises ABP Connect Cargoflow, Immingham – the four-berth roll-on/roll-off (ro-ro) and lift-on/lift-off (lo-lo) terminal, formerly Exxtor Terminal – and ABP Connect Cargoflow, Southampton – formerly AMPORTS UK. ABP Connect Cargoflow will cover operations employing around 460 full-time employees. Only Auto Shipping and ABP Connect's cruise-handling operation at ABP Southampton will continue to use the AMPORTS UK name.*

ABP Connect has witnessed significant growth in the cargo-handling and stevedoring side of its business over the past three years since assuming operational control of Exxtor Terminal in January 2002 and AMPORTS UK in January 2003. The ABP Connect Cargoflow brand will serve to distinguish this branch of ABP Connect's operations from the rest of its value-added services. ABP Connect's Transport and Warehousing operations will continue to trade under their existing name.

ABP Connect Cargoflow has extensive experience in handling bulk commodities, ro-ro, lo-lo and containerised traffic. ABP Connect Cargoflow also processes in excess of 700,000 cars per annum for the import and export markets.

ABP Connect Cargoflow is, however, very much part of ABP Connect, so its launch will not change operational arrangements with customers at our terminals in Southampton and Immingham. Creation of this sub-brand will give this side of the business its own identity, which will place it in a stronger position to exploit the opportunities within the rapidly-growing cargo-handling and stevedoring market.”

ABP CONNECT CARGOFLOW VEHICLE CENTRE

The British Standards Institute (BSI), the body responsible for creating and awarding standards of excellence in all areas of the service and manufacturing industries, has awarded ABP Connect Cargoflow Vehicle Centre, Southampton ('Cargoflow Vehicle Centre'), its certificate of environmental excellence, ISO 14001.

Based at Associated British Ports' Port of Southampton, Cargoflow Vehicle Centre is the vehicle-processing services branch of ABP Connect. Registration is an illustrious accolade for a company, and serves to mark it out from its competitors. Cargoflow Vehicle Centre is now entitled to use the award as part of its marketing and promotional activities.

Other news

Competition now exists between P&O ferries and Brittany ferries on the Portsmouth-Caen (Ouistre-ham) route. Until recently the route has been the exclusive domain of BF which last year introduced the new **Mont St Michel** to serve the route with the Normandie. The daytime crossing takes 6hrs 45mins this time is halved by the chartered fast craft **Caen Express** that promises to do the trip in 3hrs 25mins. In the peak season Caen Express will depart Portsmouth twice daily at 0645 and 1520. Built in 1998 the Incat type craft has been time chartered from Mols-Linien of Denmark where it is known as **Max Mols**. (The ferry continues to use the name **Max Mols**). Capable of 43 knots the **Max Mols** will accommodate up to 800 passengers and 220 cars. Onboard facilities include a Club class lounge. P&O Ferries took delivery on March 19th for re-livery and some interior fittings.

Sand Falcon has visited the port to showcase a wide ranging refit which has seen the vessel lengthened. The ship is now nearly 400ft long and has a capacity of 9,500 tonnes.

Seawork 2004 commercial marine exhibition will take place as usual in Southampton's Western Docks. Now in its eleventh year, the event is expected to attract more than 350 exhibitors from all over the world. Approximately 50 craft will be moored in a specially constructed marine alongside 104 berth. Many vessels including RIB's, patrol boats, survey vessels, barges and workboats are expected. Alongside the exhibition will be a 3 day conference, the exhibition will run from Tuesday June 22nd to Thursday June 24th.



Branch Visit to Doulos – Adrian Tennet

A visit was arranged to the **DOULOS** when she called at Southampton. The **DOULOS** is recorded in the Guinness Book of Records as the oldest ocean going passenger ship still in active service. She was originally named **MEDINA** and built in 1914 in the USA as a cargo ship. After more than 30 years as **MEDINA** she was sold and renamed **ROMA**. A year later she was converted to a passenger ship. In 1952, she was auctioned and sold to the only bidder, Costa Line. **ROMA**

was then renamed **FRANCA C**. The original steam engines were replaced by Fiat slow speed diesels. Six decks were added which increased the passenger capacity to 900 and air conditioning was fitted. In 1959 **FRANCA C** was converted to a one-class cruise ship

In 1970, **FRANCA C** was fitted with a new set of more powerful medium speed Fiat diesels, cruising was undertaken mainly in the Mediterranean with occasional trips into the Atlantic and the Black Sea. In 1977, due to the emergence of newer cruise vessels, Costa Line decided to scrap **FRANCA C**. However, she was inspected and then bought by the German Good Books for All organisation. **FRANCA C** was renamed **DOULOS** which in Greek means servant

Our visit took place on Easter Sunday, we were split into groups of seven and were shown around by members of the International Christian crew who are all volunteers. Our guide was a young lady called Pamela who came from Washington State in the USA. Pamela had a good knowledge of **DOULOS** and impressed us all with her enthusiasm. Our tour included, visits to the Bridge Deck, Engine Room, Bakery, Laundry and the Lounge.

Considering the age of **DOULOS** she is in excellent condition and is expected to keep sailing until 2010. Whilst on board we were told that **NORRONA 1**, had been purchased from Smyril Line and will be renamed **LOGOS HOPE**. She will replace **LOGOS II**. **NORRONA 1**, has for the last twenty years sailed on a service between Denmark, Norway, Shetland Islands, Iceland and the Faroe Islands. She is expected to enter service in 2005 after refitting work is carried out

DOULOS sailed from Southampton on the 19th of April to Netherlands, and the onto other the ports of call in the UK and Europe.

I would like to thank Matt and Heike for arranging the visit and a special thanks to Pamela for showing us around the ship.

Cruise giant Carnival has announced a (\$467m) ship order with Fincantieri and a realignment of the group's existing fleet. Under the re-alignment Cunard's £225m Queen Victoria, now under construction at Fincantieri's Marghera Yard and due to enter service in 2005, will be transferred to P&O Cruises and renamed Arcadia.

Cunard has ordered a new 85,000gt ship also to be named **Queen Victoria**, which will enter service in 2007, and have a passenger capacity of 1,850.

Further alignment includes the transfer of P&O Cruises 77,000gt **Adonia** to Princess Cruises as the Sea Princess in May 2005, while Princess Cruises Royal Princess will join P&O Cruises fleet as the **Artemis** at the same time.

Jointly operated by NYK and X-Press Container Lines three ships will be deployed on a two-week circuit taking in six north European ports. One will be NYK's **OPDR Sevilla** (374teu 1999), also on the service XCL's **Angela J** (395teu 1995) and **Tossens** (372 teu 1991). The service will carry NYK's transhipped short sea and deep-sea container traffic as well as XCL's third party container business.

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

A summary of new or infrequent callers to Southampton over the last few months.
From top: **Bosphorus** , **OOCL Chicago**, **The World**



Berths 204-7: NYK Lynx 75201/02, APL Spain 66300/04, NYK Aprodite 75484/03, NYK Argus 75500/04, OOCL Long Beach 89090/03, NYK Phoenix, CMA CGM Bellini, OOCL Shenzen, OOCL Qingdao, Tossens 3818/91, OPDR Sevilla 4115/99, California Luna

RoRo Vessel: Curitiba 47367/94, Olympian Highway 54800/02, Modern Drive 33831/00, Comet Ace 36615/00, Repubblica Di Venezia 48622/87, Scandinavian Highway 48014/86

DryDock:Safmarine Asia 21887/85

RLC Marchwood:Stena Foreteller 24688/01, Black Rover 7892/74, Tor Anglia 17492/77, CEC Cardigan 6714/97, BBC Anglia 4078/97

Berth 109: Yeoman Bridge 55695/91

Berth 107/8: Sunrana 3663/76, Ladoga 103 1853/88, Berit L 1307/88, Sea Charente 1638/96, Fast Jef 2066/96.

Berth 106: Max Mols 5617/95

Berth 104: Magnific 5103/92, Lapponian Reefer 7944/92

Berths 102/3: Pongo 664/82, Danica Hav 1522/84, Breklum 1297/85

Berths 101 & 46: Atlantic Bay 4996/84, BBC America 4086/99, Lea 2705/91, Umiavut 6037/88, Paleisgracht 5974/85, Atlasgracht 7949/91

Passenger Vessels: Jewel of ther Sea 90090/04, The World 43524/02, Crystal Serenity

Berth 47: Bosphorus 77211/95, Indian 1920/75, Globe 3999/94, Arklow Faith 2373/92, Ercina 2016/83

Berth 33: Pauwgracht 5977/86, Leona 1593/87, Lauriergracht

Dibles Wharf: Kielder 2097/82, Union Sapphire 1382/93 Amur 2507 3086/85

Princes Wharf: Azur 1529/81, Bounder 1984/89 Independent 2113/82



Ships in Port Past and Present

Harbour Defence Motor Launch 1387, Medusa

Medusa was built by R A Newman & Sons at Poole, Dorset during 1943 and had, for such a small ship a fairly distinguished war career. She was used as a Navigational Leader at Omaha Beach on D Day, 6 June 1944, and later took surrender of the Dutch coastal port of Ijmuiden from the Germans.

After the war, she was used initially as a training vessel by the Royal Naval Reserve before, in 1952, being transferred to the Royal Navy Hydrographic Department, for use as a hydrographic survey vessel. She served in this capacity for the next 13 years, before being paid off in 1965; the last of her class of 486 wartime built ships to be in Naval service.

In 1968, she was offered for sale by the Admiralty, and by this time she was in very poor condition, having much rotted timber and having sustained a fire on board. General opinion in Devonport Dockyard, where she was lay, was that she had deteriorated to such an extent that she was beyond restoration and would probably be scrapped.

However, she was purchased from the Admiralty by a group from Weymouth, who spent the next eighteen years working on major structural restoration. The bow of the ship was rebuilt, with large areas of decking being taken up and renewed, and most of the superstructure was replaced. Work was carried out in her machinery, with overhauls of her main engines and her generator, and a new larger generator was built and installed to provide mains electricity on board.

During this period, when enough work had been completed to make her seaworthy again, she was used as a motor yacht and ventured as far as France, Belgium and Holland as well as undertaking frequent trips to the Channel Islands.

By 1986 it had become apparent that she was the last of her class to be still in original and seaworthy condition, and so it was decided that she would be transferred to Portsmouth to be preserved as a representative example of her class of Second World War vessels.

She arrived in Portsmouth Harbour in October 1986 and was passed into the custody of Gosport Borough Council who intended opening a Coastal Forces Museum, of which **Medusa** was to be an important exhibit. Unfortunately the museum did not come into being and so she remained afloat, initially moored at Vospers Jetty, but latterly berthed at Gunwharf Creek.

During this period, her day to day maintenance and continued restoration was carried out by the HMS Gannet (1878) Society, and she was gradually returned to her wartime appearance, with the hull and superstructure painted in battleship grey and with two Oerlikon guns installed on the original gun mounts.

In November 1995, the vessel was moved from her berth in Gunwharf and relocated to No 1 Basin in the Heritage area of the Portsmouth Dockyard adjacent to HMS Victory. In this location she could be seen by members of the public visiting the Dockyard but unfortunately could not be taken to sea. This resulted in her condition slowly deteriorating again and it became imperative that, if this little Normandy veteran was to survive, then urgent work would need to be undertaken.

To this end, **Medusa** was taken under the 'umbrella' of the Coastal Forces Heritage Trust, which was formed to preserve as much of the Country's wartime Coastal Forces Heritage as is still remaining, before it is too late.

In August 1997, Medusa finally left Portsmouth and sailed to Southampton, where she was initially berthed in Ocean Dock before eventually being moved into Empress Dock, which is a little more sheltered.

The vessel has now become the 'cornerstone' of the Southampton Unit of the Maritime Volunteer Service for whom she acts as a training vessel, providing ship handling and navigational experience to volunteers who form a 'back up' navy whose services would be invaluable in time of war.

Although much work has been carried out to the ship over the past eighteen months by members of the Trust and the MVS, more is needed to keep this elderly historic veteran in sea going condition so that she can continue to perform her vital role as well as to preserve part of this Country's naval heritage.

So important is the Southampton Unit and its training vessel considered to be that no less than the National Patron of the MVS, His Royal Highness Prince Michael of Kent is to attend on 14 May 1999 to officially open the Southampton Unit and to take passage down Southampton Water aboard **Medusa**.

Much work still needs to be done to ensure that the vessel is in a fit condition to carry out this high profile event, which should bestow much credit on The Coastal Forces Heritage Trust, the Southampton Unit of Maritime Volunteer Service and on the Port and City of Southampton as well.

From an article MP Boyce 1999

Medusa (or Medousa): A Gorgon from Greek mythology which had snakes instead of hair and was reputed to turn to stone anyone upon whom she gazed. HDML 1387 was named HMS Medusa in 1962 and she retains the same name today.



Left

The **Medusa** underway in the R.Test. The vessel can regularly been seen around the port.

Below

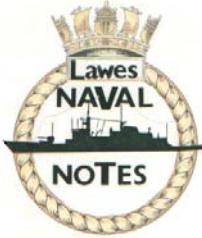
The **Medusa** alongside in Southampton at about the time of her first arrival.

Photographs Colin Drayson collection

Details can be found about this and other historic vessels at www.nhsc.org.uk

Gross Tonnage 56.19t
Net Tonnage 23.91t
LOA 21.95 metres
HD Motor Launch
HDML 1387
History
1943-1952 Patrol Boat
1952-1986 Survey Vessel
1987-Private Use





The last quarter started off very quietly, but fortunately produced an interesting assortment of naval vessels towards the middle of May.

Prior to the visit of the two amphibious vessels the port had seen two other naval ships of very differing types, the RFA tanker **Black Rover** was launched by Swan Hunter at Hebburn on Tyne in 1973 and entered service with the RFA in August 1974. This company built all 5 ships of the class as small replenishment tankers. Two of the ships have been sold to foreign navies; in 1992 **Green Rover** went to Indonesia

followed a year later by **Blue Rover's** sale to Portugal. Their full load displacement is 11,522 tons (7574g; 6799dwt). In addition to fuel oil they can carry small quantities of water, lubrication oil and aviation fuel. They are fitted with a helicopter deck, but do not usually carry an aircraft, relying on the helicopters from other vessels for the transfer of stores. Diesels of 15,360 bhp produce a maximum speed of 19 kts. One of the surviving tankers is usually based at Devonport for use by warships that are working up prior to entering or re-entering service. **Black Rover**, however, had an 11-month spell in the South Atlantic during 2001 and 2002 in support of the Falklands Islands guard ship. The MOD faces a problem with the Rover class and the larger Leaf class as being a single hulled vessels they do not conform to the latest international regulations for tankers, but the Politicians claim there are no plans to replace them before 2010.

Blohm & Voss built **Gorch Fock** at Hamburg in 1958 in a very short period of time; she was laid down 24 February that year, launched 23 August and entered service on 17 December. She was built to act as a Naval Training Ship. As such she carries a crew of 10 officers, 56 ratings and 140 cadets. Her full load displacement is 2005 tons and she carries 1904 sq m of sails. Her 1660 bhp diesel can produce a speed of 12 kts, but under sail she has achieved 15 kts the best distance travelled under sail in one day is 296 nautical miles. As **Gorch Fock** left Southampton and was passing Calshot she met the Dutch three masted sailing cruise ship **Stad Amsterdam** as she was entering port, an unusual sight spoilt only by the fact that neither vessel had any sails set.

An exercise planned for amphibious force in the USA brought two of the Navy's largest ships to Marchwood during the second week of May. These were the helicopter carrier, **Ocean** and the landing ship dock, **Albion**. **Ocean** has visited the military port on a number of occasions since her entry into service in 1999. **Albion**, is virtually a new ship, being commissioned into the Royal Navy in 2003, she and her sister **Bulwark** are the long overdue replacements for **Fearless** and **Intrepid**. They were originally to have been ordered in 1988, but it was only in 1996 that a contract was awarded to BAe Systems at Barrow in Furness to build the two vessels. Various problems delayed the completion of **Albion**; her sister is also behind schedule and may not enter service until next year. Like her predecessors, **Albion** is designed to flood down to allow her landing craft to dock and load military vehicles, she can carry up to 6 Challenger battle tanks or 16 two ton lorries which can be loaded via a ramp onto the landing craft. Her complement of such craft is 4 LCU Mk 10 for the heavy vehicles and equipment and 4 LCVP's for personnel or Land Rovers. **Albion's** displacement is 17,000 tons which increases to 18,500 tons when flooded down. In addition to her landing craft she can also operate up to 3 Sea King or Merlin helicopters. She has a crew of just over 300 and can carry about the same number of troops. Propulsion is a 16,000 shp diesel electric system that gives a maximum speed of 18 kts.

The Royal Navy's next generation of air-defence warship is taking shape on land, at sea and in the shipyards as progress on the Type 45 destroyers continues apace.

A dedicated computer complex which will put the ships' sophisticated radar and command systems through their paces has been 'switched on' in Portsmouth as a barge which will test the destroyers' anti-air missiles - the Type 45's primary purpose - sits in the water once more.

In what looks like a huge grey shed on Portsdown Hill overlooking the ships' future home port, experts are testing early versions of the hi-tech computer network which will be the brains behind PAAMS - the Principal Anti-Air Missile System - designed to protect the future Fleet from air attack.



PAAMS itself will be tested using the large trials barge **Longbow**, last used by the MOD to trial the Seawolf missile.

Shipwrights and engineers in Portsmouth Naval Base are converting the 12,000-ton vessel, which spent more than a decade in Brixham in Devon before being reactivated and towed to Portsmouth where she arrived under tow with Sun London.



A team of 70 people is fitting a distinctive Type 45 mast to **Longbow** as well as creating a missile silo ahead of extensive trials of PAAMs off Toulon in the Mediterranean, due to start late next year until the end of 2006.

Still to be fitted to the barge and the test centre on Portsdown Hill is the distinctive Sampson radar to feed the combat systems the information they need to take out incoming missiles and aircraft.

The test centre - Maritime Integration Support Centre - will be used by defence experts to try out combat, control and command systems for the Type 45, and later on the Navy's future carriers, sparing the ships months of tests and trials at sea.

The £15m complex will resemble the destroyers to some degree, with a mock-up bridge and working main and aft masts and radar fitted eventually, as well as operations and communications rooms in the heart of the building. Already working is an early version of the computer tracking system, complete with three full-colour screens which allows an operator to keep tabs on targets and friendly forces.

There will be around 25 such consoles in the real Type 45 operations room, which will be much less dark and cramped than Type 42, 23 and carrier equivalents.

The first of the class, **HMS Daring**, is slowly beginning to resemble a ship at last, both in Portsmouth where the VT Group is building her bow and main mast, and on the Clyde where BAE Systems is building the remainder of the hull.

The finished vessel will be assembled at BAE's Scotstoun yard and will be launched in traditional style down a slipway. She's due to join the Fleet in 2007.

Royal Caribbean International has officially named its latest vessel, the 90,090-ton **Jewel of the Seas**, in Southampton. The ship is seen alongside on the 7th May 2004



The Dutch Connection by Rodney Baker



SOUTHAMPTON, NETLEY ABBEY (Choir)

UITGELEIDE VAN PASSAGIERS NAAR SOUTHAMPTON.

Familieleden en vrienden van passagiers die hen uitgeleide wenschen te doen en tevens eens nader kennis willen maken met het leven aan boord van een groot passagiersschip, vinden daartoe een prachtige gelegenheid door de vertrekenden op reis te vergezellen tot Southampton. De passagekosten aan deze reis verbonden bedragen slechts f 35.— per volwassene voor de eerste- en f 25.— per volwassene voor de tweede klasse, terwijl in deze prijzen volledige voeding gedurende 2 volle dagen begrepen is.

De mailschepen vertrekken 's Zaterdags om de 14 dagen van Amsterdam en arriveren 's Zondags middag te Southampton. Aan bovenbedoelde uitgeleiders wordt evenwel vergund tot Maandagochtend na het ontbijt aan boord te verblijven.

De aandacht wordt er op gevastigd dat het aantal beschikbare plaatsen tot Southampton steeds beperkt is, zoodat aanvragen om passage tijdig zullen moeten worden ingediend.

Ten slotte wordt nog opgemerkt dat uitgeleide tot Southampton een zeer goede gelegenheid biedt om uitstapjes te maken naar het eiland Wight, de badplaatsen aan de Zuidkust van Engeland en naar Londen. Voor verdere inlichtingen wende men zich tot het Hoofdbureau Passagedienst der Stoomvaart Maatschappij Nederland, Prins Hendrikade 108-114 Amsterdam of tot de passageagenten.

There are many different postcards showing this view of Netley Abbey and normally I would not have given it a second glance, except that underneath the text was in Dutch! The badge on the reverse told me who had issued it, S M N (Stoomvaart Maatschappij 'Nederland') but what was it about?

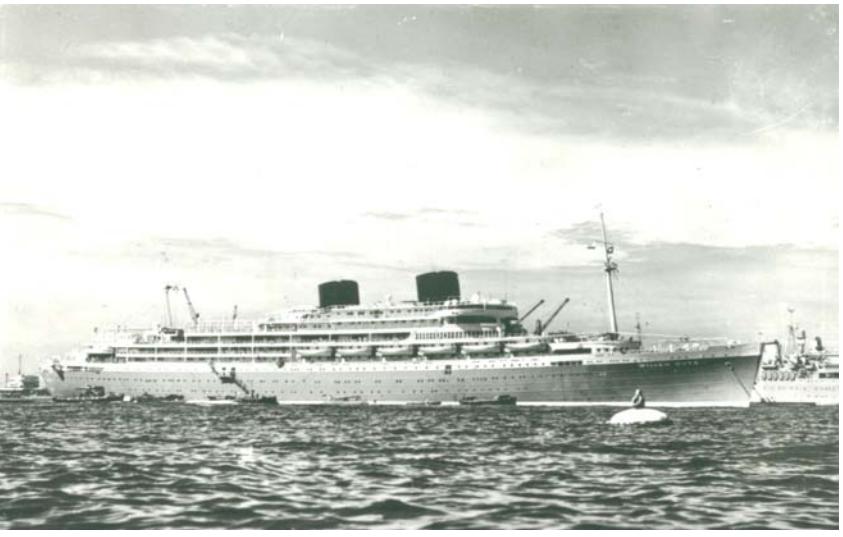
Fortunately I know a Dutch resident of Southampton who kindly agreed to translate it and you can imagine my surprise to find out that this city was considered a weekend break circa 1910!

The Amsterdam Lloyd & the Nederland S S Co were both frequent of the port since the 1880's. The Southampton times of October 1982 reports that the two companies vessels made 28 visits to the port that year as part of their service to the Dutch East Indies. Many of you will have been familiar with the last two vessels on the service, the **Willem Ruys** and the **Oranje**, the last of which is depicted at her home port of Amsterdam while either the magnificently named **Johan van Oldenbarneveldt** or

Marnix van Sint Aldegondo is shown leaving the docks in the late 1930's?

This statement refers of course only to the passenger vessels and to the above named company's as there were various commercial restructuring which led to the title Nedlloyd which is now familiar and P&O Nedlloyd. This represents a connection of 125 years with Southampton, a statistic only rivalled by the German Norddeutscher Lloyd.

I hope the Dutch Tourists enjoyed their short breaks in Southampton!



Translation from Postcard

Accompaniment of passengers to Southampton Family and friends of passengers, who wish to accompany them and at the same time acquaint themselves with life on board of a large passenger ship, have a fine opportunity by accompanying the passengers on the voyage to Southampton.

The first class adult fare is only f35.00, whilst the adult second-class fare is f25.00, inclusive of all meals for the two days duration of the trip. The mailships depart from Amsterdam on alternative Saturdays and arrive in Southampton on Sunday afternoon. Those accompanying the passengers are permitted to stay on board until Monday morning after breakfast. You are reminded that the number of available places to Southampton is always very limited so that early reservations are advised. Finally we wish to point out that the trip to Southampton affords a fine opportunity to make excursions to the Isle of Wight, resorts on the English south coast and to London.

For further information please contact the head office of the passenger services of the Steamship Company of Nederland, Prins Hendrik Kade 108-114, Amsterdam or the travel agents.



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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.

2004 Branch Meeting Programme

Jan 13th
Around South America
Bill Lawes
Feb 10th
Port City-Southampton
Mar 9th
Southampton in B&W and Colour
Bert Moody & John Havers
April 13th
TBC
Jimmy Poole
May 11th
Frigates & Sloops
Dr Osborne
June 8th
QE – A Beautiful Lady
Jeanette McCutcheon
July 3rd
Branch Cruise
July 13th
The Port of Bristol
Mr J Williams
Aug 10th
Members Evening
Sept 14th
Photographic/Model Comp
Oct 12th
Tankers in SW England
Ron Baker
Nov 9th
AGM + Support Programme

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.

Solent Cruise 2004

The date has been booked for Saturday 3rd July this year, the times are as per previous events. Departure 11.00 returning 18.00 to Ocean Village. By the time of publication it is likely that all available tickets will have been sold. Please contact the treasurer for any information.

Meeting Venue

Our meeting place in Portswood will be made unavailable due to re development of the site, probably by the end of the year. The committee are investigating other options. Members with any suggestions for a new Southampton venue please contact the Secretary.



Photograph by Ivan Bovey.